

BROWN BAG LUNCH VIRTUAL PRESENTATION

Reimagining Transit in the Suburban Counties

NYMTC
February 1, 2024
Noon-1:30 p.m.

Speakers:

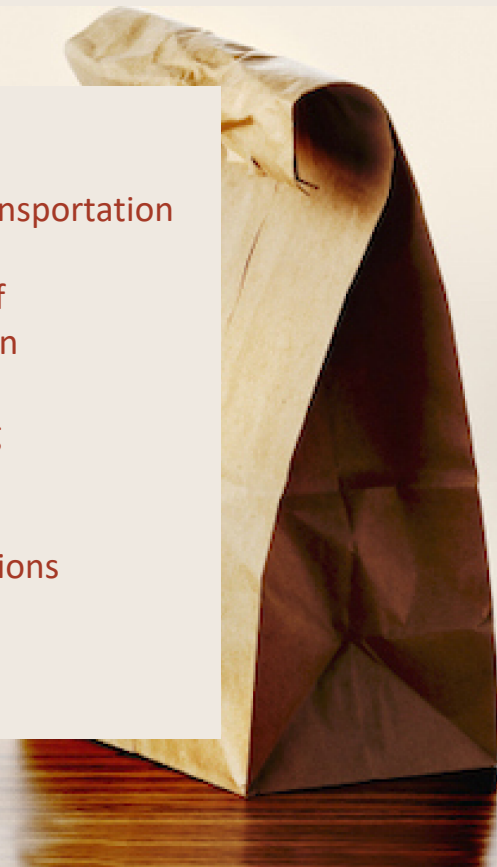
Vincent Tamagna, Putnam County Director of Transportation

Barbara Barosa, Putnam County Commissioner of
Planning, Development, and Public Transportation

John Tully, Putnam County Director of Purchasing

Chris Chatterton, Suffolk County Department of
Public Works – Director of Transportation Operations

Craig Lader, Westchester County Department of
Planning - Director of Transportation Planning



Putnam County, NY

- Putnam County is included in the New York–Newark–Jersey City, NY–NJ–PA Metropolitan Statistical Area. It is located in the lower Hudson River Valley, approximately one hour north of Manhattan. According to the 2020 Census, there were 97,668 people and 38,713 households in the county.
- The county has several passenger trains that serve the county. The Harlem Line and the Hudson Line of the Metro-North Railroad run north–south in Putnam. The Harlem Line makes stops at Brewster, Southeast, and Patterson. The Hudson Line makes stops at Manitou, Garrison, Cold Spring, and Breakneck Ridge. Grand Central Terminal in Manhattan is roughly a one-hour train ride.
- Putnam County has no airport.
- Putnam Area Rapid Transit, also known as PART, is operated by the county and provides local public transportation.

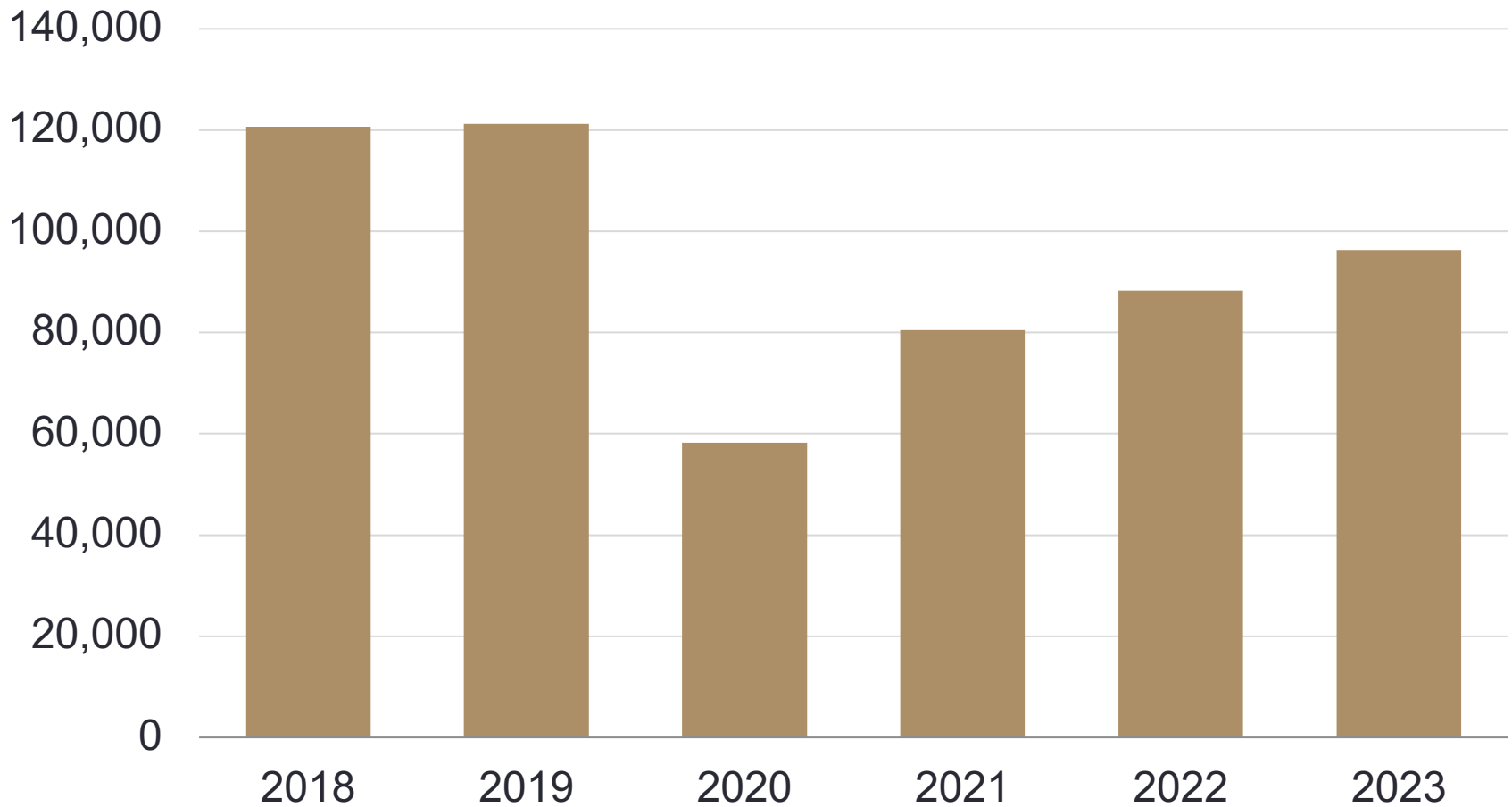
Putnam Area Rapid Transit

- PART operates four fixed routes year-round in addition to a seasonal trolley in Cold Spring and a commuter shuttle to the Metro North Station at Croton Falls.
- PART Paratransit is an origin-to-destination transportation system for those Putnam residents who are unable to use the PART public transportation due to a physical or mental disability.

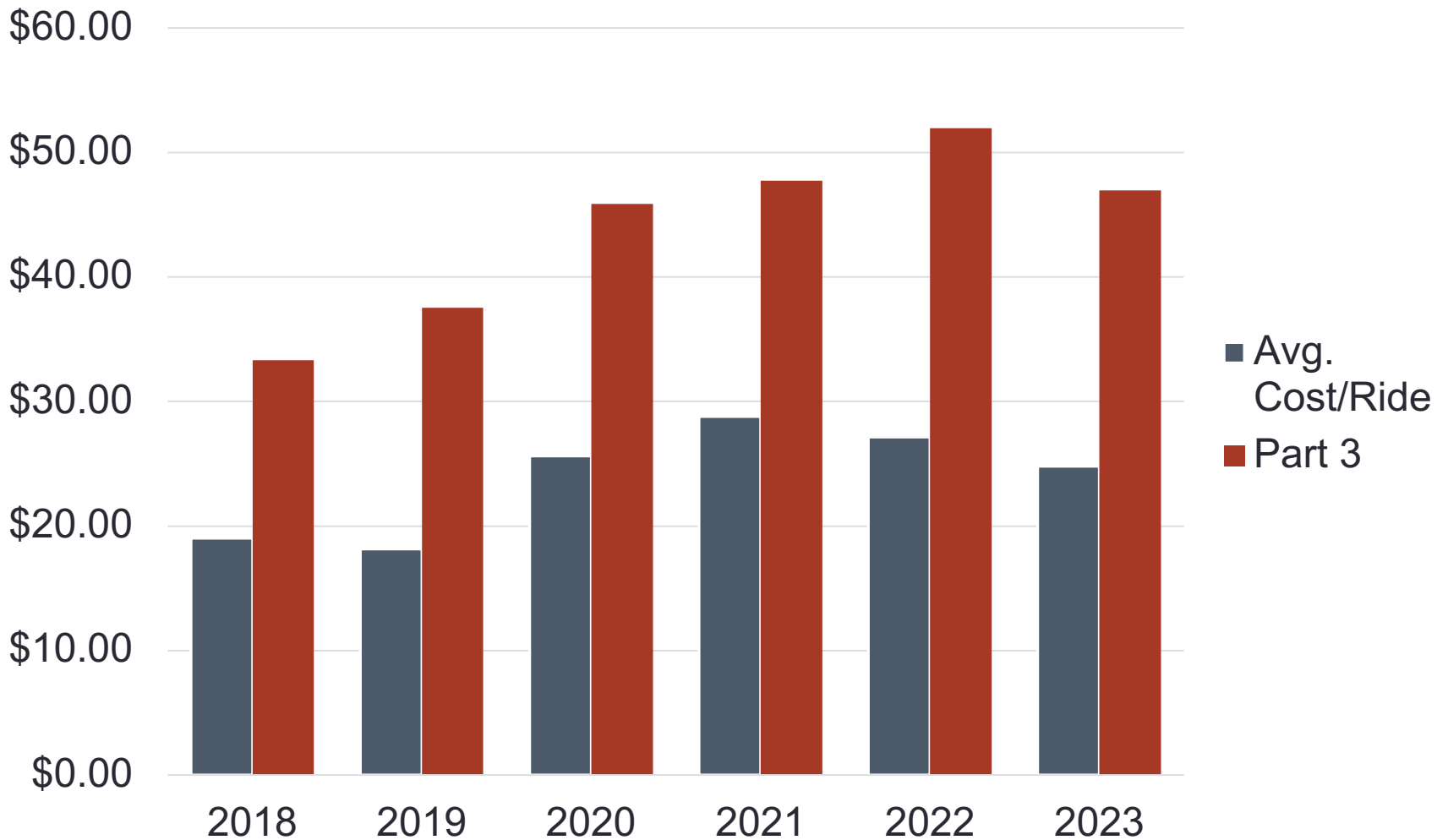
	PART 1	PART 2	PART 3	PART 5	Paratransit	Total
Riders	39,312	11,168	5,434	15,763	10,199	81,876
Miles	178,251	82,005	63,938	80,695	123,771	528,660
Cost	\$785,729	\$361,744	\$282,201	\$356,169	\$354,905	2,140,748
Revenue	71,247	13,338	6,028	20,468	33,112	144,193
cost/rider	\$ 19.99	\$ 32.39	\$ 51.93	\$ 22.60	\$ 34.80	\$ 26.15

Transit Total Cost

Ridership



Transit Total Cost



P.A.R.T. Fixed Route Ride Cost

Route	2022	
	Cost/Ride	Ridership
PART 1 [Brewster]	\$19.99	39,312
PART 2 [Mahopac]	\$32.39	11,168
PART 3 [Patterson]	\$51.93	5,434
PART 5 [Carmel]	\$22.60	15,763
	Avg. \$31.73	Total: 71,677

Fixed-route service on large buses offers the economies of scale that micro-transit lacks until you consider rural suburbia places like Putnam County. There is an application for this when in Putnam we are paying \$51.93 per ride.

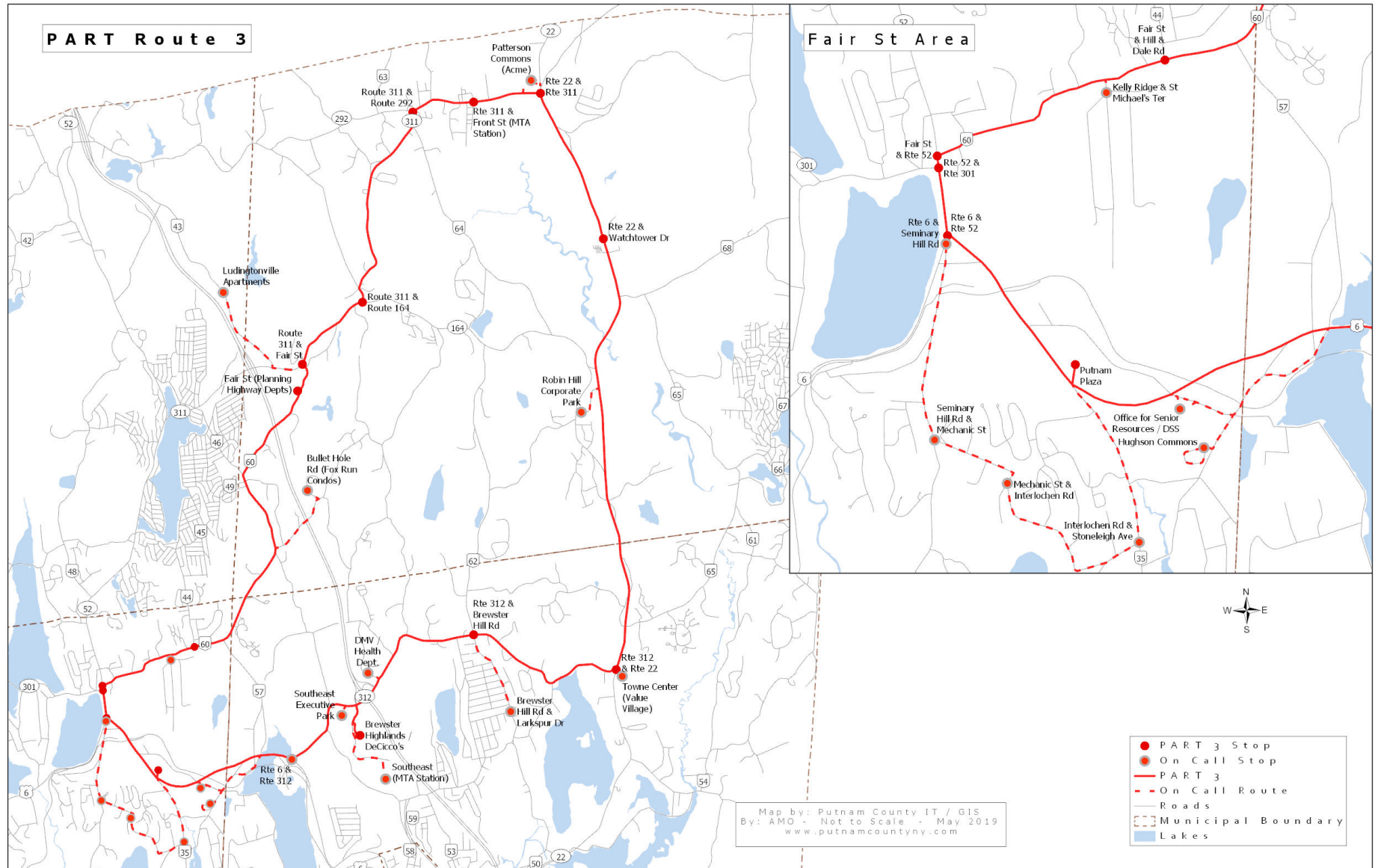
In the context of public transport, the 'last mile' is the “provision of travel service from the nearest public transportation node to a home or other destination”

Demand Response for Putnam County is a Geographic and Demographic Solution to better serve the public.

The excitement around micro transit and the idea that public transportation mimics taxi-like on-demand mobility for the cost of a regular bus ride is an alluring proposition. Is it right for all applications?

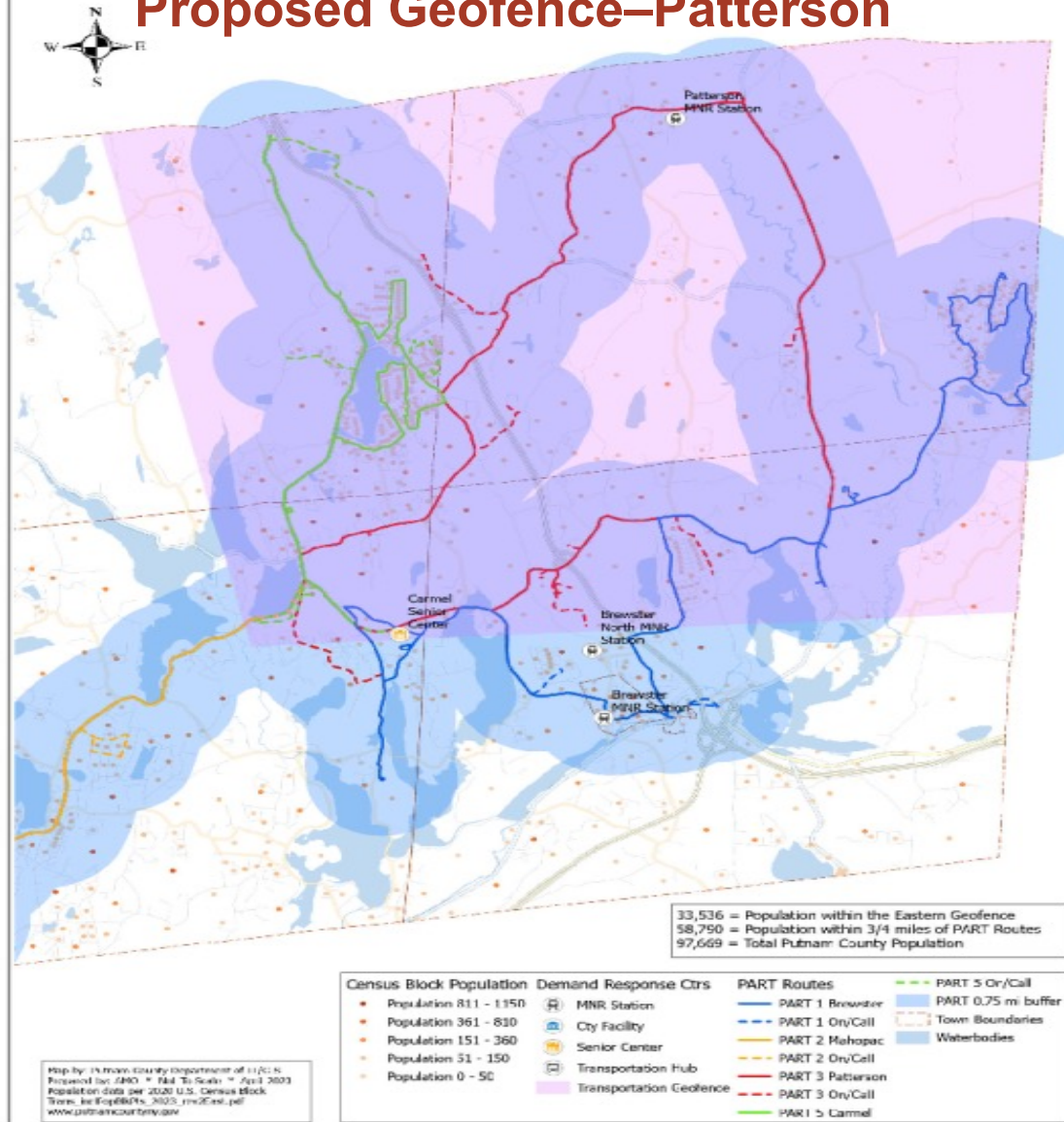
In an article by David Zipper, December 19, 2023, **CityLab – Perspective** titled “*On-Demand Microtransit Can’t Escape This Big Problem*” the author claimed that demand response doesn't work. In the article Mr. Zipper stated that an economist would say that micro transit does not offer economies of scale: The cost of providing the first rider’s trip is roughly equal to that of a third, tenth or thousandth rider. Those costs can be significant. In Los Angeles, for example, a micro transit ride costs passengers only \$1, but each one receives a \$42 subsidy.

Current Route – PART 3 Patterson



EASTERN PUTNAM AREAS COVERED BY
PUTNAM DEMAND RESPONSE
TRANSPORTATION AND PART ROUTES
WITH BLOCK POPULATION POINTS

Proposed Geofence–Patterson



Patterson Demand Response Zone

(45 mile² zone; 4 vehicles)

Demographics:

- Population: 20,000
- % of car free households: 5%
- % of single car households: 26%

Fixed Line Replacements: PART 3, 5 (21,197 combined riders in 2022)

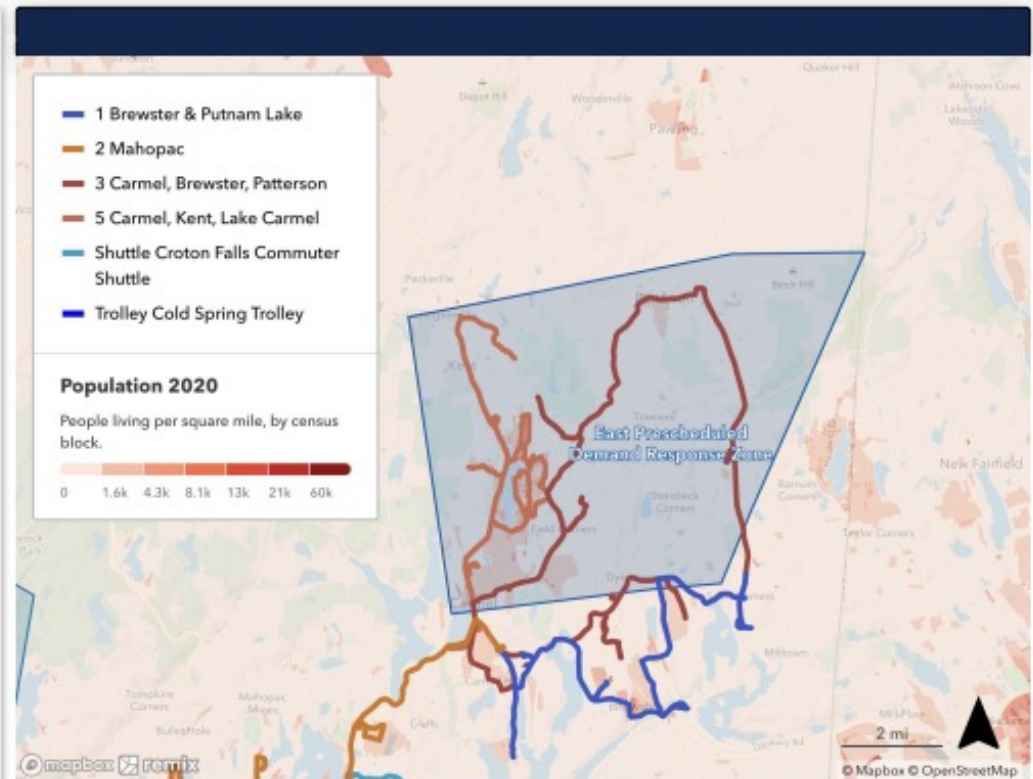
POIs within Zone: ShopRite, Acme, Brewster High School, YMCA

Estimated Demand: 70-90 rides per day

On-Demand Quality of Service: ~15m wait time

Pre-scheduled Window: 3 hours prior to booking

Estimated Vehicle Count: 4 vehicles



Procurement

- John Tully
 - Sole-source?
 - Piggybacking?
- What we learned at APTA?
 - RFI/RFP/RFQ
- Our bid was released and is due back
 - What we hope to receive

Q & A