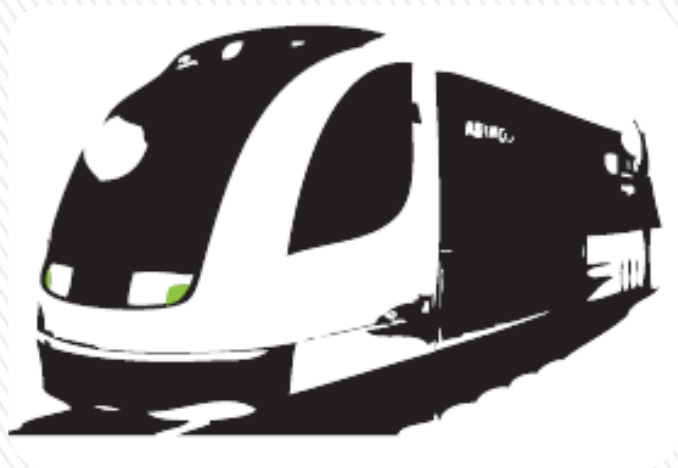


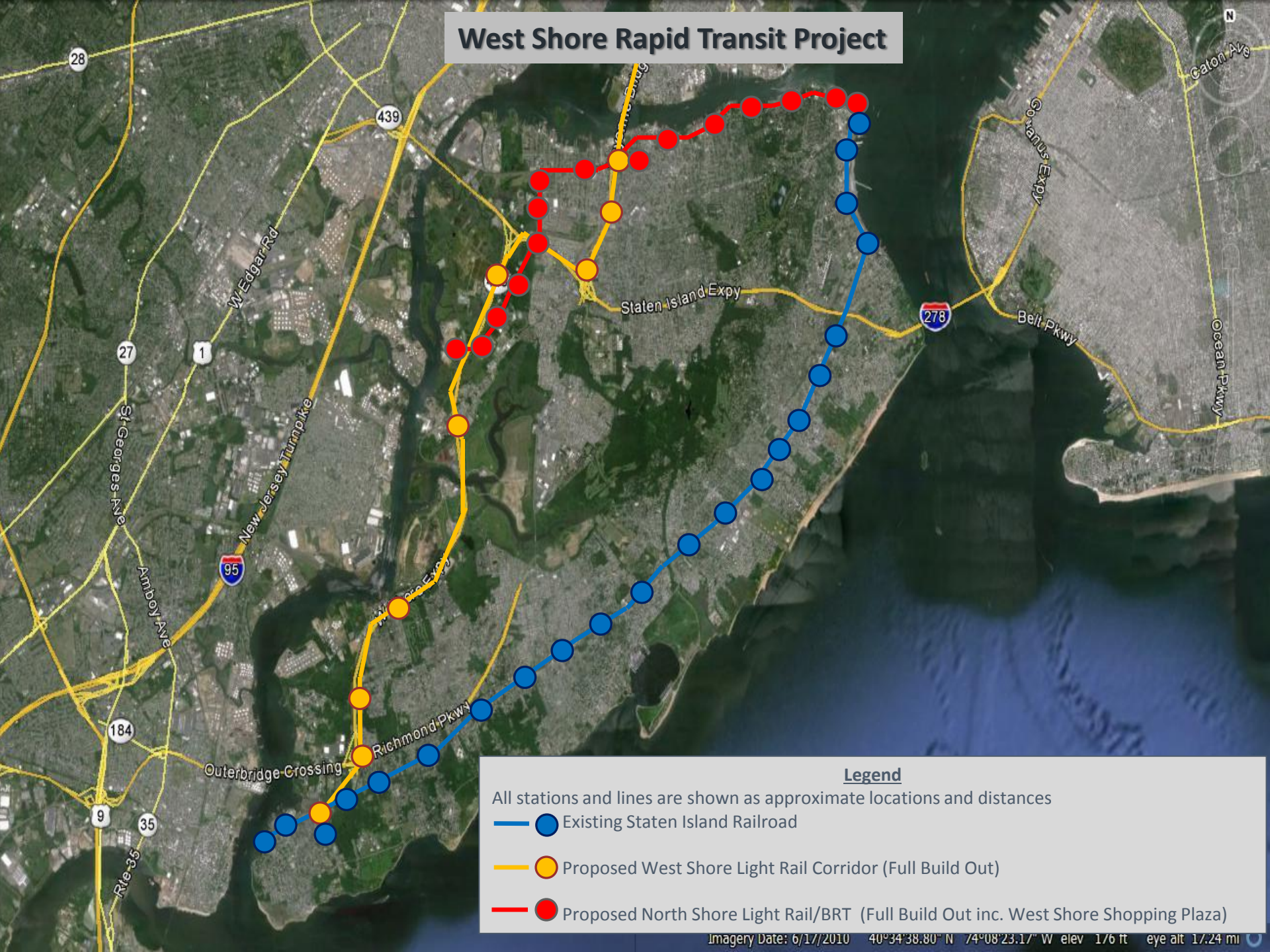
STATEN ISLAND WEST SHORE TRANSPORTATION PROJECT



Presented by the
Staten Island Economic
Development Corporation



West Shore Rapid Transit Project

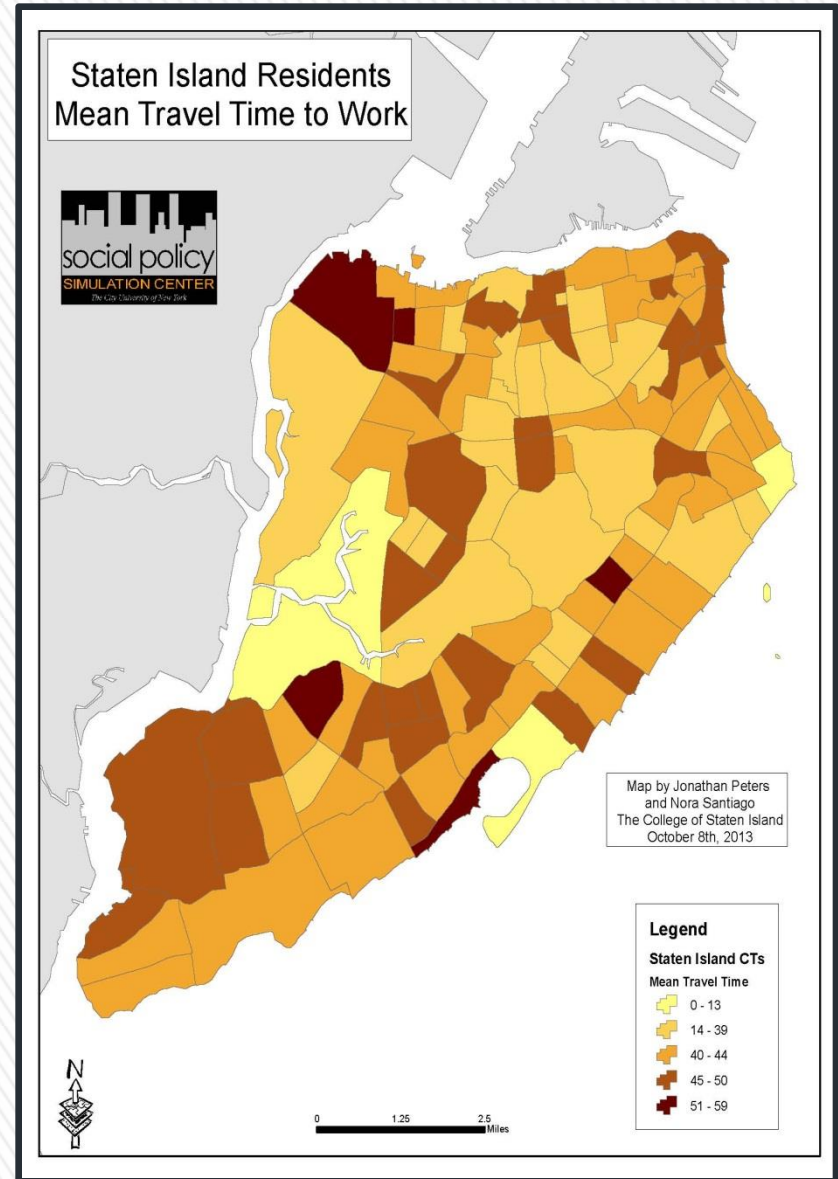


Legend

- Existing Staten Island Railroad
- Proposed West Shore Light Rail Corridor (Full Build Out)
- Proposed North Shore Light Rail/BRT (Full Build Out inc. West Shore Shopping Plaza)

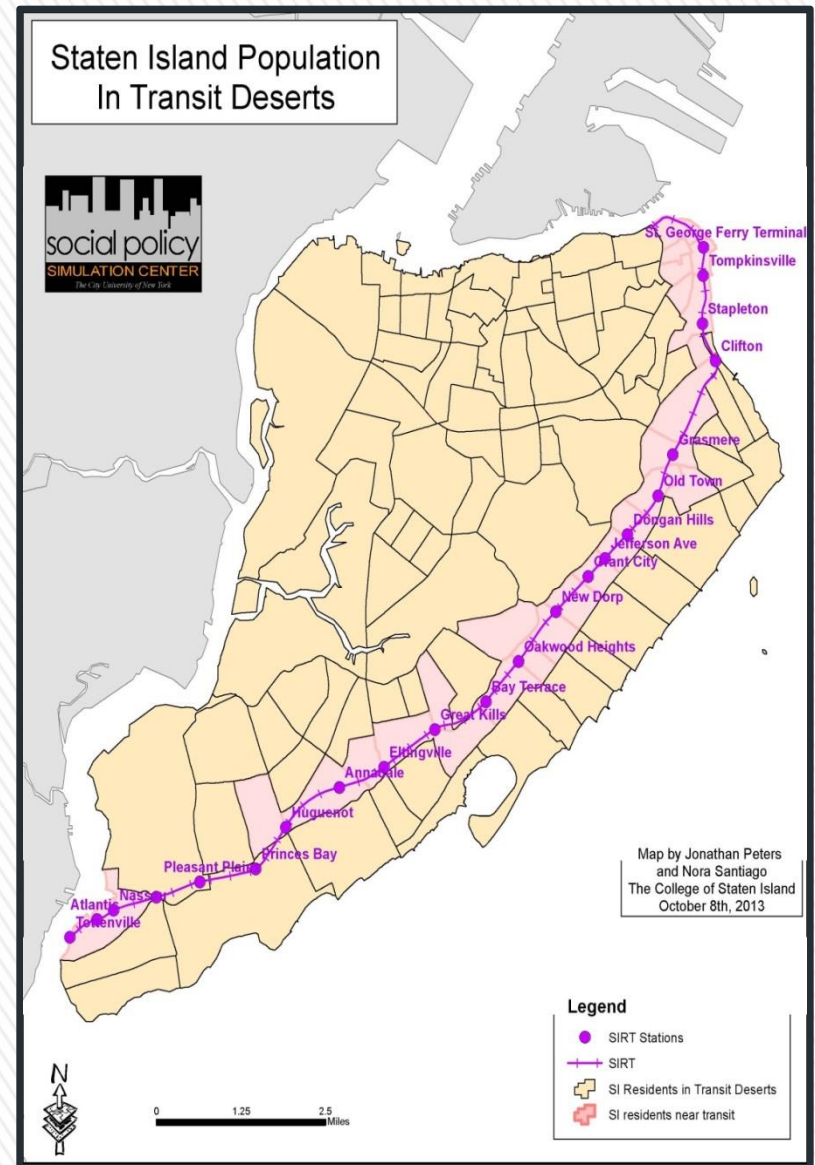
Project Background

- » In 2004 & 2009 SIEDC undertook studies on the feasibility of a West Shore mass transit project
- » The studies concluded that a light rail system would be a valid option to connect the borough to New Jersey and Manhattan
- » Estimated daily ridership for the project would be 13,000 (26,000 trips) for the West Shore section
- » In October 2013, MTA announced an amendment to their 2010-2014 capital budget to include a \$356 million allocation for North Shore Bus Rapid Transit system
- » SIEDC is currently seeking \$10 million and a project sponsor for the final Alternatives Analysis and Environmental Impact Statement for the project



The Need for RAPID Transit

- » Staten Islanders face the longest average commute in the nation – 43 minutes - often during multi-seat trips.
- » The existing “Rapid Transit System” is not RAPID and not a SYSTEM
- » Buses utilize already congested routes
- » The railway only serves a portion of residents and still requires a 30 minute ferry ride to reach Manhattan
- » There is no connectivity between lines and services
- » Buses to the Bayonne Light Rail only run during peak hours



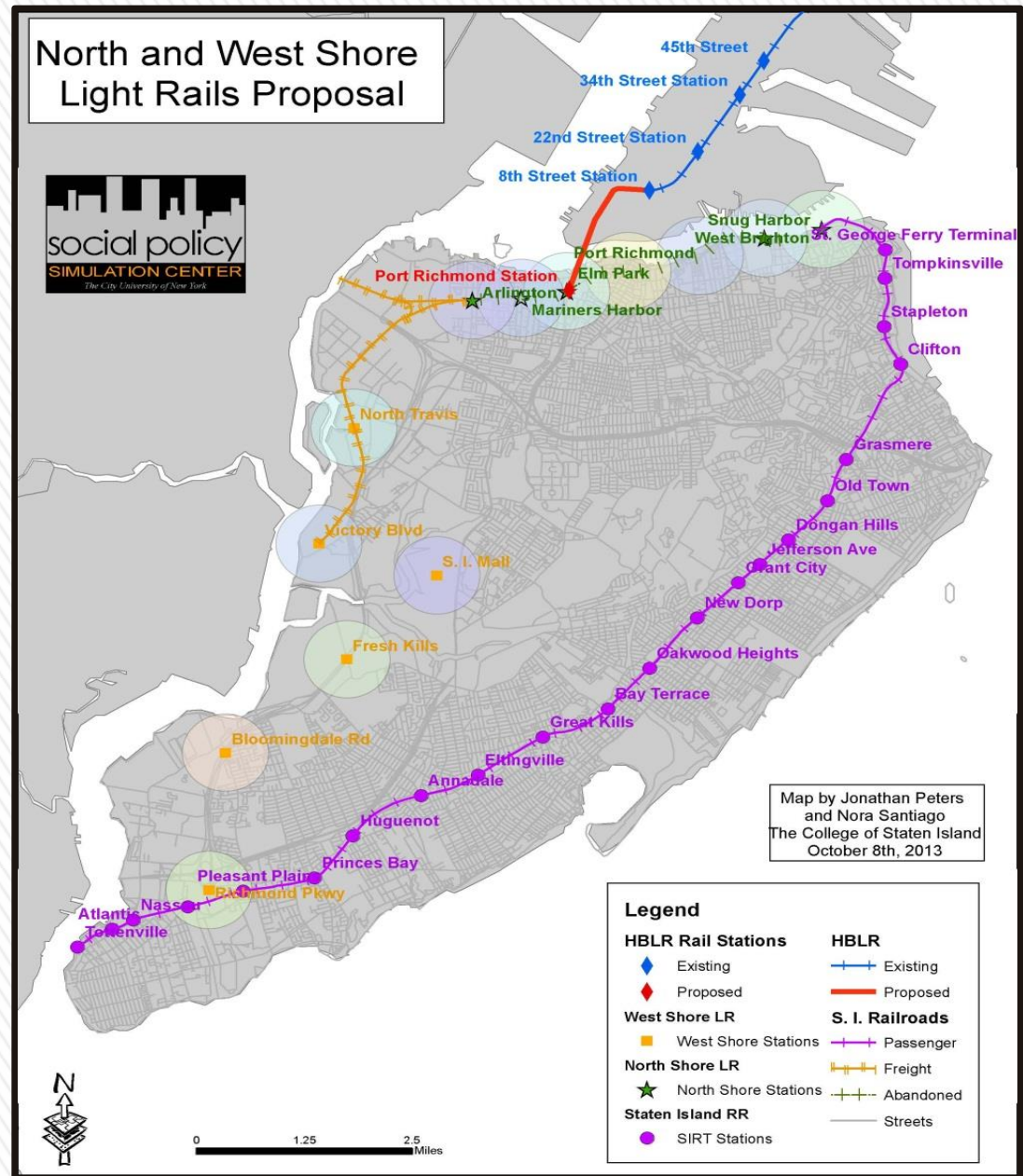
RAPID Transit Needs Real Changes

Improving and innovating public transit requires real investment and planning. A rapid transit system for Staten Island requires the use of the median of the West Shore Expressway and some key planning measures:

- » Dedicated Lanes
- » Platform-level Boarding
- » Highly Visible and Accessible Stations
- » Strategic Nodes for Stations
- » Pre-boarding Payment
- » Regulated lanes for buses only
- » The potential for High-Occupancy Toll (HOT) Lanes



- » The West & South Shores are valuable industrial and commercial areas and are home to thousands of commuters
- » The project will serve businesses in distressed areas including Empire Zone Development Zone #47 and Investment Zone #68
- » The project will comprehensively link Staten Island with the rest of the metropolitan region, provide a foundation for industrial and commercial development, and provide a fixed evacuation route



Project Funding & Sponsorship

PROJECT GOALS

- » Secure a **SPONSORING AGENCY** to perform the AA/EIS for the West Shore corridor
- » Secure **\$10 MILLION IN FUNDING** to pay for the AA/EIS for the West Shore corridor

FUNDING OPTIONS

New York City

- » New York Metropolitan Transportation Council (NYMTC) – Can recommend to their Transportation Coordinating Committee for funding from agencies such as NYCDOT, NYCEDC, Port Authority

New York State Funding Options

- » Regional Economic Development Council Funding
- » Map-21 New York State Department of Transportation

Federal Funding Options

- » Special funding allocation from Congress for economic development/transportation study managed by SIEDC



Project Timeline

2004

- West Shore Light Rail initiative proposed by SIEDC
- West Shore Phase I study conducted and evaluated the implementation of a light rail system for Staten Island

2009

- West Shore Phase II Study completed and found that a light rail was feasible based on geography, potential ridership and anticipated growth

2011

- The MTA conducted an Alternative Analysis for the North Shore Right of Way
- Recommended a Bus Rapid Transit line along the existing North Shore Right of Way to South Avenue

2013

- SIEDC undertakes a research, development and outreach effort for the final phase of the study
- MTA announced amendment to 2010-2014 Capital Program to include a North Shore BRT system

2014

- SIEDC will complete 6 month outreach effort
- SIEDC will make appeal for project sponsor and funding



Previous West Shore Rail Studies

- » SIEDC has conducted two studies for the West Shore Light Rail
 - > 2004 - Parsons Brinckerhoff study provided a needs assessment for a light rail system.
 - > 2009 - SYSTRA study investigated the feasibility of a light rail and provided information on ridership, benefits, impacts and costs.

- » According to the SYSTRA study, the WSLR would carry an estimated 13,000 riders daily and shorten the nearly 90 minute trip from the South Shore of Staten Island to lower Manhattan to approximately 55 minutes.

- » The route would follow the West Shore Expressway (NY/NJ Route 440) from the Tottenville section of Staten Island across the Bayonne Bridge. Potential connection points include:
 - > The existing Hudson Bergen Light Rail station at 8th Street in Bayonne
 - > The existing Hudson Bergen Light Rail station at 34th Street in Bayonne
 - > The Grove Street PATH station in Jersey City

WEST SHORE LIGHT RAIL	NORTH SHORE LIGHT RAIL	EXISTING STATEN ISLAND RAILWAY
<p style="text-align: center;">13,000 <i>Projected in SIEDC feasibility study</i></p>	<p style="text-align: center;">12,120 <i>Projected in MTA Alternatives Analysis Study with BRT alternative</i></p>	<p style="text-align: center;">16,000 <i>Average weekday ridership in 2012</i></p>

West Shore Development Factors

The Borough and Region Continue To Grow

- » Between 2000 and 2010, Staten Island grew the fastest of any borough.
- » Residential growth increased by 5.6% compared to a citywide increase of 2.1%
- » By 2030, the borough is projected to grow by 65,000 residents and 25,000 households

Locally Oriented and Concentrated in Low-Wage Industries

- » Staten Island's economy consists primarily of businesses that provide services to its residents
- » The majority of these jobs are in lower-paying retail and service sectors, with average wages well below similar nearby areas in New Jersey

Residents Travel Off of Staten Island To Earn Higher Incomes

- » Borough residents working outside Staten Island earn higher wages than those that work in the borough
- » In 2008, median wages for residents that live and work in Staten Island (\$32,679) were lower than for those living and working in any other borough

Incomplete Transportation Network

- » The West Shore suffers from an incomplete roadway network and a lack of transit services required for new development and investment must be addressed

West Shore Projects

- » The New York City Department of City Planning's *Working West Shore 2030* study asserts that 30.5% of jobs created on the West Shore and 25% of land distribution over the next 20 years will be in the industrial sector.
- » West Shore Business Improvement District – In Process & Scheduled for Fall 2014
- » Brownfield Opportunity Area – Approved and Scheduled for Fall 2014
- » Foreign Trade Zone Designation – In Process and Scheduled for Summer 2014
- » Green Zone Tax Incentive - In Process and Proposed for Fall 2014
- » Redevelopment of Arthur Kill Prison – In Process to Become Movie/TV Studio
- » Charleston Retail Sites – In Process and proposed for 2014/2015
- » Freshkills Park – In Process and Proposed for 2016 (est.)
- » GATX/NASCAR Site – In Process and Proposed for 2014/2015 (est.)



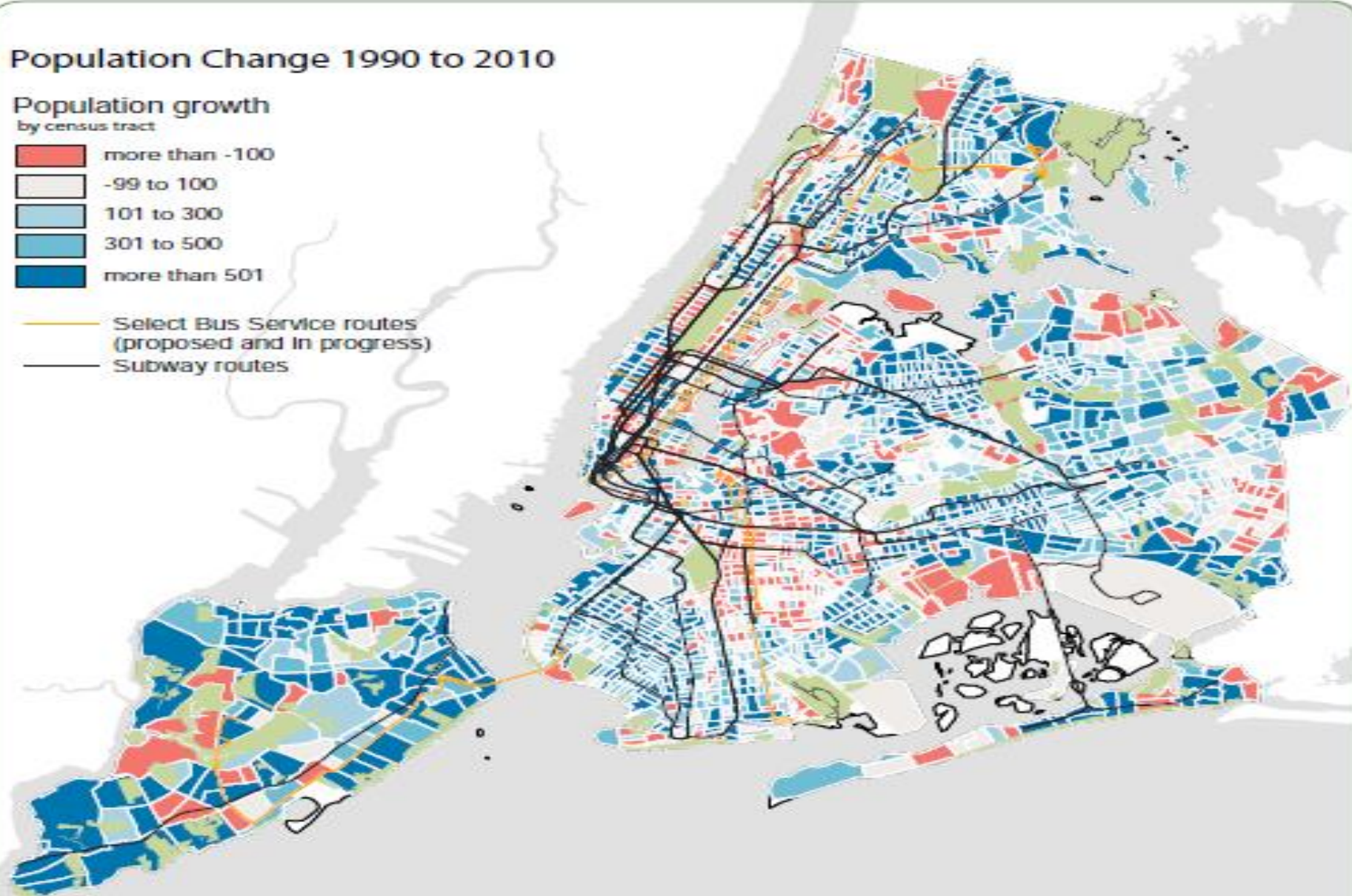
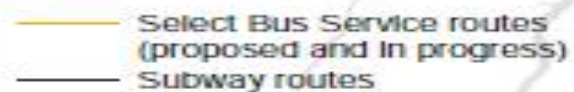
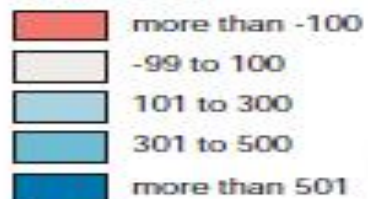
Hudson County, New Jersey: Light Rail & Transit Oriented Development

- » Catalyst for both residential and commercial development along the route and has played a significant role in the revitalization of Hudson County
- » Many of the stops are sited in vacant or underutilized areas, which are now beginning to see intense residential and mixed-use development
- » The line running along Essex Street in downtown Jersey City has spawned 3,000 residential units in five years
- » An 86 acre site bordering Liberty State Park is being redeveloped into a transit-oriented development known as Liberty Harbor North, which will consist of 6,000 residential units and millions of square feet of commercial space
- » Two New Urbanism projects in Jersey City, Bayfront and Canal Crossing, are being planned with the expectation that new stations will be built in conjunction with their development
- » With strong government policy support for TOD and a strong market for office development, the HBLR has had remarkable success in attracting a large amount of high value development



Population Change 1990 to 2010

Population growth by census tract

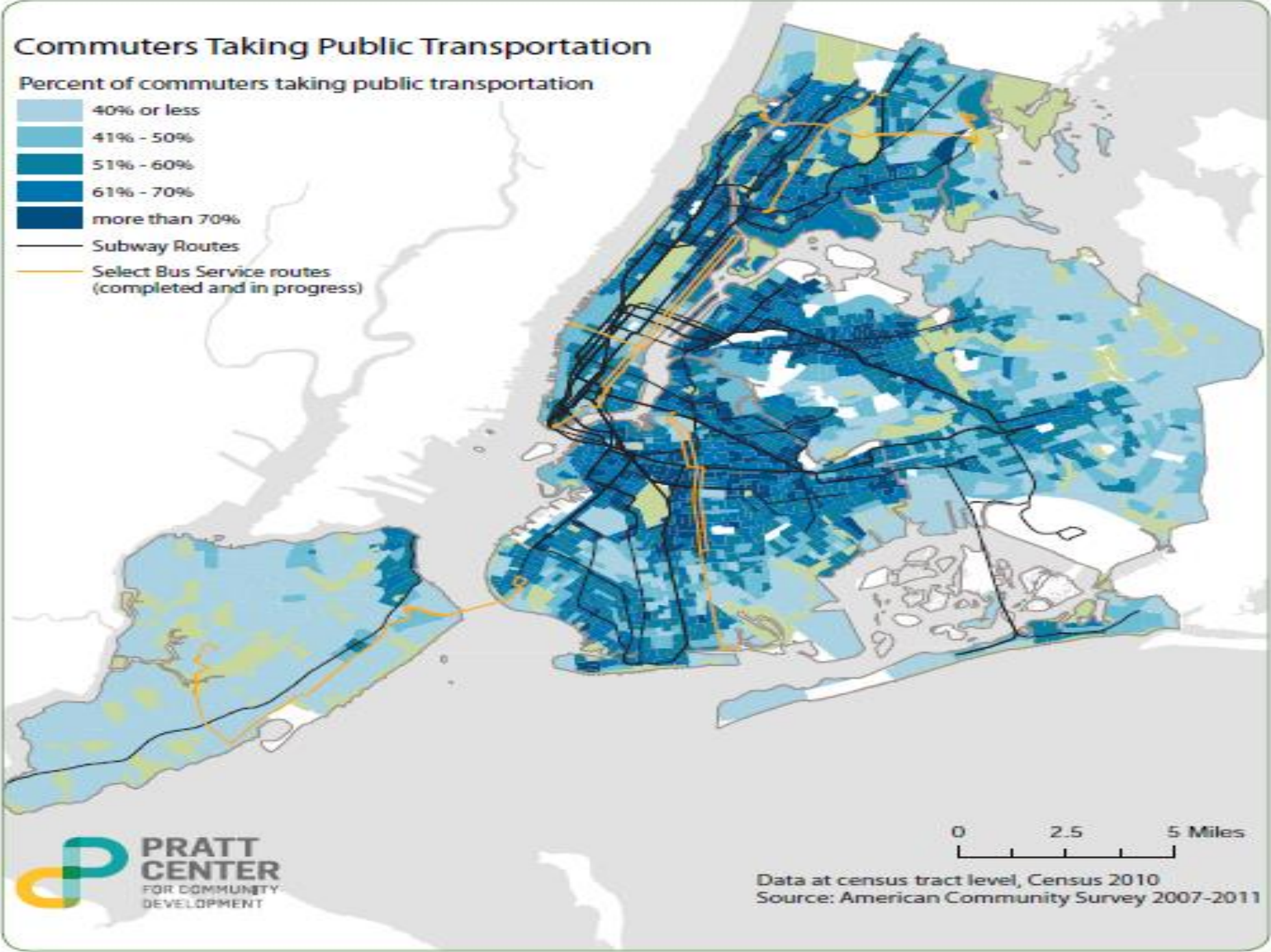


Commuters Taking Public Transportation

Percent of commuters taking public transportation



— Subway Routes
— Select Bus Service routes (completed and in progress)





SIEDC

Leading In Action

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