

# East End Transit (EETran) Development Proposal



19 May 2005

# EETran Development Proposal Executive Summary

- 1. Existing Transit Situation
- 2. Historical Precedents for Improved Transit
- 3. Service Concept & Route Structure
- 4. Transportation Survey & Demand Forecast/Issues
- 5. Equipment & Capital Improvements Summary
- 6. Existing Sources of Transit Revenue
- 7. Operations Analysis
- 8. Transportation Authority Status Options
- 9. Feasibility Study Need

# Executive Summary:

## 1. Existing Transit Situation

- MTA/LIRR, Suffolk County Transit, Town ParaTransit, Private Bus Operators
- Current Ridership Statistics/Growth
- Limited Schedules
- Lack of Service Coordination
- Overcrowding on Selected Routes

# Executive Summary:

## 2. Historical Precedents

- “Blueprint for Our Future” Report (1994) - East End Economic & Environmental Institute
- Southampton Transportation Advisory Task Force Report (2003)
- Sustainable East End Development Strategies (SEEDS) Project (2003)
- Institute for Sustainable Development’s Ending Gridlock Conference (2004)

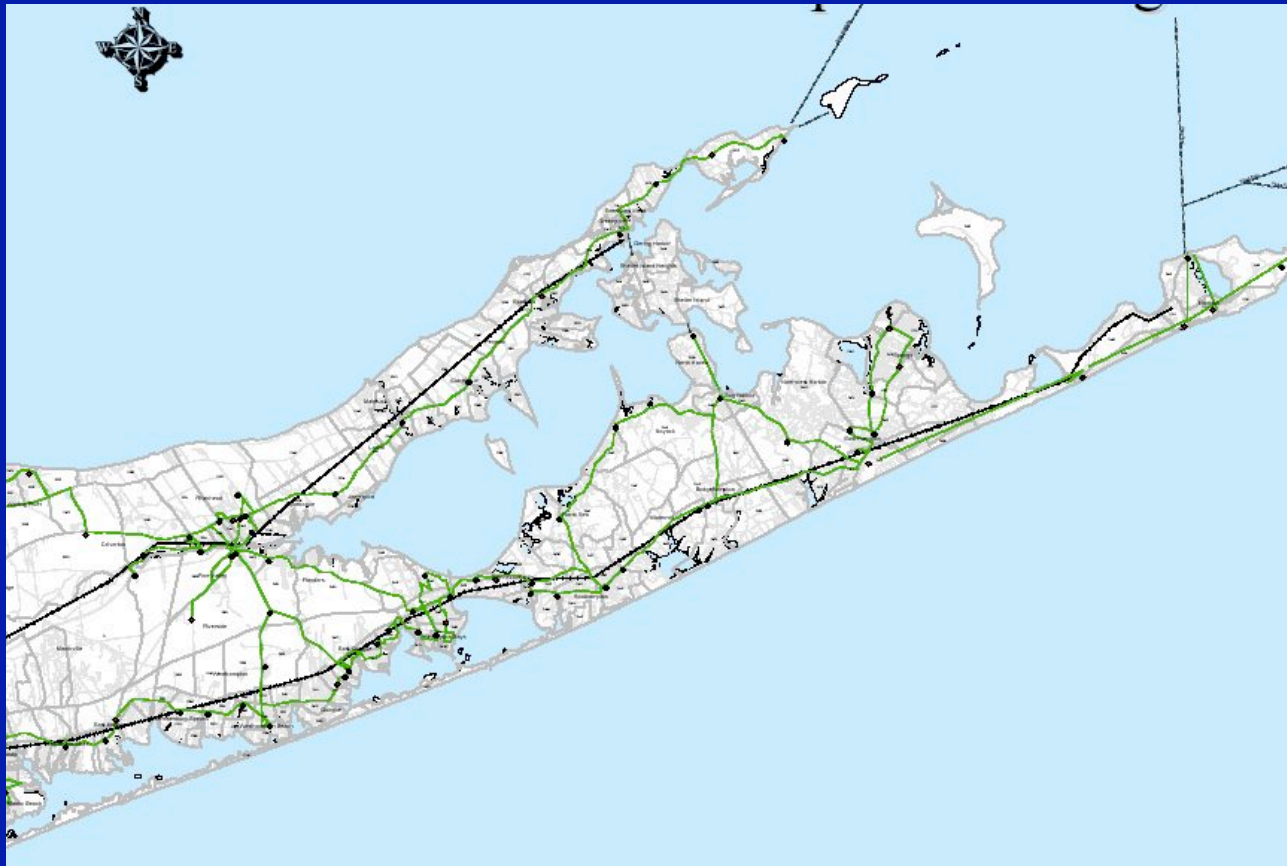
# Executive Summary:

## 3a. EETran Service Concept

- Coordinated Rail and Bus Shuttle System with 30 Minute Headway, East and West
- Rail Shuttle: LIRR Trains Terminate at Calverton (North) and Speonk (South)...Transfer to EETran
- Bus Shuttle: Bus Routes are Primarily 'Loops' to and from Rail Stations
- Supplemented by Seasonal Passenger Water Shuttle Services with Hourly Headway
- Entire EETran System is Energy Efficient and Environmentally Sound

# Executive Summary:

## 3b. EETran Route Structure



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# Executive Summary:

## 4a. Survey & Demand Forecast

- East End Transportation Survey Highlights
- EETran Demand Forecast Summary

# Executive Summary:

## 4b. Possible Demand Issues

- Induced Demand
  - Improvements (Preservation, Renovation, Beautification, Transit, etc.) Make Regions More Attractive to Visitors
  - But, At Least Transit Riders Won't Be Bringing Cars!
- Unwanted Development
  - Without Transit, We Are Flooded with Commercial and Residential Development ----- Transit Will Not Change It
  - Continued Open Space Preservation and Some New Town and Village Zoning Changes Are a Must
  - Some Development Is Desired (e.g. Affordable Housing)



# Executive Summary:

## 5. Equipment & Improvements

- Equipment Recommendations
  - Diesel Light Rail Vehicles
  - Hybrid Electric Buses
  - Water Shuttle Vessels
- Capital Improvements Summary
  - Rail \$ 78.9 million
  - Bus \$ 21.7 million
  - Water \$ 7.5 million
  - Total \$ 108.2 million

# Executive Summary:

## 6. Sources of Transit Revenue

- MTA Tax Assessments - \$60 million/year
- Suffolk County Transit Operating Budget
- Fare Box Revenue

# Executive Summary:

## 7. Operations Analysis

- The Cape Cod Model
  - RTA Status with Small Management/Admin Program
  - Overseeing Purchased Transportation Program for Vehicle Operations and Maintenance
  - Serves All Rider Types via Fixed & Demand Bus Routes
  - Annual CCRTA Operating Costs: Under \$10 million
- EETran Operating Structure/Costs
  - Operating Structure Identical to CCRTA
  - Multi-Modal System (Rail, Bus and Water Shuttle)
  - Estimated Year One Operating Costs: \$25-30 million

# Executive Summary:

## 8. Transit Authority Options

- Background
  - MTA Currently Controls East End Rail Transportation
  - MTA Receives Our Tax Dollars, But Does Not Provide Relevant Services
- - Precedents Exist for Achieving RTA Status on East End
  - Proposed Legislation: PBRTA
- Options:
  - #1 Full Authority Status
  - #2 Quasi-Authority Status
  - #3 Regional Commission Status

# Executive Summary:

## 9. EETran Feasibility Study Need

- Objectives
- Format
- Process
- Possible Contractors
- Funding