Appendix E  Committed Highway, Bus, and Airport Improvement Projects
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1. Overview

The Base Alternative represents the future condition of the transportation network, given committed rail, highway, bus, and airport improvement projects that are within the Intercity Travel Market Study Area (i.e., the general geographic area served by the Empire Corridor). Exhibit 3-8 in Section 3.3.1 of Volume 1 of this EIS describes eight committed rail improvement projects that form the basis for the Base Alternative. The committed highway, bus and airport improvement projects that form the basis for the Base Alternative are described in Appendix E.

Sources of information used to develop the year 2035 Base Alternative include:

- New York State Department of Transportation, Statewide Transportation Improvement Program (STIP),
- Metropolitan Planning Organization (MPO), financially constrained Long Range Transportation Improvement Plans (LRTPs), and Transportation Improvement Plans (TIPS),
- Federal Aviation Administration (FAA) Terminal Area Forecast Summary, Fiscal Years 2010-2030, and
- Relevant Airport Master Plans.

Planned infrastructure improvements to the highway infrastructure (automobile and bus modes) and airport infrastructure were accounted for in forecasts of market demand and ridership as part of the Base Alternative (refer to Appendix B).

2. Highway Network

The Base Alternative highway system that currently serves the Intercity Travel Market Study Area is shown in Exhibit E-1, Exhibit E-2, and Exhibit E-3. The primary vehicular corridor in the Base Alternative runs along the Empire Corridor and can be broken down into three major segments, all part of the New York State Thruway. These segments are: Interstate Route 87 (I-87) north from New York City to Albany (approximately 160 miles); Interstate Route 90 (I-90) west from Albany to Buffalo (approximately 293 miles); and, Interstate Route 190 (I-190) north from Buffalo to Niagara Falls (approximately 21 miles). The three segments are primarily four lane highways with the exception of six lane segments in some of the urban areas. All segments are part of the 570 mile long system of limited access highways located within New York State and operated by the New York State Thruway Authority. The Thruway segments stretching from the New York City border at Yonkers through Buffalo are toll roads.

Drivers traveling between the New York City downstate region and upstate cities of Syracuse, Rochester and Buffalo are likely to travel one or more of the following nine highways:

- Interstate Route 87 (I-87),
- Interstate Route 287 (I-287),
- State Route 17 (Rt. 17),
- Interstate Route 81 (I-81),
• State Route 15 (Rt. 15),
• Interstate Route 90 (I-90),
• Interstate Route 190 (I-190),
• Interstate Route 390 (I-390),
• Interstate Route 86 (I-86).
Exhibit E-2 - Amtrak Station, Bus and Airport Locations in Buffalo, Rochester and Syracuse Areas
Exhibit E-3 – Amtrak Station, Bus and Airport Locations in Utica, Albany and New York City Areas
### Committed Highway Improvements

The Base Alternative includes the existing highway system as well as funded and programmed improvements on the intercity highway network based on financially constrained Long Range Transportation Plans (LRTP) and Transportation Improvement Programs (TIP) developed by metropolitan transportation planning agencies. Intercity highway improvements included as part of the Base Alternative include projects that would increase the capacity of the roadways and thus reduce travel time. These improvements consist primarily of individual interchange improvements and roadway widening projects on limited segments of the highway network that are programmed to be in operation by 2035. In addition, there are various major highway and bridge capacity improvements under evaluation throughout the study area, particularly in the New York City region. Refer to Section 4.24 of Volume 1 of this EIS for a list of fully funded and programmed improvements that are part of the Base Alternative. Other projects in the LRTPs and TIPs are for items such as: the replacement of existing bridges, drainage upgrades, bridge repainting and inspection, roadway surface repaving, local roadway traffic signal upgrades, and bicycle/pedestrian access improvements. These types of improvement projects, while important to maintaining and enhancing the highway network, do not in themselves add considerable additional highway capacity, and so they were not included in this section.

### 3. Intercity Bus Service

Nonstop bus service exists between all the major cities along the Empire Corridor and is provided by three major private carriers: Adirondack Trailways (which also includes Pine Hill Trailways and New York Trailways), Greyhound, and Mega Bus. Adirondack Trailways is the predominant carrier followed by Greyhound. Exhibit E-1, Exhibit E-2, and Exhibit E-3 show the location of the largest bus stations serving major markets in the Intercity Travel Market Study Area. As described in Section 2.2.2, Transportation Market Study, of Volume 1 of this EIS, there were nearly 1.5 million Empire Corridor major market bus trips in 2009.

### Committed Intercity Bus Improvements

No long-range planning data are available to estimate the future number of intercity bus trips that will operate between Niagara Falls/Buffalo and New York City, as well as other intercity travel markets in the program study area. Therefore, it was assumed that by 2035, the number of intercity bus trips will increase proportionately to meet the projected bus travel demand growth. Buses will continue to use the Thruway and interstate highway system.

### 4. Air Travel Service

The Intercity Travel Market Study Area is served by the following ten commercial service airports, which are illustrated on Exhibit E-1, Exhibit E-2, and Exhibit E-3:

- Newark Liberty International,
- John F. Kennedy International,
- LaGuardia Airport,
- Westchester County Airport,
- Stewart International,
• Albany International,
• Syracuse-Hancock International,
• Greater Rochester International,
• Buffalo-Niagara International,
• Niagara Falls International.

It is important to note that many of these airports do not provide direct commercial service between the same New York State intercity markets as the Amtrak Empire Service. The Intercity Travel Market Study Area is also served by a number of smaller municipal, county and general aviation airports. As airlines continue to consolidate into major hub airports and focus on the more profitable long-haul services, passenger service to these airports may be further reduced. One recent example of this occurrence is Pinnacle's Colgan Air unit (which operated flights for US Airways), which discontinued air service from the Buffalo-Niagara International Airport to Albany International in October of 2010.

Committed Air Facility Improvements

Exhibit E-4 provides a general overview of the committed improvements at the ten major airports that serve the Intercity Travel Market Study Area. It is important to note that the primary corridor for intercity airline travel in New York State is between airports in Niagara Falls/Buffalo, Rochester and the New York City area. The other cities located between these locations have more attractive travel options available, such as automobile, bus and intercity rail; and so the committed airport enhancements noted below are less likely to be as critical for such travelers.

Committed airport improvements noted here focus on operational improvements benefiting runway capacity and consider airspace, surface, gate, and terminal/passenger flow constraints. The FAA’s Next Generation Air Transportation System (NextGen) program will transform air traffic control from current ground-based technologies such as radar and radio beacons to satellite-based technologies such as GPS and digital communications. In anticipation of future air traffic growth, NextGen capabilities will help commercial airports accommodate the demand for additional capacity. For example, the use of newly available surface surveillance data to track aircraft and vehicles will enhance safety and allow airports to make better use of existing capacity. Additionally, the FAA is implementing Performance Based Navigation procedures, designed to allow aircraft to operate simultaneously on closely spaced parallel runways. This first phase of NextGen features actions that the FAA is currently committed to implement within the next ten years. NextGen I will likely expand capacity and permit realignment of departure and arrival airspace patterns. This action will produce capacity increases for each airport.

Westchester County Airport’s passenger volume is capped at 2.24 million passengers as a result of limitations placed on it by agreement with the surrounding communities of Purchase, New York, and Greenwich, Connecticut. In 2009, 1.93 million passengers used this airport, and if it were unconstrained, its volume could grow well beyond that. There are no new terminal or existing terminal expansion plans at Westchester County Airport. Current terminal plans are limited to terminal upgrades to better accommodate passengers and improve safety operations.

Criteria for airport development were derived to review proposed projects and determine their likelihood for implementation and operation by the year 2035. Proposed airport improvements were evaluated based on a review of available documentation, local area knowledge, and public agency input. An airport improvement is deemed likely to be implemented and operational by 2035 if the improvement meets the following criteria:

- Has been identified in an approved or under-development airport master planning program, environmental document, regional aviation system planning document, or capital improvement program, and
- Is reasonably practical to be placed into operation by 2035.

By applying this approach, the airport improvements likely to be funded, programmed, and operational by 2035 are summarized in Exhibit E-4.
## Exhibit E-4 - Committed Improvements at the Major Airports in the Study Area

<table>
<thead>
<tr>
<th>Airport</th>
<th>Committed Improvements</th>
</tr>
</thead>
<tbody>
<tr>
<td>Newark Liberty International</td>
<td>Terminal B modernization. Terminal A modernization, expansion and structural parking. Terminal and roadway improvements. Additional major terminal, parking, and runway/taxiway improvements are being studied.</td>
</tr>
<tr>
<td>John F. Kennedy International</td>
<td>New JetBlue terminal, roads and garages. New American Airlines terminal parking garage and other terminal and roadway improvements. Additional, major terminal, parking, and runway/taxiway improvements are being studied.</td>
</tr>
<tr>
<td>LaGuardia</td>
<td>Central terminal building modernization, terminal and roadway improvements are programmed. Additional major terminal and parking improvements are being studied.</td>
</tr>
<tr>
<td>Westchester County</td>
<td><strong>There are no major capital improvements programmed that will enhance airport operations or multi-modal access.</strong></td>
</tr>
<tr>
<td>Stewart International</td>
<td>The Port Authority is investing $150 million dollars between 2011 and 2020 to address runway, terminal, and airfield shortfalls, with much of this spending marked for airspace improvements (new taxiways, rehabilitation of runways, etc.).</td>
</tr>
<tr>
<td>Albany International</td>
<td>A recently completed multi-million dollar capital redevelopment project included a new 230,000 sq. ft. terminal parking garage, Air Traffic Control Tower, and cargo facility. The airport has embarked on a five-year $232 million capital plan to improve and maintain safety.</td>
</tr>
<tr>
<td>Syracuse-Hancock International</td>
<td><strong>There are no major capital improvements programmed that will enhance airport operations or multi-modal access.</strong></td>
</tr>
<tr>
<td>Greater Rochester International</td>
<td>Final phase of terminal renovation project. Runway 10-28 extension to construct 600 feet of new runway at the east end of Runway 10-28. The new runway segment will be used for aircraft taking off in the westerly direction. This project also includes extending Taxiway B by 600 feet to connect to the new runway end.</td>
</tr>
<tr>
<td>Buffalo-Niagara International</td>
<td><strong>There are no major capital improvements programmed that will enhance airport operations or multi-modal access.</strong> Per the Master Plan, an environmental assessment for future capital plan projects will be prepared (FY 2012-2015 time frame).</td>
</tr>
<tr>
<td>Niagara Falls International</td>
<td>Runway 6/24 safety improvements.</td>
</tr>
</tbody>
</table>

Sources: *The Port Authority Strategic Plan, Transportation for Regional Prosperity, August 2006.*
Syracuse-Hancock International website: [http://www.syrairport.org/about/projects/current.cfm](http://www.syrairport.org/about/projects/current.cfm)
Buffalo - Niagara International website: [http://www.buffaloairport.com/pdfs/Projects.pdf](http://www.buffaloairport.com/pdfs/Projects.pdf)