

Super Transit Zones Development Study

Scope of Work

A. Objective

RTS is interested in developing areas of high frequency public transportation service to meet the demand prompted by popular destinations, job sites and dense residential areas when the increased service is determined to be financially sustainable. If it is determined that high frequency service areas can be developed in a financially sustainable manner, the result will be the creation of Super Transit Zones along existing bus routes, where citizens can rely on frequent service connecting them to high-demand destinations. A major focus of this project would be creating more job access from dense residential areas to dense employment areas.

An additional focus of this project is increase service frequency during off-peak times when RTS has buses and operators are currently being underutilized. This will result in more service being available to our customers and increased operational efficiency at little additional cost.

RTS will internally develop a project to assess the current system and identify existing locations and/or future opportunities where high frequency service would increase access to jobs, and thus quality of life and economic development.

B. Background

The RTS service area has evolved over time and RTS has responded to those changes through the evaluation and redesign of service to match community and customer needs. However, specific transit corridors have experienced a greater than normal pressure for higher frequency. The impetus for this demand occurs between areas of concentrated employment and dense residential and commercial locations. RTS has reacted to the best of its ability by increasing frequency along specific corridors (examples: Hudson, Dewey and Henrietta), however, resources may be more efficiently deployed by understanding the right level of frequency and by identifying other opportunities to deploy similar type of service.

The Rochester area, in particular, finds itself at a crucial moment to address particular challenges related to poverty and the need for access to jobs. Super Transit Zones with high frequency service would play a critical role in addressing this challenge; while at the same time providing a new level of service as transportation needs in our area evolve.

C. Tasks

1. Establish an internal project advisory committee and hold an initiation meeting.
2. Assess the system's highest ridership areas/segments and the operational viability of these segments.
3. Conduct a financial analysis, including the identification of time of day where buses and operators may be utilized in financially sustainable way.
4. Develop and complete a customer survey.
5. Determine implementation strategy/schedule, including a pilot project to test feasibility.
6. Conduct a public outreach meeting.

D. Products

1. A draft report (1 hard copy, 1 electronic copy)
2. A final report (1 hard copy, 1 electronic copy)
3. An executive summary (including a photocopy-ready executive summary of the project report and its findings for purposes of GTC Planning Committee and Board agenda item transmittal) (1 hard copy, 1 electronic copy)
4. Data and graphic maps of the study area (in electronic format)
5. Public meeting materials

E. Public Participation Plan*

1. Develop and complete a customer survey
2. Conduct a public outreach meeting

**Note: UPWP-funded projects such as this one that are classified as "Technical/Data Collection" do not require public input.*

F. Schedule

1. Scope of work approved – July 2016
2. Project Initiation meeting – July-August 2016
3. Collect/analyze data – August-October 2016
4. Alternatives developed – October-December 2016
5. Determine implementation capacity – January-March 2017
6. Recommendations selected – April-June 2017
7. Draft report completed – July-August 2017
8. Final report completed – September-November 2017

G. Project Budget

Sources of Funds		Uses of Funds	
	<u>FY 2016-17</u>		<u>FY 2016-17</u>
<u>Federal Funds</u>		<u>GTC</u>	
FHWA	\$0	Staff	\$0
FTA	96,059	Contractual	0
Subtotal	<u>\$96,059</u>	Subtotal	<u>\$0</u>
 <u>Matching</u>		 <u>Other</u>	
<u>Funds</u>		<u>Agency</u>	
State (In-kind)	\$0	Staff	\$96,059
Local (In-kind)	10,116	Contractual	0
Local (Cash)	0	In-kind Exp.	10,116
Subtotal	<u>\$10,116</u>	Subtotal	<u>\$106,175</u>
 <u>Total</u>	 <u>\$106,175</u>	 <u>Total</u>	 <u>\$106,175</u>