

West of Hudson Regional Transit Access Study

Open House Presentation
December 8, 2008



Project Purpose

- To address existing and future transit access and mobility needs between Orange County commuter market and NYC.
- To address existing and future transit access and mobility needs for SWF air passenger and employee market from the mid-Hudson Valley and NYC.

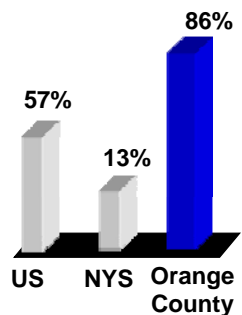


Project Context

- Fast Population and Employment growth
- Rapid Residential and Commercial Development
- West of Hudson - fast growth in ridership
- Stewart Airport - key component for growth

Fast Population and Employment Growth

Total Change 1960-2000

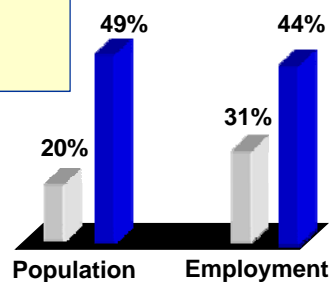


Source: US Census 2000

Past US Economic Recession Periods

1973 -1975 Oil crisis
1980 -1982 Post Iranian Revolution
1990 -1991 Industrial production decrease
2001-2003 Collapse of the dot-com bubble

Growth Rate 2005-2035



Source: NYMTC 2004 forecasts

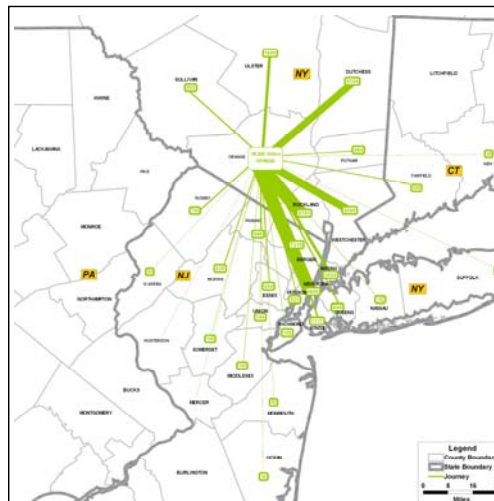
□ Region
■ Orange County

Rapid Residential and Commercial Development



Orange County Commuting Patterns

- Of the of daily work trips outside Orange County, about 98% commute by automobile.
- Out-of County commuting patterns most likely remain unchanged in future
- Demand for transit for travel to/from NYC, surrounding regions and Orange County is increasing as result of growth



Ridership Growth

Commuter Rail: 2003 - 2007

- Total Orange County Ridership – 27%
- Port Jervis Line – 18%
- Hudson Line Ridership from O.C. – 32%



Inter-county & Commuter Bus: 2003 - 2006

- Regional, Intra-County and Local services – 25%



Newburgh-Beacon Ferry: 2005 – July 2008

- Newburgh-Beacon daily average ridership –
From 215 to 500



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Stewart Airport- Key Component for Economic Growth

- Port Authority took control of SWF operations in 2007
- Develop SWF as a regional airport that meets the needs of the residents and business in the Hudson Valley
- Majority of users reach Airport by automobile.



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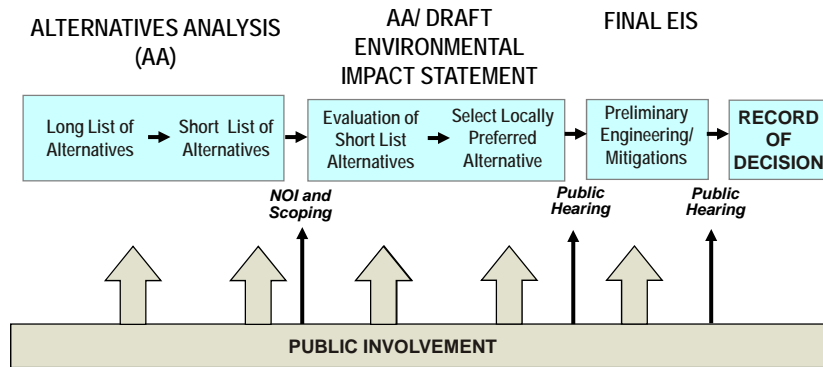
Background

- 2003: The Transit Access to Stewart Airport (SWF) Feasibility Study; recommended an AA/EIS as a next step.
- 2005: Completion of *SWF Airport Master Plan Update* (currently under review by PANYNJ).
- 2007: Completion of Drury Lane project providing Direct access from I-84 to SWF.
- 2009: Expected completion year for I-87/I-84 Interchange.

Coordination and Collaboration

- New Windsor Master Plan
- Newburgh Area Land Use & Transportation Study
- OCTC Long Range Transportation Plan
- Other agency studies & initiatives
- Planned NJT infrastructure improvements
- Current ongoing residential and commercial development efforts
- MPO Coordination – NJTPA, OCTC, NYMTC, Poughkeepsie-Dutchess and UCTC.

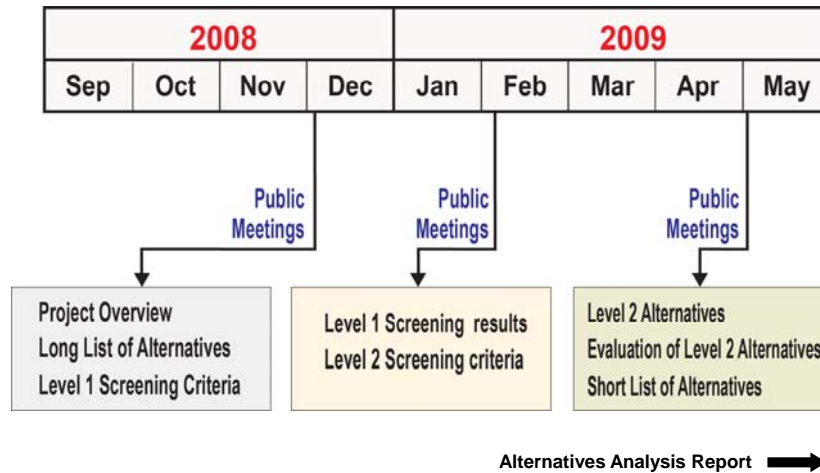
Overview of Study Process



What is the AA Process?

- Defines Study's Purpose and Need & Goals and Objectives.
- Identifies and analyze the benefits, costs and impacts of various transit alternatives to meet the Study's goals and objectives.
- Multiple opportunities for public input.
- An AA is a required process if federal funds will be used to help with the construction of the selected transit alternative (s).

AA Major Milestone Schedule



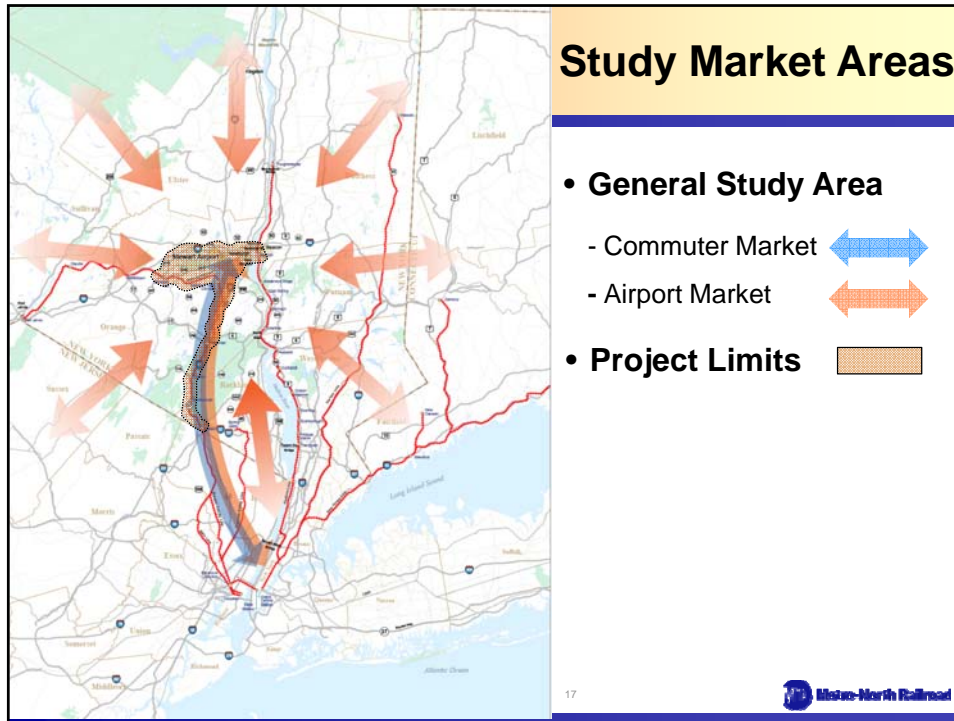
Public Involvement in the Process

- Open, collaborative and continuous process
- Inclusive Process; identified so far:
 - Local and elected officials, government agencies, advocacy and civic groups, environmental groups, business and commercial leaders, others.
- Mechanism to obtain feedback:
 - Establish Point of contact for on-going dialogue and information exchange through meetings/briefings, focus groups, open houses, workshops, surveys
- Mechanism to provide timely information:
 - Newsletters
 - Website: www.mta.info/mta/planning/whrtas
 - Project information line : 1-800-897-0302

Long List of Alternatives



Project Goals

- Improve commuter transit access and mobility between Central Orange County and New York City
- Provide transit options for access to/from Stewart International Airport and surrounding regions
- Contribute to the attainment of regional and local environmental goals
- Support smart residential and economic growth
- Improve efficiency, convenience, and integration of transportation services



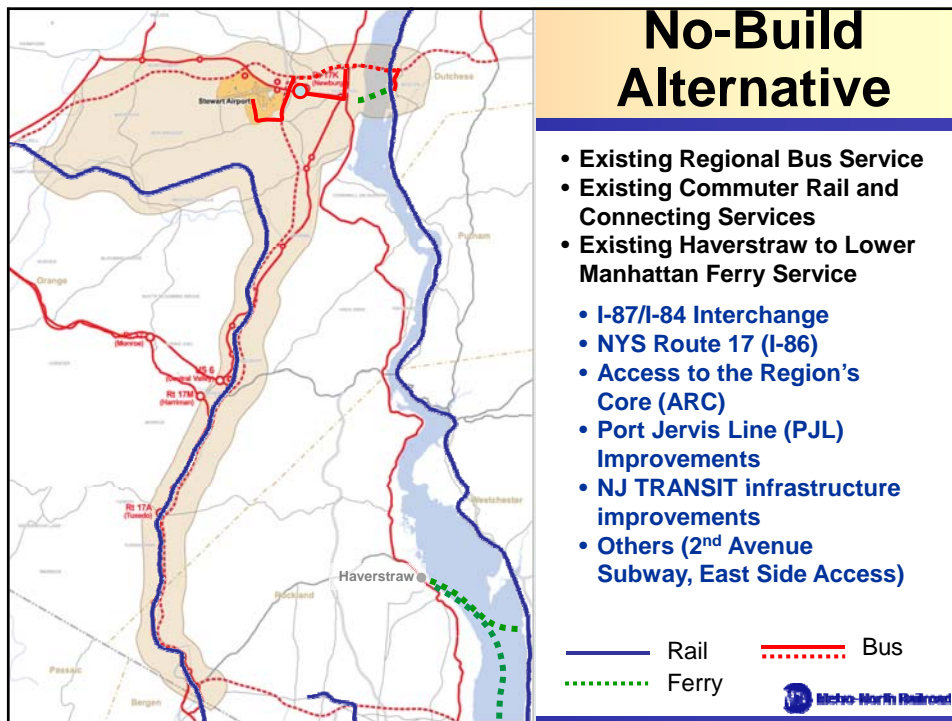
Timing of Solutions

- Alternatives for commuter and airport markets to address:
 - **Long range:** Year 2035 planning horizon consistent with Long Range Transportation Plans (LRTPs)
 - **Short and medium range:** Solutions that address needs in advance of LRTP horizon year.

Alternatives Types

- **No-Build Alternative:** No investment beyond the adopted long-range plans.
- **TDM/TSM:** Transportation Demand Management / Transportation Systems Management, i.e. minimal cost improvements.
- **Build Alternatives:** Greater capital investment than TDM/TSM. Starts with Long List and leads to Short List. Involves one or more modes.



Coordination with Other Plans and Studies

Studies and plans that are considered viable and being coordinated with WHRTAS:

- Tappan Zee Bridge / I-287 Environmental Review
- Penn Station Access Study
- Interstate-86 Study
- New Windsor Master Plan
- Newburgh Area Land Use & Transportation Study
- Plan-it Newburgh – City of Newburgh Master Plan
- OCTC Long Range Transportation Plan
- Current ongoing residential and commercial development efforts
- Other agency studies & initiatives

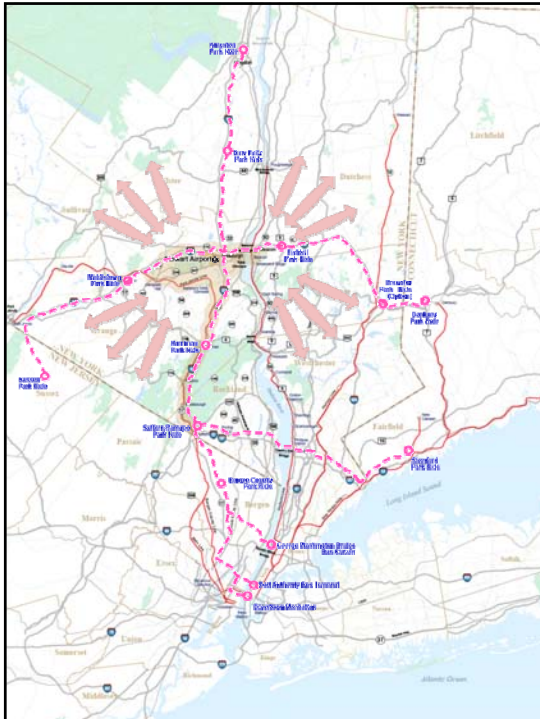
West Shore Line and Walden Branch Passenger Service are Excluded from WHRTAS

Example TDM/TSM Alternatives Commuter Market

- **Commuter Rail**
 - Port Jervis Line Increased Service Frequency in coordination with NJ TRANSIT
 - Expand Park & Ride (P&R) capacity at Stations
- **Express Bus**
 - Increased Frequency and span of service
 - Intelligent Transportation System (ITS) to reduce travel times
 - Expand Park & Ride (P&R) capacity at Key Bus Stop locations
- **Train and Bus Integration**
 - Physical Integration at Stations
 - Schedule Integration

TDM/TSM Alternatives

Airport Market



SWF Regional Express bus routes

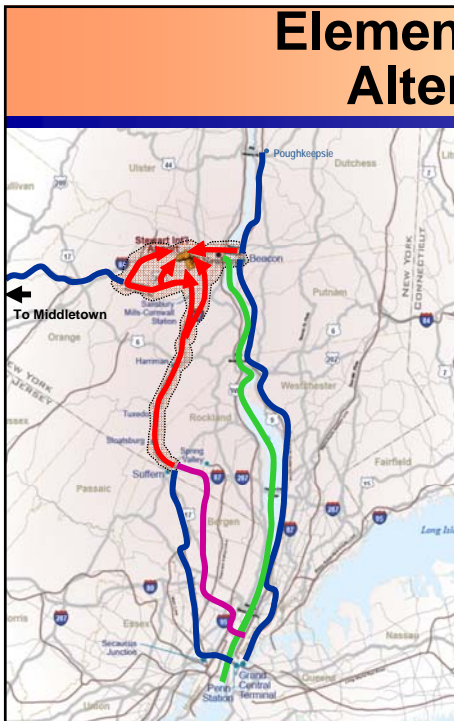
- Low level investment
- Relies mainly on existing Park and Ride facilities and roadways

Demand Responsive Airport Shuttles

- Shared ride service similar to “Super Shuttle”



Elements of Build Alternatives



Regional Elements

- Rail
- Bus
- Ferry

Project Area Elements

- AGT Automated Guideway Transit
- CRT Commuter Rail Transit
- LRT Light Rail Transit
- BRT Bus Rapid Transit
- RGB Regional (Commuter/Express) Bus
- WBT Waterborne Transit (High Speed Ferries)
- PED High-Speed Moving Sidewalks



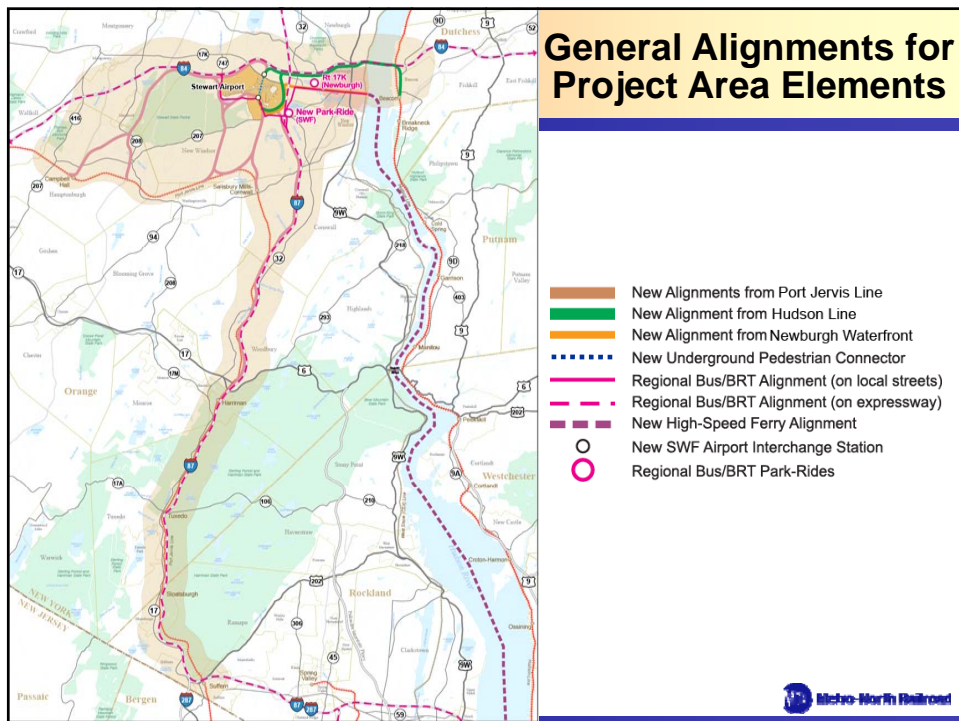
Examples of Long List Alternatives Commuter Market

- **Express bus to/from Manhattan**
 - Via NYS Thruway and NJ route to Lincoln Tunnel
 - Via NYS Thruway and Tappan Zee Bridge
- **Commuter rail transit**
 - **Direct extension of an existing Metro-North Railroad (MNR) line**
 - Port Jervis Line
 - Hudson Line
 - **Connecting service from existing rail stations**
- **High speed ferry**

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Metro-North Railroad



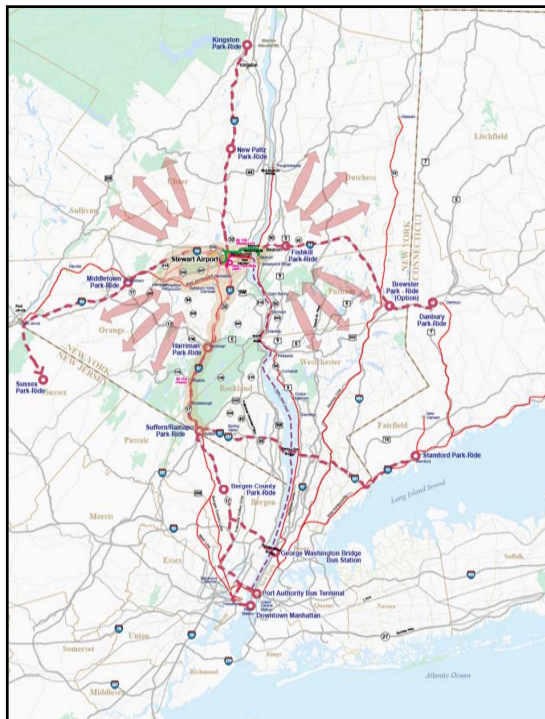
Long List Alternatives Airport Market

- **Regional Park & Ride serving markets**
 - *North:* Ulster and Sullivan Counties, NY
 - *East:* Dutchess and Putnam Counties, Danbury CT
 - *West:* Orange County, NY and Sussex County, NJ
 - *South:* Bergen County, NJ, I-287 NY, and I-95 CT
- **Express bus to/from Manhattan**
- **High speed ferry service to/from Manhattan**
- **Commuter rail**
 - Direct extension of an existing MNR Line
 - Connecting service from existing stations

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Build Alternatives

Airport Market

SWF Regional Express bus routes

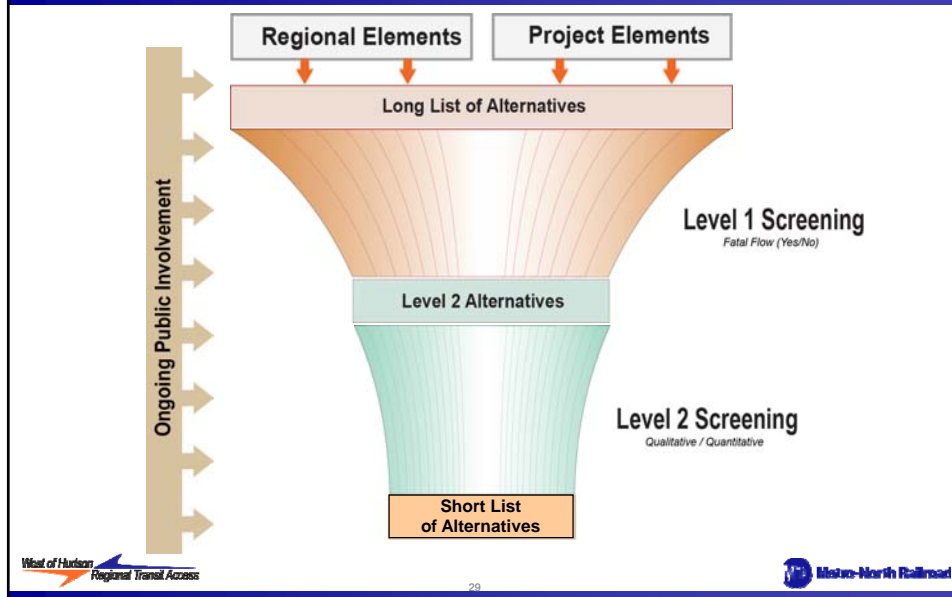
- Higher investment level compared to TDM/TSM
- May include more substantial park and ride facilities
- Some bus-only ramps and/or busways

South of SWF is also served by
Commuter Market Alternatives

- Commuter Rail
- Express Bus
- High Speed Ferry

Metro-North Railroad

Screening Process



Overview of Level I Screening

- **Pass/Fail Basis**
- **Applies to TDM/TSM and Build Alternatives**
- **General qualitative and quantitative criteria**
 - Transportation
 - Environmental
 - Land Use
 - Cost

Next Steps

- Complete Long List of Alternatives Technical Memorandum and Submit to Federal Transit Administration (FTA)
- Perform Level 1 (Fatal Flaw) Screening
- Develop and Submit Technical Methods Report to FTA
- Next Open House Tentatively Scheduled for January/February 2009

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