Regional or Multi-Jurisdictional Planning in the US
An Overview

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Vice President and New Jersey Director, Regional Plan Association

Urban development in the US in the late 19th century according to Herge
### Why a Civic Sector in Planning?

- Filling a void – the absence of a public framework
- Perception that public sector is incompetent, negligent, corrupt or just too distant and inaccessible
- Recognition of the need for an independent mediator between competing private interests
- Recognition of the need for a champion on behalf of public interests
- Pioneering spirit, ie “do-it-yourself”

### The Civic Sector – What is It?

- Not for profit organizations (NGOs)
- Foundations, civic improvement organizations, neighborhood organizations, business organizations, special interest groups, local community development or economic development corporations
Early Civic Sector Intervention in Planning in the US

New Neighborhood Plans
- Russell Sage Foundation and the plan for Forrest Hills Gardens, Queens

Municipal Planning
- The Montclair Civic Association’s Master Plan for Montclair and Glenn Ridge, NJ – 1905

Metropolitan Area Planning
- The Chicago Commercial Club - The Master Plan for Chicago of 1906
- Regional Plan Association - The New York Regional Plan of 1931
- Regional Park Plans (Boston, Los Angeles, Newark)

New Neighborhoods – The Russell Sage Foundation and Forrest Hills Gardens
Local Planning – John Nolen and the Master Plan for Montclair and Glenn Ridge – 1905

Daniel Burnham and the Chicago Commercial Club’s 1909 Plan for the Chicago Metropolitan Area
Thomas Adams and the 1st Plan for the New York Region - 1929

Front Page Coverage in the New York Times

SUPER-CITY PLANNED AFTER 7-YEAR STUDY

Proposals for Development of 5,538 Square Miles Not to Be Revised After 21 Days

Proposed for 20,000,000

More for Each Family Room to Be Projected to 1,600-Acre Site Building Visited.

What to learn. The most recent news is the world of super-plan, planned bays and 

many other things. This month, with the release of the new plan, the New York City Planning 

Commission plans to release its final report. The plan, which is the result of 

9 years of work, includes a new set of proposals for the future of New York City. 

Among the proposals are plans for new parks, new roads, and new 

transportation systems. The plan is expected to be presented to the 

New York City Council in the coming weeks.
Regional Highway and Transit Plans

Radburn, 1931 - a town for the motor age
Visualizing the Region
Building Regional Identity
No Legal Weight

Multiple Political and Administrative Jurisdictions

The RPA Region:
- 3 states
- 31 counties
- 2,000+ local governments, authorities, boards, commissions, etc
Regional Park Systems

Statewide Growth Management
The 2001 New Jersey State Plan

New Jersey State Plan
CROSS-ACCEPTANCE

- Local Plan Consistency with State Plan Provisions
- Findings, Recommendations and Objections
- Proposed Modifications to Local and County Plans
- Performance of Designated Centers / Growth Areas

Phases:
- Comparison
- Negotiation
- Final Review
- Statement of Agreements and Disagreements
The New Jersey Growth Management Framework

The HAMLET Programmatic Criteria

- 10 to 50 acres without sewer, 100 acres with sewer
- 25 to 250 population
- 3,000 people/square mile
- 10 to 100 housing units
- >2 dwelling units /acre of gross density
The URBAN CENTER Programmatic Criteria

- > 40,000 population
- > 7,500 people / square mile
- > 4 dwelling unit / acre gross density
- > 40,000 jobs
- > 1:1 jobs to housing ratio

Infrastructure Needs Assessment 2020

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<th>Category</th>
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<tr>
<td>Transportation/ Commerce</td>
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<td>Public Health/ Environment</td>
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<td>Public Safety/ Welfare</td>
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<tr>
<td>TOTAL</td>
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Impact Assessment

- Economy
- Environment
- Infrastructure
- Community Life
- Intergovernmental Coordination

Public Authorities

The Tennessee Valley Authority:
- 47 reservoirs
- 18 fossil fuel power plants
- 3 nuclear power plants
Regional Planning in the US Today

- Regional Planning by Quasi-Governmental Organizations:
  - Metropolitan Planning Organizations (MPOs)
  - Regional Councils of Governments (RCOGs)
  - Regional Transit Agencies
  - Air Quality and Water Management Districts
  - Regional Commissions: Cape Cod, Lake Tahoe, Adirondacks

- Regional Planning by Civic Organizations:
  - LUTRAQ / Vision 2040
  - Utah Vision 2020
  - RPA’s 3d Regional Plan
  - Chicago 2030 Plan

Regional Planning in New Jersey

Three Metropolitan Planning Organizations (MPOs)
- North Jersey Transportation Planning Authority
- Delaware Valley Regional Planning Commission
- South Jersey Transportation Organization

Three Regional Commissions
- Meadowlands Commission
- Pinelands Commission
- Highlands Commission
The New Jersey Pinelands Commission: 
*The Pinelands Comprehensive Management Plan*

The New Jersey Highlands Commission: 
*The Highlands Regional Master Plan*
Portland: LUTRAQ / Vision 2040

1,000 Friends of Oregon: works to protect our quality of life through the conservation of farm and forest lands, protection of natural and historic resources, and promotion of more compact and livable cities.

Salt Lake City: Vision 2020
The Chicago 2030 Plan

3 computer models were used to forecast and evaluate future conditions.

The Third Regional Plan

The 5 Campaigns:
- Governance
- Workforce
- Mobility
- Greensward
- Urban Centers
Urban Development 1930 - 2000

Greensward
A 3-million acre network of protected natural resource systems

Mobility
A seamless 21st century mass transit system

Centers
Maintaining half the region’s employment in urban centers

Workforce
Assisting minority and immigrant communities to fully participate in the economic mainstream

Governance
Restructuring institutions and fiscal incentives

The Third Regional Plan
New Hudson River Rail Tunnel ($6 - $8 Billion, 9 years)

Four Borough Second Avenue Subway (MetroLink) - $12 - $15 Billion, 12 years

East Side Access ($5.7 Billion, 10 years)
PLANYC 2030

Transportation

- Improve travel times by adding transit capacity for millions more residents, visitors, and workers
- Reach a full “state of good repair” on New York City’s roads, subways, and rails for the first time in history

America 2050

[Map of the United States with various regions highlighted]
<table>
<thead>
<tr>
<th>Key U.S. Trends</th>
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<tr>
<td><img src="image1.png" alt="Rapid population growth and demographic change" /></td>
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<td><img src="image2.png" alt="Climate change and energy security" /></td>
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<td><img src="image3.png" alt="Crumbling Infrastructure" /></td>
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<td><img src="image4.png" alt="Rising goods movement and foreign trade" /></td>
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Overcrowded airports and airspace

Longer commutes

Why Megaregions?

- Challenges occur at scales greater than the metropolitan region
- Need to compete with global integration zones
- Need to foster agglomeration economies at the megaregion scale
Megaregion Strategies

1. Invest in the nation’s transportation system including key global gateways and megaregional systems.
2. Revitalize under-performing regions and America’s older industrial cities.
3. Protect natural resources, watersheds, and mitigate climate change.

The Northeast Megaregion

- 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
Challenges in the Northeast

- High land consumption
- Job growth lagging the nation
- High housing cost burdens
- Congestion & aging infrastructure

Source: RPA GIS Model, Woods & Poole County
Population projections

Large Landscapes and Estuaries

Source: RPA, adapted from the Appalachian Mountain Club
Transportation Infrastructure

A Dense Transportation Network: From Neighborhood to Megaregion

- Enhanced local transit, regional rail
- Intercity rail connecting “hot and cold” cities
Implementation:
Interactions between different scales

1. City planning
2. Regional planning
3. Megaregion-scale coordination
4. National policy reform

Thank You