

The East End Shuttle™
Five Town Rural Transit, Inc.
Development Proposal

Who We are

With serious traffic congestion problems, particularly on the South Fork, coupled with under-utilized railroad tracks on both forks, there has been considerable conversation for over a decade on the possibility of developing a coordinated rail and bus shuttle system throughout the East End of Long Island. Compelled by an opinion piece published in the *Southampton Press* on December 24, 2003 by transportation advocate Hank de Cillia, Hal Ross, who had been working on the issue for some time, called Hank and suggested they form a committee with representatives from all five East End towns to research and develop a coordinated transportation system. Catching wind of the renewed enthusiasm, New York State Assemblyman Fred Thiele revived legislation seeking the establishment of the Peconic Bay Rural Transit Authority. This would enable the East End towns to meet the transportation needs of the rural area that defines and separates them from their neighbors to the west, including Manhattan.

Five Town Rural Transit Inc. was formed as an Ad Hoc Citizen Committee in 2004. We incorporated as a 501(c)(3) not-for-profit corporation in early 2005 for the express purpose of researching the development of *the East End Shuttle™* (*The Shuttle™*) We are a ten member Board of Directors from all five East End Towns: Kathleen Cunningham Faraone and Tom Ruhle from East Hampton; Joey Mac Lellan and Vince Taldone from Riverhead; Patricia Shillingburg from Shelter Island Hank de Cillia, Tom Neely, and Hal Ross from Southampton; Margaret Brown and John Rooney from Southold. Many of us met while participating as stakeholders in the SEEDS (Sustainable East End Development Strategies) process. We believed that public transportation was the one concept that virtually everyone agreed made good sense. We determined that working together, we could get a head start on what we felt confident would be a principle result of SEEDS -- namely, improved

public transportation on the East End.

We have not been working alone, but have had a great deal of assistance from transit experts. For rail expertise we have turned to a former LIRR engineer and Budd Company executive, a rail equipment broker, a signal system sales manager, three rail transit consulting firms, five rail vehicle manufacturers, four rail shuttle service providers, and rail advocates. Our bus consultants have included Suffolk County Transit management, four private bus operators, the management of the Cape Cod Rural Transit Authority, three other bus RTA executives, six hybrid electric bus vehicle manufacturers, and a Long Island-based hybrid electric bus technology developer. We also received water shuttle expertise, but have decided not to include this element in our proposal at this time, although we will ask that those doing the feasibility study consider a water transit option.

The U.S. Department of Transportation's Volpe Center in Cambridge, Massachusetts and KKO and Associates of Andover, Massachusetts have been providing ongoing overall technical assistance.

Executive Summary

Our development proposal will explore primary issues related to the current transit situation; precedents for improving regional transit; *the Shuttle™* service concept and route structure; a comprehensive East End Transit Survey and a demand forecast; *the Shuttle™* equipment and capital expenses; the transit operating analysis and cost estimate; *the Shuttle™* operating revenue sources; the formation of a regional transit authority; and the need for *the Shuttle™* feasibility study.

Existing Transit Condition

The five East End towns (East Hampton, Riverhead, Shelter Island, Southampton and Southold) have 125,000 year-round residents and approximately 350,000 residents and visitors in the peak summer season (July and August). There is virtually no way for East End residents to travel throughout the region on the

existing transit system. It's woefully inadequate and inefficient.

Passenger Rail: The Long Island Rail Road (LIRR), a subsidiary of the Metropolitan Transit Authority (MTA), provides commuter service to New York City for western Suffolk County residents, but the residents of the East End towns are too far away to commute to the City. Moreover, the tracks are not used for East End residents to commute to jobs in other East End towns, villages, and hamlets. The schedules do not allow trains to be used for local commuting. Although there is adequate service to bring people East to the South Fork from Manhattan on Thursday and Friday afternoons and west on Sunday evening and Monday mornings to serve second homeowners and weekend visitors, the lack of frequency and timing of schedules make it difficult for local residents to go to the City in the morning and return in the evening. East Enders, on the whole, do not commute to the City; most work more locally.

Passenger Bus: Suffolk County Transit (SCT) provides bus service on the East End. There is no rail-bus coordination of routes; in fact, there is little bus-bus route coordination. There are issues of severe overcrowding on some SCT bus routes, and there are also issues with customer relations. Bus routes are so badly designed that it is, in many places, impossible to get from one place to another. (For example, it is not possible to get from Shelter Island to Montauk.) Additional SCT deficiencies include: information operators work until 4:30 pm, while SCT buses operate until 8 pm.; there is no Sunday service; buses are often untidy and dirty; there is no flexibility to adjust to the increase in population in the summer; buses often pass by potential customers during rush hour because they are filled to capacity; and, as exists on Cape Cod, there are no deviated route operations.

ParaTransit Bus: The County and some selected towns provide limited bus service to the elderly and disabled, but it is severely restricted and often adequate.

Private Bus: To compensate for poor rail service between the East End and New York City, private bus companies provide regular schedules. Hampton Jitney and the Hampton Luxury Liner serve the South Fork, while Sunrise Coach, and the

recently inaugurated North Fork Express, serve the North Fork. But, these services are not designed for intra-East End commuter service.

Freight Rail: The New York and Atlantic Railway uses the LIRR tracks to carry freight on a very limited basis.

Water Transit Services: Except for the North and South Ferries between Greenport, North Haven and Shelter Island, which are considered excellent for their service, there are no other water shuttle services, even seasonally.

The total transit ridership on the East End, estimated for 2004, (excluding Para Transit) for bus, was 1,211,955 rides; for rail, 348,330 rides; bringing the total to 1,560,285. There has been significant growth in SCT ridership over the past two years. Nevertheless, it is clear to those who use it that it remains inadequate.

See *Appendix A* for a detailed discussion of existing public transportation on the East End, and *Appendix C*, Tables 4. - 10., for a detailed analysis of estimated current bus and rail ridership.

Precedents for Improving Transit

The call for improved transit services on the East End has been brewing for a long time. In 1993, Southold formed a Transportation sub-committee following the North Fork Planning Conference/US/UK Stewardship Task Force. They created the “Transportation Core Concept for the 21st Century” which called for an enhanced public transportation network for the Town. The 1994 report of the East End Economic and Environmental Institute, created by the East End Supervisors and Mayors Association, entitled *Blueprint for Our Future* called for a coordinated rail and bus service within the East End towns. The Southampton Transportation Advisory Task Force report in 2003 also called for a coordinated rail and bus service. It also resulted in a new transportation commission in Southampton because transportation issues are considered so important to the residents. Southold also has a Transportation Commission, which was a model for Southampton’s. The Institute for Sustainable Development’s Ending Gridlock Conference conducted by Long

Island University at Southampton in 2004 also called for coordinated rail and bus service. The results of the SEEDS project, completed in 2005, are the same: the only way to mitigate the unacceptable traffic problems on the East End is to use the railroad tracks with expanded and coordinated bus service to encourage a larger percentage of people to use public transportation rather than their cars.

The Shuttle Service Concept

The Shuttle™ will operate 7 days a week, from 6 am until at least 10 pm, with flexibility built in to meet ridership needs.

The Shuttle™ is a coordinated rail and bus shuttle system with service between hamlets planned for every 30 minutes, and with “Park ‘n Ride” capabilities. (There will be seasonal adjustments based on demand.) The rail shuttle system is the critical transit spine of the concept, with shuttle trains going from Ronkonkoma to Greenport on the North Fork and Speonk to Montauk on the South Fork, stopping at all the hamlets in between. The LIRR will terminate at Ronkonkoma and Speonk, allowing for a seamless transfer to *the Shuttle* rail road. As trains arrive at the hamlet stations, buses will be waiting to take passengers to, or close to, their final destinations. Most bus routes will be “point-to-point” such as Riverhead to Hampton Bays (a heavily traveled route), Bridgehampton to South Ferry via Sag Harbor, or East Hampton to South Ferry via Sag Harbor. In addition, whenever possible, buses will be scheduled so that they can go “off route” to accommodate those passengers requiring “door to door” service “on demand.”

Rail stations for the North Fork will be Ronkonkoma, Medford, Yaphank, a reactivated station at Calverton, Riverhead, a reactivated station at Jamesport, Mattituck, Southold Village, and Greenport. Enhanced bus stops, with covered shelters with benches, parking, ticket machines, and real time information, for the North Fork, will include Wading River, Cutchogue, Orient Hamlet, and Orient Point.

On Shelter Island, there will be enhanced bus stops at the North and South ferry docks, with a bus that runs every half hour between the two ferries, also with

a capacity to go “off route.”

Rail stations for the South Fork will be at Speonk, Westhampton Beach, a reactivated station at Quogue, Hampton Bays, a reactivated station at Southampton College, Southampton Village, a reactivated station at Water Mill, Bridgehampton, a new intermodal rail and bus hub at East Hampton Airport in Wainscott, East Hampton Village, Amagansett, and Montauk. There will be enhanced bus stops in Flanders, Sag Harbor, South Ferry dock in North Haven, and Springs.

All proposed routes will be based on community input from all of the towns, villages, and hamlets. The frequency of these services, and the types of services offered, may vary to reflect particular demand dynamics, such as season, day of week, and time of day. It is the goal of *the Shuttle™* to provide convenient, user-friendly service within our East End network in a cost effective manner.

The entire *Shuttle™* system will be energy efficient and environmentally appropriate, with noise abatement a particular concern.

In addition, all train engineers and bus drivers will have a capability to communicate with a central dispatching station which will be operational during all hours that the system is running.

The Shuttle™ will coordinate with all appropriate agencies to insure the security of the system and mass movement of people during emergencies.

The Shuttle™ Ridership Categories

Those who will ride *the Shuttle™* system include residents (and since *the Shuttle™* will replace some or all of the paratransit systems, especially those who are “transit dependent”); workers, including those who are non-residents who commute to work on the East End; second homeowners, renters, and guests, the majority of whom are from New York City, Nassau and Western Suffolk; and tourists who are primarily seasonal weekenders and day trippers.

The chart below describes the East End Workforce in early 2000 as detailed by the 2000 Census of Population:

1. Residents who live and work on the East End	40,774
2. Those who commute to the East End from outside	24,265
Total Working on the East End	65,039
3. Residents who commute to areas outside the East End	17,411
Total Workforce relating to the East End	82,450

On any given workday throughout the current year, five years after the Census date, it is safe to assume that more than 85,000 people are moving to and from work on the East End. Because they have very limited choice, they primarily use their own vehicles.

East End Transit Survey

In the Spring of 2005, Five Town Rural Transit, Inc. commissioned Appel Research LLC to conduct a comprehensive survey, which is appended to this proposal. The survey consisted of five focus groups each with eight to ten participants in the following five categories: residents who commute to work, residents who do not commute, second homeowners, large employers (representing almost 4,000 employees) and Spanish-speaking transit users. In addition, there were 1,200 completed, randomly-selected telephone interviews, each taking approximately 16 minutes. The results are statistically valid for the region as a whole (plus or minus 3% points), and for each of the five town and other segments (plus or minus 6% points). The five town segments were East Hampton, Riverhead, Southold combined with Shelter Island, Southampton east of the Shinnecock Canal and Southampton, west of the Canal.

The key findings were:

1. Great dissatisfaction with current transit services,
2. Overwhelming support for the new *Shuttle*TM concept, and
3. Significant public interest in using the *Shuttle*TM system.

Respondents were asked to rate each component on a 1 to 5 scale, with 5 being the most favorable. The results were as follows:

Component	Least Favorable (1-2...)	Most Favorable (4-5...)
First, create public authority	26%	49%
Service every 30 minutes, new trains	19%	68%
Mini-buses coordinate with trains	17%	70%
More parking at train stations/bus stops	18%	67%
Fares similar to Suffolk Transit	5%	86%
Reopen closed LIRR stations	12%	74%
New bus routes and stops	13%	71%
Extended hours and Sunday service	9%	80%
New trains/ buses - from Federal grants	6%	87%
Seasonal, passenger-only water taxis	23%	65%

When asked if they would **use** the system, respondents replied as follows:

	Use <u>Current</u>	Would Use <u>New System</u>	Would Use New <u>System If Free</u>
• 4/5 times/week	2%	7%	13%
• 2/3 times/week	<u>2%</u>	<u>15%</u>	<u>17%</u>
Combined Regular Use	4%	22%	30%
• A few times/month	9%	29%	24%
• A few times/year	34%	26%	21%
• Never	53%	19%	18%

See *Appendix B* for the Executive Summary of the Transit Survey.

The Shuttle Demand Forecast

The current combined LIRR and Suffolk County Transit (SCT) ridership is estimated at 943,121 trips per year, or 2,854 trips per day. Our best single estimate of the number of trips that will be taken on our proposed bus and rail shuttle system is 4,674,690 trips per year. This is five times as many trips as were estimated as being made in 2004 on the current system -- that is, SCT and the LIRR. See Table 1.

This estimate was derived by using the mid-point of the results from two different forecasting methods shown in Table 2., and as detailed in Appendix C, the Demand Forecast.

It must be emphasized, however, that there are several hundred thousand potential users of the proposed shuttle system who have been excluded from our results because we are unable to make reasonable estimates for them. They are itemized in the “Important Note” after Appendix Table 2. Moreover, the current

ridership figures for Suffolk County Transit and the LIRR, shown in Table 1, include figures for summer traffic while the estimated figures for the proposed system do not.

Table 1.

COMPARISON BETWEEN ESTIMATED CURRENT AND PROPOSED RIDERSHIP ON PUBLIC TRANSIT IN FIVE EAST END TOWNS: 2004

	Trips per year	Trips per Day (365 days per year)
1. Current - Suffolk County Transit	594,791	1,900*
LIRR - includes riders to and from Manhattan	348,330	954
Total	943,121	2,854
2. Proposed - Coordinated Bus & Rail Shuttle System	4,674,690	12,807
3. Difference: 1) Proposed system provides 5.0 times the number of trips being provided by the current system 2) The proposed estimates exclude many thousand other potential riders. (See "Important Note" after Appendix Table 2.		

* 313 days per year because of no Sunday service.

Table 2.

**ESTIMATED TOTAL RIDERSHIP OF PROPOSED COORDINATED RAIL AND
BUS SHUTTLE SYSTEM BETWEEN EAST END HAMLETS: 2004**
(Based on two different methods of analysis.)

	Trips per year	Trips per Day (365 days per year)
1. Ridership from Workforce Data using Delphi Method plus two-days-per-week riders from EETS, plus elderly from EETS and the U.S. Census (See Appendix Table 1.)	3,571,758	9,786
2. Ridership from East End Transportation Survey and U.S. Census (See Appendix Table 2.)	5,777,622	15,829
3. Midpoints of 1. and 2.	4,674,690	12,807

See *Appendix C* for supporting data.

***The Shuttle™* Equipment**

After comprehensive study of the types of trains and buses that might meet the transportation needs of the East End population, we have identified the following:

- **For the rail shuttle:** self-powered rail cars (SPRC)-- These must be modular in design, able to be useable in one to six car sets. They must be Federal Railroad Administration (FRA) compliant to be able to be used on the same tracks as the LIRR and freight. They must meet *Shuttle™* specifications as to comfort and environmental compatibility. For instance, they must be able to carry bicycles. They must: produce as little noise as possible, both train and whistle; be energy efficient with reduced emission; and allow for biodiesel fuel options. Examples include rebuilt Budd cars, and the new Colorado cars.
- **For the bus shuttle:** hybrid electric vehicles -- We anticipate 35 20-passenger and 10 50-passenger buses in our fleet. We are anticipating buses of a hybrid

electric design, which might use biodiesel fuel and are energy efficient with reduced emission. They must have a low noise level and be comfortable with a capacity for bicycles.

Capital Improvements

Capital improvement costs are outlined below:

Capital Improvements for Rail

(\$ = Millions, Estimated)

• 21 SPRC Rail Cars (@\$2.5 mil. avg.)	\$ 52.50
• Signal System & Control Center	37.00
• Maintenance Shops/Fuel Depots	15.00
• Sidings (5 miles @ \$1 mil./mi.)	5.00
• 20 Ticket Machines (@\$75K)	1.50
• 15 Stations Improved (@\$250K)	3.75
• 5 Reactivated Stations** (@\$2.0 mil.)	<u>10.00</u>
• <u>Rail Shuttle Sub Total</u>	<u>\$125.50</u>

**Costs for new Wainscott/E.H. Airport Hub not included.

Capital Improvements for Bus

(\$=Millions, Estimated)

• 35 Vehicles - 32 foot/20 passenger (@\$450K)	\$ 12.25
• 10 Vehicles - 40 foot/48 passenger (@\$550K)	5.50
• 6 Enhanced Bus Stops (@\$500K)	3.00
• 4 Upgraded Bus Stops (@\$100K)	0.40
• 10 Ticket Machines (@\$75K)	0.75
• Bus Route Signage	<u>2.00</u>
• <u>Bus Shuttle Sub Total</u>	<u>\$ 23.80</u>

Capital Improvements Summary

(Note: Some costs could be phased in over time.)

• Rail Shuttle	\$ 125,500,000
• Bus Shuttle	<u>\$ 23,800,000</u>
• <u>Grand Total</u>	<u>\$ 149,300,000</u>

Sources of Transit Capital Improvement Grants

There are federal, state and county sources available for capital improvements to transportation systems on the East End. These include:

- Federal Transit Administration (FTA)
 - Non-Urbanized Area Formula Grants
 - New Starts Program
- Clean Air/Clean Energy Program Grants
 - Federal, State, County and/or Regional (e.g. CMAQ, NYSERDA, LIPA)
- MTA/LIRR Capital Program Transfers
- SCT Capital Program Transfers

Transit Operations Analysis: “*The Cape Cod RTA Model*”

In the Fall of 2004, the Five Town Rural Transit Board, with Assemblyman Fred Thiele, traveled to Cape Cod to learn how its public transit system works. We did so because it has a similar geography and demographics to those of the East End, swelling in population for three months out of the year. It has had a Rural Transit Authority since 1974. The Cape Cod Rural Transit Authority (CCRTA) has a staff of less than 10 employees. It subcontracts all bus service, but oversees the purchase of buses, and all vehicle operation and maintenance. The CCRTA provides

all rider types with a “fixed” and “demand” bus routes, which means that there is no segregation of transit services. Any citizen can take advantage of the entire service. The elderly and people with disabilities pay reduced fares.

The CCRTA has plans to revive the rail line on the Western Cape and will use a rail subcontractor to run it. (Unfortunately, the tracks east of Hyannis were removed a number of years ago, and there is no intention of replacing them; that is why we have advocated that the LIRR not follow through with its plans to discontinue service on the North Fork and tear up the tracks for scrap metal.)

The CCRTA presently operates with costs under \$10 million annually and estimates that this would likely double with rail service added.

The *Shuttle*TM Operating Structure

Five Town Rural Transit, Inc. proposes operating the Peconic Bay Rural Transit Authority with a structure similar to that of the CCRTA. The multi-modal system would be operated with management responsible for rail and bus shuttles. There would be a small operations staff, with about 10 to 12 employees, which would oversee contractors, and initiate passenger satisfaction programs and service marketing activities.

It is anticipated that many of the transportation businesses already operating on the East End would be active bidders as potential contractors.

All *Shuttle*TM trains and buses, stations and enhanced bus stops would carry a distinctive *Shuttle*TM logo. Signs in the community would direct potential travellers to *Shuttle*TM locations.

*The Shuttle*TM ticketing machines, whether all fares are the same or are based on miles traveled, will provide management with information about routes traveled in order to insure that analysis of routes is up to date and changes can be made promptly to meet demand.

Responsibility will be vested in the Peconic Bay Rural Transit Authority, which will have representation from each of the five East End towns.

The Shuttle™ Operating Costs

After discussions with our many experts and with assistance from the Volpe Center, we have determined that the initial *Shuttle* operating costs would approximate \$30 to 40 million a year, for rail, bus, water shuttles, and administration. The Federal Transportation Administration has determined that such costs would break down as follows, based on national averages:

-Vehicle Operations:	51%
-Vehicle Maintenance:	20%
<i>(above items: purchased transportation program)</i>	
-Staffing & Administration:	18%
-Non-Vehicle Maintenance:	11%

Our actual operating costs may vary considerably from these national benchmarks.

The Shuttle™ Sources of Operating Revenues

The sources listed below are all estimates:

- Estimated MTA Assessments from East End, 2004
 - Mortgage Tax \$ 31.8 mil.*
 - Sales Tax 15.8 mil.
 - Petroleum Business Tax 8.3 mil.
 - Station Maintenance 1.2 mil.
 - Local Operating Assistance .7 mil
 - 17% Business Surcharge 2.3 mil.
 - Telephone Surcharge .2 mil.
 - TOTAL \$ 60.3 mil.**

* *Mortgage tax is a volatile tax category.*

***Other Current MTA Sources Not Estimated: CDOT Subsidy, State Operating Assistance, Interagency Subsidy Transactions and Motor Vehicle Bureau Fees.*

For more detail, see *Appendix D*.

- Other Possible Operating Revenue Sources

- SCT Operating Budget Assessment (10% SCT Operating Budget) \$ 3 million
- *Shuttle* Fare Box Revenue ('Year 3') (assumes \$1 Per Ride Average) \$ 5 million
- NYS Rural Transit Funding Program

Regional Transit Authority Formation

While efforts to improve public transportation have been explored for many years, today the “stars” may be aligned for success.

- The MTA controls the railroad tracks on the East End and utilizes them primarily to move passengers between the East End and New York City. It is in competition with privately owned bus companies which provide much more frequent service and transport many more passengers. The MTA has been asked in recent years to provide shuttle service between the villages and hamlets, and has refused to consider the proposal. Instead, it has talked about eliminating service to the North Fork entirely and tearing up the tracks.
- The increased sales and mortgage tax will increase revenues for the State.
- Some State transportation funds have been diverted to counties for enhanced bus service.
- A \$2.9 billion Transportation Bond Referendum was approved by voters in November 2005. This will provide funds for transportation.
- The scenarios most attractive in the SEEDS (Sustainable East End Development Strategies) Project include an investment in public transportation, including enhanced rail service networked with buses.

- Five Town Rural Transit’s conversations with officials in town and village governments indicate a unanimous consensus that a coordinated rail and bus system is needed. The comprehensive East End Transit Survey shows overwhelming public approval of the coordinated transportation concept.
- Traffic congestion, on the South Fork especially, but also in Riverhead, and seasonally in Southold, gets worse and worse each year. Expanding road capacity is highly controversial.

Moving ahead and acting may be less painful than not acting.

Assemblyman Fred Thiele’s legislative initiative to create a Peconic Bay Regional Transportation Authority (PBRTA), supported by Assemblyman Marc Alessi and State Senator Ken LaValle, is an important ingredient to improved rural transportation on the East End.

There are precedents for rural transit authorities in New York State. They exist primarily in upstate communities surrounding urban centers. Thiele’s Assembly Bill A003318, provides for an authority consisting of five members, one from each of the East End Towns, and directs the authority to prepare a plan which will “include transportation alternatives including but not limited to, creation of park and rail facilities, establishment of shuttle trains, addition of more non-stop trains from New York City to Peconic Bay, and reconfiguration of the county-wide bus system.” Except for suggestions for enhanced transit on page 13 of the 23 page Bill, the Bill is modeled on the laws which created rural transit authorities elsewhere in the State.

The best option under which the PBTRA can provide transit services to the five towns is Full Authority Status: The PBRTA will have bonding authority and will own and operate the *Shuttle™* system. The MTA will transfer the tracks and exclusive operating rights to the PBRTA which will be fully responsible for developing, operating, and maintaining the *Shuttle™* system, but nothing in the Bill precludes the PBRTA from contracting with private industry for the actual day-to-day operations of the new system. And a substantial share of MTA revenue from

East End sources will be transferred to the PBRTA to pay for its operating activities.

For a copy of the legislation, please see *Appendix E*.

The rural public transportation needs of the East End have been identified, a system conceived, funds identified, and legislation proposed. It is time to adopt this solution that meets the transportation needs of the East End.

The Shuttle™ Feasibility Study Need

We have concluded that a feasibility study confirming the conclusions of Five Town Rural Transit, Inc. is necessary. It should be done by an organization equipped to do so, such as the USDOT Volpe Center and KKO and Associates, with whom we are negotiating. Such a study is required to confirm the operational, environmental, and economic assumptions in this proposal. The study would take from 8 to 10 months. It would be completed well before the November 2006 election, at which time we plan to have placed on the ballot a non-binding referendum asking voters to approve the *Shuttle™* and PBTRA.

The feasibility study is estimated to cost \$300,000. We have applied for Federal funding (80%), and it will require State, and/or County, and/or Local matching funds. We look forward to working with all interested parties to put together the funds required to complete the study.

Five Reasons to support *the Shuttle™*

1. It will help reduce traffic and parking congestion. *The Shuttle™* will be designed for East End residents, workers, second homeowners and visitors alike. If, as expected, 10% to 15% of drivers use the new system, it will significantly reduce gridlock now existing on the East End. Everyone will benefit, even those who don't use the system.
2. *The Shuttle™* will provide service as often as every 30 minutes, seven days a

week, year round. *The Shuttle™* will operate every day year round, not just during the summer months.

3. *The Shuttle™* will be affordable. *The Shuttle™* is a far more efficient use of our MTA taxes than the present LIRR trains. This more efficient use of taxes will help keep fares low.

4. It will protect the environment. Less road traffic means less pollution. *The Shuttle™* will take thousands of cars off our roads every day -- reducing fuel consumption and pollution.

5. It will improve transportation on the East End. *The Shuttle™* will provide, for the first time, local control over public transportation on the East End. It will replace LIRR trains and Suffolk County Transit buses. It will allow passengers to move around the East End faster and easier while reducing car traffic.

Universal Enthusiasm for *The Shuttle™*

Throughout the 18 month-long study to produce this proposal, Five Town Rural Transit, Inc. has met with interest and substantial help from all public officials and community leaders with whom we have met to share our progress. As its final act of business, Peconic County Now, when it went out of business, transferred its remaining funds, \$30,500, to Five Town Rural Transit, Inc. to complete the Transit Survey providing most of the funds required. The Group for the South Fork, an important environmental group, considers this project so vital that it is paying for our brochure. And U. S. Representative Tim Bishop requested \$240,000 for the feasibility study in the 2006 Federal budget.

December 8, 2005