New York City 2030: ACCEPTING THE CHALLENGE
New York’s Major Challenges Through 2030

1. We will be getting **BIGGER**

2. Our infrastructure will be getting **OLDER**

3. Our environment will be **MORE PRECARIOUS**
New York City Population Growth

Source: US Census Bureau and NYC Department of City Planning, Population Division
New York City Job and Tourism Growth

Residents
Millions
2005: 8.25
2030: 9.10
Increase: 10%

Jobs
Millions
2005: 3.50
2030: 4.30
Increase: 13%

Visitors
Millions
2005: 41
2030: 65
Increase: 58%

Source: NYC Department of City Planning, NYC Economic Development Corporation.
Create homes for almost a million more New Yorkers, while making housing more affordable and sustainable.

Ensure parks are within 10 minutes of every New Yorker in every neighborhood.

Improve travel times by adding transit capacity for millions more residents, visitors, and workers.
Develop critical back-up systems for our aging water network to ensure long-term reliability.

Reach a full “state of good repair” on New York City's roads, subways, and rails for the first time in history.

Provide cleaner, more reliable power for every New Yorker by upgrading our energy infrastructure.
Reduce global warming emissions by more than 30%

Achieve the cleanest air of any big city in America

Clean up all contaminated land in New York City

Open 90% of our waterways for recreation by reducing water pollution and preserving our natural areas

greenNYC
1. **openNYC**
   - **CREATE HOUSING** for our new population

2. **openNYC**
   - **IMPROVE TRAVEL TIMES** by adding transit capacity

3. **openNYC**
   - **ENSURE ALL NEW YORKERS HAVE PARKS** within a 10-minute walk

4. **maintainNYC**
   - **DEVELOP WATER NETWORK** back-up systems

5. **maintainNYC**
   - **ACHIEVE “STATE OF GOOD REPAIR”** on our transportation system

6. **maintainNYC**
   - **UPGRADE OUR ENERGY INFRASTRUCTURE**

7. **greenNYC**
   - **REDUCE GLOBAL WARMING** emissions by more than 30%

8. **greenNYC**
   - **ACHIEVE THE CLEANEST AIR** of any big city in America

9. **greenNYC**
   - **CLEAN UP ALL CONTaminated LAND** in New York City

10. **greenNYC**
    - **OPEN 90% OF OUR WATERWAYS** and protect natural areas
1. CREATE HOUSING for our new population
2. IMPROVE TRAVEL TIMES by adding transit capacity
3. ENSURE ALL NEW YORKERS HAVE PARKS within a 10-minute walk
4. DEVELOP WATER NETWORK back-up systems
5. ACHIEVE “STATE OF GOOD REPAIR” on our transportation system
6. UPGRADE OUR ENERGY INFRASTRUCTURE
7. REDUCE GLOBAL WARMING emissions by more than 30%
8. ACHIEVE THE CLEANEST AIR of any big city in America
9. CLEAN UP ALL CONTAMINATED LAND in New York City
10. OPEN 90% OF OUR WATERWAYS and protect natural areas
1. **openNYC**
   - **CREATE HOUSING** for our new population

2. **openNYC**
   - **IMPROVE TRAVEL TIMES** by adding transit capacity

3. **maintainNYC**
   - **ENSURE ALL NEW YORKERS HAVE PARKS** within a 10-minute walk

4. **maintainNYC**
   - **DEVELOP WATER NETWORK** back-up systems

5. **maintainNYC**
   - **ACHIEVE “STATE OF GOOD REPAIR”** on our transportation system

6. **maintainNYC**
   - **UPGRADE OUR ENERGY INFRASTRUCTURE**

7. **greenNYC**
   - **REDUCE GLOBAL WARMING** emissions by more than 30%

8. **greenNYC**
   - **ACHIEVE THE CLEANEST AIR** of any big city in America

9. **greenNYC**
   - **CLEAN UP ALL CONTAMINATED LAND** in New York City

10. **greenNYC**
    - **OPEN 90% OF OUR WATERWAYS** and protect natural areas
growth
Looking ahead, increased demand will outpace available capacity, constraining growth in the CBD.

Every route into the CBD will be above capacity on both transit and the road.

* East side highway numbers include both East and West side roads; Brooklyn highway numbers include both Brooklyn and Williamsburg Bridge roads.
NYC Congested Rail and Subway Lines 2006

Source: NYC Department of Transportation
NYC Congested Rail and Subway Lines 2030

Source: NYC Department of Transportation
And the transit system is still $15 billion away from a state of good repair

<table>
<thead>
<tr>
<th>Need*</th>
<th>Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>Stations</td>
<td>• Better stations provide more attractive ride&lt;br&gt;• ADA compliance at 100 busiest stations</td>
</tr>
<tr>
<td>$5.6B</td>
<td></td>
</tr>
<tr>
<td>Signals on B system (letter lines)</td>
<td>• Allows more trains to run on existing lines&lt;br&gt;• Allows platform notification of time-until-next-train</td>
</tr>
<tr>
<td>$2.8B</td>
<td></td>
</tr>
<tr>
<td>Tunnel lighting</td>
<td>• Greater safety for workers and in the event of an emergency</td>
</tr>
<tr>
<td>$2.9B</td>
<td></td>
</tr>
<tr>
<td>Yards, shops, and other support facilities</td>
<td>• Faster, more efficient maintenance and operations</td>
</tr>
<tr>
<td>$3.2B</td>
<td></td>
</tr>
<tr>
<td><strong>$14.5B</strong></td>
<td></td>
</tr>
</tbody>
</table>

* MTA/Transit: commuter rail lines have an additional $1B in 35PA needs

Only $5.5B is available in the current 2005-09 capital plan
Our Roads are not in a State of Good Repair

Drivers of roadway quality

- Frequency of resurfacing or repairs
- Frequency of utility work requiring cuts and patches
The Subway System Has Not Been Expanded in Decades, Despite Ridership Growth

Annual NYC Subway/SIRT Ridership in Millions

- 1953: SIRT shortened
- 1955-56: Third Ave El closed, Far Rockaway line opens
- 1968-70: E/J/Z Jamaica Center extension and elevated closure
- 1973: Third Ave El (Bronx) closed
- 1989: 63rd St Tunnel opens
- 2001: 63rd St connector opens

In 2006, ridership reached levels last seen in 1952 – when the subway system had 10 more route-miles than it does today.

Note: Route miles are non-directional, i.e., the distance from terminal to terminal. Several lines may share the same route.
Source: City of New York, Robert Olmstead, Brian J. Cudney
growth