New York State Making Progress Happen
NEW YORK CITY
New York was not born...

It was made.
Transportation systems drive or limit development.
FOR DECADES OUR TRANSPORTATION INFRASTRUCTURE DROVE GROWTH
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NEW YORK CITY POPULATION GROWTH FROM 1900 TO PRESENT
FOR DECADES OUR TRANSPORTATION INFRASTRUCTURE DROVE GROWTH

NEW YORK CITY POPULATION GROWTH FROM 1900 TO PRESENT

NEW YORK CITY

LONG ISLAND POPULATION GROWTH FROM 1910 TO PRESENT

LONG ISLAND

NYC SUBWAY

LIRR
FOR DECADES OUR TRANSPORTATION INFRASTRUCTURE DROVE GROWTH

ROCKLAND/WESTCHESTER POPULATION GROWTH FROM 1900 TO PRESENT

NEW YORK CITY POPULATION GROWTH FROM 1900 TO PRESENT

NEW JERSEY

LONG ISLAND POPULATION GROWTH FROM 1910 TO PRESENT

144%

481%

1477%
FOR DECADES OUR TRANSPORTATION INFRASTRUCTURE DROVE GROWTH

ROCKLAND/WESTCHESTER POPULATION GROWTH FROM 1900 TO PRESENT

NORTHERN NEW JERSEY POPULATION GROWTH FROM 1900 TO PRESENT

NEW YORK CITY POPULATION GROWTH FROM 1900 TO PRESENT

LONG ISLAND POPULATION GROWTH FROM 1910 TO PRESENT

144%

481%

404%

1477%
FOR DECADES OUR TRANSPORTATION INFRASTRUCTURE DROVE GROWTH

PENNSYLVANIA STATION
1910

LAGUARDIA AIRPORT
1939

JFK INT’L AIRPORT
1948
Then we stopped building...

When was the last great advancement?
Every President has promised historic infrastructure funding – but nothing happened.
High Speed Rail • China

WORLD’S LARGEST NETWORK: 24,000 MILES
Donghai Bridge • China
20.2 MILES – OPENED 2005
Gotthard Base Tunnel • Switzerland

WORLD’S LONGEST AND DEEPEST RAIL TUNNEL

35.5 MILES – OPENED 2016
Expansion of Paris Metro • France

4 NEW LINES – INCREASE RIDERSHIP BY 40%
Istanbul Airport • Turkey

WILL SERVE 200 MILLION PASSENGERS PER YEAR
Law of the economic jungle...

GROW OR GET LEFT BEHIND!
And for New York City we must tackle the looming challenges...
NEW YORK CITY IS SUFFOCATING FROM ITS OWN CONGESTION

- Increased traffic
- Ride-hailing services
- Delivery vehicles
- Lane reductions on streets
We must minimize vehicles by maximizing mass transit.
TODAY, WE ARE ANNOUNCING
A PLAN TO ADD MASS TRANSIT CAPACITY
AND FURTHER NYC ECONOMIC DEVELOPMENT
The time is now!
This year – we will open Moynihan Train Hall in the Farley Post Office building at the end of 2020.
Our new Moynihan Train Hall will be world-class.
The original plan for a new train hall was proposed 30 years ago by Senator Daniel Moynihan – but decades passed.
Our new plan includes a new West End Concourse opened in 2017, featuring a new exciting design – increasing passenger circulation, easing congestion...
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The new plan involved additional projects that are underway, including a new expanded LIRR corridor, doubling its size...
And a new grand entrance on 7th Avenue – creating an iconic gateway to the facility...
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And under our new plan, once Moynihan Train Hall is finished, the LIRR will expand into and Amtrak will move to the Farley Post Office building.
With Moynihan Train Hall open in Farley, we can turn to existing Penn and future improvements – to create a new transit hub worthy of the State of New York...
I have been highly critical of the state of Penn – we now have the opportunity to change it.
Penn has been another example of government paralysis.
Plans to reimagine Penn Station have never proceeded and always focused on the terminal itself — and Madison Square Garden.
TRACK CAPACITY
Moynihan Train Hall adds terminal capacity but not track capacity.
Sometimes there is no little fix that works!
SOLUTION: We must add track capacity. The best/most feasible solution is by acquiring and repurposing the block south of Penn Station — a critical step to the long-term viability of this transit hub.
By expanding Penn Station to the south we can increase overall track capacity by nearly 40%, with at least 8 new tracks serving 175,000 people each day.
NEW TERMINAL
FARLEY BUILDING  MOYNIHAN TRAIN HALL  PENN STATION  NEW TERMINAL
The plan will dramatically improve total terminal size.
It will create multiple access points to Penn tracks – greatly reducing and dissipating congestion and enhancing safety.
With additional terminal space, we can then ‘close down parts of existing Penn’ for major reconstruction.
Our comprehensive Penn reconstruction plan will fundamentally change the passenger experience at Penn...
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We will also explore acquiring the MSG Theatre to open Penn and create a new entrance on 8th Avenue.
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We will call this new 21st century business-transit development district – “The Empire Station Complex.”
Working with Amtrak, we will link Moynihan Train Hall, Penn Station and the new terminal into one interconnected complex.
The block south of Penn currently has multiple real estate holdings...
New York State will plan to acquire the block for a public purpose and discussions are already commencing...
The Empire Station Complex will generate new revenues to pay for transit improvements:

- We will capture the value of new development through a Payments in Lieu of Taxes (PILOT) structure.
- Development on the block south of Penn Station.
- Increased income and sales taxes from new economic development will benefit the city and state.
- Amtrak will participate in financing this historic project.
ESD will work with the MTA, Amtrak, New York City and the community to develop a General Project Plan for the District.
We will work with relevant stakeholders and community groups, including:

- New York City
- Community Board
- Civic groups
- Affected property owners
- Elected officials
- New Jersey Transit
We are pleased to announce that New York State, Amtrak and other stakeholders will partner with a consultant design team – led by FXCollaborative – to develop and help carry out our plan to transform existing Penn.
1. Complete Farley/Moynihan, move LIRR and Amtrak into Farley/Moynihan, increasing terminal space by 42% (Complete December 2020)

2. Expand the LIRR Corridor by 100%

3. Build a new LIRR entrance on 7th Avenue

4. Acquire South Block to add 8 new tracks (40% increase) and build new terminal

5. Explore acquiring MSG Theater for new 8th Avenue entrance

6. Reconfigure and upgrade existing Penn

7. Combine existing Penn, Farley/Moynihan, new southern terminal and surrounding parcels into one interconnected Empire Station Complex

8. Transform adjoining parcels into one cohesive transit-oriented district
Penn Station and the Empire Station District are an integral part of our overall development plan for a new New York.
Third Track, Double Track, 39 LIRR Stations Redone

EASIER COMMUTES
East Side Access – Bringing LIRR to Grand Central

STARTED IN 1969 – FINISHED IN DEC. 2022
New LaGuardia Airtrain

CONNECTS LIRR, SUBWAY TO AIRPORT AND LAGUARDIA TO MANHATTAN VIA GRAND CENTRAL AND PENN
Four New Bronx Metro-North Stations Into Penn

Development Opportunities in New Accessible Bronx Communities

Opening 2024
New JFK International Airport

COMPLETE 2025
New JFK International Airport

$13 BILLION

NEW TERMINALS AND SIMPLIFIED ROADWAYS IMPROVING ACCESS

New JFK International Airport COMPLETE 2025
Also anticipate **West Side growth with Hudson Yards**...
West Side – New Javits Convention Center – Adding 1.2 Million Sq. Ft.

COMPLETE 2021 | $1.5 BILLION | INCREASES CAPACITY BY 50%
Maximize West Side potential in State of the State plan that the NYPD must vacate the Pier 76 NYPD Tow Pound for Hudson River Park Trust reuse—approx. 250,000 sq. ft. space on the waterfront in Manhattan.
OVERALL

REMEMBER PURPOSE:
GET OUT OF CARS AND INTO BETTER MASS TRANSIT
LARGEST CAPITAL PLAN IN MTA HISTORY

$52B
NEW YORK CITY’S REGIONAL ECONOMY WILL FLUCTUATE WITH THE NATIONAL ECONOMY

TOTAL EMPLOYMENT GROWTH – PERCENT CHANGE PER YEAR

Source: Moody's Analytics
NEW YORK CITY’S POLITICAL ENVIRONMENT WILL FLUCTUATE WITH NATIONAL TRENDS
GOVERNMENT COMPETENCE WILL FLUCTUATE
But we control our own destiny and we move forward.
Invest in and improve the asset.
NEW YORK STATE ECONOMIC AND INFRASTRUCTURE DEVELOPMENT

MUST BE!
It’s New York’s legacy to lead.
Now —
WE JUST HAVE TO DO IT.
Our forefathers did it.
Nelson Rockefeller  Franklin Roosevelt  DeWitt Clinton
NYC WATER SUPPLY EXTENDS 145 MILES NORTH
SERVES 10 MILLION PEOPLE

Croton Aqueduct
Completed 1842
George Washington Bridge
COMPLETED 1931 | LONGEST BRIDGE AT THE TIME
Empire State Building

COMPLETED 1931 | TALLEST BUILDING AT THE TIME
Battery Park City
COMPLETED 1985
And although development and progress is much more difficult today, the gauntlet of political approvals cannot paralyze and prevent progress.
AND WE ARE DOING IT!
Governor Mario M. Cuomo Bridge
LaGuardia Airport
FIRST NEW AIRPORT IN 25 YEARS
Cashless Tolling System-wide on Bridges, Tunnels, Thruway
CASHLESS ON MTA BRIDGES AND TUNNELS COMPLETED 2017
New Javits Convention Center – Adding 1.2 Million Sq. Ft.

COMPLETE 2021 | $1.5 BILLION | INCREASES CAPACITY BY 50%
L Train Rehabilitation
PLANNED 15 MONTH SHUTDOWN AVERTED ENTIRELY
Kosciuszko Bridge
COMPLETED 4 YEARS AHEAD OF SCHEDULE
LIRR Double Track
AFTER MORE THAN 20 YEARS – COMPLETED SEPT. 2018
HYDRO SOLAR WIND

LARGEST STATE COMMITMENT TO RENEWABLE ENERGY IN U.S. HISTORY
67 LARGE-SCALE RENEWABLE ENERGY PROJECTS
7,500 HIGH-PAYING JOBS

Nation-Leading Renewable Energy Facilities
LARGEST COMMITMENT TO RENEWABLE ENERGY IN U.S. HISTORY | $3.8 BILLION
Offshore Wind Program off Long Island
LARGEST DEVELOPMENT IN WESTERN HEMISPHERE
UPSTATE AIRPORTS REBUILT

ROCHESTER AIRPORT
UPSTATE AIRPORTS REBUILT

SYRACUSE INT’L AIRPORT

ROCHESTER AIRPORT
UPSTATE AIRPORTS REBUILT

- Syracuse Int'l Airport
- Rochester Airport
- Ithaca Tompkins Airport
UPSTATE AIRPORTS REBUILT

SYRACUSE INT’L AIRPORT

ROCHESTER AIRPORT

ITHACA TOMPKINS AIRPORT

ELMIRA CORNING AIRPORT
UPSTATE AIRPORTS REBUILT

SYRACUSE INT’L AIRPORT

ROCHESTER AIRPORT

ITHACA TOMPKINS AIRPORT

ELMIRA CORNING AIRPORT

PLATTSBURGH INT’L AIRPORT
UPSTATE AIRPORTS REBUILT

- Syracuse International Airport
- Ithaca Tompkins Airport
- Rochester Airport
- Elmira Corning Airport
- Plattsburgh International Airport
- Albany International Airport
WE HAVE COMPLETED $65 BILLION IN CONSTRUCTION MORE THAN ANY STATE IN THE NATION
And balanced budgets and cut taxes...

Everyone in New York pays a lower income tax rate today than they did the day our administration took office.

- Lowest middle class tax rates since 1947
- Lowest manufacturers tax rate since 1917
- Lowest corporate tax rate since 1968
The future is what we make it.
Let’s get to work with New York boldness.
LET’S MAKE IT GREAT!
LET’S MAKE IT GREAT!

HAPPY NEW YEAR!
NEW YORK STATE MAKING PROGRESS HAPPEN