14,000 + daily weekday riders
912 square mile service area
43 bus routes, including two summer-only routes
2 service types - fixed route & paratransit (SCAT)
CHALLENGES FOR SUFFOLK COUNTY TRANSIT

DECLINING RIDERSHIP

Individual Passenger Boardings (in Millions)

- 2013: 6.4
- 2014: 6.2
- 2015: 5.8
- 2016: 5.3
- 2017: 5.0

ESCALATING OPERATING COST

Operating Cost (in $ Millions)

- 2008: 14
- 2013: 24
- 2016: 32
- 2017*: 34

- Fixed
- SCAT

LAGGING SUBSIDY

2016 Operating Costs

- Annual Revenue: 12%
- County: 53%
- State Aide: 32%
- Federal Aide: 3%

* Route cuts were made in Oct 2016
CHALLENGES FOR SUFFOLK COUNTY TRANSIT

LACK OF TRANSIT OPTIONS: *Same fixed-route transit solution for very diverse geographic areas*

<table>
<thead>
<tr>
<th>Area</th>
<th>Population</th>
</tr>
</thead>
<tbody>
<tr>
<td>5 Western Towns – 62%</td>
<td>5 Eastern Towns – 38%</td>
</tr>
</tbody>
</table>

- 91%
- 9%

LACK OF DATA AVAILABLE TO INFORM TRANSIT PLANNING: *Just beginning to collect real-time data (TransLoc, AVL)*

- 2014: Started Installation of Automatic Vehicle Location (AVL) in Para-transit buses
- 2015: Started Installation of AVL in fixed route transit buses
- 2016: Launch of TransLoc Rider App (real time passenger information)
- 2017: AVL Status – 100% - Transit; 80% - Para-transit
- 2018: Fast FareBox; Automatic Passenger Counters (APC)

Mobile Ticketing is being explored
OPPORTUNITIES FOR SUFFOLK COUNTY TRANSIT

COUNTY’s PAST
- Decades of low-density residential and commercial land use sprawl
- Predominantly auto-dependent communities
- 30 year old fixed-route transit – “one size fits all” solution

COUNTY’s RECENT INITIATIVES
- Compact walkable downtowns; mixed use developments
- Transit oriented developments
- Investments for improved transportation infrastructure

OPPORTUNITIES!
- Evaluate and reimagine the transportation network
- Offer better and efficient mobility services to more people
- Develop a more resilient system aligned with evolving technologies and needs
STUDY PROCESS AND TIMELINE

November 2016 – June 2018

- Trip Pattern Analysis of Work Trips
- SCT System and Route Review
- Socio-economic analysis
- Identification of Transit Service Gaps & Potential Transit Markets

TRANSIT ANALYSIS

- Development of Mobility Suite - Optimized Transit, Transportation Network Companies (TNCs), Vanpooling, Microtransit, Bikeshare
- Mode Evaluation and Suitability Assessment
- Mobility Suite Evaluation Matrix

MOBILITY SUITE

- Strategies and actions to improve suburban mobility
- Focused on transit planning approach, infrastructure and technology improvements, and stakeholder engagement

STUDY RECOMMENDATIONS
SCOPE OF THIS PRESENTATION for MMN - TNCs

- Trip Pattern Analysis of Work Trips
- SCT System and Route Review
- Socio-economic analysis
- Identification of Transit Service Gaps & Potential Transit Markets

TRANSIT ANALYSIS

MOBILITY SUITE
- Development of Mobility Suite - Optimized Transit, Transportation Network Companies (TNCs), Vanpooling, Microtransit, Bikeshare
- Mode Evaluation and Suitability Assessment
- Mobility Suite Evaluation Matrix

STUDY RECOMMENDATIONS
- Strategies and actions to improve suburban mobility
- Focused on transit planning approach, infrastructure and technology improvements, and stakeholder engagement
TRANSPORTATION NETWORK COMPANIES (TNCs)

FEATURES
Use of online platforms to connect passengers with drivers for point-to-point trips. Increased convenience – ease of mobile reservations and payments, information on travel times, wait times and pricing, ability to incorporate some form of carpooling.

POTENTIAL BENEFITS
- Offer services seamlessly where fixed route transit is inefficient, expensive or otherwise difficult to provide
- Provide feeder services in low-density areas that connect passengers to other higher utilized modes, such first/last mile service to LIRR
- Reduce dependence on car ownership and offer increased mobility for non-drivers (e.g., teenagers or seniors).
- Improve transportation planning efforts and support data driven planning through the provision of data from mobility providers.

CAUTIONS / CONCERNS
- Emerging mobility services cannot replace high quality mass transit as the most efficient service in high density corridors.
- Recent data and studies have shown that in some urban areas, TNCs have drawn riders away from mass transit and led to increased traffic congestion due to added TNC trips
- TNCs are generally less accessible to those without access to smart phones.
<table>
<thead>
<tr>
<th>Theme</th>
<th>Criteria</th>
<th>Ranking</th>
</tr>
</thead>
<tbody>
<tr>
<td>Planning and Policy Impacts</td>
<td>Supports Connect Long Island Goals</td>
<td>Moderate</td>
</tr>
<tr>
<td></td>
<td>Supports 2035 Master Plan transit and development goals</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Potential to support and/or enhance current or planned County Investments</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Legislative/regulatory Effort</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Ability to serve new and underserved Transit Markets</td>
<td></td>
</tr>
<tr>
<td>Transportation Performance</td>
<td>Relative Capacity</td>
<td>Strong</td>
</tr>
<tr>
<td></td>
<td>Relative Travel Time</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Increases Multimodal Choices</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Reliability</td>
<td></td>
</tr>
<tr>
<td>Environmental + Sustainability Performance</td>
<td>Congestion Mitigation</td>
<td>Failure</td>
</tr>
<tr>
<td></td>
<td>Encourages Smart Growth Development</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Fuel Consumption</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Traffic Noise</td>
<td></td>
</tr>
<tr>
<td>User Experience</td>
<td>Predictability</td>
<td>Strong</td>
</tr>
<tr>
<td></td>
<td>Ease of Use</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Comfort</td>
<td></td>
</tr>
<tr>
<td></td>
<td>User cost</td>
<td></td>
</tr>
<tr>
<td>Economic Feasibility</td>
<td>Ease of Implementation</td>
<td>Strong</td>
</tr>
<tr>
<td></td>
<td>Potential for Sponsorships / funding partnerships</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Available Funding Sources</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Financial Scalability</td>
<td></td>
</tr>
<tr>
<td>Activity Density</td>
<td>Type of Trip</td>
<td>Ranking</td>
</tr>
<tr>
<td>---------------------------</td>
<td>-----------------------------------------------------</td>
<td>---------</td>
</tr>
<tr>
<td><strong>Medium to High</strong></td>
<td>Work</td>
<td>Fair</td>
</tr>
<tr>
<td>Activity Density</td>
<td>Connectivity</td>
<td>Good</td>
</tr>
<tr>
<td><strong>Medium to High</strong></td>
<td>Commercial / Institutional / Recreational</td>
<td>Good</td>
</tr>
<tr>
<td>Activity Density</td>
<td>School (HS / College)</td>
<td>Fair</td>
</tr>
<tr>
<td><strong>Low / Special</strong></td>
<td>Work</td>
<td>Fair</td>
</tr>
<tr>
<td>Activity Density</td>
<td>Connectivity</td>
<td>Good</td>
</tr>
<tr>
<td><strong>Low / Special</strong></td>
<td>Commercial / Institutional / Recreational</td>
<td>Good</td>
</tr>
<tr>
<td>Activity Density</td>
<td>School (HS / College)</td>
<td>Fair</td>
</tr>
</tbody>
</table>

*Activity Density Threshold – 1000 / square mile*

*Low / Special Density – Shelter Island, East Hampton, Southold, Southampton, Riverhead*

*Medium - High Density – Brookhaven, Smithtown, Huntington, Islip, Babylon*
KEY FINDINGS ON TNCs

TNCs HAVE POTENTIAL TO GREATLY IMPROVE FIRST AND LAST MILE SERVICE IN LOW DENSITY AREAS – BY SUPPLEMENTING FIXED ROUTE TRANSIT AND PROVIDING CONNECTIONS FOR RIDERS AT LIRR STATIONS.

Access to Transit Score index was calculated based on access via walkability to transit routes analyzed with quantity and frequency of route service. A score of 10 is for the areas with highest transit access in Suffolk County, and zero represents areas with the lowest (or no) transit access.
KEY FINDINGS ON TNCs

TNCs SCORED HIGHLY FOR SERVING CONNECTIVITY TRIPS IN HIGH-DENSITY AREAS – COULD BE UTILIZED FOR FIRST AND LAST MILE SERVICE.

PARTNERSHIPS WITH TNCs CAN BE EXPLORED TO PROVE AND SUBSIDIZE TRIPS TO DESIGNATED DESTINATION WITHIN CERTAIN CATCHMENT AREAS.

Relevant Case Studies:

PSTA Uber Partnership - Direct Connect
St Petersburg, FL

KCATA Transdev Partnership - RideKCFreedom
Kansas City, MO
THANK YOU

click to view
Final Study Report

click to view
Complete Presentation