

**PHYSICAL SERVICES COMMITTEE  
HELD IN ROOM #318  
PUTNAM COUNTY OFFICE BUILDING  
CARMEL, NEW YORK 10512**

**Members: Chairman Gouldman and Legislators Regan & Sayegh**

**Thursday**

**5:30pm**

**August 13, 2026**

The meeting was called to order at 5:34pm by Chairman Gouldman who requested Legislator Sayegh lead in the Pledge of Allegiance. Upon roll call, Legislators Regan and Sayegh and Chairman Gouldman were present.

**Item #3 – Acceptance of Minutes – June 15, 2026**

The minutes were accepted as submitted.

**Item #4 – Discussion – Dixon Lake Dam – Friends of Dixon Lake Inc.**

Chairman Gouldman stated the Committee received correspondence from Friends of Dixon Lake President Joseph Doherty regarding the Dixon Lake Dam.

Legislator Crowley recused herself from this discussion as her home is located near Dixon Lake.

Chairman Gouldman made a motion to waive the rules and accept the additional; Seconded by Legislator Sayegh. All in favor.

Commissioner of the Department of Public Works Thomas Feighery stated the County is supportive of assisting the Dixon Lake community. He stated the dam is classified at the lowest hazard level and is inspected by the County annually. He stated the concept of transferring the property to the local organization or district for a nominal amount had been discussed and DPW would assist where possible. He stated DPW had also obtained a permit from the New York State Department of Environmental Conservation (DEC) to trap and relocate the beaver that had repeatedly obstructed the spillway. He stated DPW intended to address the matter as quickly as possible, particularly given the unusually wet summer and the approaching storm season.

Legislator Sayegh referenced similar issues involving Lake Baldwin and stated she supports returning stewardship of these types of properties to organized residents who are willing to maintain and restore them. She questioned the process necessary to transfer the property and stated she would like the County to move these matters forward rather than allow the lakes to continue to deteriorate.

Friends of Dixon Lake President Joseph Doherty stated the organization is pursuing nonprofit status and would like to acquire the County-owned parcel to restore and maintain Dixon Lake. He discussed concerns with invasive water chestnut, deteriorating water quality and beaver activity at the spillway, noting the increased water level represents approximately 6 million gallons of impounded water. He stated he has obtained an engineering proposal for potential dam work and discussed permitting with DEC. He also discussed hydro-raking, possible collaboration with other lake associations and SWCD assistance with grant opportunities.

SWCD Chair Cassandra Roth stated Dixon Lake is part of a broader discussion because Putnam County has numerous County-owned dams and water resources. She stated SWCD is willing to

assist with grants, technical resources and coordination, but ownership can limit which entity is able to apply for environmental permits. She stated transferring the parcel to an organization prepared to assume stewardship could remove an obstacle to restoring the lake. She questioned whether DEC permitted relocation of the nuisance beaver because the guidance she reviewed specifically says the animal cannot be trapped and relocated; they offer permits to exterminate the beaver.

Commissioner Feighery stated he used the word “relocate” as a more polite way of referencing extermination. He stated this is on their radar, especially since it has been so wet this summer and we are entering storm season.

Legislator Birmingham referenced Chapter 31 of the Putnam County Code regarding disposition of County property and stated there may be an existing process that could be used for the parcel. He suggested the Committee request guidance from the Law Department regarding the appropriate next steps rather than attempt to resolve the legal process during the meeting. He stated he supports the community effort to restore and maintain the lake.

Legislator Sayegh spoke to a similar situation she was involved in with respect to Lake Baldwin in Mahopac.

Senior Deputy County Attorney Kate McNeal attending in place of Legislative Counsel Heather Abissi, stated she had taken detailed notes and would bring the matter back to the County Attorney so the Department could assist with determining a path forward.

Janet Robinson, a resident of the Dixon Lake community stated she and her husband have lived near the lake for more than 50 years and have seen its condition change over time. She stated the invasive vegetation and loss of water quality are more significant concerns than the beaver activity and asked that the wildlife not be treated as the primary cause of the lake's deterioration. She recalled the lake previously supporting fishing, kayaking and other recreation and urged restoration of the lake ecosystem.

Chairman Gouldman thanked everyone who came to speak on this item.

#### **Item #5 – Discussion – DPW – Update on Fair Street Project**

Chairman Gouldman stated recent heavy rainfall raised concerns regarding a failed retaining wall that was installed as part of the Fair Street project. He questioned the cause of the failure, whether DPW could direct contractor work, whether the County had paid for the wall and what controls are in place to prevent future issues.

Chairman Gouldman made a motion to waive the rules and accept the additional; Seconded by Legislator Sayegh. All in favor.

Commissioner Feighery invited anyone from the Legislature to attend the weekly progress meetings held at DPW pertaining to the Fair Street project. He stated DPW and the County's construction inspection team had rejected the wall months earlier, it had not been accepted or paid for, and the contractor is responsible for rebuilding it to specification. He stated the project is subject to daily inspections and weekly progress meetings. He spoke to the specifics of the retaining wall and caused it to fail. He explained payment is done in phases and confirmed the wall has not yet been paid for.

Legislator D'Angelo stated he was disappointed with the lack of communication regarding the wall failure and requested that legislators be notified when notable issues occur on projects in their districts. He questioned the documentation of the wall's rejection, the condition of the leveling pad and drainage, and whether the remaining retaining walls were being reviewed.

Commissioner Feighery re-stated that legislators are welcome to attend the weekly progress meetings or contact DPW directly at any time. He confirmed DPW is on site every day reviewing the work being done. He stated the County will not accept deficient work and all project components must be inspected and signed off before acceptance. He stated this is true of any project done through DPW, regardless of the size or cost.

Legislator Crowley questioned whether pedestrian areas are fenced or otherwise secured when there is a safety issue or concern.

Commissioner Feighery stated DPW requires immediate protection when a safety hazard exists and noted the failed wall did not encroach into the shoulder or pedestrian area.

Frank Ciano, resident, stated he had previously raised concerns about the wall and believed deficient work should have been addressed sooner. He stated inspectors and contractors should be held to a high standard.

Cooper Mikulik, resident of Putnam Valley questioned County road resurfacing and road conditions. He stated this area is graded the lowest in New York State.

Commissioner Feighery stated County road ratings have improved substantially over the past few years and explained that State, town and village roads are maintained by their respective jurisdictions, with shared services used where appropriate.

Legislator Crowley stated ARPA (American Rescue Plan Act) funding had been re-directed toward paving.

Chairman Gouldman thanked DPW, the Legislators and members of the public for the discussion.

#### **Item #6 – Discussion – Future of 34 Gleneida Ave, Carmel NY**

Chairman Gouldman stated the Committee had discussed 34 Gleneida Avenue at the prior meeting and wanted to provide another opportunity for public comment before further action.

Paul Camarda, resident, stated he supports keeping the property in County ownership, removing the existing building and creating a public green space. He offered to assist with engineering resources to help move the concept forward.

Town of Kent Highway Superintendent Richard Othmer stated the property has been discussed for more than 20 years and reviewed some of that history. He reiterated his support for removing the building and creating a park or green space for veterans, ceremonies and community events.

Legislator D'Angelo stated he believes a green space may ultimately be the best use but wants the County to follow a deliberate planning process. He proposed issuing a Request for Expressions of Interest (RFEI), obtaining professional concepts and public input, and then proceeding to a Request for Proposals (RFP).

Legislator Birmingham stated the Legislature had already acted to remove the property from the real estate market. He questioned the safety, liability and appearance of leaving the building vacant through the winter and stated those factors should be considered in determining the timing of demolition.

Legislator Sayegh stated prior studies showed significant costs for both demolition and rehabilitation and that current costs would be higher. She questioned whether additional funds would be needed simply to keep the building operational through the winter and stated she supports removing the building and creating a public space.

Commissioner Feighery stated maintaining the building through another winter is not practical because of the failed boiler and other conditions. He stated demolition would most likely be performed by a contractor, with DPW potentially handling portions of the site redevelopment.

Legislator Regan stated he favored moving forward quickly based on the green space concept previously presented.

Legislator Sayegh stated she would rather take the building down than have it be abandoned.

Commissioner Feighery provided details about other buildings that have been taken down and how it has enhanced the area.

Legislator Crowley stated she supports a green space and would like the public to review a limited number of design concepts before a final decision is made.

Legislator Regan questioned whether DPW would perform the demolition.

Commissioner Feighery stated a contractor would most likely perform that work.

Legislator D'Angelo stated it sounds like everyone is on the same page that a green space is the preferred option. He stated this space is in the public eye and he wants to ensure it is done properly.

Chairman Gouldman stated the Committee would continue working toward a decision.

#### **Item #7 – Presentation – Commissioner of Planning Barbara Barosa – Putnam County Public Transit Study**

Commissioner of Planning Barbara Barosa presented the attached information in relation to the Public Transit Study, which reviewed existing routes, ridership, service coverage, paratransit, commuter service and Putnam On-Demand. She stated the on-demand service has been successful and the study identified unmet transportation needs, particularly in western Putnam County. She stated the study recommends new on-demand zones for Philipstown and Putnam Valley, beginning on a limited basis and expanding if demand supports it. She also discussed possible peak-hour service improvements, expanded paratransit, bus stop amenities and real-time bus location information.

Legislator Birmingham stated residents who currently rely on taxis may benefit from Putnam On-Demand. He questioned the fare, service hours, public awareness and the financial impact if demand increases substantially.

Commissioner Barosa stated the regular fare is \$2.50, the reduced fare is \$1.25 and a monthly pass is \$75 full priced and \$35 reduced price. She stated the County monitors wait times and unmet demand and would adjust service as needed while protecting service quality for current riders. She stated recommendations were made through the study to add microtransit zones in Philipstown and Putnam Valley.

Chairman Gouldman stated expanded service in Philipstown and Putnam Valley could significantly benefit western Putnam County, particularly seniors and residents who do not drive. He requested that some medical and senior center destinations be considered when finalizing the zones for micro transit.

Christian Russo, Putnam Valley Councilman stated he strongly supports expanding service into Putnam Valley because residents have limited access to doctors, grocery stores and other destinations. He stated the service could provide important independence for seniors and individuals with disabilities. He stated he is a parent of a child with disabilities and this type of service could be meaningful for his child as they become an adult.

**Item #8 – Approval – Grant Application – Planning Department – Community Resiliency, Economic Sustainability, and Technology (CREST) Program – Bureau of Emergency Services Facility Repairs**

Commissioner Barosa stated the County would like to use CREST funding to repair failing flooring at the Bureau of Emergency Services facility and an application is required to proceed.

Legislator Birmingham questioned whether this was the flooring project was part of the Capital Projects plan.

Commissioner Barosa confirmed it was.

Chairman Gouldman made a motion to pre-file the necessary resolution; Seconded by Legislator Regan. All in favor.

**Item #9 – Approval – Budgetary Amendment 26A068 – DPW – Insurance Recovery – Guardrail Repair**

Chairman Gouldman made a motion to pre-file the necessary resolution; Seconded by Legislator Sayegh. All in favor.

**Item #10 – Other Business**

**a. Approval – Reiteration of Previously Authorized Funding for Stoneleigh Ave & Drewville Rd Intersection Project**

Chairman Gouldman made a motion to waive the rules and accept the other business; Seconded by Legislator Regan. All in favor.

Deputy Commissioner Bellucci stated the additional item does not request new funding and summarizes previously authorized funding for a federally funded project.

Legislator Birmingham stated the documentation is typical for federal funding requirements. He questioned the applicable deadline.

Deputy Commissioner Bellucci stated the next federal fiscal year begins October 1st.

Chairman Gouldman made a motion to pre-file the necessary resolution; Seconded by Legislator Sayegh. All in favor.

**Item #11 – Adjournment**

There being no further business at 7:50pm, Chairman Gouldman made a motion to adjourn; Seconded by Legislator Sayegh. All in favor.

Respectfully Submitted by Deputy Clerk, Beth Robinson.



# Putnam County Public Transit System Study

JULY 2026

# What's New with PART?

## 2025-2026 Highlights

- New Fleet, New Look – Putnam County is in the process of replacing its current fixed-route and paratransit fleet, which includes vehicles originally acquired in 2017. New buses are white with blue stripe, retiring the blue/purple color with graphic wrap design. Six new vehicles are currently in service.
- Putnam On Demand service sees continued growth with over 15,000 rides in first year (May 2025-May 2026)
- Expanded coverage – Throughout 2025 and 2026, new stops have been added to the fixed-route system, including on-call stops at the Vincent Leibell Veterans Residence and the Carmel VA Clinic. Putnam On Demand's service area has also been expanded to include several residential developments along the periphery.
- New Bus Schedule Design – Vertical timetables replaced with horizontal timetables, new brochure design.
- Cold Spring Trolley Schedule changes – In 2025, alternating PM service to Beacon was eliminated in favor of more consistent Cold Spring to Garrison route. 2025 saw a 35% increase in ridership over 2024
- Putnam Transit System Study completed in July 2026



# Purpose of This Study

A system-wide evaluation of the Putnam Area Rapid Transit (PART) network to identify strengths, weaknesses, and opportunities. As well as, develop recommendations that enhance service efficiency and expand coverage.

## SERVICES EVALUATED

Fixed routes

Commuter & seasonal services

ADA complementary  
paratransit

Microtransit



# Four Goals Guide Every Recommendation

**1**

## **Improve Transit Accessibility & Coverage**

Expand access to underserved areas; connect residents to employment, healthcare, and retail.

**2**

## **Strengthen Regional Connectivity**

Seamless connections to Metro-North Railroad and neighboring bus systems beyond county lines.

**3**

## **Create an Integrated Network of Services**

Coordinate fixed-route, microtransit, and paratransit as one unified mobility system.

**4**

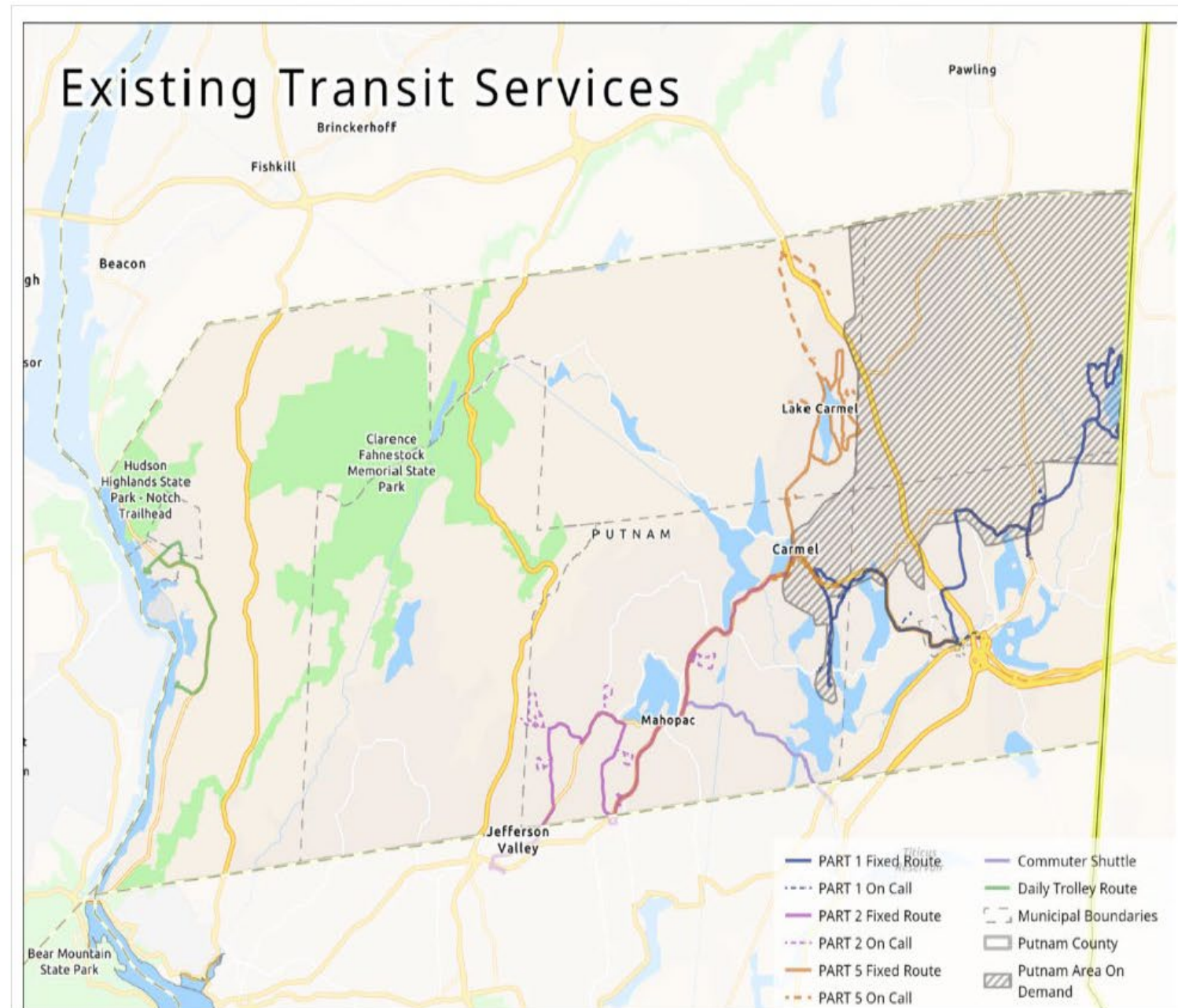
## **Enhance Rider Experience & Service Quality**

Better service design, amenities, accessibility, and technology. Make it easier to understand and use.

# The PART Network Today

## WHAT'S OPERATING

- **3 Fixed Routes**  
PART 1, 2, and 5. All year-round
- **Commuter Shuttle**  
Croton Falls Metro-North link
- **Seasonal Trolley**  
Cold Spring, Memorial–Veterans Day
- **ADA Paratransit**  
Origin-to-destination service
- **Microtransit Pilot**  
Launched May 2025 (former Rte 3)



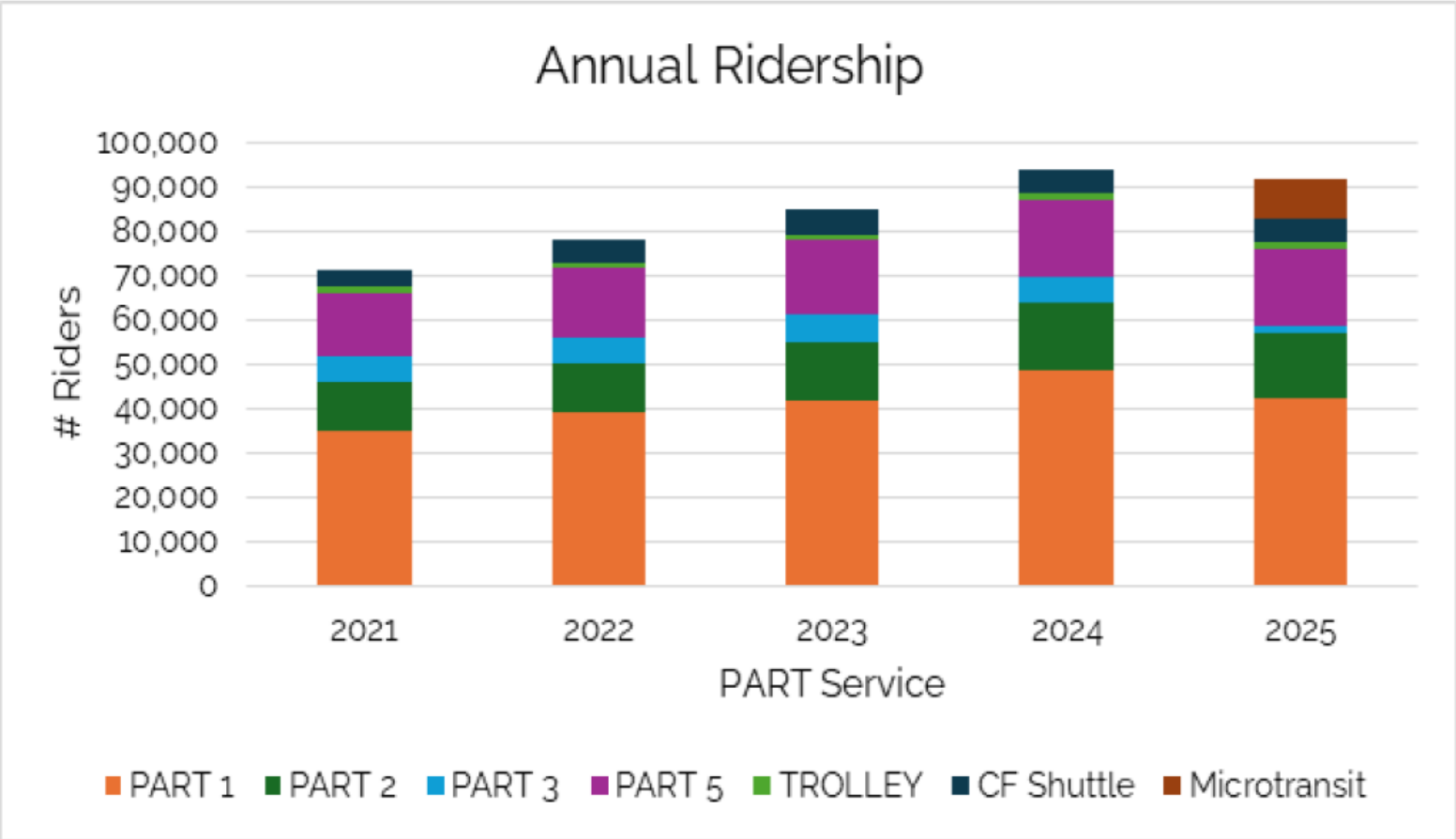
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# PART Service

| Service              | Operating Times                                                                     | Cost                                                                                                                                                       |
|----------------------|-------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------|
| PART 1               | Monday-Friday: 4:50 a.m. – 8:00 p.m.<br>Saturday: 8:00 AM - 6:00 PM                 | \$2.50 one-way, \$1.25 for Seniors, Students & Disabled (with valid ID), Children 12 and under.<br>Free for Infants (2 and under)                          |
| PART 2               | Monday-Friday: 6:00 AM to 8:00 PM<br>Saturday: 8:00 AM to 6:00 PM                   | Transfers: \$0.75 (\$0.25 Seniors/Disabled, Students, Children 12 and under)                                                                               |
| PART 5               | Monday-Friday: 4:50 AM to 7:00 PM<br>Saturday: 8:00 AM to 6:00 PM                   |                                                                                                                                                            |
| Microtransit         | Monday to Friday: 8:00 to 6:00 pm<br>Saturday: 9:00 AM to 3:00 PM                   |                                                                                                                                                            |
| Croton Falls Shuttle | Weekdays: 5:24 – 9:31 a.m. and 3:52 – 7:34 p.m.                                     | \$1.00 one-way \$0.50 Seniors & Disabled (with valid ID)<br>Transfers: \$0.75 (\$0.25 seniors/disabled) \$158.12 weekly bus/rail \$445.50 monthly bus/rail |
| Cold Spring Trolley  | Saturday & Sunday: 9:15 AM - 5:05 PM<br>(Memorial Day through Veterans Day weekend) | \$2.00 one-way/ \$1.00 Seniors, Disabled, Children 12 and under, Students<br>Free for infants (2 and under)                                                |

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# Ridership Trends



## KEY TAKEAWAYS

94,265

Peak fixed-route ridership in 2024

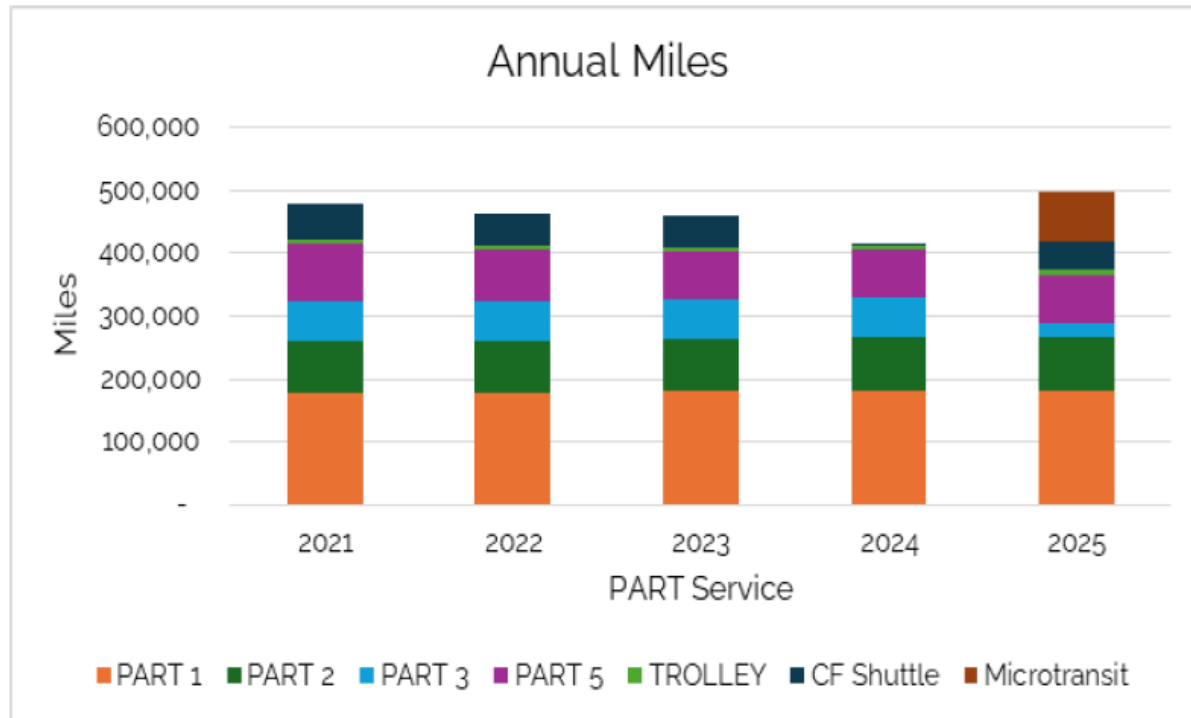
83,148

Fixed-route only in 2025

91,805

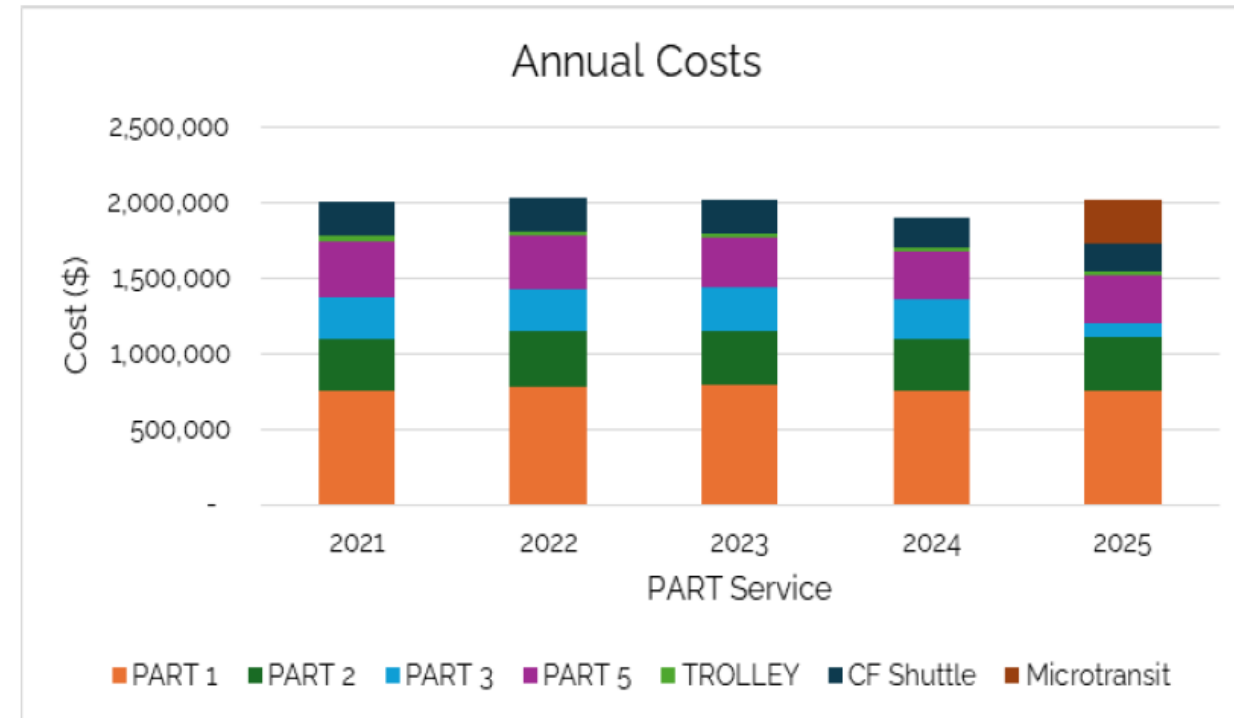
With microtransit added back in

# Operating Trends



**~500K** Vehicle miles in 2025

*Dipped to ~412K in 2024, and recovered past 2021 levels.*

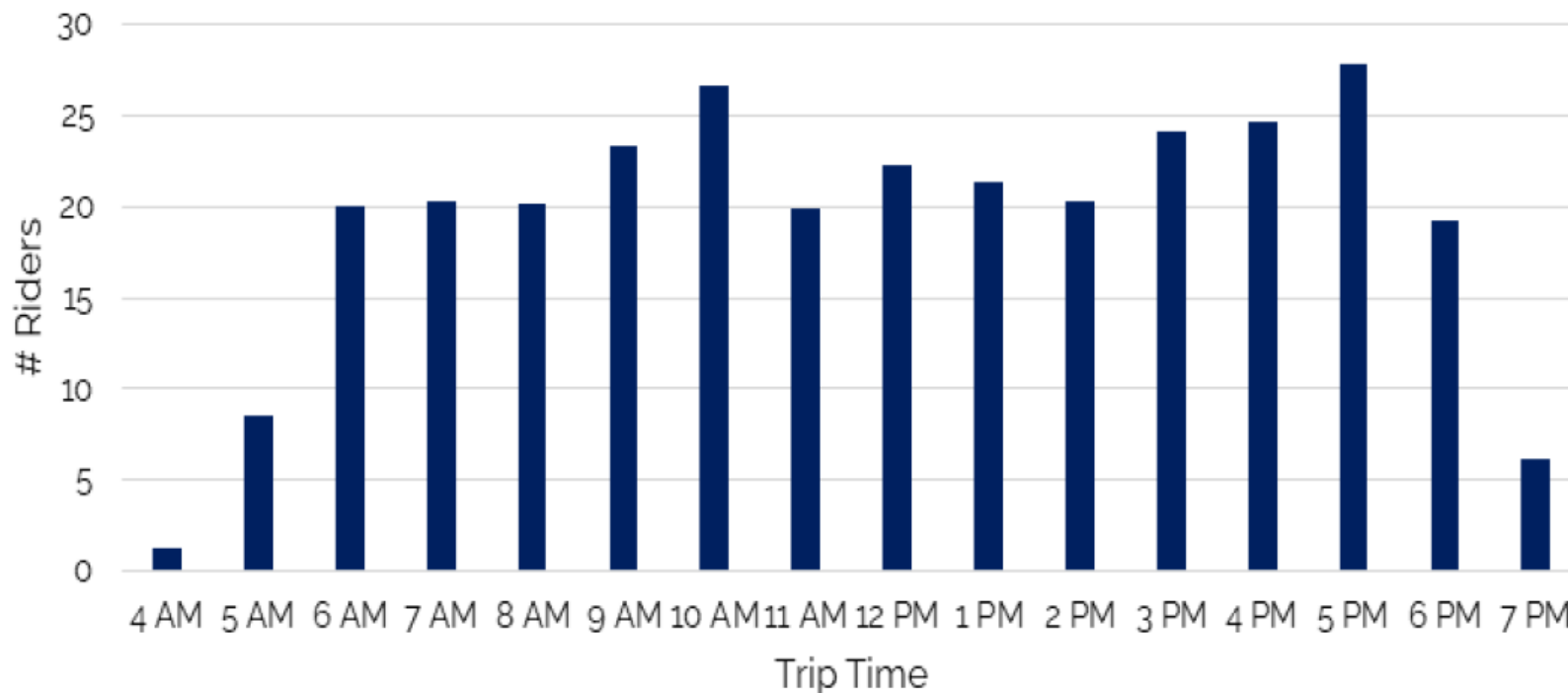


**\$2.02M** Operating Costs in 2025

*Rose with introduction of microtransit pilot.*

# When Riders Travel

Fixed-Route Average # Riders by Time of Day



## PEAK PERIODS

**9–10 AM**

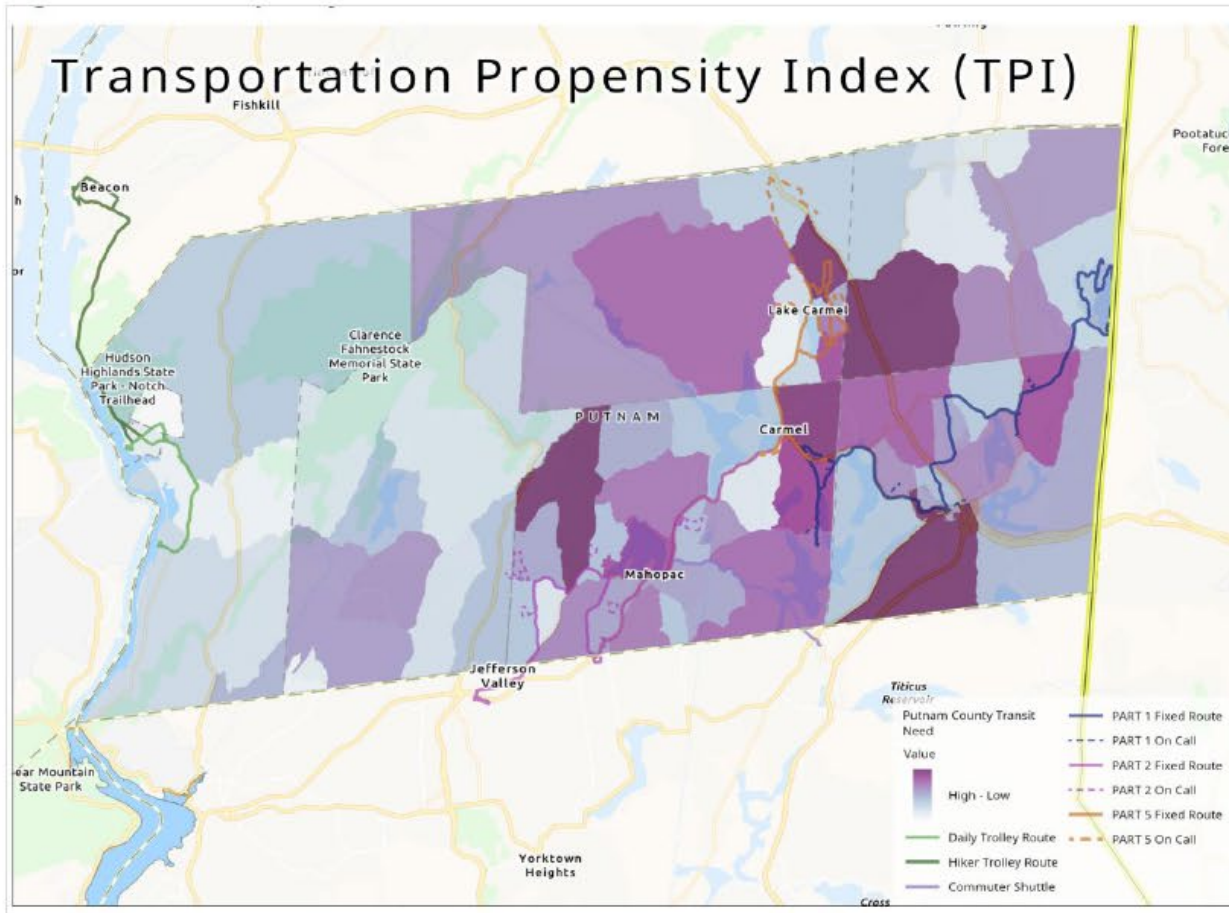
Morning peak

**3–5 PM**

Afternoon peak

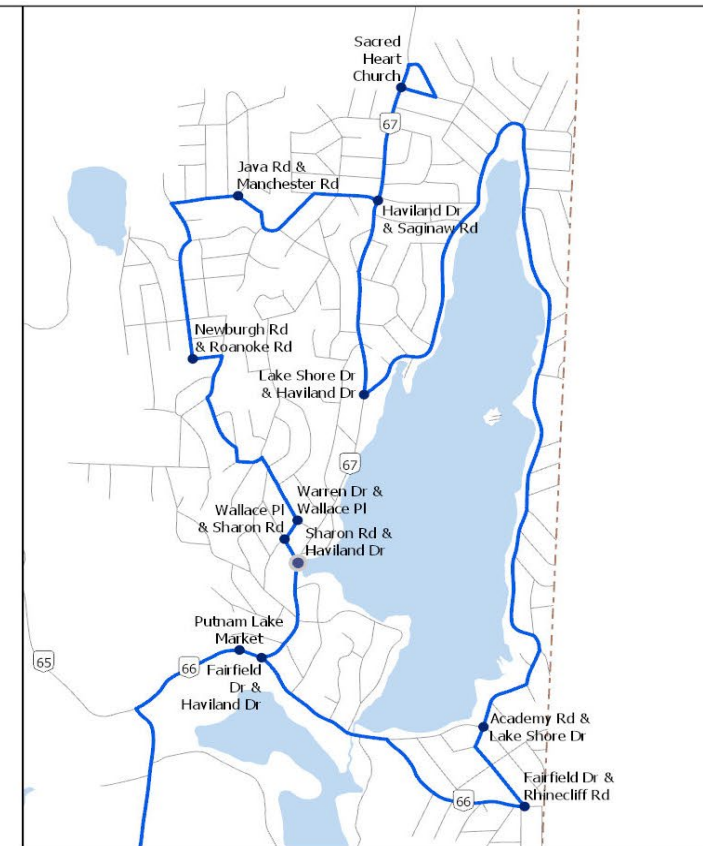
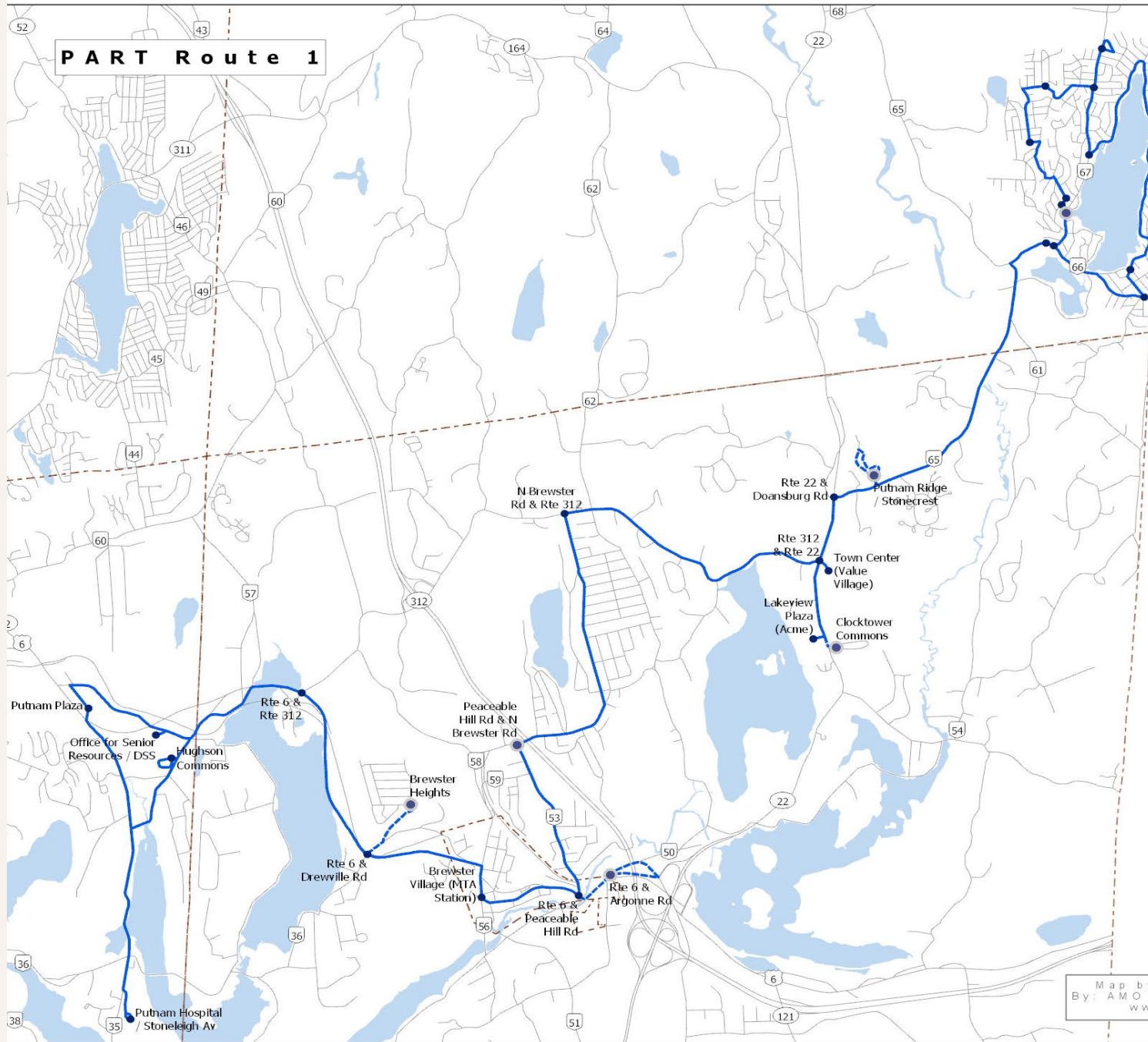
*Ridership drops off sharply at the start and end of the service span.*

# Where Transit Demand is Greatest



## WHAT THE INDEX SHOWS

- Highest potential demand is concentrated in eastern Putnam: Carmel, Brewster, and Southeast.
- This generally aligns with the current PART fixed-route network.
- West Mahopac emerges as an opportunity where current service is limited.



Map by: Putnam County IT / GIS  
 By: AMO - Not to Scale - May 2019  
[www.putnamcountyny.com](http://www.putnamcountyny.com)

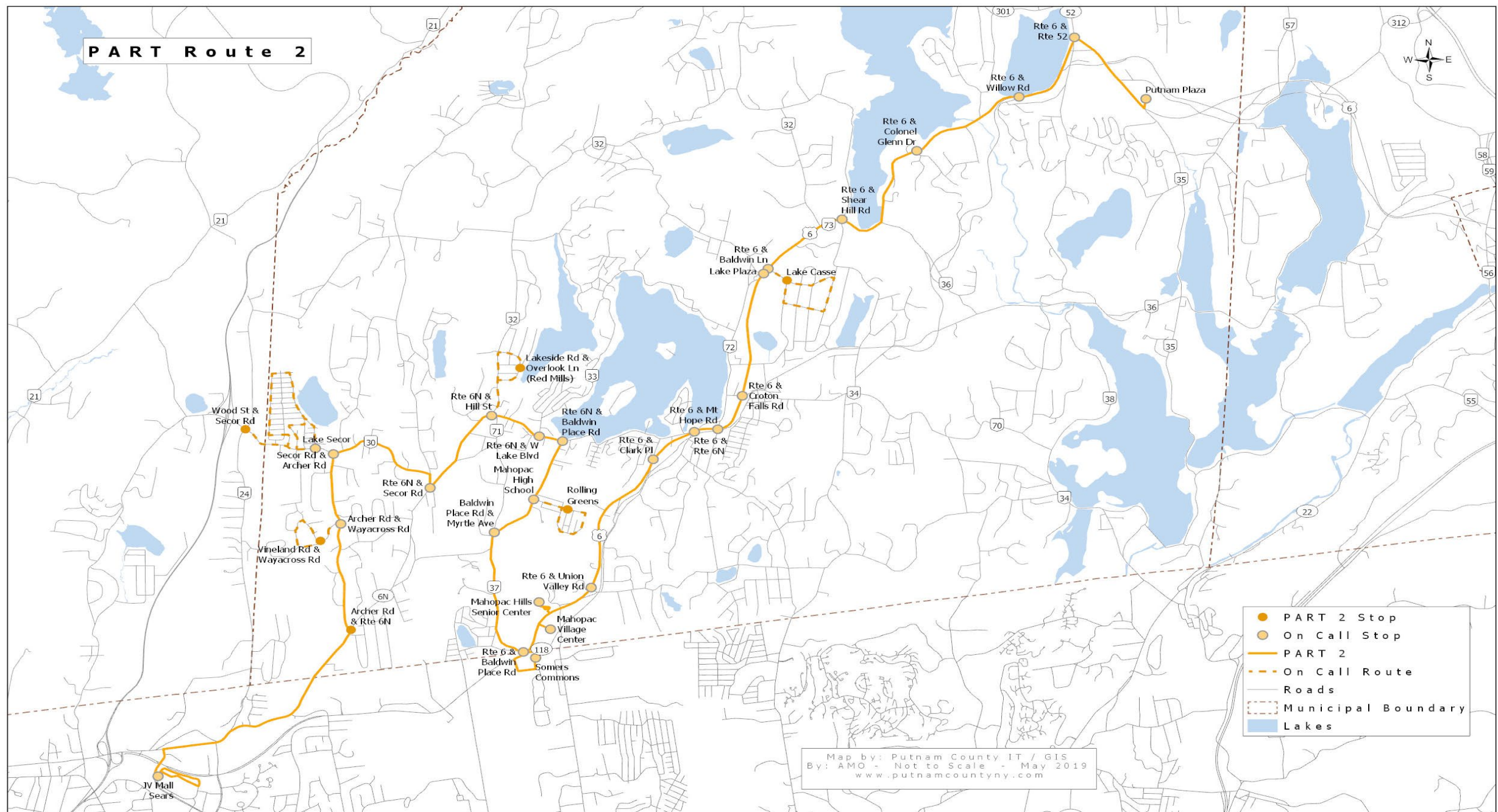
- Stop
- On Call Stop
- Route 1
- - - On Call Route
- Roads
- - - Municipal Boundary
- Lakes

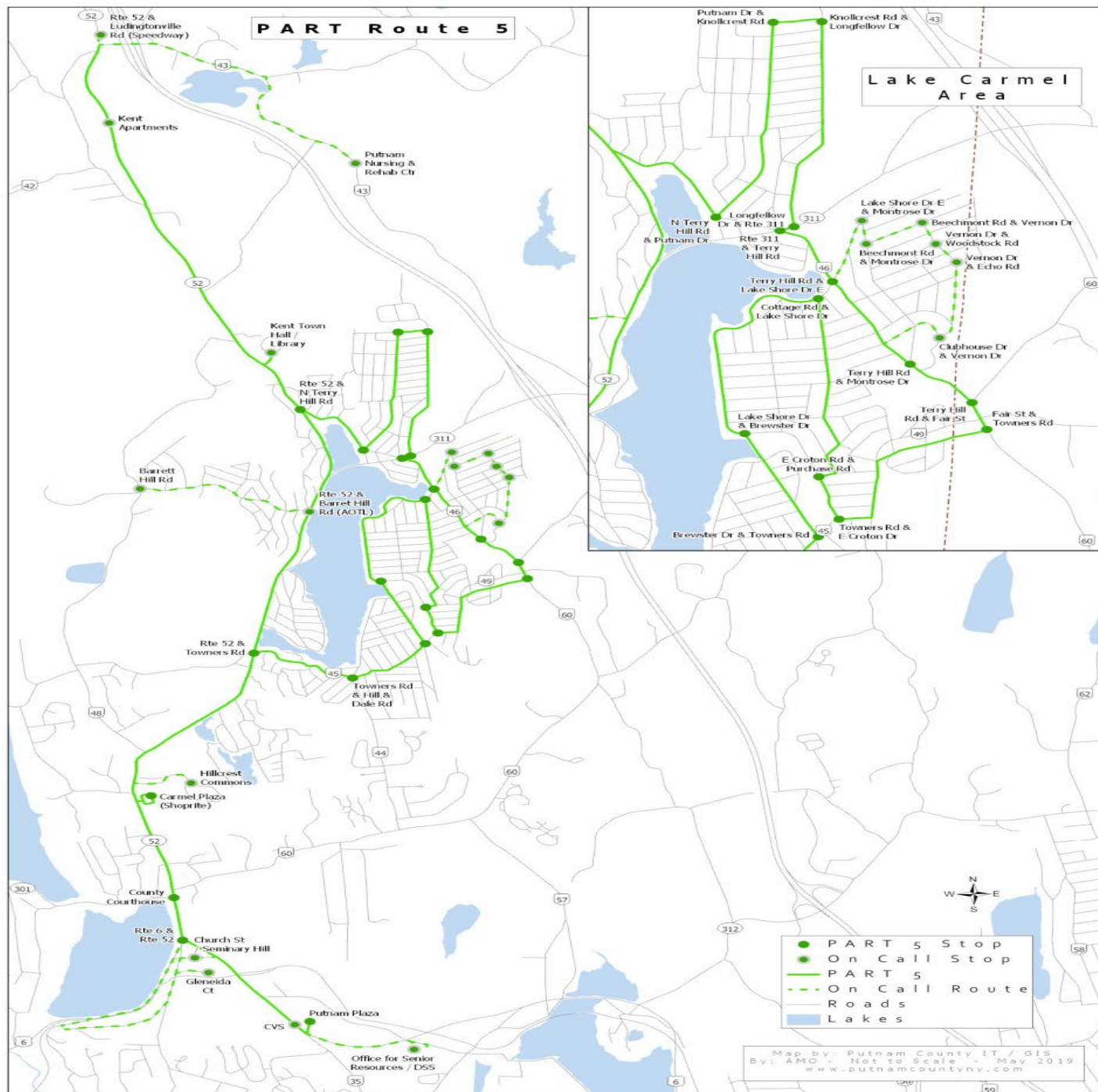
**PART Route 2**



- PART 2 Stop
- On Call Stop
- PART 2
- - - On Call Route
- Roads
- - - Municipal Boundary
- Lakes

Map by: Putnam County IT / GIS  
By: AMO - Not to Scale - May 2019  
[www.putnamcountyny.com](http://www.putnamcountyny.com)





# COLD SPRING TROLLEY

Cold Spring, Little Stony Point, Boscobel, Garrison, Manitoga

Saturday and Sunday (Memorial Day Weekend through Veterans Day Weekend)

| OUTBOUND: Cold Spring to Garrison |                       |                                 |                                                          |                                       |                                                    |                                                |                           |                                                  |                                                   |                                                                 |                       |                                            |
|-----------------------------------|-----------------------|---------------------------------|----------------------------------------------------------|---------------------------------------|----------------------------------------------------|------------------------------------------------|---------------------------|--------------------------------------------------|---------------------------------------------------|-----------------------------------------------------------------|-----------------------|--------------------------------------------|
|                                   | Cold Spring Bandstand | Cold Spring Metro-North Station | Cold Spring Visitor's Center (Lunn Terrace and Main St.) | Hiker's Drop Off / Little Stony Point | Rt. 9D and Main Street / Julia Butterfield Library | Putnam History Museum / Foundry Preserve Trail | Boscobel House and Garden | Constitution Marsh (Rt. 9D and Indian Brook Rd.) | Rt. 9D and Snake Hill Rd. (Hudson Highland Trail) | Garrison Metro-North Station / Arden Point and Glenclyffe Trail | Glenclyffe Trail Loop | Manitoga - The Russel Wright Design Center |
| A.M.                              | 10:15                 | 10:23                           | 10:25                                                    | 10:27                                 | 10:28                                              | 10:29                                          | 10:30                     | 10:30                                            | 10:33                                             | 10:38                                                           | 10:40                 | 10:45                                      |
|                                   | 11:15                 | 11:23                           | 11:25                                                    | 11:27                                 | 11:28                                              | 11:29                                          | 11:30                     | 11:30                                            | 11:33                                             | 11:38                                                           | 11:40                 | 11:45                                      |
| P.M.                              | 12:15                 | 12:23                           | 12:25                                                    | 12:27                                 | 12:28                                              | 12:29                                          | 12:30                     | 12:30                                            | 12:33                                             | 12:38                                                           | 12:40                 | 12:45                                      |
|                                   | 1:15                  | 1:23                            | 1:25                                                     | 1:27                                  | 1:28                                               | 1:29                                           | 1:30                      | 1:30                                             | 1:33                                              | 1:38                                                            | 1:40                  | 1:45                                       |
|                                   | 2:15                  | 2:23                            | 2:25                                                     | 2:27                                  | 2:28                                               | 2:29                                           | 2:30                      | 2:30                                             | 2:33                                              | 2:38                                                            | 2:40                  | 2:45                                       |
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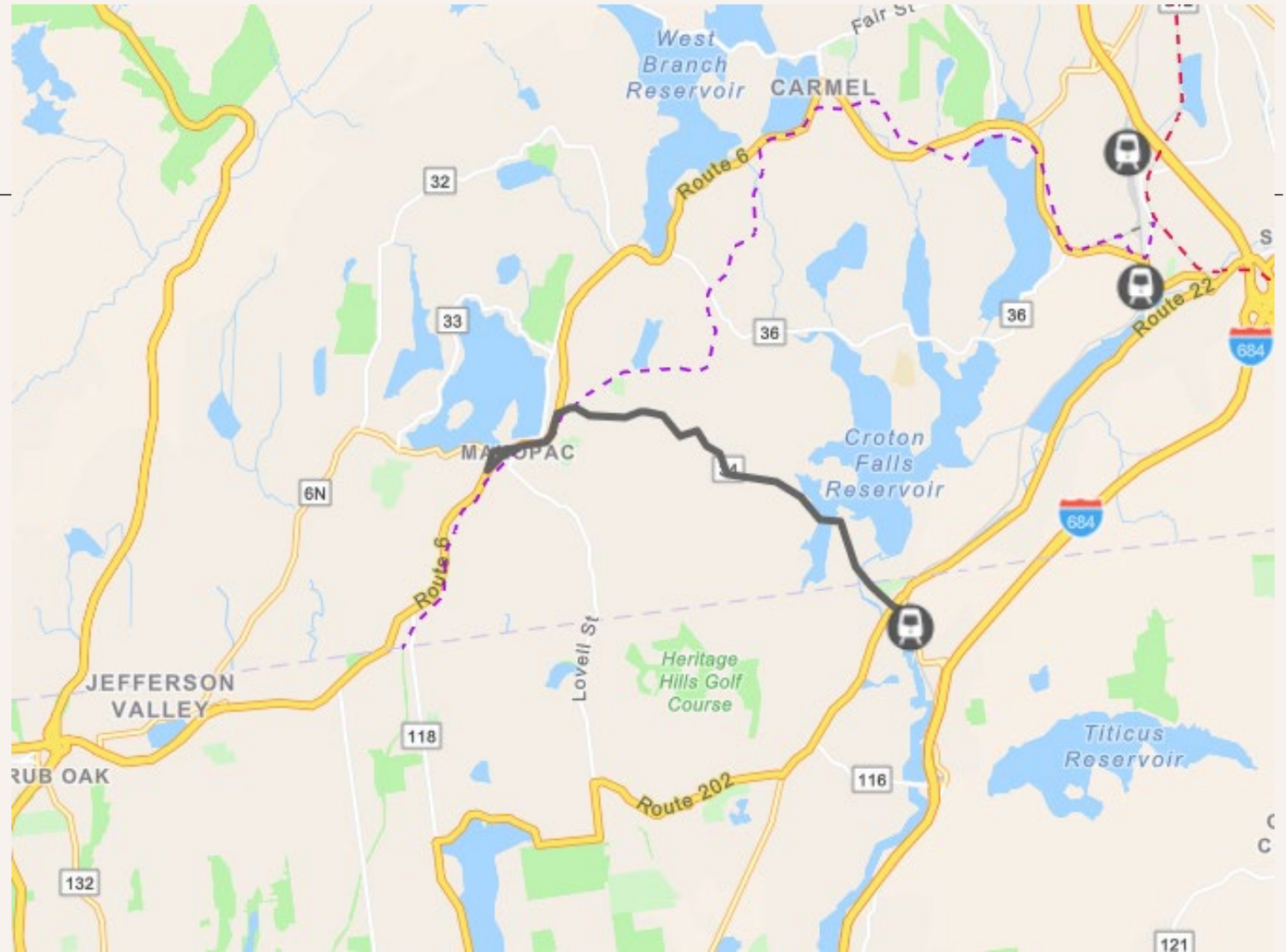
| INBOUND: Garrison to Cold Spring |                                            |                       |                             |                                                   |                                                  |                           |                                            |                     |                                                          |                       |
|----------------------------------|--------------------------------------------|-----------------------|-----------------------------|---------------------------------------------------|--------------------------------------------------|---------------------------|--------------------------------------------|---------------------|----------------------------------------------------------|-----------------------|
|                                  | Manitoga - The Russel Wright Design Center | Glenclyffe Trail Loop | Desmond-Fish Public Library | Rt. 9D and Snake Hill Rd. (Hudson Highland Trail) | Constitution Marsh (Rt. 9D and Indian Brook Rd.) | Boscobel House and Garden | Butterfield Center / Putnam History Museum | Rt. 9D and Main St. | Cold Spring Visitor's Center (Main St. and Lunn Terrace) | Cold Spring Bandstand |
| A.M.                             | 10:45                                      | 10:48                 | 10:50                       | 10:52                                             | 10:55                                            | 10:58                     | 11:00                                      | 11:01               | 11:02                                                    | 11:05                 |
|                                  | 11:45                                      | 11:48                 | 11:50                       | 11:52                                             | 11:55                                            | 11:58                     | 12:00                                      | 12:01               | 12:02                                                    | 12:05                 |
| P.M.                             | 12:45                                      | 12:48                 | 12:50                       | 12:52                                             | 12:55                                            | 12:58                     | 1:00                                       | 1:01                | 1:02                                                     | 1:05                  |
|                                  | 1:45                                       | 1:48                  | 1:50                        | 1:52                                              | 1:55                                             | 1:58                      | 2:00                                       | 2:01                | 2:02                                                     | 2:05                  |
|                                  | 2:45                                       | 2:48                  | 2:50                        | 2:52                                              | 2:55                                             | 2:58                      | 3:00                                       | 3:01                | 3:02                                                     | 3:05                  |
|                                  | 3:45                                       | 3:48                  | 3:50                        | 3:52                                              | 3:55                                             | 3:58                      | 4:00                                       | 4:01                | 4:02                                                     | 4:05                  |
|                                  | 4:45                                       | 4:48                  | 4:50                        | 4:52                                              | 4:55                                             | 4:58                      | 5:00                                       | 5:01                | 5:02                                                     | 5:05                  |
|                                  | 5:45                                       | 5:48                  | 5:50                        | 5:52                                              | 5:55                                             | 5:58                      | 6:00                                       | 6:01                | 6:02                                                     | 6:05                  |
|                                  |                                            |                       |                             |                                                   |                                                  |                           |                                            |                     |                                                          |                       |



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# Croton Falls Commuter Shuttle

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# Microtransit is Working

**8,600+**

**On-demand riders**  
H2 2025

**~14 min**

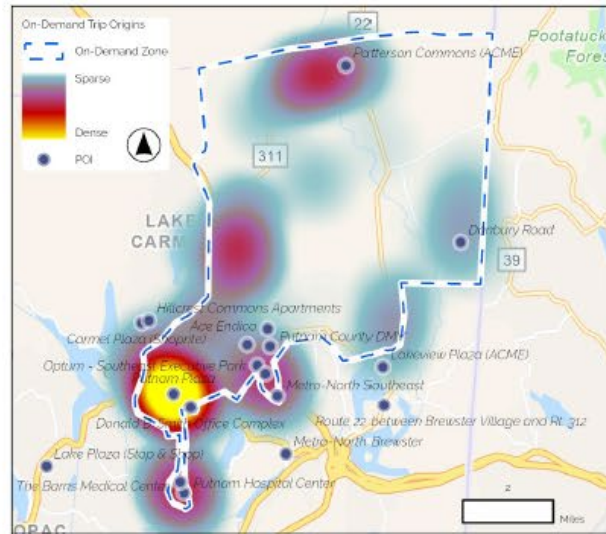
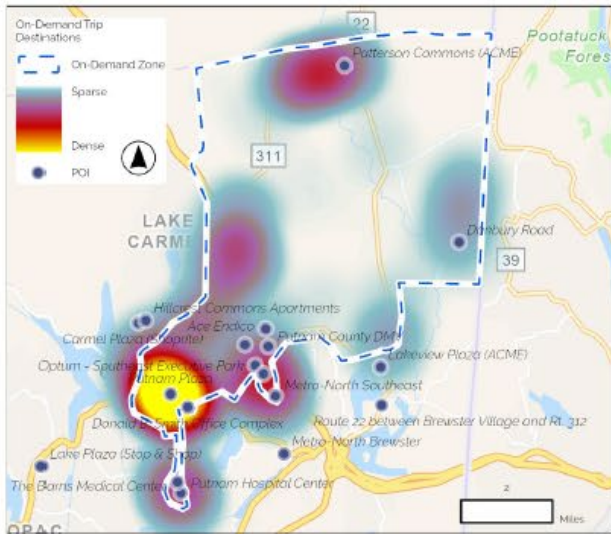
**Average wait**  
from request to pickup

**75%**

**Trip completion**  
of requested trips

**May 2025**

**Pilot launch**  
former Route 3

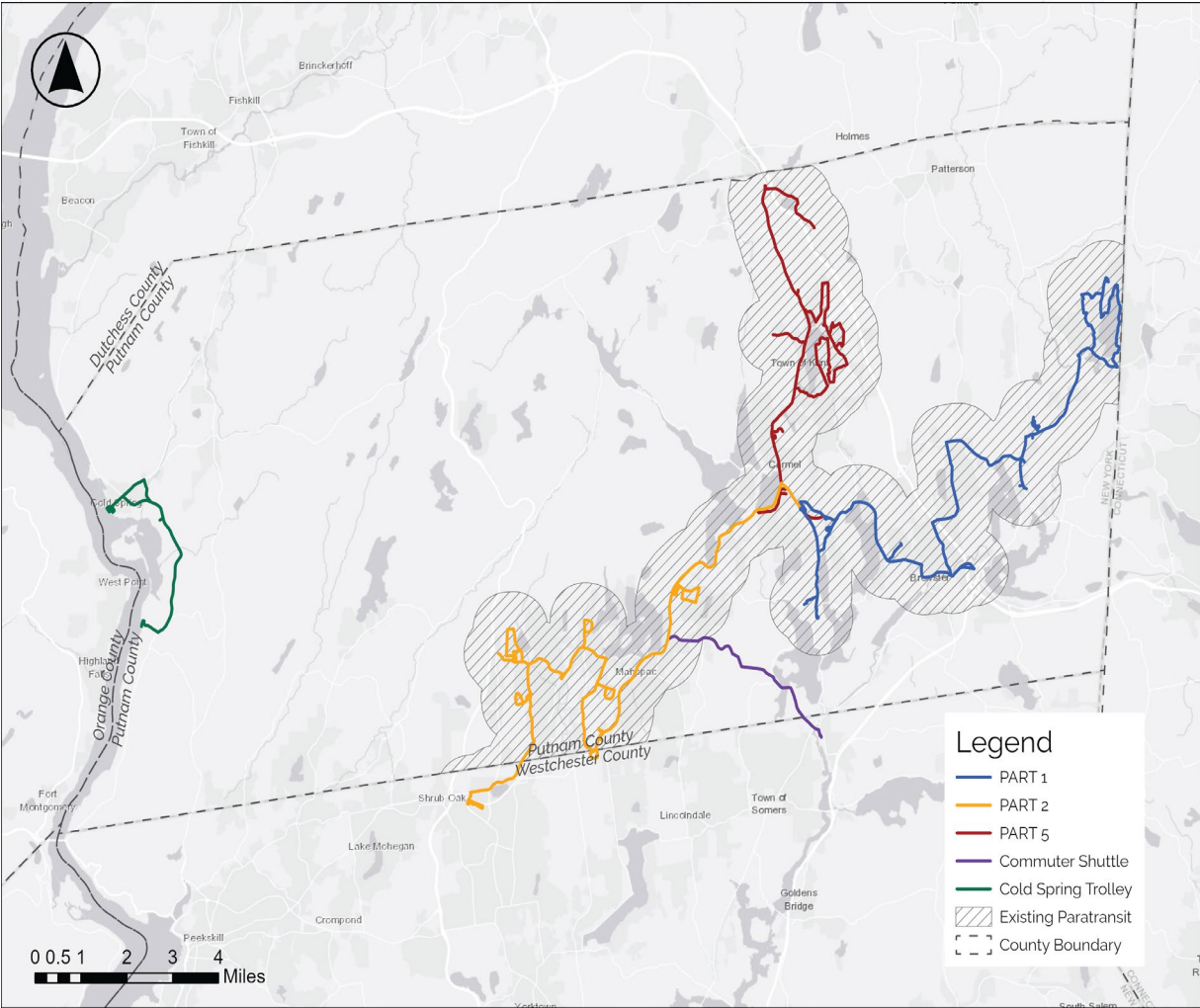


## WHAT THE DATA TELLS US

Most trips start and end at Putnam Plaza, moving riders from residential areas to trip generators like the hospital, retail, and regional rail.

# Paratransit At a Glance (2025)

## ADA SERVICE AREA



**138,500**

Total miles

**\$362K**

Operating expenses

**11,415**

Passenger trips

**\$31.73**

Cost per passenger

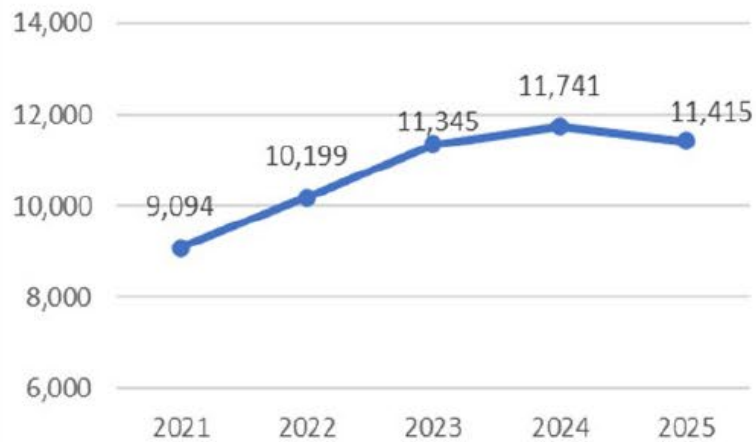
## HOW IT WORKS

ADA complementary paratransit provides origin-to-destination service within  $\frac{3}{4}$  mile of all fixed routes, in compliance with federal requirements.

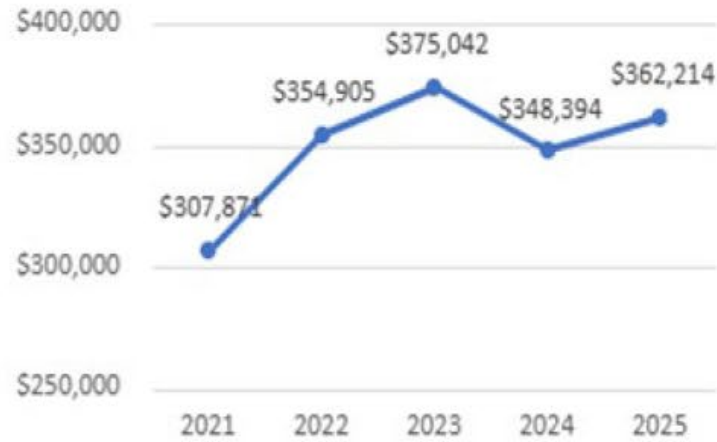
Most rides start from residential areas and end at medical, retail, or employment destinations. Average trip length has grown as riders travel farther to access services.

# Paratransit Trends

## Yearly Ridership



## Operating Expenses



## Operating Cost per Passenger



## THE TREND

Ridership is up ~25% since 2021 but remains below pre-pandemic levels (~15,000). Expenses have stabilized around \$360K; cost per passenger ticked up with longer trips in 2025.

# What We Heard From The Community

164

Survey responses

Feb 26 – Apr 30, 2026

16

Stakeholder  
interviews

19+ individuals

21

Agency heads &  
officials

+ private individuals

## FIVE THEMES EMERGED CONSISTENTLY

1

### Service in Western Putnam

Lack of service in Philipstown, Cold Spring, Garrison, Putnam Valley

2

### More On-Demand

Frustration with microtransit zones and the ¾-mile paratransit rule

3

### Aging in Place

Concern about losing independence when driving is no longer possible

4

### Information & Tech

Signage, schedules, trip planning, tap-to-pay, real-time arrivals

5

### Service Hours

Service ends too early; weekend and evening expansion requested

# A Coordinated Set of System-wide Changes

Five components designed to work together as one integrated mobility strategy.

**01**

## Fixed-Route

Refinements for directness, frequency, and regional connections

**02**

## Microtransit

Expand from one zone to three across low-density areas

**03**

## Enhanced Mobility

Section 5310 framework for seniors and people with disabilities

**04**

## Infrastructure

Bus stop standards, signage, shelters, ADA boarding pads

**05**

## Communications

Simplified schedules, system maps, digital tools

## PART Operations Stats, 2025-2026

- Ridership is down on Routes 1, 2 and Croton Falls Shuttle compared to 2025
- But ridership is up on Route 5
- Putnam on Demand ridership is rising and contributing to overall increase in ridership
- Brewster ridership is improving, but Croton Falls Shuttle ridership is declining sharply

[illegible]

# PART Operations Stats, 2025-2026

|                                                                                                                                |        |        |            |
|--------------------------------------------------------------------------------------------------------------------------------|--------|--------|------------|
| Putnam Area Rapid Transit                                                                                                      |        |        |            |
| 1st Quarter Ridership 2026 vs. 2025                                                                                            |        |        |            |
| Mode                                                                                                                           | 2025   | 2026   | Difference |
| PART Fixed-Route                                                                                                               | 18,573 | 15,549 | -16%       |
| Croton Falls Shuttle                                                                                                           | 1,180  | 849    | -28%       |
| Putnam on Demand*                                                                                                              | 3,616  | 3,877  | 7%         |
| Paratransit                                                                                                                    | 2,877  | 2,557  | -11%       |
| *Putnam on Demand compares last quarter of 2025 with first quarter of 2026 due to lack of service data from first quarter 2025 |        |        |            |

- Despite some gains in individual routes, 1<sup>st</sup> quarter ridership is down from previous year
- Croton Falls Shuttle ridership shows the most pronounced decline
- Putnam on Demand service has increased during 1<sup>st</sup> quarter of 2026 over 4<sup>th</sup> quarter of 2025.

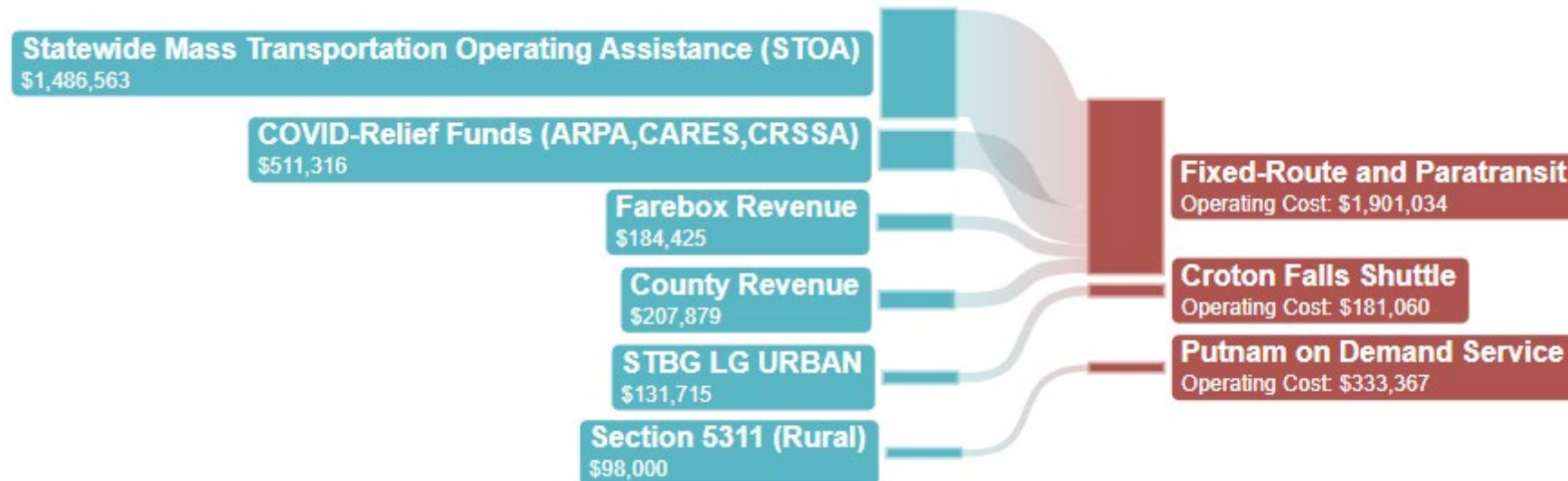
|                                     |        |        |            |
|-------------------------------------|--------|--------|------------|
| Putnam Area Rapid Transit           |        |        |            |
| 1st Quarter Ridership 2026 vs. 2025 |        |        |            |
| System-Wide                         | 2025   | 2026   | Difference |
| Unlinked Passenger Trips            | 22,497 | 22,832 | 1%         |

- Despite significant decreases in ridership on several routes, overall system ridership actually increased by 1% (due mainly to Putnam on Demand)

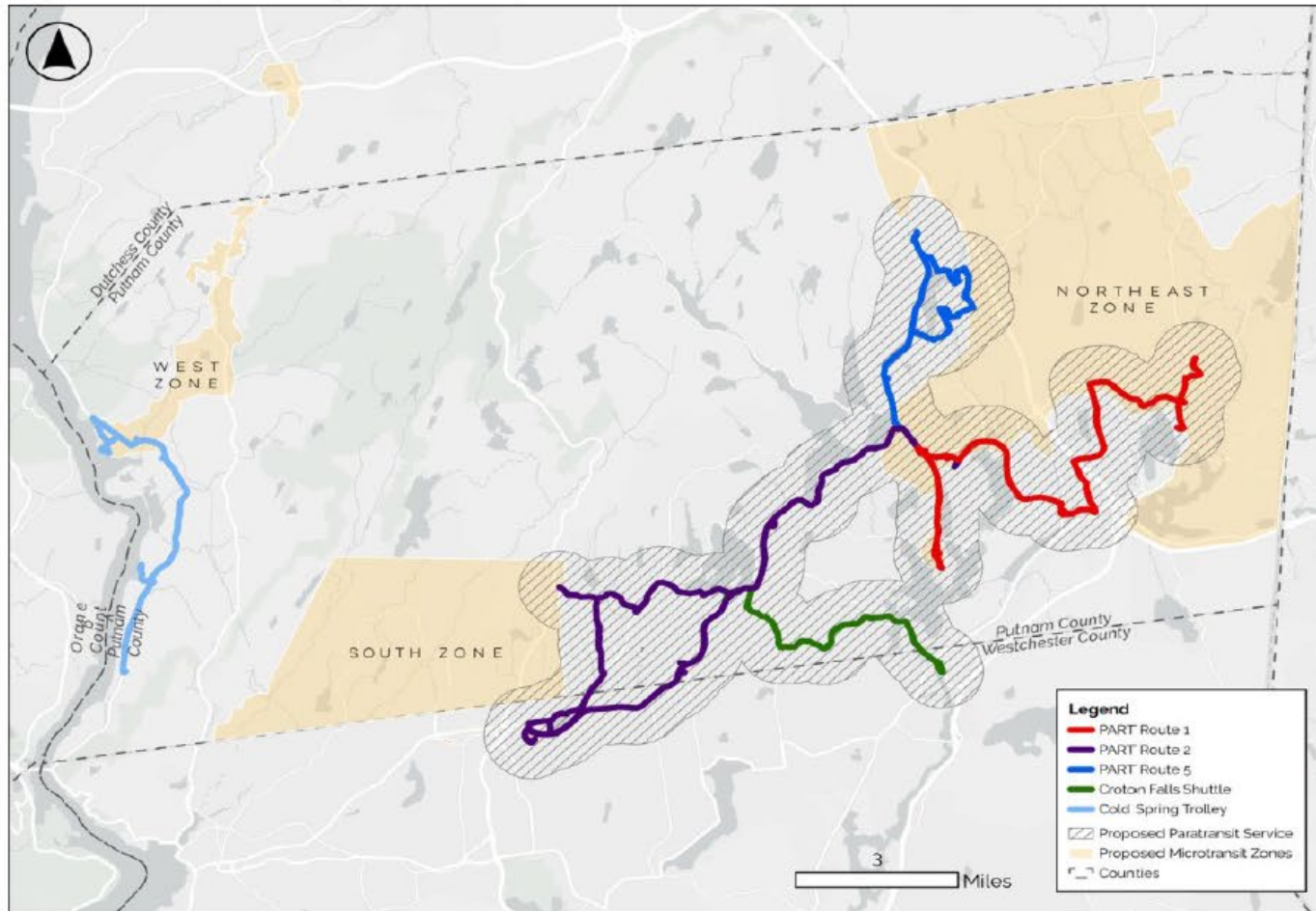
## PART Operations Stats, 2025-2026

- PART operations are funded by a mix of federal, state and local funding sources.
- New York State STOA aid provides the largest source of funding and is based on passengers and vehicle miles
- 2025 will be last year to utilize remaining Covid-19 relief funds for operating expenses

### 2025 PART Operating Expenses and Fund Sources



# The Proposed System At a Glance



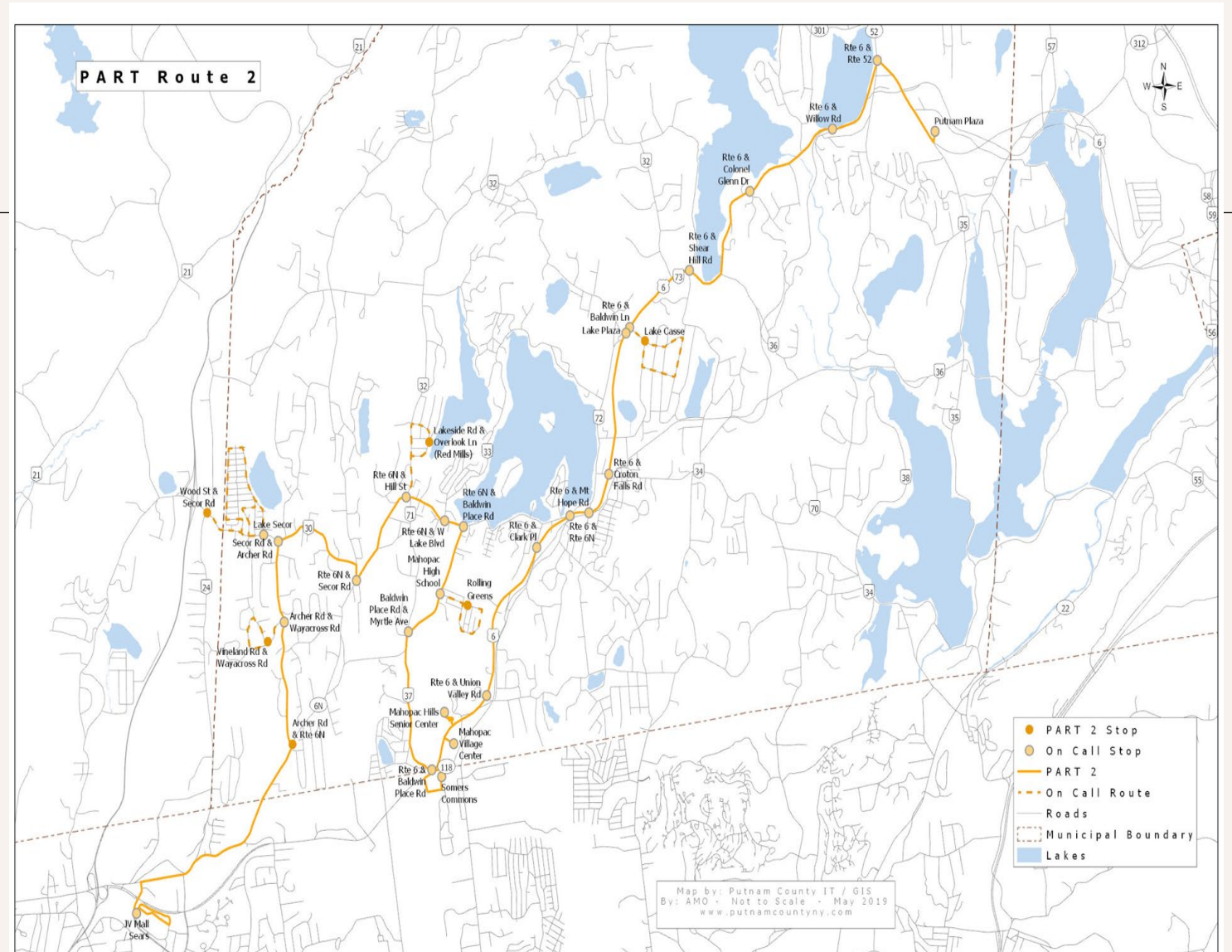
## AT A GLANCE

- Same number of fixed routes just refined for directness and frequency.
- Microtransit expands from one zone to three.
- Paratransit adjusts with fixed-route coverage, supplemented by microtransit.
- New out-of-county paratransit and microtransit service connections to Dutchess and Westchester

# Implementation Plans

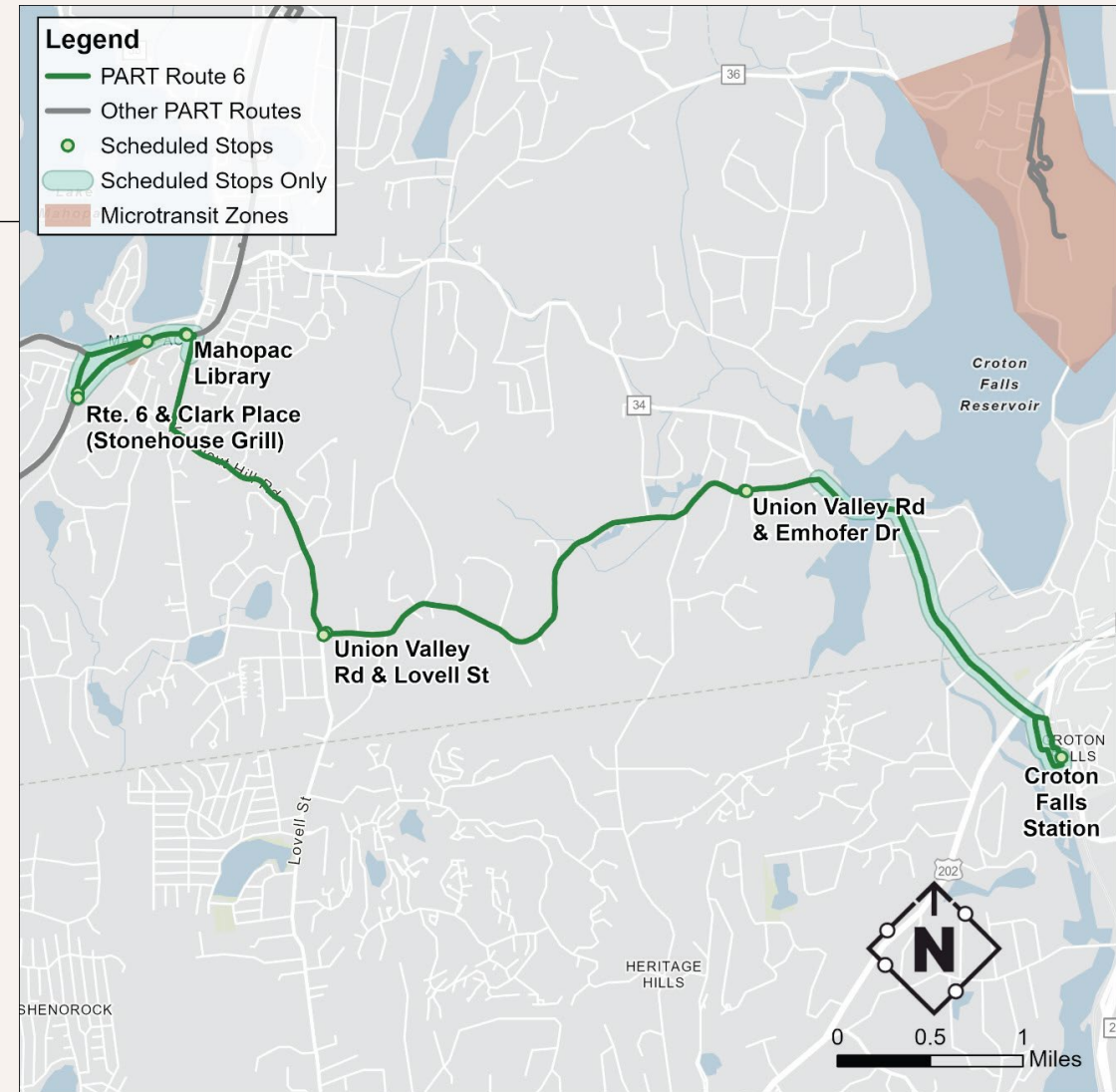
## PART 2 Route – Mahopac

Add Peak Hour Service for hourly headway instead of every 2 hours.



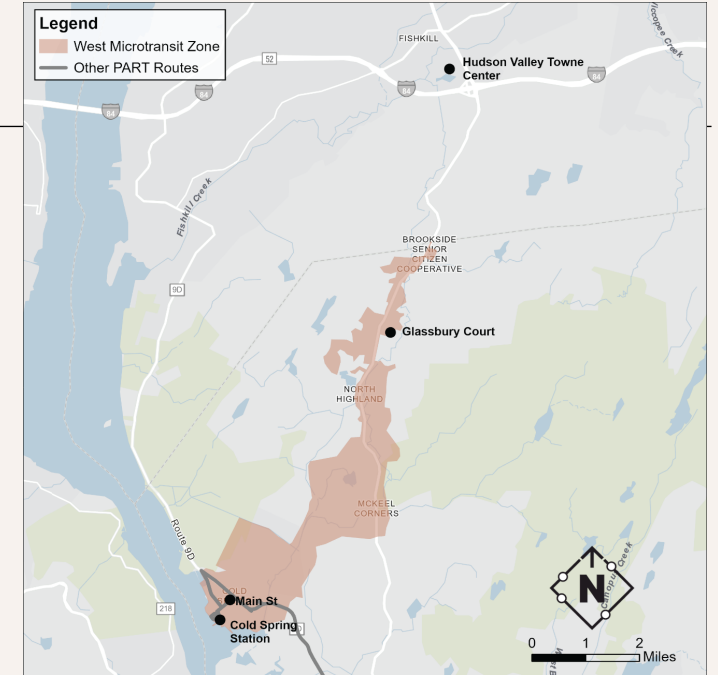
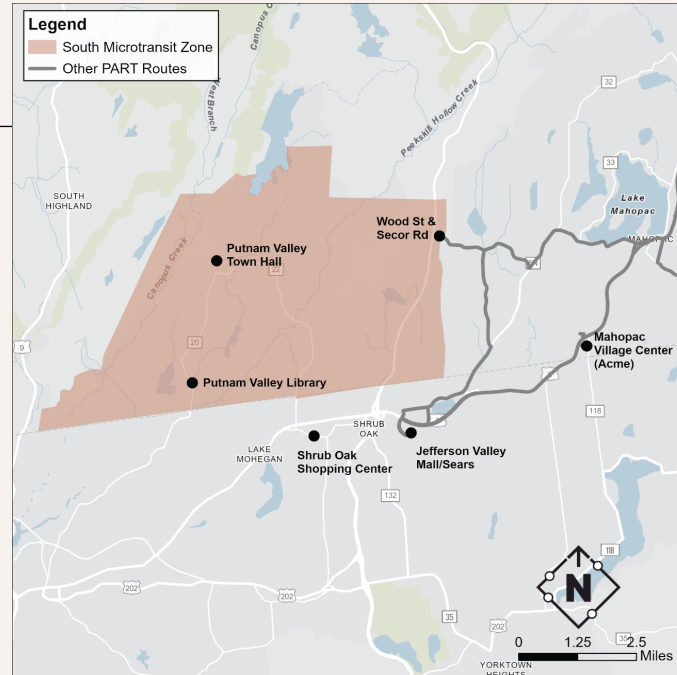
# Implementation Plans

Croton Falls Shuttle –  
Realign route from  
Croton Falls Road to  
Union Valley Road



# Implementation Plans

Add Two New Microtransit Zones in Putnam Valley and Philipstown



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# Long-term Recommendations

| COUNTYWIDE ENHANCED MOBILITY PROGRAM                                                                                                                                                                                                                                                                                                                                     | ADDITIONAL IMPROVEMENTS                                                                                                                                                                                                                 |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>The service could prioritize:</p> <ul style="list-style-type: none"><li>• ADA-certified riders traveling outside the current ADA boundary;</li><li>• Individuals with disabilities;</li><li>• Transportation disadvantaged populations;</li><li>• Residents in areas with limited fixed-route transit access.</li><li>• Would require Section 5310 funding.</li></ul> | <ul style="list-style-type: none"><li>• Further analysis of recommendations for fixed route modifications.</li><li>• Bus Stop Infrastructure and Passenger Amenities.</li><li>• Public-Facing Information and Communications.</li></ul> |

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# Questions?

