

# ***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.

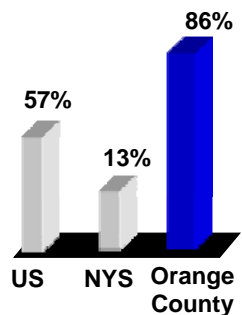


## Project Context

- 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

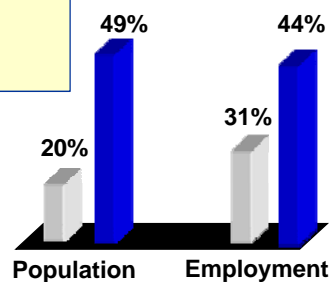


Source: US Census 2000

### 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

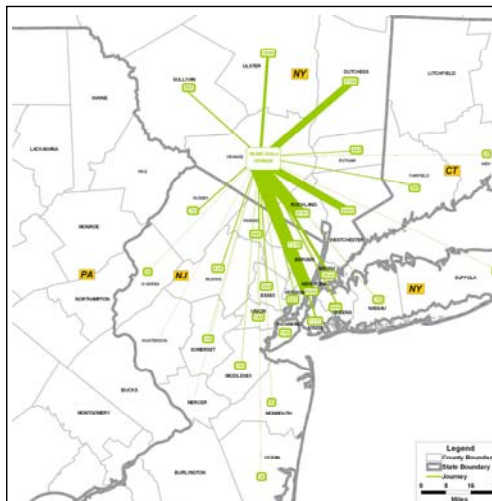
□ Region  
 ■ Orange County

## 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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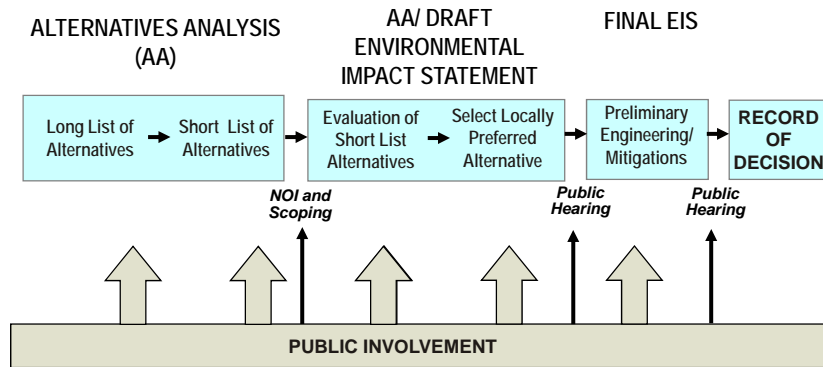
## Background

- 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.

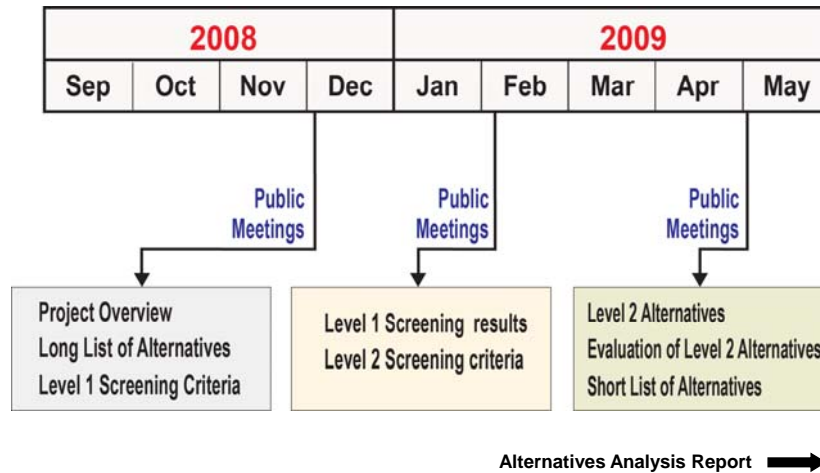
# Overview of Study Process



# 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



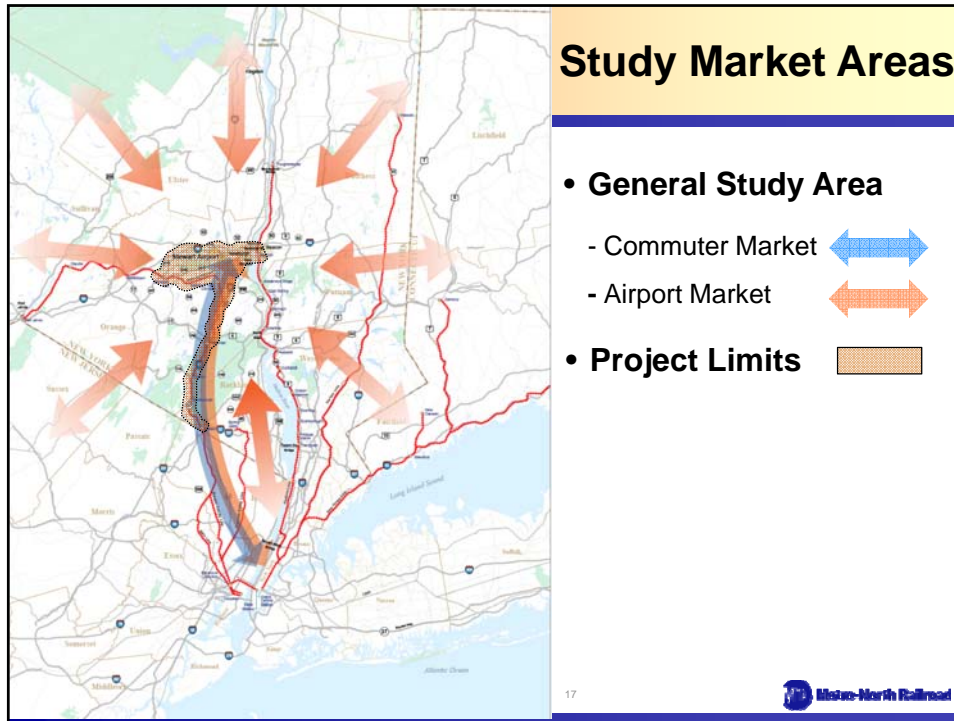
## Public Involvement in the Process

- 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](http://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

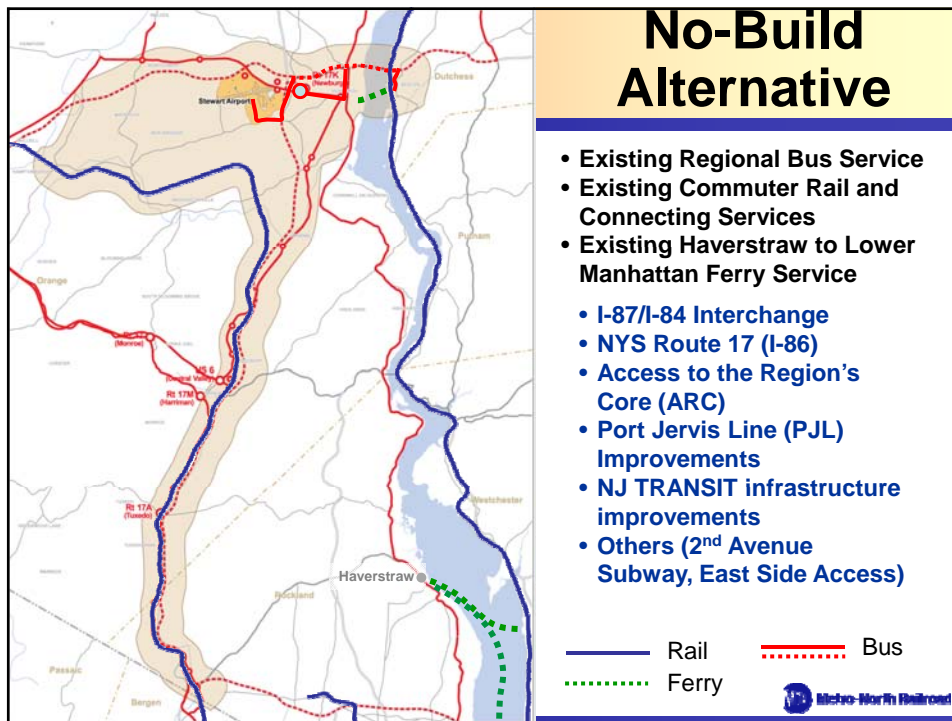
- Alternatives for commuter and airport markets to address:
  - **Long range:** Year 2035 planning horizon consistent with Long Range Transportation Plans (LRTPs)
  - **Short and medium range:** Solutions that address needs in advance of LRTP horizon year.

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## 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

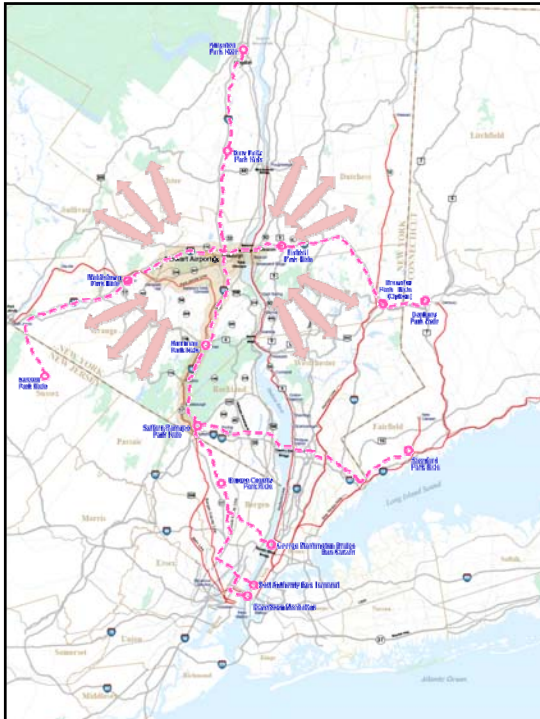
### West Shore Line and Walden Branch Passenger Service are Excluded from WHRTAS

## 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

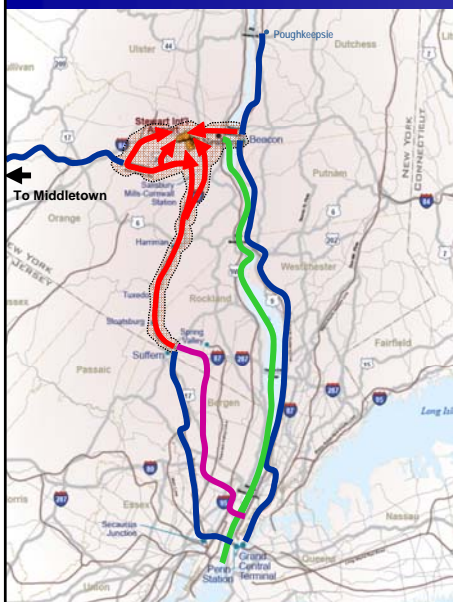
- Low level investment
- Relies mainly on existing Park and Ride facilities and roadways

### 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



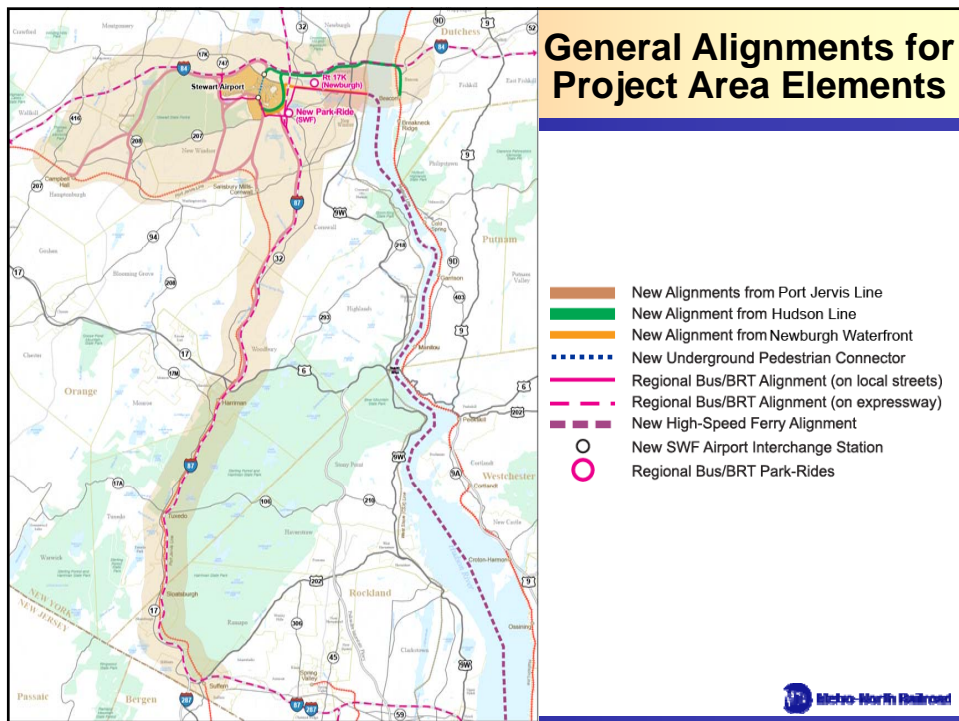
## Examples of Long List Alternatives Commuter Market

- **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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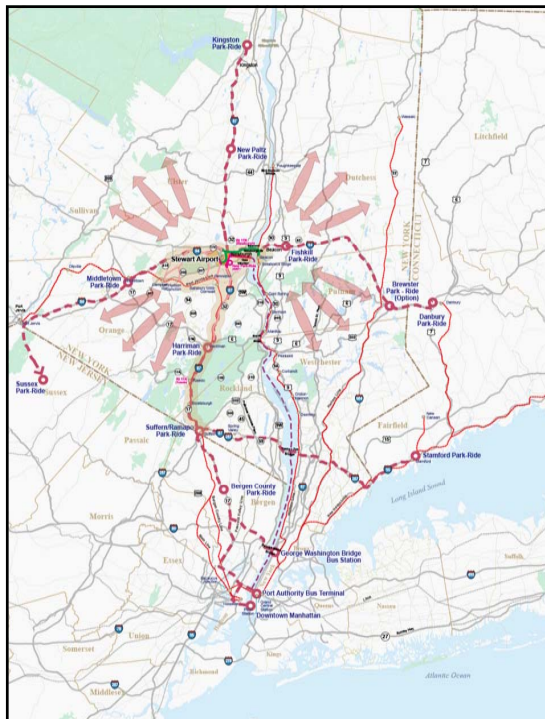
## Long List Alternatives Airport Market

- **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

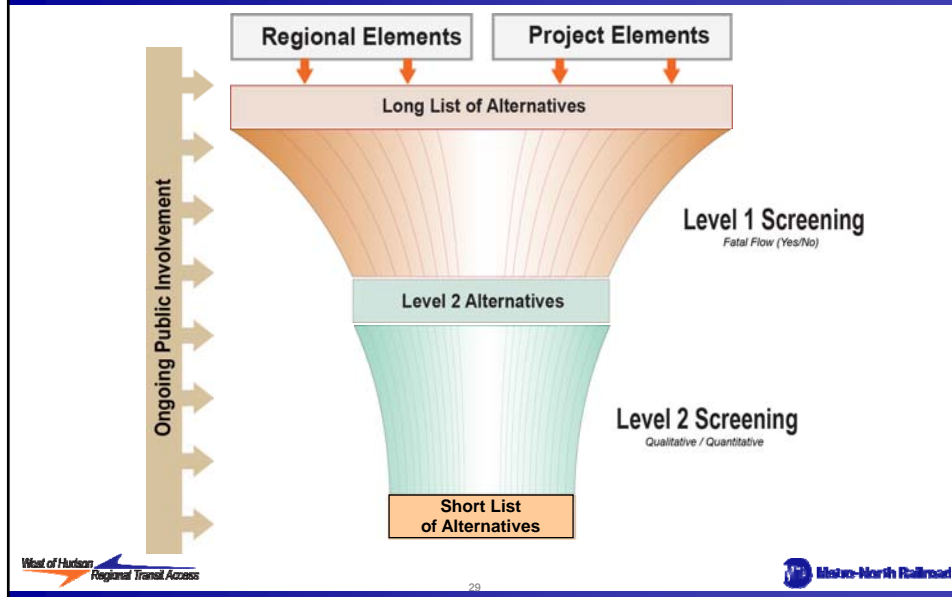
- Higher investment level compared to TDM/TSM
- May include more substantial park and ride facilities
- Some bus-only ramps and/or busways

South of SWF is also served by  
Commuter Market Alternatives

- Commuter Rail
- Express Bus
- High Speed Ferry

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# 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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