Whither the “Dashing Commuter”:
The MTA in a Changing Region

Presentation to NYMTC/PFAC
April 18, 2013
Travel in the New York Region has changed from the days of the 9 to 5 commute...
...to an Office Job in Manhattan
Today, our customers work in the CBD, the outer-boroughs and the suburbs...

Midtown Manhattan

Downtown Stamford

Metrotech, Brooklyn

Flushing, Queens
…in bourgeoning fields like Technology and Health Care

Cornell chief predicts wide impact from new school

The campus on Roosevelt Island will help to create an “F-train tech corridor” that companies will want to be close to. The new school will work directly with local tech companies.

Hospital Groups Will Get Bigger, Moody’s Predicts
They still travel in rush hour, but also Midday, late nights and weekends...
They have gotten younger...and older

- Over 2.7 million people in NYC are under 25, and over 900,000 are over 65

- Subway rider’s median age is 40.9, while bus rider’s median age is 49.2
...and their numbers are growing...
...while auto usage is tapering off nationwide
Regional Trends

- The New York region continues to recover from the 2007-2008 economic downturn
  *New York Federal Reserve*

- Regional Population/Employment continues to grow; increases projected through 2040
Travel Trends

• MTA ridership keeps growing
  
  o Subway ridership at highest level since 1950
  
  o Commuter Rail ridership up 24% since 1990
Travel Trends

• But ridership is changing...
  - The “peak of the peak” transit ridership is flattening; more ridership growth occurring throughout the day
  - While the CBD is still a primary destination, growth is occurring in reverse commute, intra county and outer-borough destinations
  - There is also growing non-work travel (days – nights – weekends)
MTA Capital Program

• **Public Authorities Law outlines Capital Program**
  o Process for initial five-year plan submissions and criteria for plan amendments
  o Establishment of Independent Engineering Consultant (IEC) for better oversight

• **Capital Program is subject to State oversight**
  o MTA develops five-year plans based upon its assessment of strategic twenty-year needs
  o Capital Program Review Board (CPRB) reviews and approves initial five-year plans (projects and funding) and amendments
MTA’s Challenges

• Continuing congestion on Lexington Ave line (busiest subway line in the US) – awaiting completion of SAS

• “Hot Spots” on other rail corridors:
  o Queens Blvd/Flushing Line
  o Upper West Side
  o Northern Brooklyn
  o East Midtown-LIC

• Crowding in existing stations

• 100+ year old radial network inadequate to meet mobility needs of “everywhere to everywhere” travel patterns

• Climate Change impacts show need for network flexibility/redundancy
Megaprojects

- Advance final stages of Megaprojects
  - SAS: Advance Phases 2-4 to achieve full length corridor
  - East Side Access Phase II (maximize utilization through completion of Jamaica station track improvements and Ronkonkoma branch 2nd track)
Potential Subway Strategies

- Implement CBTC and explore articulated railcars to maximize customer capacity
- Complete work on Nostrand Junction
- Expand/Improve Subway Station entrances
- Alternatives to new routes?
Potential Bus Strategies

- Expansion of BRT network (transverse transit corridors)
- Staten Island North Shore (exclusive busway)
- Bus design improvements to facilitate passenger loading
Potential Rail Strategies

- Advance MNR Penn Station Access to add network redundancy
- Enhance suburban rail corridors (LIRR Main Line Third Track, Branch line “scoots”)
- Penn Station Capacity Improvements/Through-running
Potential Technology Strategies

- Advance rollout of B Division ("letter lines") countdown clocks
- Provide real time bus network information city-wide.
- Implement multi-modal new fare technology
Potential Sustainability Strategies

- Respond to Climate Change
- Prevention vs. Adaptation?
- Change design standards to achieve useful life of Capital Investments
Investing In the MTA is as Critical as Ever

- The immediate post-Sandy regional gridlock illustrates our sheer dependence on the MTA network
  - MTA can not deliver without continual investment
  - No “standing still”

- MTA faces:
  - Continued growth in ridership and reliance on the regional transit network
  - The need for a new 5 year $20+ Billion capital program
  - The added burden of over $8 Billion in Sandy-related impacts