



Mass Transit Task Force Member Update

June 25, 2015

Agenda

- Introduction
- Project Status Report
- Project Overview
- Regional BRT – System Roll-out
- White Plains Station Improvements and Redevelopment
- Additional Planning Studies
- Public Comment

Project Status Report

NYSDOT Implementation Activities Supporting MTTF Recommendations

- NYSDOT is managing the project in partnership with other agencies and Rockland County
- Largest multi-modal, technology-enabled mobility project in NYSDOT history
- TIGER Grant was submitted after meetings with USDOT
- Pedestrian safety audits on Routes 59 and 119 with a focus on enhancing pedestrian realm at transit stations
- Nanuet Park and Ride Access and Lot Improvements
- Tarrytown pedestrian and transit station improvements
- ICM Working Group established
- Phased implementation program developed

TIGER Grant Application

- NYSDOT has just applied for \$20.4 million in TIGER funds:
- Improvements to Hudson Links Mainline Phase 1 Stations and Stops
- Phase 1 intersection upgrades at stations to provide safe and universal access to all system users
- Technology and systems to improve traffic management on I-287 and Routes 59 and 119
- Transit signal priority and signal upgrades
- Ramp metering
- Queue jump lanes at ramp metering locations



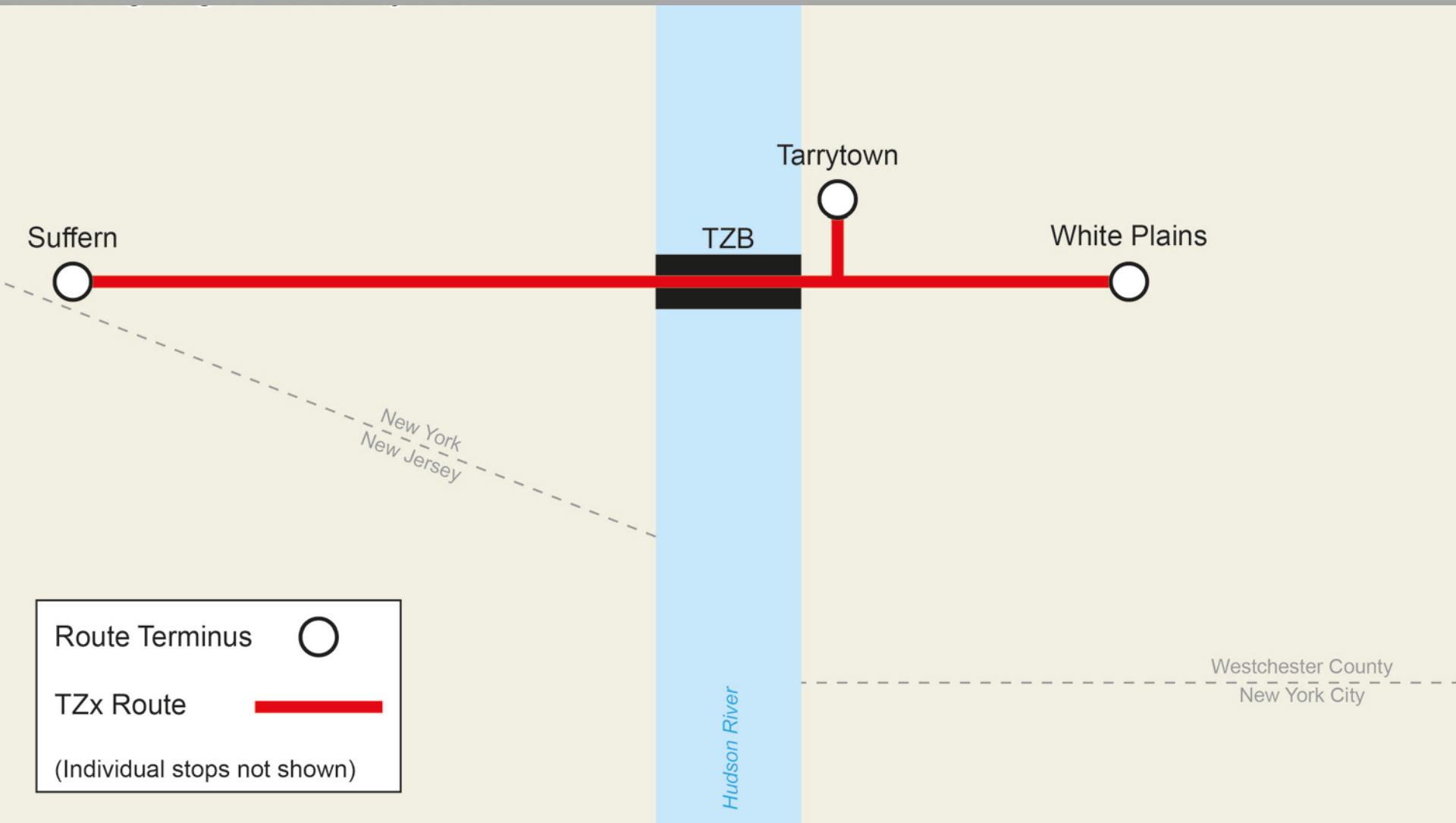
Ongoing Technical Work

- Transit Facility Criteria
- BRT and highway service design criteria
- Pedestrian Safety Audits Vehicle specifications
- Traffic model



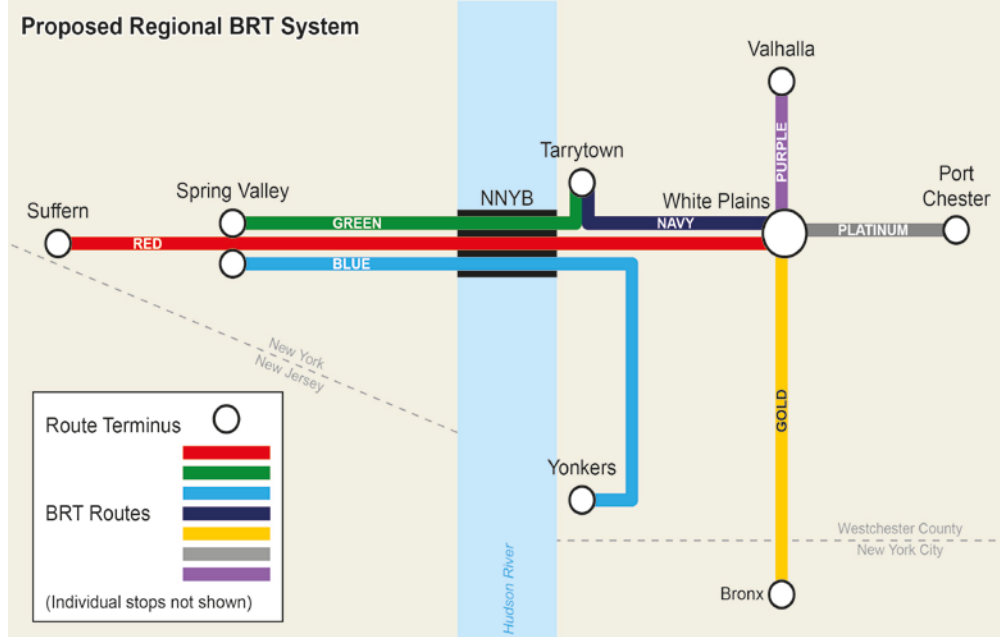
Project Overview

Existing Regional Bus – Tappan Zee Express (TZx)



MTTF Recommendations

- Governor Cuomo convened the Mass Transit Task Force (MTTF) in late 2012 to assess implementable and fundable short-, medium-, and long- term transit solutions in the I-287 corridor
- The MTTF reached consensus on an expanded and enhanced transit system, focusing on regional BRT, complemented by an integrated approach to corridor management
- Major components:
 - Regional BRT service
 - Integrated Corridor Management (ICM)



ICM Components

Improved traffic management, monitoring and control of the I-287 corridor, benefiting all users. The program includes:

- I-287 Ramp Metering
- BRT Queue Jump Lanes
- Transit Signal Priority
- Adaptive Signal Control
- Improved Network Awareness
- Real-Time Information



Transit Service in the I-287 Corridor



- Distinctive Vehicles
- High-Quality Stations
- Passenger Amenities
- Legible Routes
- Comprehensive Intersection Improvements
- Faster service
- Identity/Branding

MTTF Recommendations - CAPITAL COSTS

| Package Name and Description | | Capital Cost (m) |
|------------------------------|-------------------|------------------|
| 1 | The Link Mainline | \$91.1 |

| Incremental Phase | | |
|-------------------|---|---------|
| 2 | Upgrade Mainline - Suffern to White Plains (Red Route) | \$42.4 |
| 3 | Upgrade Mainline - Spring Valley to Tarrytown via Nyack (Green Route) | \$12.5 |
| 4 | BRT Blue Route - Spring Valley to Yonkers via Nyack | \$19.6 |
| 5 | BRT Purple Route - Valhalla to White Plains | \$13.6 |
| 6 | BRT Navy Route - Tarrytown to White Plains | \$12.6 |
| 7 | BRT Platinum Route - White Plains to Port Chester | \$13.5 |
| 8 | BRT Gold Route – White Plains to the Bronx via Central Avenue | \$45.3 |
| SUBTOTAL | | \$159.5 |

| White Plains Station Improvements | | |
|-----------------------------------|--|---------|
| Phase A | White Plains Circulation/Access Improvements | \$15.8 |
| Phase B | White Plains Station Redevelopment | \$132.0 |
| SUBTOTAL | | \$147.8 |

| | |
|-----------------------------|-------|
| Additional Planning Studies | \$3.6 |
|-----------------------------|-------|

| | |
|-------------------------|---------|
| TOTAL FOR FULL BUILDOUT | \$402.0 |
|-------------------------|---------|

While a funding need is identified for 2016 and 2017, NYSDOT & NYSTA continue to pursue various Federal funding options to offset State funding resources.

Potential Future Funding Sources

- Project team will work with partners and seek additional funding by qualifying for the FHWA Congestion Management and Air Quality program (CMAQ)
- Design Services and Implementation support will likely come from future DOT consultant funds and be Federally reimbursable
- Remaining vehicle needs likely to be funded via FTA funds
- Value capture strategies to fund White Plains and station area needs
- Coordinated funding strategies with municipal governments, other state/federal agencies, and outside grants

REGIONAL BRT – SYSTEM ROLL OUT

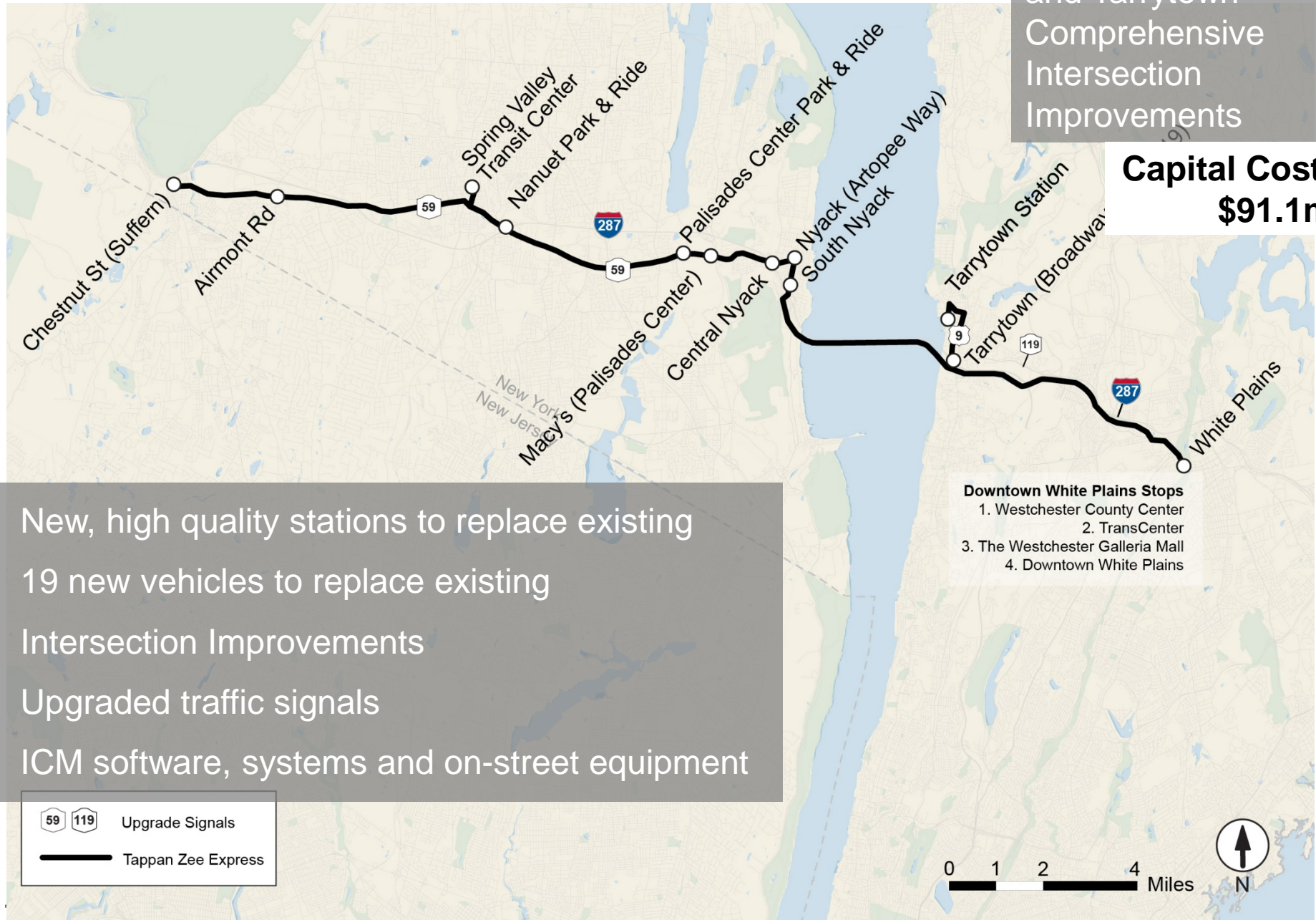
Implementation Program

- NYSDOT lead on ICM Program
- ICM Working Group to oversee implementation
- County-level Technical Advisory Committees for each county
- Partnering with Rockland on the Hudson Links
- Ongoing public involvement
- July 2015 technical work to deliver basic package commences:
 - Model Refinements
 - Market, brand and identity
 - Stations and stops
 - Infrastructure and new vehicles

The Link Mainline

Nanuet Park & Ride and Tarrytown Comprehensive Intersection Improvements

Capital Cost:
\$91.1m



Downtown White Plains Stops

1. Westchester County Center
2. TransCenter
3. The Westchester Galleria Mall
4. Downtown White Plains

59 119 Upgrade Signals

Tappan Zee Express

Vehicle Styles Considered

Articulated
bus



Source: New Flyer

Standard
40' bus



Source: www.cdfa.org

Double-
decker
bus



Source: Alexander Dennis

Commuter bus



Source: www.sfgate.com

Vehicle Recommendation

– Local Streets



| Standard-Length Bus | |
|-----------------------------------|--|
| Length | 40 feet |
| Height | 11 feet |
| Boarding/Alighting | Three doors, low-floor vehicle |
| Capacity | 31 seated |
| ADA Features | 4 wheelchair spots, ADA-compliant ramp at center doors |
| Appropriate Operating Environment | Intracity local routes on city streets |
| Capital Costs (Approx.) | \$500,000 (Utah Transit Authority, 2010, Salt Lake City, UT) |
| Maintenance (Approx.) | \$1.09/mile, \$0.03/seat mile |

Vehicle Recommendation

– Highway Operations



| Double-Decker Bus | |
|-----------------------------------|---|
| Length | 42 feet |
| Height | 13.6 feet |
| Boarding/Alighting | Two doors, low-floor vehicle |
| Capacity | 74 seated (49 top deck, 25 lower deck) |
| ADA Features | 2 wheelchair spots, ADA-compliant ramp at front door |
| Appropriate Operating Environment | Intracity and intercity highway and city street hybrid routes |
| Capital Costs (Approx.) | \$830,000 (Community Transit, 2011, Snohomish County, WA) |
| Maintenance (Approx.) | \$1.05/mile, \$0.01/seat mile |

Stations and Stops

Four typologies:

- 1 Deconstructed
- 2 Compact
- 3 Standard
- 4 Custom

Stations and Stops

1 Deconstructed

| | |
|------------------------|---------------------------------|
| Shelter dimensions | N/A |
| Electrification | Y |
| Lighting | Min. 5 footcandles |
| Seating | For at least 3 people |
| Weather protection | Where possible |
| Ticket vending machine | At least 2 credit-card machines |
| Real-time info | Changeable message sign |
| WiFi | Y |



Metro Rapid, Los Angeles, CA

Stations and Stops

2 Compact

| | |
|------------------------|--------------------------------------|
| Shelter dimensions | At least 80 sq. ft. |
| Electrification | Y |
| Lighting | Min. 5 footcandles |
| Seating | For at least 5 people |
| Weather protection | Canopy and at least one partial wall |
| Ticket vending machine | At least 2 credit-card machines |
| Real-time info | Changeable message sign |
| WiFi | Y |



CDTA, Albany, NY

Stations and Stops

3

Standard

| | |
|------------------------|--------------------------------------|
| Shelter dimensions | At least 160 sq. ft. |
| Electrification | Y |
| Lighting | Min. 5 footcandles |
| Seating | For at least 10 people |
| Weather protection | Canopy and at least one partial wall |
| Ticket vending machine | At least 2 credit-card machines |
| Real-time info | Changeable message sign |
| WiFi | Y |



Fastrack, Kent, UK

Stations and Stops

4 Custom

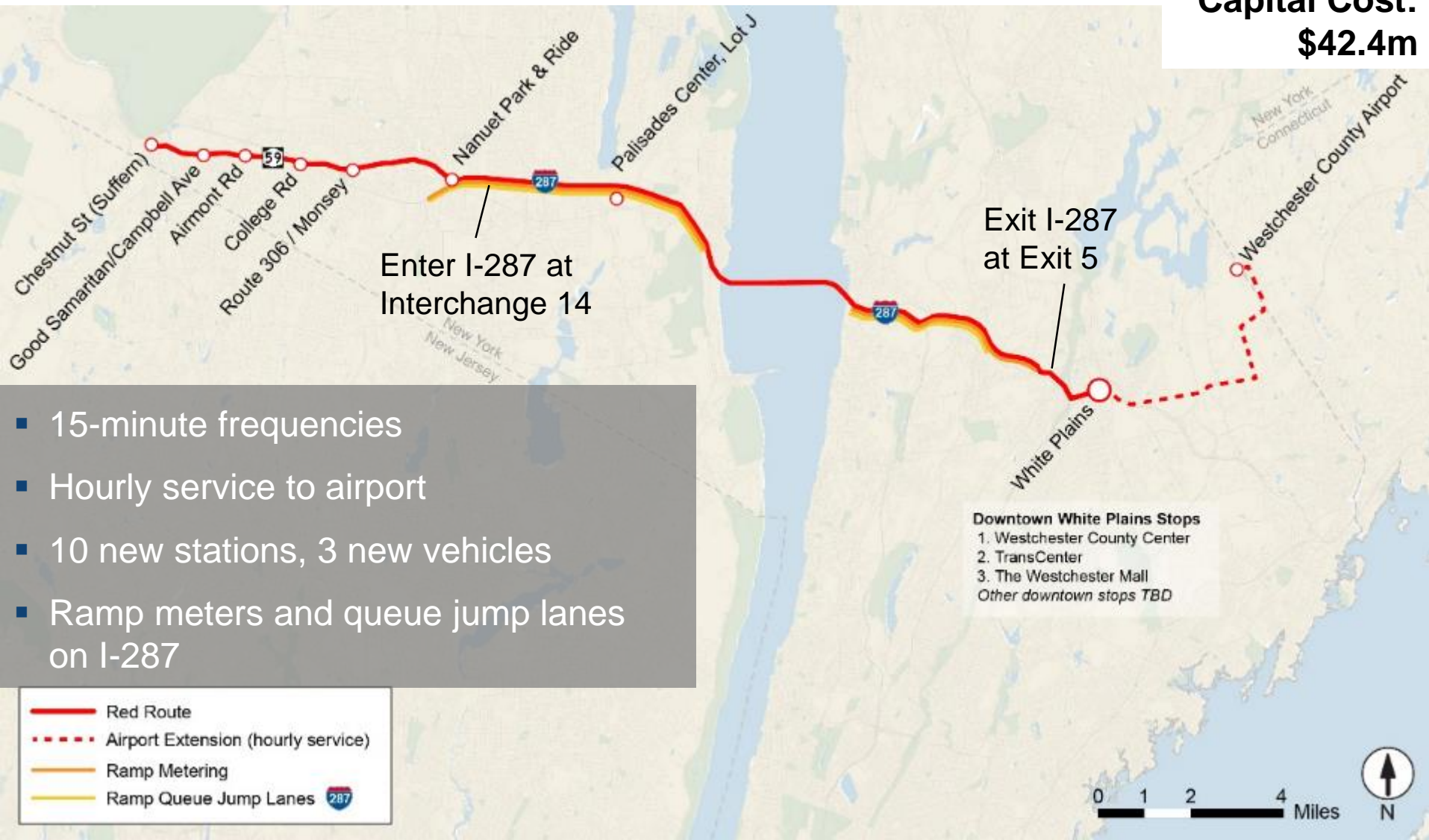
| | |
|------------------------|--|
| Shelter dimensions | > 160 sq. ft. |
| Electrification | Y |
| Lighting | > 5 footcandles |
| Seating | For > 10 people |
| Weather protection | Y |
| Ticket vending machine | At least 2 credit-card machines + 1 cash machine |
| Real-time info | Changeable message sign |
| WiFi | Y |



MetroRapid, Tampa, FL

Incremental Addition 2 - Upgrade Mainline - Suffern to White Plains (Red Route)

Capital Cost:
\$42.4m



- 15-minute frequencies
- Hourly service to airport
- 10 new stations, 3 new vehicles
- Ramp meters and queue jump lanes on I-287

Incremental Addition 3 – Upgrade Mainline – Spring Valley to Tarrytown (Green Route)

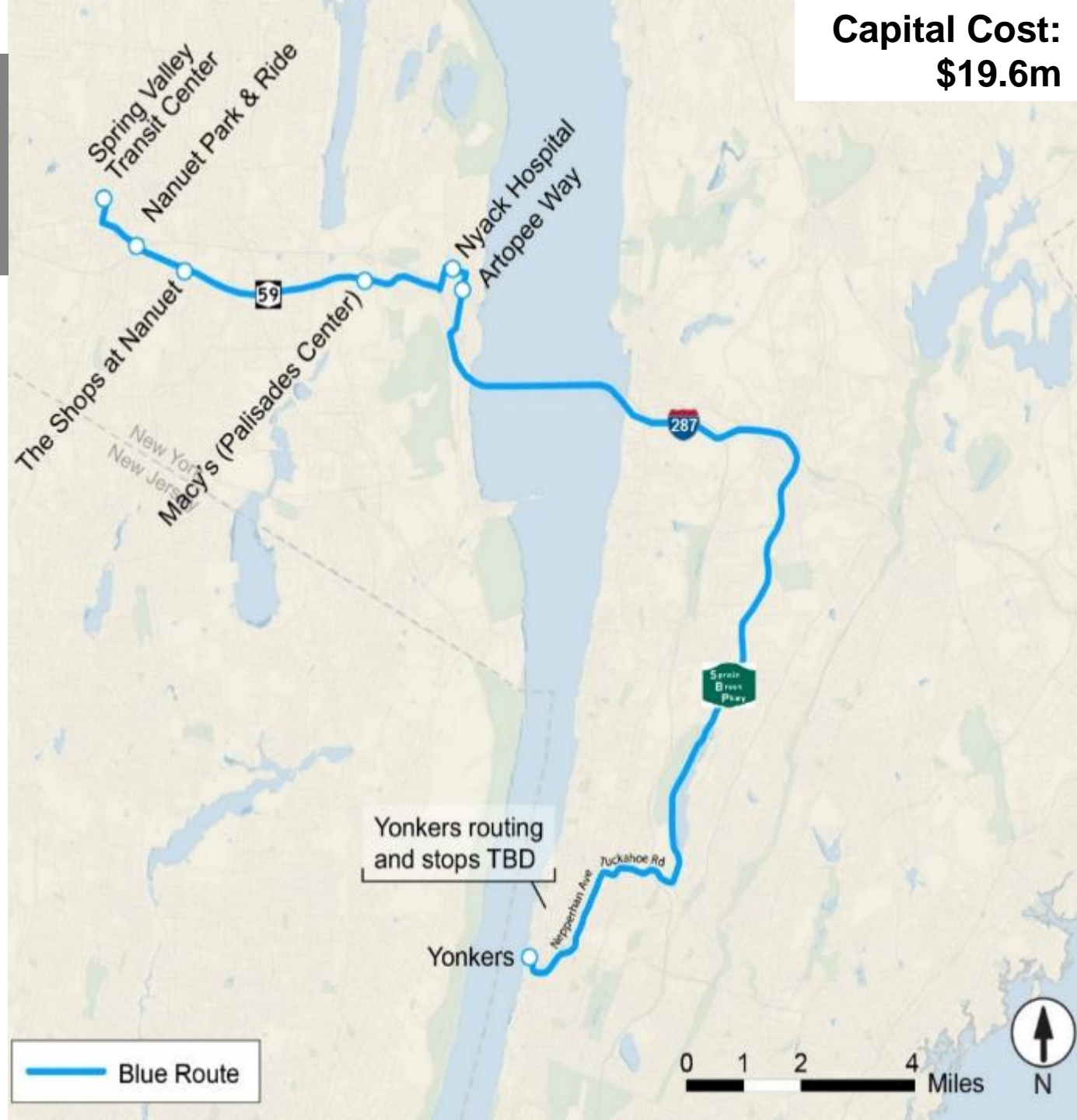
Capital Cost:
\$12.5m



Incremental Addition 4 – BRT Blue Route – Spring Valley to Yonkers

**Capital Cost:
\$19.6m**

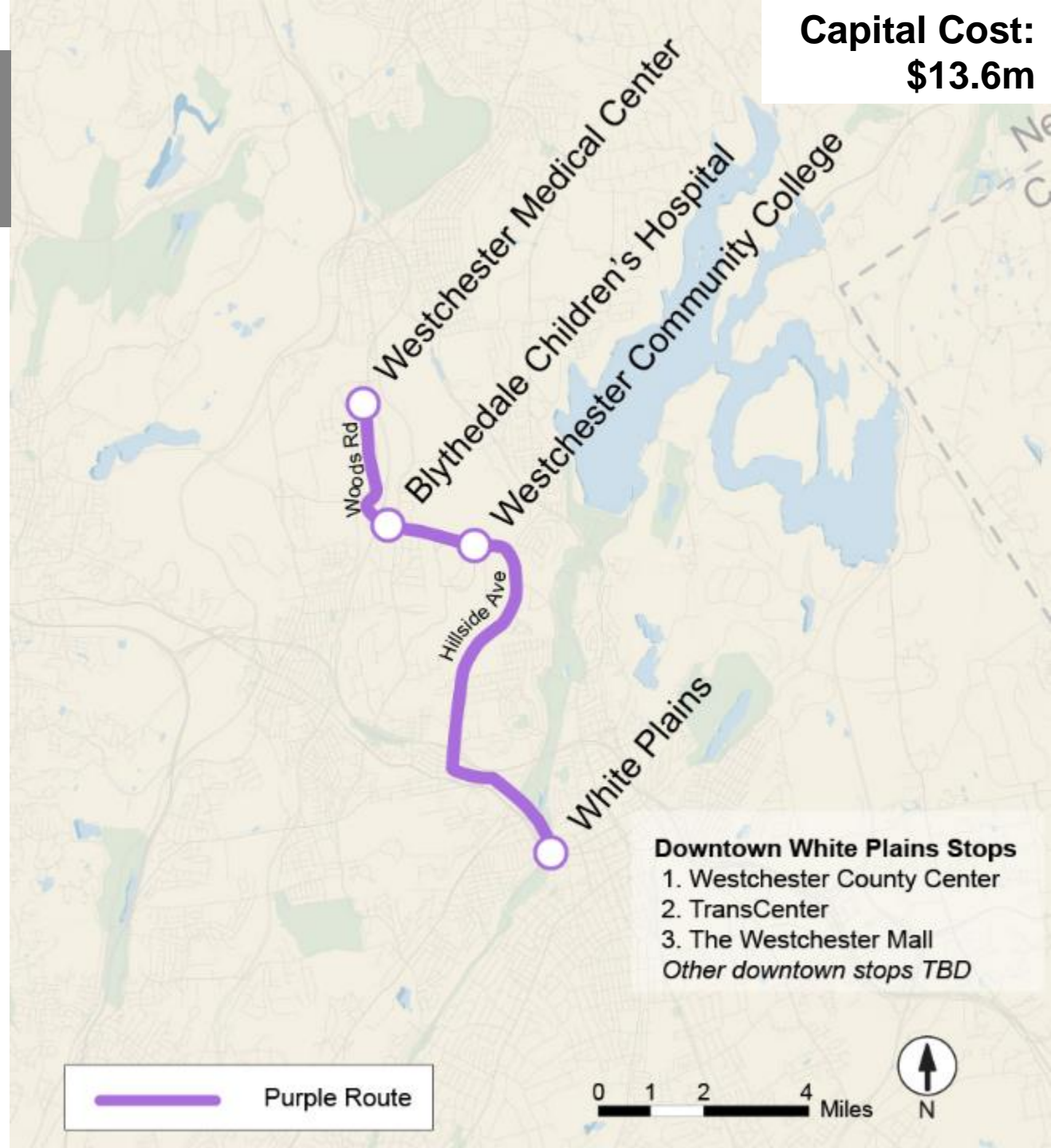
- New BRT route with 15-minute frequencies all day
- 6 additional new stations and 13 additional new vehicles
- Intersection improvements at all new stop locations



Capital Cost:
\$13.6m

Incremental Addition 5 – BRT Purple Route – Valhalla to White Plains

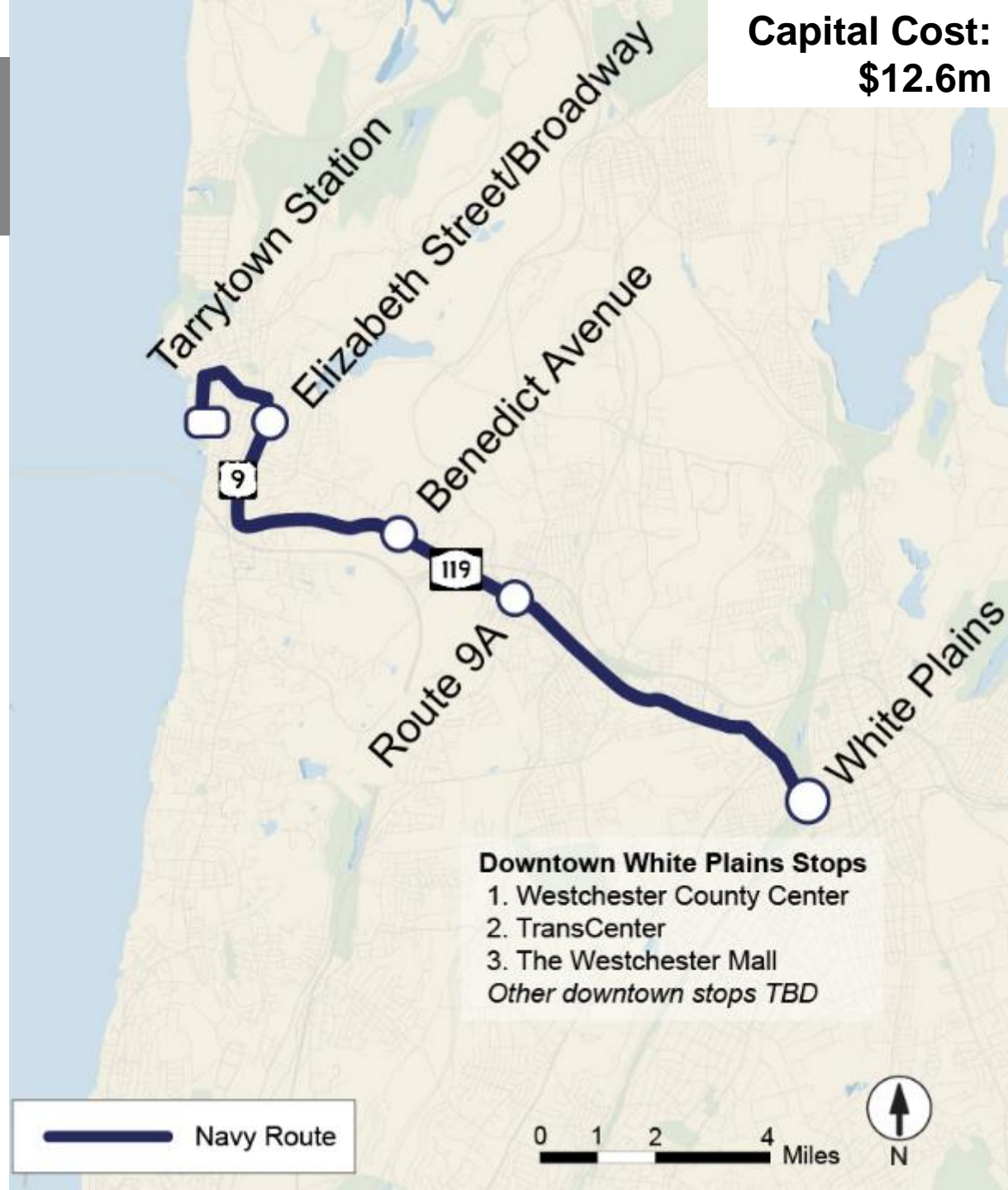
- New BRT route with 15-minute frequencies all day
- 6 additional new stations and 4 additional new vehicles
- Intersection improvements at all new stop locations



Incremental Addition 6 – BRT Navy Route – Tarrytown to White Plains

**Capital Cost:
\$12.6m**

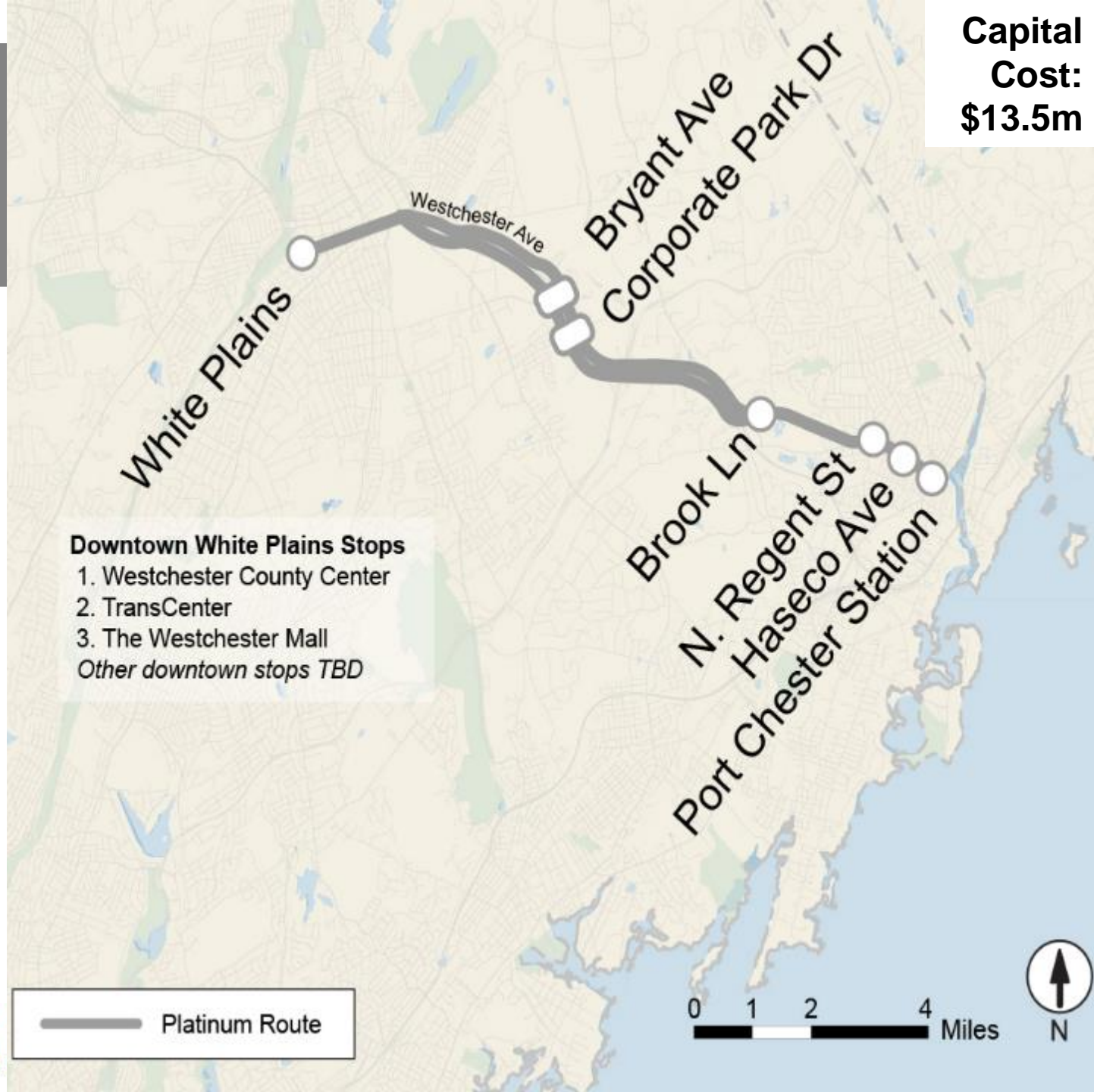
- New BRT route with 15-minute frequencies all day
- 6 additional new stations and 7 additional new vehicles
- Intersection improvements at all new stop locations



Incremental Addition 7 –BRT Platinum Route – White Plains to Port Chester

**Capital
Cost:
\$13.5m**

- New BRT route with 15-minute frequencies all day
- 12 additional new stations and 6 additional new vehicles
- Intersection improvements at all new stop locations



Incremental Addition 8 – BRT Gold Route - White Plains to the Bronx via Central Avenue*

Capital Cost:
\$45.3m

- New BRT route with 15-minute frequencies all day
- 44 additional new stations and 15 additional new vehicles
- Intersection improvements at all new stop locations

*NOTE: Westchester Bee-Line is currently implementing improvements along Central Avenue, including signal upgrades & queue jumps



WHITE PLAINS STATION IMPROVEMENTS AND REDEVELOPMENT

Phase A – White Plains Circulation/Access Improvements

**Capital Cost:
\$15.8m**

**Traffic
Circulation
Study**

**Temporary
Station Access
Improvements**

**Pedestrian
Access
Improvements**



**White
Plains
Station**

Phase B - White Plains Station Redevelopment

Capital Cost:
\$132.0m

- Complete redesign and reconstruction of the White Plains Metro-North station to accommodate ridership growth and facilitate transfer between bus and rail
- White Plains owns nearly 19 acres of land in the Business District available which could be developed as mixed-use development for the benefit of the local community and the City of White Plains
- Value capture mechanism could repay some upfront investments



ADDITIONAL PLANNING STUDIES

Additional Planning Studies

The MTTF proposed the following studies:

- Conceptual design of an inline BRT station at the Palisades Center
- Study of traffic circulation in downtown Tarrytown to improve traffic flows for both BRT and other vehicles, as requested by the Mayor
- Study of additional transportation improvements that can be implemented in the I-287 Corridor and along rail routes in Rockland County in the long term
- Study of the feasibility of a new interchange (14X) at the intersection of I-287/87 and Route 59 in Monsey, Rockland County
- Study of potential locations for Transit Oriented Development (TOD), as well as where this could be beneficial and increase ridership for the bus service



Thank You



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