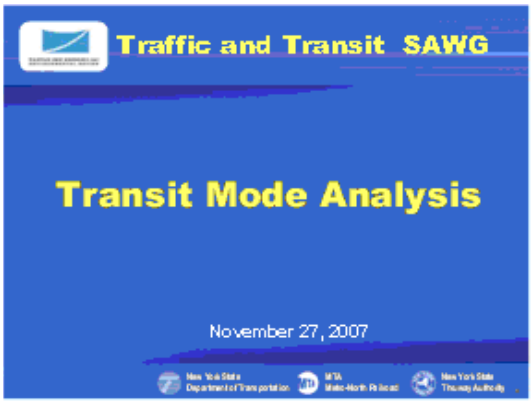
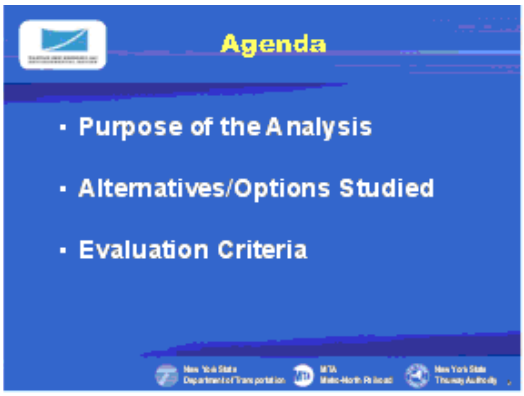
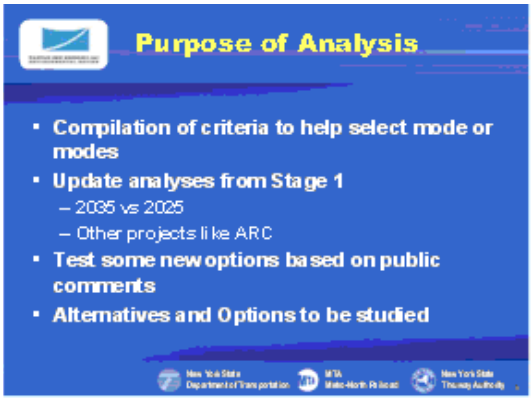


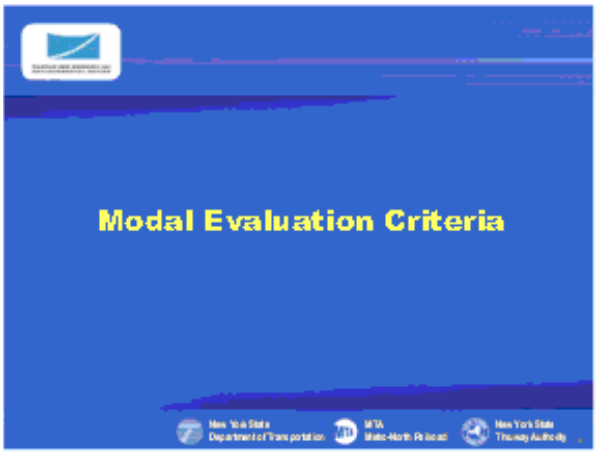
Slide 1: Mike Anderson (NYDOT) stated that this SAWG, the 5th of this group, is – like all the others – intended to foster 2-way communications. He then introduced Jim Coyle (ET) who made the first presentation.



Slide 2: The presentation addressed the reason for conducting a transit mode analysis, the alternatives studies and the evaluation criteria used in the transit mode analysis.



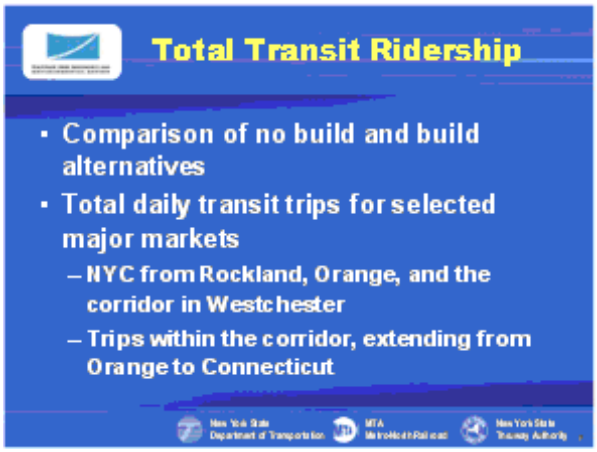
Slide 3: The study began with identification of the criteria to be used. The analysis done in Stage 1 was updated to extend the study period to 2035 from the original end date of 2025. New options identified by the public were also added.



Slide 4: The modal evaluation criteria are intended to focus on the travel behavior of each alternative.

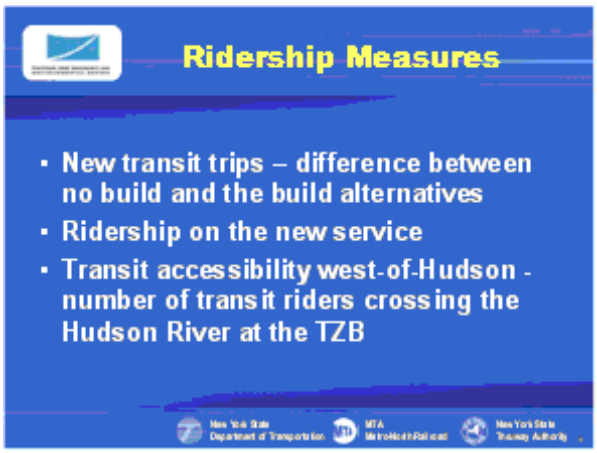
Slide 5: The Transportation Criteria are grouped into four categories, ridership, congestion, roadway capacity and travel times.

Slide 6: Transit ridership measures include not only transit ridership but identification of how many of those trips would be new ones, how many would use the new service and overall measures of accessibility for the study area west of the Hudson.

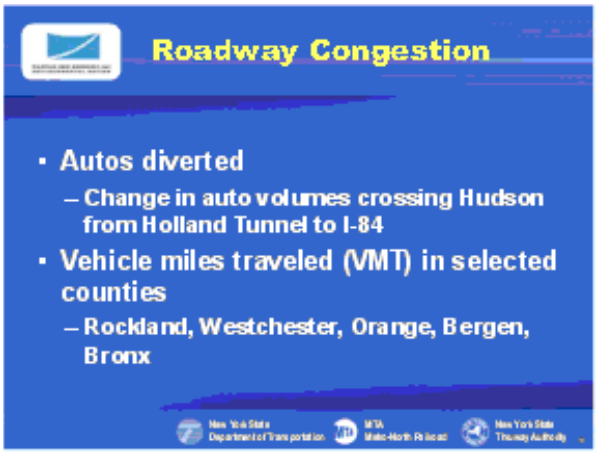


Slide 7: Ridership results will be compared to the no build as well as the other build alternatives. Ridership to selected markets – the key destinations in the corridor – will also be estimated.

Slide 8: The major markets in the study corridor - Orange, Rockland and Westchester counties and Connecticut and New York City - are illustrated on this slide.

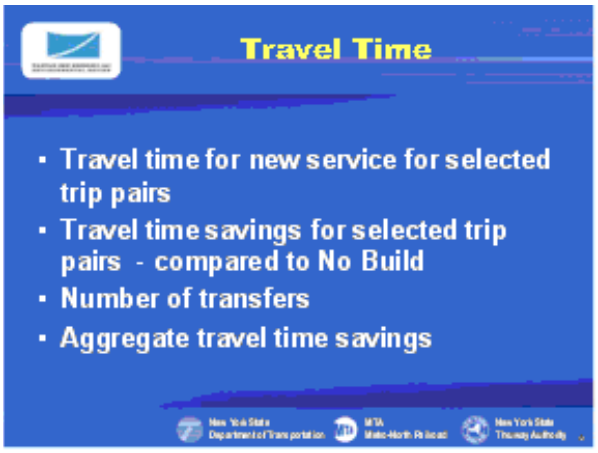


Slide 9: Ridership will be measured by the number of new trips relative to the no build alternative as well as between the build alternatives. Riders crossing the Hudson River at the Tappan Zee Bridge will be used to measure the improvement in access from west of the Hudson.



Slide 10: Roadway congestion will measure auto congestion and vehicle miles of travel. The diversion of autos from the Holland Tunnel to I-84 is one example of diversion. The total number of vehicle miles of travel will be measured in Rockland, Westchester, Orange, Bergen Counties and the Bronx.

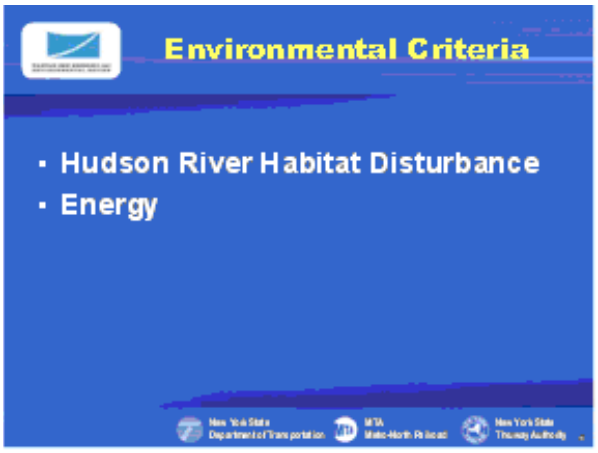
Slide 11: Capacity will be measured at the peak load point for new service at the Tappan Zee Bridge.



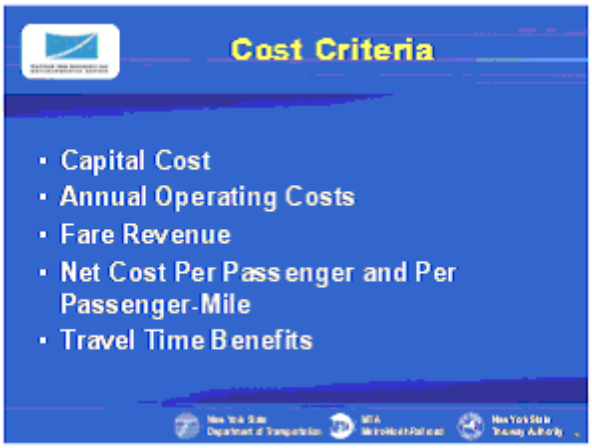
Slide 12: Travel time measures include comparisons between selected trip pairs. These measures will be compared to the no build as well as the other build alternatives. The same thing will be done for transfers and total aggregate travel time savings.

Slide 13: Environmental Criteria look at whether the alternatives would be consistent with land use plans, the need to acquire land or relocate existing uses and the potential for transit oriented development.

Slide 14: The measures are not just the number of each of these criteria, but some assessment of the relative significance of each. For instance, some wetlands are less significant than others, some historic structures are more important. So, these criteria are both qualitative and quantitative.



Slide 15: One of the key criteria is the Hudson River habitat, which relates to the construction impacts as well as longer term impacts. The energy impacts in terms of energy savings or lack of savings will also be measured.



Slide 16: The cost criteria include not just capital and operating costs but revenues. A key measure to the FTA is the cost per passenger and passenger mile. Overall travel time benefits are also included in these criteria. Jim Coyle introduced Mike Lambert (ET) who made the next presentation.