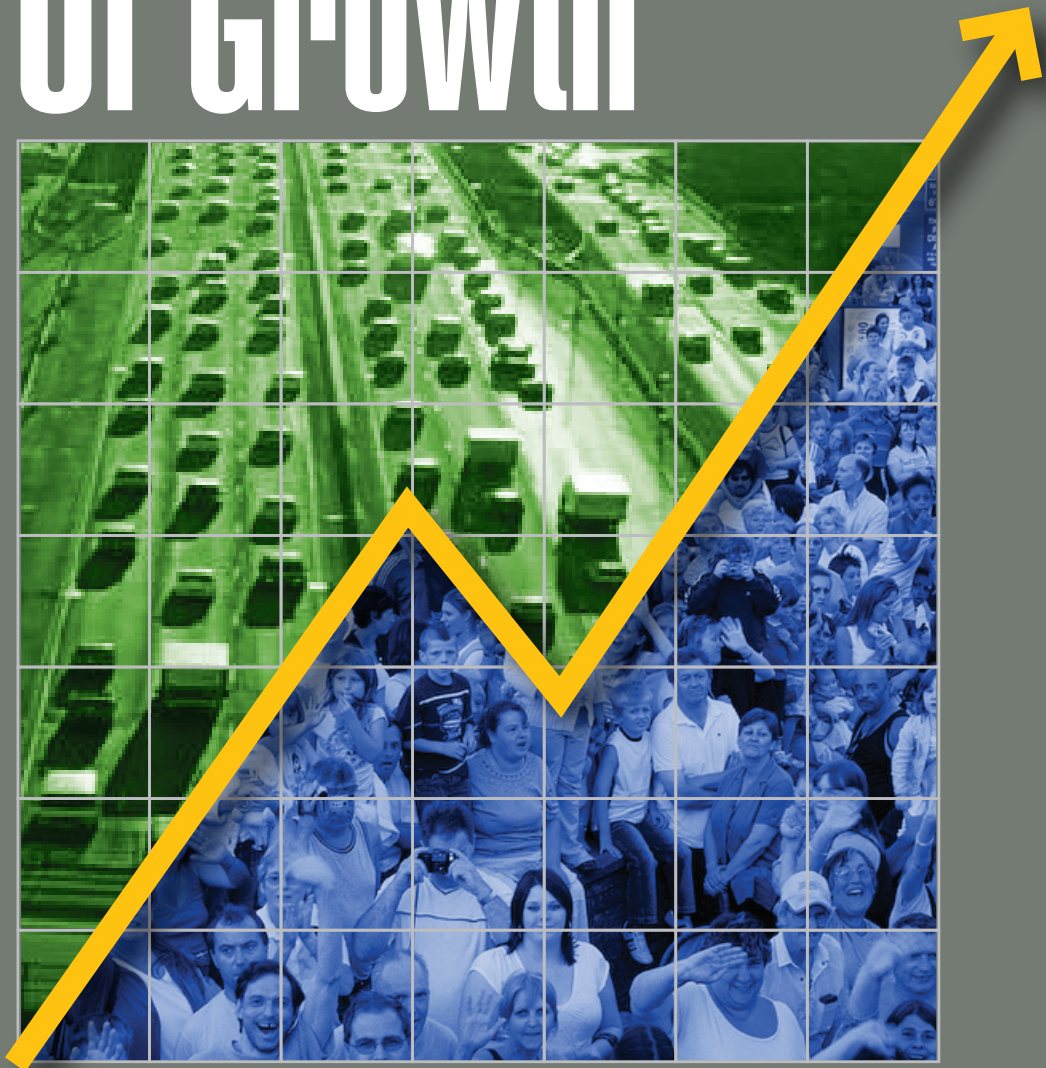


NEW YORK METROPOLITAN TRANSPORTATION COUNCIL

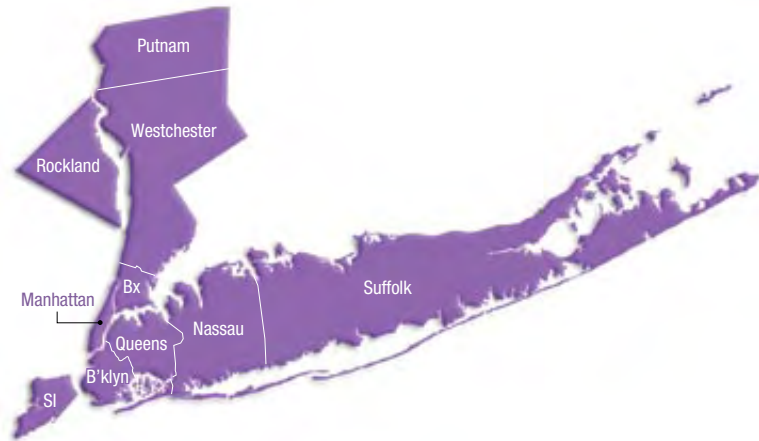
# The Challenges Of Growth



NYMTC ANNUAL REPORT 2007

**T**he New York Metropolitan Transportation Council (NYMTC) is an association of governments, transportation providers and environmental agencies that is the metropolitan planning organization for New York City, Long Island and the lower Hudson Valley.

NYMTC provides a collaborative planning forum to address transportation-related issues from a regional perspective.



The NYMTC region includes New York City, Long Island and the lower Hudson Valley. It encompasses an area of 2,440 square miles and a population of 11.3 million, approximately 65% of New York State's population.

To respond to local needs, NYMTC is comprised of three Transportation Coordinating Committees (TCC): New York City TCC, Mid-Hudson South TCC and Nassau/Suffolk TCC. These committees recommend sub-regional transportation priorities and provide opportunities for the private sector, general public, local government and interested stakeholders to become involved in the planning process on a more local level.

## **NYMTC's Mission**

- To serve as the collaborative forum to address transportation-related issues from a regional perspective;
- To facilitate informed decision-making within the Council by providing sound technical analyses;
- To ensure the region is positioned to capture the maximum federal funds available to achieve the goals of the Unified Planning Work Program, Regional Transportation Plan and Transportation Improvement Program; and
- To focus the collective planning activities of all Council members to achieve a shared regional vision.

## NYMTC's Council Members

### Voting Members

#### **Astrid C. Glynn**

NYMTC Permanent Co-chair  
and Acting Commissioner  
New York State  
Department of Transportation

#### **Iris Weinshall**

NYMTC Co-chair and  
Commissioner  
New York City  
Department of Transportation

#### **Amanda Burden**

Director  
New York City  
Department of City Planning

#### **Elliot Sander**

Executive Director and CEO  
Metropolitan Transportation  
Authority

#### **Thomas Suozzi**

Nassau County Executive

#### **Robert J. Bondi**

Putnam County Executive

#### **C. Scott Vanderhoef**

Rockland County Executive

#### **Steve Levy**

Suffolk County Executive

#### **Andrew J. Spano**

Westchester County Executive

### Advisory Members

#### **Robert Arnold**

Division Administrator  
Federal Highway Administration

#### **Brigid Hynes-Cherin**

Regional Administrator  
Federal Transit Administration

#### **George D. Warrington**

Executive Director  
NJ Transit

#### **Denise M. Sheehan**

Commissioner  
New York State  
Department of Environmental  
Conservation

#### **Joel S. Weiner**

Executive Director  
North Jersey Transportation  
Planning Authority, Inc.

#### **Anthony Shorris**

Executive Director  
Port Authority of New York &  
New Jersey

#### **Alan J. Steinberg**

Regional Administrator  
U.S. Environmental Protection  
Agency

#### **Joel P. Ettinger**

Executive Director  
NYMTC

#### **Robert Zerrillo**

Council Secretary  
New York State  
Department of Transportation

## Message from the Co-Chairs



Iris Weinshall  
Commissioner, NYC DOT



Astrid C. Glynn,  
Acting Commissioner, NYS DOT

**T**hirty years ago, many had written off the New York area as a region in decline that would never fully recover from an ongoing loss of population and employment. Since then, the region has made a remarkable turnaround, and this resurgence has been paralleled by a resurgence in the region's transportation system, as transportation agencies have made tremendous strides in preserving the system and bringing it into a state of good repair. As people and jobs continue to be attracted to our revitalized region, these changes are prompting fundamental shifts in transportation needs and highlighting the New York Metropolitan Transportation Council's (NYMTC) important role in meeting the challenges of growth.

According to forecasts, by 2030 there will be almost two million additional residents in the ten county NYMTC region, including an additional one million residents in New York City alone. A total of almost four million more people are projected to be living in the 31-county New York-New Jersey-Connecticut metropolitan area by 2030. Total employment is forecast to grow by three million, from 11.7 to 14.7 million jobs, an increase of about 25% for the 31-county region.

Where will these new residents live, work, and play? How will the goods that they need be delivered? What will these numbers mean to our public transit systems, highways, and parks?

Today, transportation professionals are re-emphasizing that you cannot do meaningful transportation planning without also looking at land use planning. If transportation investments are not connected to zoning and urban form decisions, it will become increasingly difficult for the region's residents to get to work, shop, travel to the doctor's office, and access recreational facilities and other key destinations.

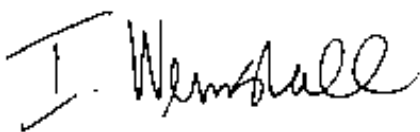
Granted, the capacity of our transportation system will be helped by the completion of long-planned projects like the Second Avenue Subway and the Long Island Rail Road East Side Access projects. These projects have been given 'priority status' by Governor Eliot Spitzer in his first State of the State Address. But, as Governor Spitzer noted, "as we complete these priority projects, we must ensure they are accompanied by smart-growth planning, which will alleviate environmental degradation, instead of contributing to it, and will make our communities more vibrant places to live, work, and raise a family."

Mayor Michael Bloomberg has also focused New York City's planning efforts on these critical issues with his PlaNYC 2030 initiative, a comprehensive approach for creating a sustainable city over the next 25 years. Transportation planners are now being called on to address not only the transportation needs of a growing population, but also all the urgent quality of life and environmental issues that the region's projected growth will bring in its wake.

Faced with so formidable and pressing a challenge, it is clear that many aspects of NYMTC's operations in the years ahead must include a focus on the challenges that this growth creates for our region.

As co-chairs of the Council, we can report that NYMTC is already facing these challenges head-on. Numerous studies and planning activities provide for assessments of the impact of population and job growth on the transportation system, for both passengers and freight. Additionally, NYMTC's Principals are discussing future growth and looking at the necessary transportation infrastructure that will help support and direct growth where it is desired in the region.

We have spent much of the past thirty years rebuilding our region's transportation system, helping to create the success that we enjoy today. Now we are facing an entirely new challenge, to ensure that we do not become victims of that success. Dealing with this growth calls for changes to NYMTC's role in planning for the future of our transportation system. This year, NYMTC's members – our colleagues – have not only responded to the challenges ahead but are also leading the way. We are honored to serve with them.



## Introduction from the Executive Director



Joel P. Ettinger,  
New York Metropolitan  
Transportation Council

If you live in the New York metropolitan area, you've had these experiences:

- Sitting in your car on the Long Island Expressway; your watch says an hour has elapsed, while the odometer registers less than one mile...
- Waiting on the 14th Street subway platform after being unable to board a packed #4 train...

At times like these, New Yorkers sigh, grumble and console themselves with the thought, "This is it. It can't possibly get any worse than this." But, with almost four million new residents in the New York–New Jersey–Connecticut metropolitan region by 2030, it can, and it will, unless we meet the challenges of growth. How to handle the region's future growth will be a major part of NYMTC's collaborative planning activities.

NYMTC is now a major venue for discussion and informed analysis of major transportation issues and investments in our region. In the past, NYMTC's Program, Finance and Administration Committee (PFAC) meetings have sometimes had fewer than five members of the public in attendance. Now, PFAC meetings include nationally known guests discussing timely and often provocative issues. This past year, speakers such as Ken Orski, editor and publisher of *Innovation Briefs*, and Bob Yaro, President of the Regional Plan Association, challenged members to consider strategies for ameliorating the congestion and emissions that will accompany the region's anticipated growth. PFAC meetings are now averaging 50–100 people in attendance.

In addition, this year NYMTC expanded the scope of "regional planning" with PFAC presentations by Dr. Floyd Lapp, Executive Director of the South Western Regional Planning Agency in Connecticut, and Dr. Mark Stout, New Jersey's Assistant Transportation Commissioner. By providing overviews of how our neighbors in New Jersey and Connecticut are addressing problems we all share—congestion, areas underserved by transit, the land use/transportation linkage—these presentations stimulated discussion and focused our members' own thinking on the challenges we face as a region.

One of the most pressing of those challenges is transportation for older adults. Working with AARP and NYU's Rudin Center for Transportation Policy and Management, NYMTC co-hosted GOOD TO GO: Transit Options for Older Adults, a regional conference keynoted by James A. Simpson, Administrator of the Federal Transit Administration. This regional conference examined national and local 'best practices' for providing transportation services to this fast-growing, but under-served, population. GOOD TO GO proved to be the largest such event in NYMTC's history. This year, we will hold follow-up meetings on the local level, to ensure that transportation initiatives for older adults respond to the needs and preferences of specific communities.

Bringing together the best minds in transportation planning with freight providers and the customers they serve will also characterize NYMTC's next conference on the role of freight given the region's growth. Scheduled for late spring 2007, it will explore strategies to address forecasts of major increases in freight traffic in the region. By examining those strategies now, before population demands peak, dramatically increasing both freight volume and the problems associated with it, NYMTC hopes to stimulate the vital public policy debate needed to address the region's economic viability and some major quality of life issues.

By expanding and enhancing NYMTC's role as a forum for informed analysis and far-sighted debate, NYMTC is well positioned to engage in proactive planning, and that's the very best kind.

When faced with untenable situations, New Yorkers may well continue to grumble and think, "This is it. It can't get any worse." With creative and responsive planning to address the challenges of growth, maybe we'll find solutions.

A handwritten signature in black ink, appearing to read "J. P. Attie". The signature is fluid and cursive, with a large loop at the end.



## The Region's Future

**A Vision of Growth.** As planners, economists and demographers peer into their crystal balls and project what the region will look like in the coming decades, a vision has emerged that the region's future will be defined by growth: growth in population, economic activity, travel, traffic congestion, vehicular emissions, jobs, and housing needs.

It's essentially an optimistic vision, predicting a dynamic region with a vibrant economy. But it is also a challenging scenario. It raises pointed questions about the capacity of our current infrastructure and services to accommodate such dramatic growth while simultaneously safeguarding the quality of life and health of residents. Because of this, meeting the challenges of growth has become a focus of the region's transportation and urban planners, as well as public officials.

**NYMTC's Role.** As the Metropolitan Planning Organization for New York City, Long Island and the lower Hudson Valley, the New York Metropolitan Transportation Council (NYMTC) is one of the key prognosticators of the region's long-term socio-economic, demographic and mobility future. Historically, NYMTC's projections have proven generally reliable.

NYMTC employs several statistical models to generate its forecasts. The socio-economic/demographic models predict future population, employment, labor force and household data. The New York Best Practice Model (NYBPM) is a state of the art travel demand model that predicts future travel, congestion, and air quality based on the projections of population and jobs.

A great deal of information about past trends and current conditions is needed for the modeling to work optimally. As with any future projections, assumptions are made based on past trends. NYMTC relies on national data sets and research as well as regional trends and conditions as platforms for its assumptions. Yet, despite the obvious science and mathematical rigor of the predictions, they are still educated guesses that must be continually re-evaluated and revised to maintain their reliability.

**What Kind of Growth is Likely?** NYMTC has forecast a number of probable characteristics of the region in 2030 as the basis for its current 2005–2030 Regional Transportation Plan. Taken together, these forecasts suggest an optimistic economic future for New York City, Long Island and the lower Hudson Valley. They also predict some of the likely transportation impacts of increased travel, increased transportation congestion and increased motor vehicle emissions.



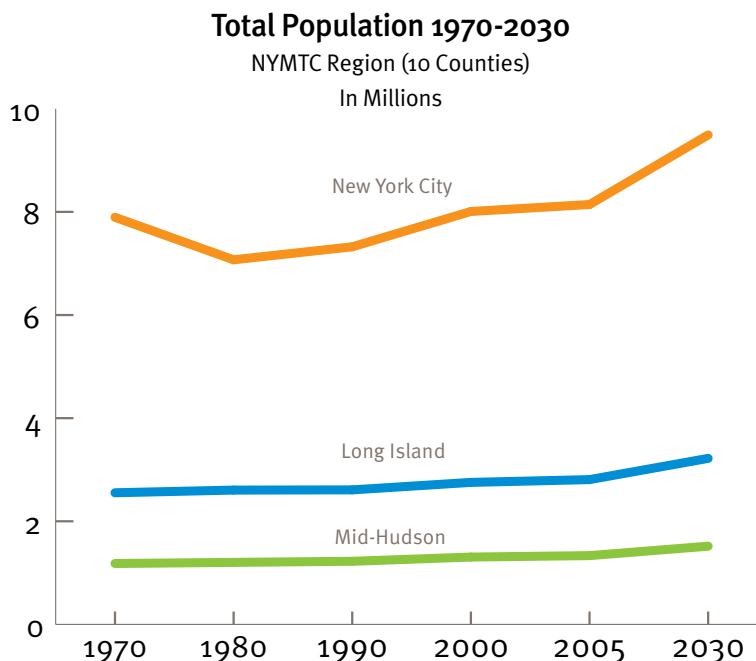




The region's future will be defined by growth: growth in population, economic activity, travel, traffic congestion, vehicular emissions, jobs, and housing needs.

## 1 People and Jobs

**Population.** The population of the NYMTC region is expected to increase by almost two million from 2005 to 2030, a significant rise over the next 25 years. The bulk of this growth will take place in New York City, which will experience a 16% gain. The City will remain the largest concentration of regional population. This upturn is remarkable, given the City's loss of almost a million residents (or, one out of 10 persons) during the turbulent 1970s. In the 1980s, growth was slow; less than 4%; but it increased during the 1990s, and in the last 25 years (1980–2005) New York City regained over one million residents.

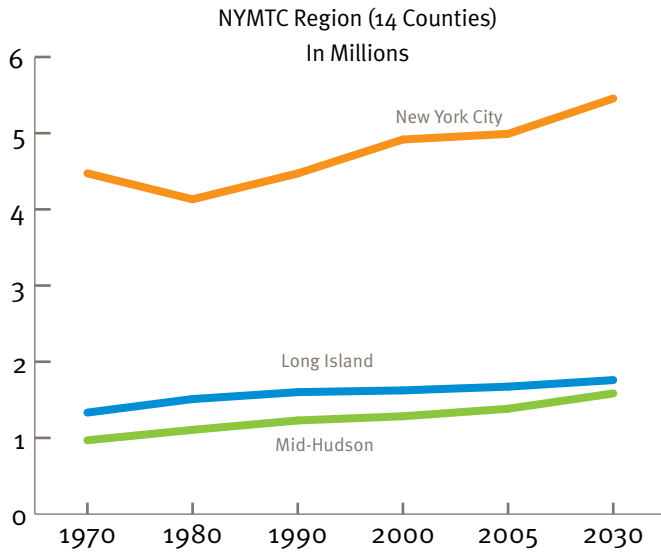




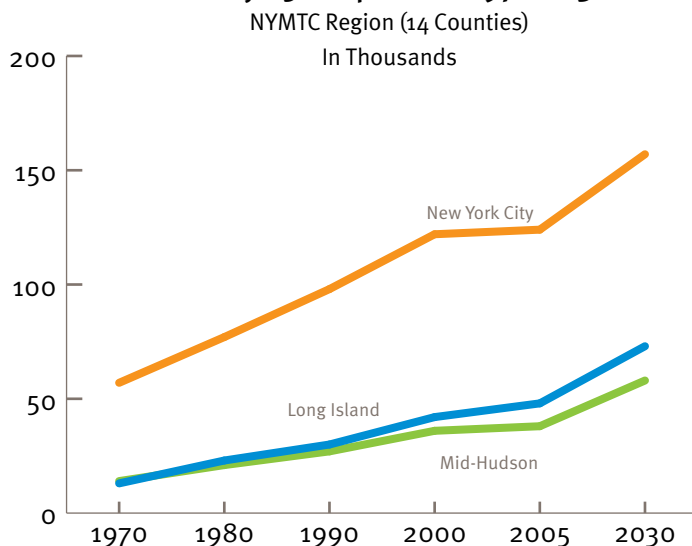
The number of retirees (65-84 years old) in the City has been continuously declining over the last few decades. Their numbers are forecast to increase to over a million by 2030, representing a 32% jump.

Two significant changes in the age makeup of the City are anticipated. The labor force population (20–64 years old) will increase at a slower rate than other age groups; only about 9% in the next 25 years. This is in contrast to the 21% growth in the previous 25 years. The main reason for this slow growth is the aging of the Baby Boom generation. The number of retirees (65–84 years old) in the City has been continuously declining over the last few decades. Their numbers will increase to over a million by 2030, representing a 32% jump. The population of the very old in the City (85 and over) will increase at about the same rate as in the past.

### Labor Force 20-64 yrs Population 1970-2030



### Elderly 85+ Population 1970-2030





New York City is expected to remain the major employment center in the NYMTC region, with about 65% of the total number of jobs located in the City. Four out of ten jobs in the NYMTC region will be located in Manhattan.

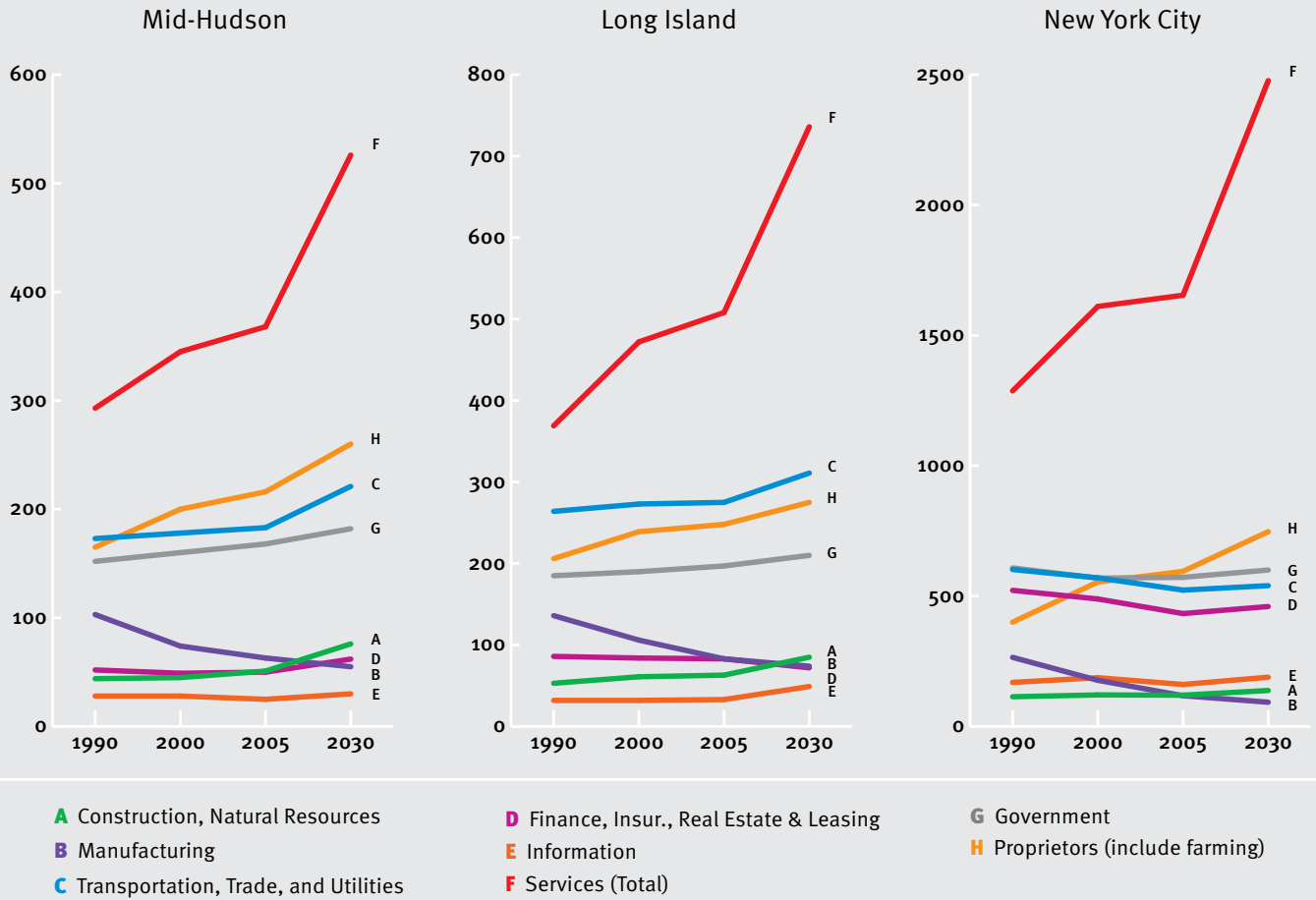
**Employment.** Projections of substantial growth in employment for the entire United States translate into an expected rise of about a one and a half million jobs in the NYMTC region over the next 25 years. The City is expected to experience an increase of one million new jobs between 2005 and 2030. Manhattan is expected to gain over 600,000 new jobs between 2005 and 2030, leading all other counties in the NYMTC region. It will be followed by Suffolk with an additional 200,000 jobs. Job growth in the older suburbs of Nassau and Westchester will not be as robust as in the City, or as in the outer counties of Putnam, Rockland and Suffolk.

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It is anticipated that manufacturing jobs will continue to decline in the region to a minimal share of about three percent of all jobs. In contrast, jobs in the service industry will increase significantly in the next 25 years. The fastest growth among the three sub-regions (NYC, Long Island, and Lower Hudson Valley) is expected to occur in New York City, where service jobs will jump by almost 50% to 2.5 million in 2030.



# Employment by Industry 1990-2030 (14 Counties) (in Thousands)

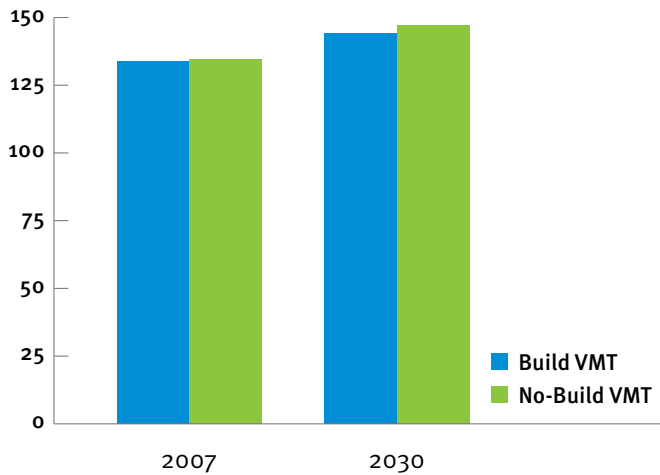


## 2 Vehicular Travel and Transportation Congestion

Identifying transportation improvements that will mitigate impacts of growth such as traffic congestion and motor vehicle emissions is a fundamental challenge to transportation planning. Improvement options for the future are identified in the Regional Transportation Plan and in the Transportation Improvement Program. Taken together, these options make up the *build* scenario for 2030. Major projects in the *build* scenario include the Second Avenue Subway, the MTA Long Island Rail Road East Side Access Project, and the Trans-Hudson Express Tunnel between New Jersey and midtown Manhattan. The *no-build* scenario assumes that no new transportation projects will be implemented.

## Daily Vehicle Miles Traveled

NYMTC Region (10 Counties)  
VMT in Millions



A comparison of projected Vehicle Miles Traveled (VMT) for the build and no build scenarios illustrates the potential impacts of the build options on regional travel.

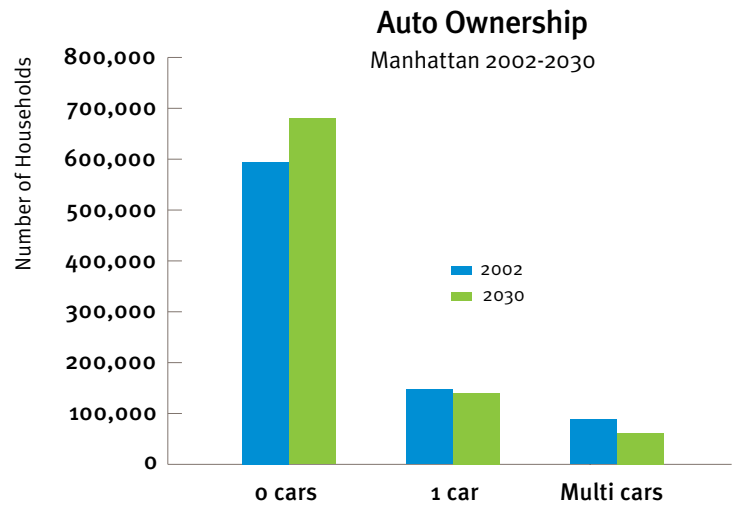
**Auto-Ownership in the NYMTC region.** Between 2002 and 2030, although the number of households in the NYMTC region and in New York City are projected to grow, auto-ownership trends for the region and for New York City show that residents will have fewer cars per household. The total number of households in the NYMTC region is going to grow by 16%. At the same time, the number of households with multiple cars will increase by less than four percent.

Compared to Long Island and the lower Hudson Valley, New York City has the highest number of households without autos and will continue this trend over the forecast years. Long Island and the lower Hudson Valley each

*“Identifying transportation improvements that will mitigate impacts of growth such as traffic congestion and motor vehicle emissions is a fundamental challenge to transportation planning.”*



Between 2002 and 2030, although the number of households in the NYMTC region and in New York City are projected to grow, auto-ownership trends for the region and for New York City show that residents will have fewer cars per household.



will increase in the total number of households by about 13%, and these areas will also both see an increase of about 10% in the number of households with multiple cars. Analysis show that from 2002 to 2030, New York City households will grow by almost 18%, and that during this time the number of households without autos will increase while the number of households with multiple autos will decrease.

By 2030 the majority of households in Manhattan will have zero cars, and less than one percent will have multiple cars. While the total number of Manhattan households will grow by 10%, the number of zero-car households will increase by nearly 15%, and the number of multi-car households will decrease by almost 27% by 2030.

### 3 Motor Vehicle Emissions

As the region grows, traffic increases and our roadways get more congested, maintaining and improving the region's air quality is an important challenge. The NYMTC region is currently designated by the Federal government to be a Non-Attainment area for volatile organic compounds (VOC), nitrogen oxides (NOx), and carbon monoxide (CO).

NYMTC has been working with its member agencies to establish emissions reductions measures to decrease congestion and improve air quality in the region. In addition, the transit agencies are also in the process of implementing new projects that would move more people via transit in the region, including MTA Long Island Rail Road East Side Access, the Second Avenue Subway and the Trans-Hudson Express Tunnel, to mention a few of the high profile projects.

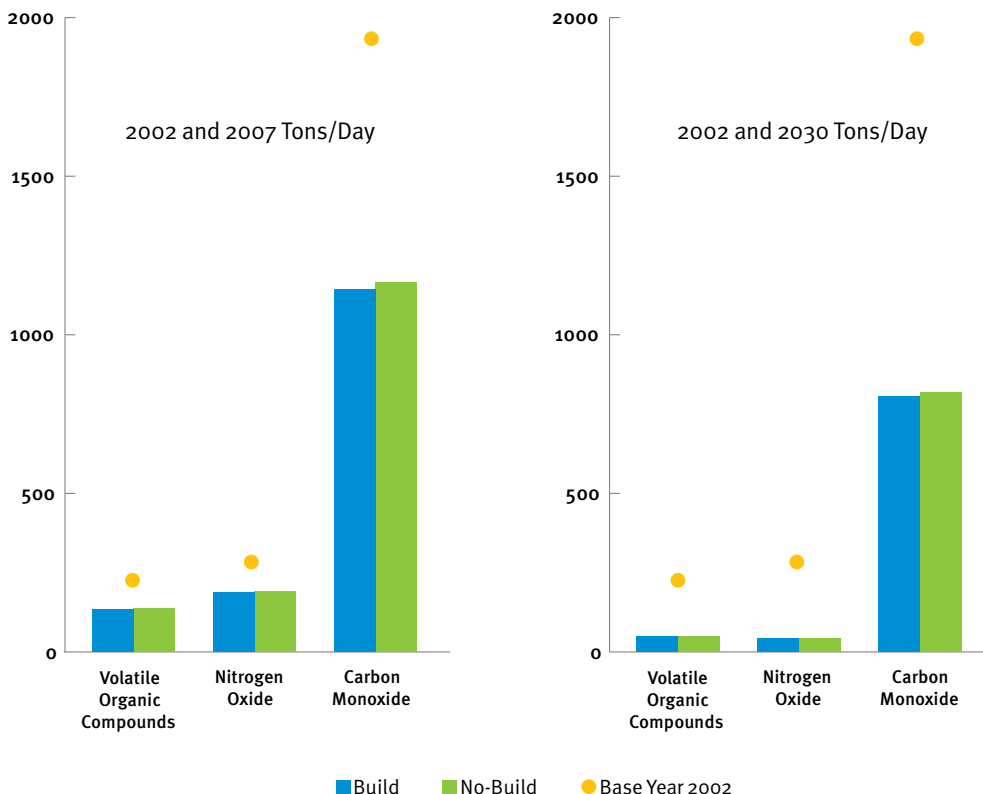
The New York Best Practice Model predicts that the vehicle miles of travel in 2030 will be reduced by more than one million miles because of these and other projects that are being implemented in the region.

The model also predicts that by 2030 the air pollutants VOC, NOx, and CO will be reduced, and will meet the budget set by the environmental agencies for this region.



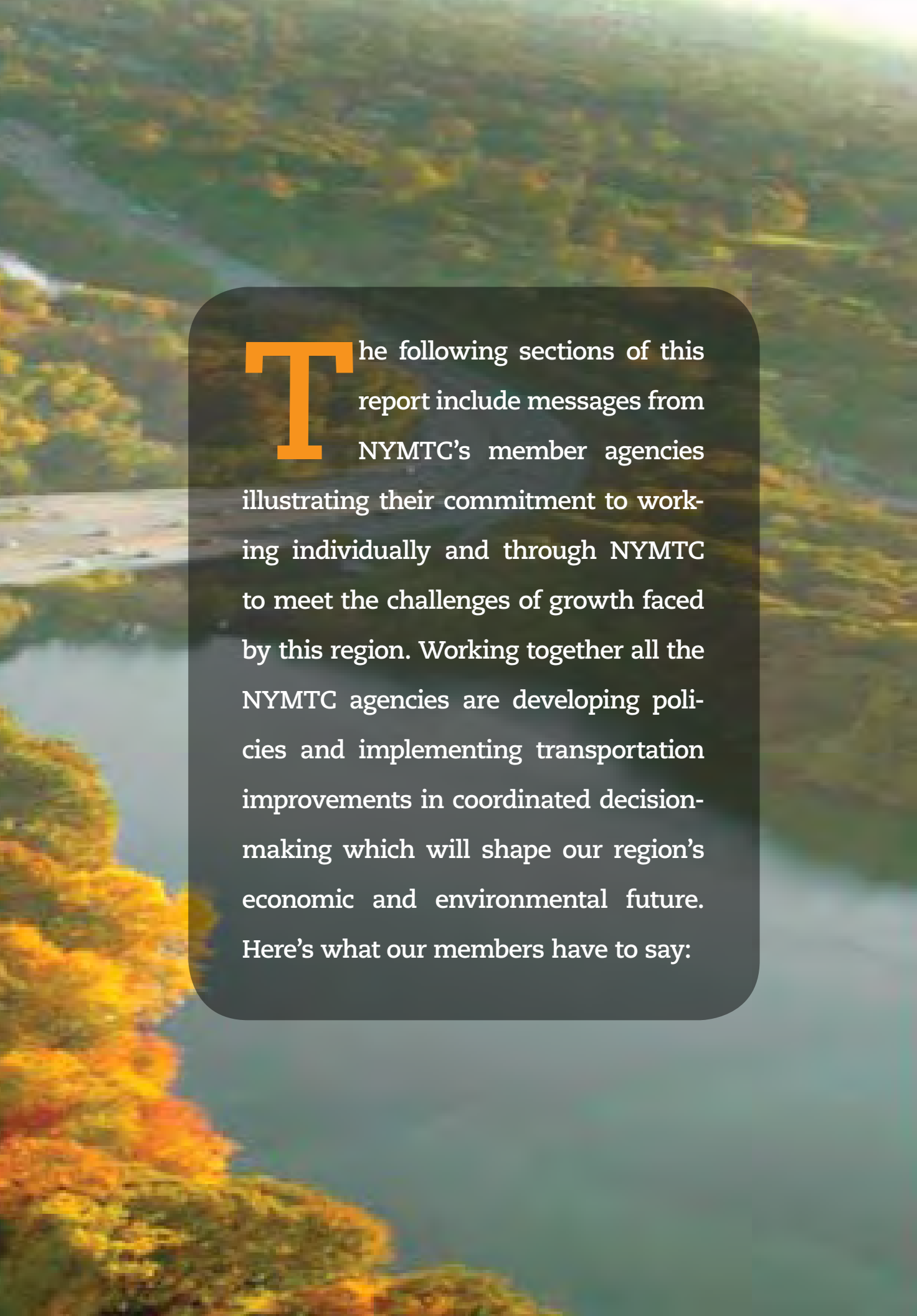
#### Air Quality Pollutants

The following is a graphical representation of levels of daily air pollutants for the years 2002, 2007, and 2030. For both 2007 and 2030, all the pollutants for the no build scenario are slightly lower than in the build scenario because of strategic transportation projects.









**T**he following sections of this report include messages from NYMTC's member agencies illustrating their commitment to working individually and through NYMTC to meet the challenges of growth faced by this region. Working together all the NYMTC agencies are developing policies and implementing transportation improvements in coordinated decision-making which will shape our region's economic and environmental future. Here's what our members have to say:

# The Challenges of Growth

## The City of New York



Amanda Burden  
Director, NYC DCP



Iris Weinshall  
Commissioner, NYC DOT

**T**he New York City Departments of City Planning and Transportation are participating in a multi-agency long-term sustainable planning effort. On Tuesday, December 12, 2006, at an event hosted by the League of Conservation Voters at the Queens Museum of Art, Mayor Michael R. Bloomberg delivered a major speech outlining sustainability challenges and goals of this endeavor. Key excerpts from the speech are reprinted below. The full text is available at the following website, which also provides more information on the PlaNYC effort:

<http://www.nyc.gov/html/planyc2030/html/home/home.shtml>

*“Last January, I asked Deputy Mayor Dan Doctoroff to develop a long-term land use plan for the city. At the time, we both thought it was a project that would take just a few months. But as we worked, we discovered the sheer scale of what was ahead—the intricacy, urgency, and interdependency of the challenges we face. We realized that unless we considered the full range of challenges to our city’s physical environment, the progress we’d worked so long and so hard for might be at risk. And it became clear that to secure a stronger, cleaner, and healthier city for our children and grandchildren, we had to start acting now. In short, we realized that New York needed - not a long-term plan for land use, but a long-term plan for sustainability.*

*To help us meet that challenge,*

*we created a new Office of Long Term Planning and Sustainability. They’re supported by a team from more than 15 City agencies. Joining them have been some of the best and the brightest: independent scientists, think tank scholars, respected academics and city planners, and innovative green builders. And because our focus has been on community-based strategic planning, not central planning, our team has also included neighborhood activists, public interest advocates, labor leaders, and others from the private and non-profit sectors. Some of our partners serve on our Sustainability Advisory Board, while others have played a more informal role. With help from all of them, we’ve studied every part of the city.*

*Through our work, we’ve identified three major challenges our city will face over the next 25 years: First, we will be getting bigger. By 2030, projections show that our city will add nearly one million more people, along with millions of additional tourists and three-quarters of a million new jobs. Second, our infrastructure will be getting older—more than a century old in many places. And it will be under increasing pressure. And third, as our population grows and our infrastructure ages, our environment—our air, water, and land—will be pushed to new and possibly precarious limits.*

*In short, growth is a challenge that can produce great benefits, but only if we prepare for it and guide it—so that our city stays as open and welcoming as ever. Our population is expected to reach undreamed-of levels. This poses enormous new challenges, and to meet*

them, we've set these three goals:

- Creating enough housing for almost a million more people, and finding even more creative ways to make housing more affordable for more New Yorkers.
- Ensuring that even as land becomes more scarce, every New Yorker lives within a 10-minute walk of a park, so that every child has the chance to play and be active.
- And—so congestion doesn't bring our economy grinding to a halt, adding to the capacity of our regional mass transit system, so that travel times stay the same—or get better.

By 2030, virtually every major infrastructure system [including our transportation systems] in our city will be more than a century old, and pushed to its limits. It doesn't have to come to that if we act. Once, infrastructure solutions were pioneered in New York. Now, it's time for us to rise to the challenge again, with a new commitment to upgrading and maintaining New York's infrastructure.

Achieving sustainability for our growing city means protecting its foundation—our infrastructure. And to do that, we've set these three goals:

- Developing critical back-up systems for our water network, so every New Yorker is assured of a dependable source of water even into the next century.
- Reaching a full state of good repair for New York City's roads, subways, and rails for the first time in history.
- And providing cleaner, more reliable power for every New Yorker by upgrading our energy infrastructure.

In addition to a surging population and a straining infrastructure, we also face the challenge of preserving and 'greening' an increasingly embattled urban environment.

If anyone can innovate when it comes to the environment (or anything else), New York can. And in that

spirit, we've set these four environmental goals:

- Reducing our city's global warming emissions by more than 30% by 2030, a target we know is achievable even just using technology that exists today.
- Achieving the cleanest air quality of any big city in America.
- Cleaning up all of our contaminated land.

And, finally, opening 90% of our rivers, harbors, and bays for recreation by reducing water pollution and preserving our natural areas.

To address the challenges before us, we'll seek the cooperation of policymakers at every level of government including the Governor-elect and our regional partners. And the really creative solutions to our problems are especially likely to come from the private sector, or from non-profit organizations, or from community leaders who are determined to make a difference. We want to hear all of those voices. And we need to.

That's why we are conducting a major public outreach effort over the next few months, to solicit ideas, get feedback, and build toward consensus.

Previous generations imagined how New York would change, and they delivered. Now it's our turn. Today, our future presents us with new challenges. And meeting them requires greatness from all of us, too: greatness of spirit, of purpose, and of vision. Now it is up to us to look ahead, as earlier generations did, and to begin planning for a better, stronger, and more sustainable future for our children, and for theirs.

It is our city. It is our future. It is our choice. “



# The Challenges of Growth Nassau County

Tom Suozzi, Nassau County Executive



The New York Metropolitan Transportation Council's (NYMTC) 2005–2030 Regional Transportation Plan (RTP) projections indicate that Nassau County will experience modest population and employment growth over this period of 80,000 persons, and 85,000 jobs, respectively.

For Nassau County, the actual growth may be significantly higher than this projection if initiatives like New Suburbia reach their potential. The County is presented with a challenge to merge the best of the past with the best and most progressive ideas of the twenty-first century. I have introduced the concept of a New Suburbia to preserve the County's family neighborhoods, outstanding school systems, excellent standard of public safety, first-rate parks and waterfront recreational facilities, and ample employment opportunities. New Suburbia will keep the suburban dream that attracted people to Nassau in the first place and meld it with a dynamic vision for planned growth. The focus will be to promote the creation of high tech/high skilled jobs, sports entertainment and tourism and next generation housing, with the growth to be targeted in the County's traditional downtowns, emerging minority communities, reclaimed brownfields and the Nassau Hub.

Key to this vision of New Suburbia will be the transformation of the Nassau Centre—the Hub—into a new,

exciting mixed-use development with supporting public transportation services. The vision I have laid out will help energize Nassau County's economic engine to provide the revenues the County will need to sustain essential services for the next generation and beyond. New office buildings for companies offering high-paying jobs, new housing for our children so they can afford to live on Long Island, the enhancement of Museum Row to become the County's cultural center, and the creation of the Emerald Ribbon, a greenbelt providing new pedestrian and bicycle connections from places like Hempstead Village, Hofstra University and Nassau Community College to Eisenhower Park are all possible under this vision.

During 2006 Nassau County's Empire Zone application was approved by the State. The Empire Zone program utilizes a variety of tax incentives to stimulate economic growth and job creation and supports the vision of New Suburbia in Nassau County by revitalizing our aging communities, attracting new businesses and providing for expanded job opportunities.

Nassau County has allocated \$1 million to support a "visioning" initiative designed to help local downtowns focus on what will be needed to sustain and grow their community. A partnership has been forged with the Town of Hempstead for a portion of these funds to be used to spur downtown revitalization proj-

*"Growth presents a challenge and how we respond to it will determine whether future generations inherit a suburbia that combines the best of the past with the promises of a sound future."*

ects in the communities of Baldwin, Roosevelt, Elmont and Inwood.

We will continue our commitment to the environment. In 2004, Nassau voters overwhelmingly approved a \$50 million bond issue for open space acquisition. In 2006, a \$100 million bond issue was subsequently approved and we will soon be seeking input from the public on ideas for additional open space acquisitions.

Finally, I am working with a Traffic Advisory Committee of experts in the transportation field to develop short and long term recommendations for reducing traffic

congestion and improving mobility throughout our County. Resolving these issues will be critical to the success of the economic initiatives discussed earlier.

Growth presents a challenge and how we respond to it will determine whether future generations inherit a suburbia that combines the best of the past with the promises of a sound future. We have the vision and the will to meet these challenges so that Nassau County can remain a place where generations to come will want to live, work and play.

### Vision for New Suburbia at the Nassau Hub Study Area



# The Challenges of Growth

## Rockland County

C. Scott Vanderhoef, Rockland County Executive



*“Any alternative put into place must also preserve and enhance the quality of life of Rockland County residents while providing a regional transportation network.”*

**T**he County of Rockland has experienced accelerated population growth and sustained economic expansion for more than a decade. To accommodate growth and improve quality of life for Rockland residents, my administration has taken several actions, some of which include transportation initiatives like the expansion of our transit systems, preservation of more than 600 acres of open space, close coordination with Census 2010 activities and air quality improvement efforts.

**Tappan Zee Bridge/I-287.** The construction of any selected alternative for the I-287 Corridor will shape the future of Rockland and the region for the next 100 years. As this process moves forward, my administration supports dedicated transit alternatives that will enable the movement of people from and through Rockland to both Westchester and New York City. Any alternative put into place must also preserve and enhance the quality of life of Rockland County residents while providing a regional transportation network.

**Ferries as Transit Solutions.** The Haverstraw to Ossining ferry service, which feeds Metro-North’s Hudson Line trains to midtown, continues to experience ridership growth in its sixth year of operation. This important service is helping to reduce vehicle congestion on I-

287 and the Tappan Zee Bridge as well as along other corridors in the region. The new, high-speed ferry service from Haverstraw to Lower Manhattan via Yonkers, starting later this year, will further assist in alleviating traffic congestion by offering a sound transit option for the large percentage of Rockland commuters to Lower Manhattan who currently drive.

**ARC and THE Tunnel project.** As a West of Hudson community, Rockland County is pleased to see NJ Transit’s Access to the Region’s Core Trans-Hudson Express rail tunnel project moving forward. The creation of this new tunnel will minimize congestion, improve regional air quality and eventually provide a one-seat-ride to Manhattan for West of Hudson commuters.

**Freight.** The growth of freight movement in and through Rockland County continues to be both a necessity and a concern for Rockland residents. CSX’s acquisition of Conrail produced a dramatic increase in the freight trains (30-50 per day) on the West Shore Line, impacting both safety and quality of life. The County is moving forward with a project to install Supplemental Safety Measures (SSMs) at grade crossings to improve safety and enable the creation of a train horn “Quiet Zone” along the entire length of the West

Shore Line within Rockland.

The County is also in the process of completing a County-Wide Truck Movement project, including a major Origin and Destination study clearly identifying the primary travel patterns of trucks throughout the County. This effort will help to ensure the smooth movement of truck freight within and through Rockland.

**Aging Population.** Another challenge we have faced in Rockland and the region is the tremendous growth of our senior population. Rockland's senior population increased 26% between 1990 and 2000, and the 85 and over population increased 33%. As a result, our T.R.I.P.S. paratransit system has modernized to help keep pace and prepare for future demand. Last year, the County completed an Intelligent Transportation System (ITS) initiative for T.R.I.P.S., which included installation of a GPS-based Advance Vehicle Locator (AVL) and data radio system that provides real time bus information and a Computer Assisted Reservation, Dispatch, and Scheduling (CARDS) system, which has enabled the service to operate at maximum efficiency.

**Congestion.** The Rockland County Highway Department has undertaken a Traffic Signal Timing Study of more than 100 traffic



signals in Rockland to improve signal coordination and help reduce congestion.

Other Rockland projects helping to combat congestion include the continued expansion of the County's TAPPANZEE Express (TZX) and Transport of Rockland (TOR) bus services, a study of bus operations along State Route 59, and a comprehensive, county-wide bus stop study. These studies act as precursors to implementing Intelligent Transportation System technologies for the TOR and TZX systems in the near future.

**Air Quality.** Improving air quality is also a challenge of growth, which is why we have passed local laws in Rockland requiring County departments to purchase hybrid or alternate-fuel municipal vehicles, and requiring installation of particulate traps on the County's diesel fueled vehicles, from transit buses to plow trucks. We have also worked closely with the Environmental Protection Agency, NYMTC and our counterparts in the region to develop joint strategies to reduce mobile source pollutants at the local and regional level.

# The Challenges of Growth

## Suffolk County

Steve Levy, Suffolk County Executive



**A**s Suffolk County continues to grow and developers continue to seek locations to showcase their most ambitious projects, we have come to identify five (5) major Growth and Development Areas within the region. These growth areas are located around some of the most heavily traveled roadways within the County. They include—the Route 110 Office–Industrial Corridor, the Sagtikos Regional Development Zone, Yaphank, the Town of Riverhead and the Stony Brook High Tech Campus. Collectively, these areas represent potential increases in retail development of 25% for Stony Brook to over seventeen thousand percent 17,000% for Yaphank. The potential increase in office space is also significant with the largest increase expected along the Sagtikos Corridor (4,478%) which stretches from the newly proposed Tanger Outlet Stores on the south shore of Long Island to Kings Park Psychiatric Hospital on the north.

The increases in industrial development are also potentially significant with (224%) for Riverhead and (461%) for Yaphank expected. Growth in hotel space which will accommodate Suffolk’s increasing growth as a major business/conference and tourist destination is also anticipated with approximate increases of sixty nine (69%) in the Route 110 Corridor, (118%) in the Sagtikos Regional Development Zone, (98%) in the Town of River-

head and (531%) in Riverhead’s High Tech Campus. The growth in residential units within the development areas is perhaps the most significant with a potential increase of (15,000%) within the Sagtikos Regional Development Zone alone.

The Sagtikos Regional Development Zone which is strategically located along the Long Island Expressway and the Sagtikos Parkway and is bordered by the Long Island Rail Road to the south has the potential of becoming one of the most ambitious development zones in Suffolk. Planning for this critical area is overseen by the Towns of Babylon, Islip, Smithtown and Huntington in addition to the Suffolk County Departments of Planning and Public Works, the Suffolk County Planning Commission, the New York State Department of Transportation and the Metropolitan Transportation Authority/Long Island Rail Road.

The zone involves approximately 2,500 acres (4 square miles) and includes the redevelopment of the former Pilgrim State Psychiatric Center, a four hundred acre redevelopment site currently being considered by the Town of Islip as an Intermodal Hub.

The Sagtikos Corridor Redevelopment Zone represents significant development potential for the region and may become a model for regional mixed-use development. Zone development in accordance with existing zoning and adjustments based upon pending appli-

*“We must put forth a unified collaborative effort to face the regions challenges and to come up with innovative ways to help solve the problems that are unique to the down-state region.”*





cations, is projected to produce 3.8 million square feet of new commercial space and 2.1 million square feet of new retail space. In addition, new development potentially involves an additional 9,000 residential units, which is expected to attract approximately 18,000 new residents to the region.

Economic impacts of the zone are equally significant with the development expected to create 15,000 new jobs which will in turn generate approximately \$630 million dollars in personal income. Also expected is \$522 million in local retail sales, adding \$630 million to the Gross Regional Product.

The area, which is strategically located at the juncture of four

towns along both a County and State transportation system make it a model with which to develop an inter- and intra-governmental land use and transportation management solution.

Suffolk County looks forward to working with the NYMTC Principals, member organizations and all levels of government in order to plan for the region's next generation of housing, transportation, environmental protection, economic development and overall quality of life. We must put forth a unified collaborative effort to face the region's challenges and to come up with innovative ways to help solve the problems that are unique to the down-state region.

# The Challenges of Growth Westchester County

Andrew Spano, Westchester County Executive



*“Reverse commuting, the location of affordable housing, immigration, energy and public safety needs will shift the dynamics and integrate the region’s economy ever tighter, especially in Westchester due to proximity and access options.”*

In 1970 the Westchester County Planning Board first set out a bold vision for Westchester that saw beyond municipal boundaries to call for a system of connected open space, waterfront access, downtown development and expanded transit service. This statement of “Urban Form” was refined in 1985 with stronger emphasis on county-wide protection of the environment and careful management of our shared water, sewer and road systems. With the release of “Patterns for Westchester” in 1996, Westchester County produced an even more detailed regional plan with supporting policies.

Last year, I asked the County Planning Board to address the land use challenges of the 21st century in Westchester. The Board responded with “Westchester 2020,” a proposal to create a state-of-the-art, interactive website loaded with easy to understand graphics about where development is headed and where attention is needed. Each of the county’s 60 downtowns, including areas around each of the 43 Metro-North Railroad stations, has been assessed for potential for development activity and rated as major, moderate or not in play. These centers range from tiny hamlets to New York State’s fourth largest city. The Board will also outline the potential for changes outside of downtowns on office and institutional campuses and in manufacturing areas. Discussions will be held with 45 lo-

cal governments about what these trends mean, and if they are desirable. Communities will be encouraged to identify the features that define their character. The County will strive to provide the tools to make sure those characteristics are protected and enhanced.

The overall picture finds that the population of Westchester County will grow modestly. However, greater diversity in its composition—countywide—and increasing number of elderly residents will influence the nature and direction of public services and the range of business and cultural opportunities. Immigration and out migration are key statistics to watch. Westchester’s economic trends will continue to be shaped by the economic trends of New York City but in increasingly complicated ways. Reverse commuting, the location of affordable housing, immigration, energy and public safety needs and concerns will shift the dynamics and integrate the region’s economy ever tighter, especially in Westchester due to proximity and access options. A challenge will be the county’s ability to provide an affordable and attractive environment for small enterprises. Major new roads will not be constructed in Westchester County and the capacity of existing roads will not be significantly expanded. The greatest challenge will be to re-imagine and expand transit services, especially in the context of a new east-west tran-



sit system to be constructed along the I-287 corridor to connect with all five north-south rail lines. Community shuttle services and integration of routes across county borders will be at the forefront.

These assumptions about the next decades will shape the location of future development. There will be no significant change in land use policy in northern Westchester's Croton/NYC watershed communities; they will remain mostly low density residential and open space areas with small mixed use com-

mercial centers. The amount of protected open space will continue to increase from its current share of 26% of the county's total area. Development interest will continue the recent focus on the county's downtowns in the largest cities as well as on smaller centers, especially those with access to a rail station. No new centers will be created and no significant development will occur in corridors not now known for development.



# The Challenges of Growth

## Metropolitan Transportation Authority

Elliot Sander, Executive Director and CEO, MTA



I am pleased to be a member of the New York Metropolitan Transportation Council (NYMTC) as the new Executive Director and CEO of the Metropolitan Transportation Authority (MTA). I believe that we have a unique opportunity to plan as one region as we prepare for unprecedented future growth throughout the New York Metropolitan area.

At the MTA we are already well underway with a formal planning effort—the Regional Strategy Review (RSR)—that will inform our Twenty Year Needs Assessment and serve as the foundation of our next five-year Capital Program (2010-14.)

Using 20-year forecasts of future population and labor force developed cooperatively with NYMTC, we have set out to interpret how these regional forces will affect the MTA network and understand the long-term capital and operating implications for the MTA.

The RSR is focused on answering three critical questions:

- Where and how will the region be growing?
- How are New York City and the seven surrounding suburban counties in the MTA service territory planning for this growth?
- What are the likely impacts of this growth on MTA's infrastructure?

During the past year MTA staff met with planning directors from New York City and the suburban

counties in the MTA region, as well as with senior staff from the New Jersey and Connecticut planning organizations. NYMTC has also hosted special-purpose meetings directly involving the Council's principals, including the County Executives and the New York City Planning and Transportation Commissioners, to understand the implications of regional growth. In addition the MTA has sought the advice of well-known economic and academic experts who study growth trends and their impacts.

The comprehensive consultation effort has made it clear that there is a broad consensus that the region will experience robust growth. New York City will gain up to one million additional residents and the larger 31-county New York-Northern New Jersey-Southwestern Connecticut region will grow by four million people by 2030, with immigration continuing to fuel much of this growth. NYC employment could increase by almost one million jobs. The population will also continue to age. Most significantly for the MTA, past travel trends, including travel to the Manhattan central business district, intra-borough travel, reverse commutation, and off-peak trips, will not only continue, but will intensify.

Discussions with New York City, which is also conducting its own plan to accommodate such significant growth, revealed the following themes:

*“Most significantly for the MTA, past travel trends, including travel to the Manhattan central business district, intra-borough travel, reverse commutation, and off-peak trips, will not only continue, but will intensify.”*

- Commercial and residential re-development will occur in areas that have lagged in growth since the 1970s.
- This new growth will be accompanied by additional infrastructure improvements including but not limited to transportation.

Discussions with the suburban counties revealed similar themes:

- Limitations exist on where growth can occur: topography, open space, watersheds, lack of supporting infrastructure, zoning restrictions, and/or lack of undeveloped land.
- Redevelopment opportunities exist in former commercial campuses, institutions, and existing downtowns.
- Growth is largely controlled by localities, and policies differ among them which could be an obstacle to transit oriented development.

- Station access and egress will be important issues to accommodating future demand on the rail network.

These growth trends make it essential that already underway investments such as East Side Access and the Second Avenue Subway be advanced expeditiously. Further network initiatives may be needed, and MTA staff members are currently evaluating the impacts of anticipated growth on the overall rail network.

As the MTA and the other Council members complete their work, it is essential that we join together to develop a common view that informs the NYMTC regional plan and guides a coordinated effort among the members to maximize federal funds to the metropolitan area and the sensible expenditure of locally generated funds within the region.



## NYMTC's Role in Meeting the Challenges of Growth



**N**YMTC member agencies are positioned to play a major role in meeting the challenges of the region's growth, as the transportation funding choices they make have direct impacts on the growth of the physical and economic landscape of the region in future years. Despite the major investments that NYMTC's members have adopted into its fiscally-constrained regional transportation plan, the press of the region's population growth will still result in increased vehicular travel in the years ahead, according to NYMTC forecasts, albeit at a reduced rate. In 2006, NYMTC's Principals reached a consensus on a set of shared goals for reviewing other major transportation investment options in the region. These shared goals are:

- Improve the regional economy
- Enhance the regional environment
- Improve the quality of life
- Provide convenient, flexible transportation access within the region
- Build the case for obtaining the resources to implement regional investments

Using the shared goals as a framework, the Principals are evaluating transportation investments to support future growth while maintaining the region's environmental quality, economic vitality and quality of life. Choosing transportation investments to support future growth is one way to strike this balance. As choices are made over the next several years, they will form the basis for NYMTC's planning process going forward. Key milestones in that process include:

- Adopting a new Transportation Improvement Program, or TIP, in 2007 for the period 2008–2012. The TIP is required for Federal funding for transportation improvements, and it is assembled to implement the vision of the Regional Transportation Plan. The TIP is updated every two years.





In conjunction with the adoption of the new TIP, NYMTC will also issue a revised Air Quality Conformity Determination, as required by the Clean Air Act Amendments of 1990 which will provide regional motor vehicle emissions analysis of the Plan and the newly adopted TIP.

- Adopting a new Regional Transportation Plan in 2009 covering the period 2010–2035. The new Plan will include revised socio-economic, demographic, travel and congestion forecasts, as well as new long-range improvement needs.

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