

## Introduction

This chapter provides the public transportation element of the RFATS 2045 Long Range Transportation Plan (LRTP), covering local transit, inter-city bus services, and inter-city or commuter rail services.

In the past, providing convenient and reliable transit service within the RFATS region has faced a number of challenges:

- The population is broadly distributed across the RFATS region at relatively low densities. Transit, like other public services, is more cost-effective when it serves a higher number of residents per mile.
- Safe, comfortable transit use relies heavily on a network of sidewalks, safe street crossings, and lighting because most regular transit users walk or bike to and from a given stop.
- Transit efficiency is improved when the area's road system is relatively interconnected. This makes it easier to design streamlined bus routes that do not require turnarounds or back-tracking.

Each of the above issues is being addressed to some degree by recent RFATS and local planning efforts. Continued focus on improving these conditions will create the foundation for viable public transportation services for area residents, employees, students and visitors.

## Existing Public Transportation Services

### RFATS Region

The RFATS region does not currently have a fixed-route public transportation system that serves local community needs (although the City of Rock Hill is moving to implement a new local bus service, as discussed later in this chapter). There are, however, a number of available connections to Charlotte.

Existing transit services include:

- Express bus service between downtown Rock Hill and uptown Charlotte (operated by the Charlotte Area Transit System - CATS),
- CATS feeder bus services connecting to the CATS LYNX Blue Line Station (light rail),
- A vanpool program for commuting trips that either begin or end within the Charlotte urbanized area, and
- Demand-response transportation service for portions of the region.

These are described in more detail on the following pages.

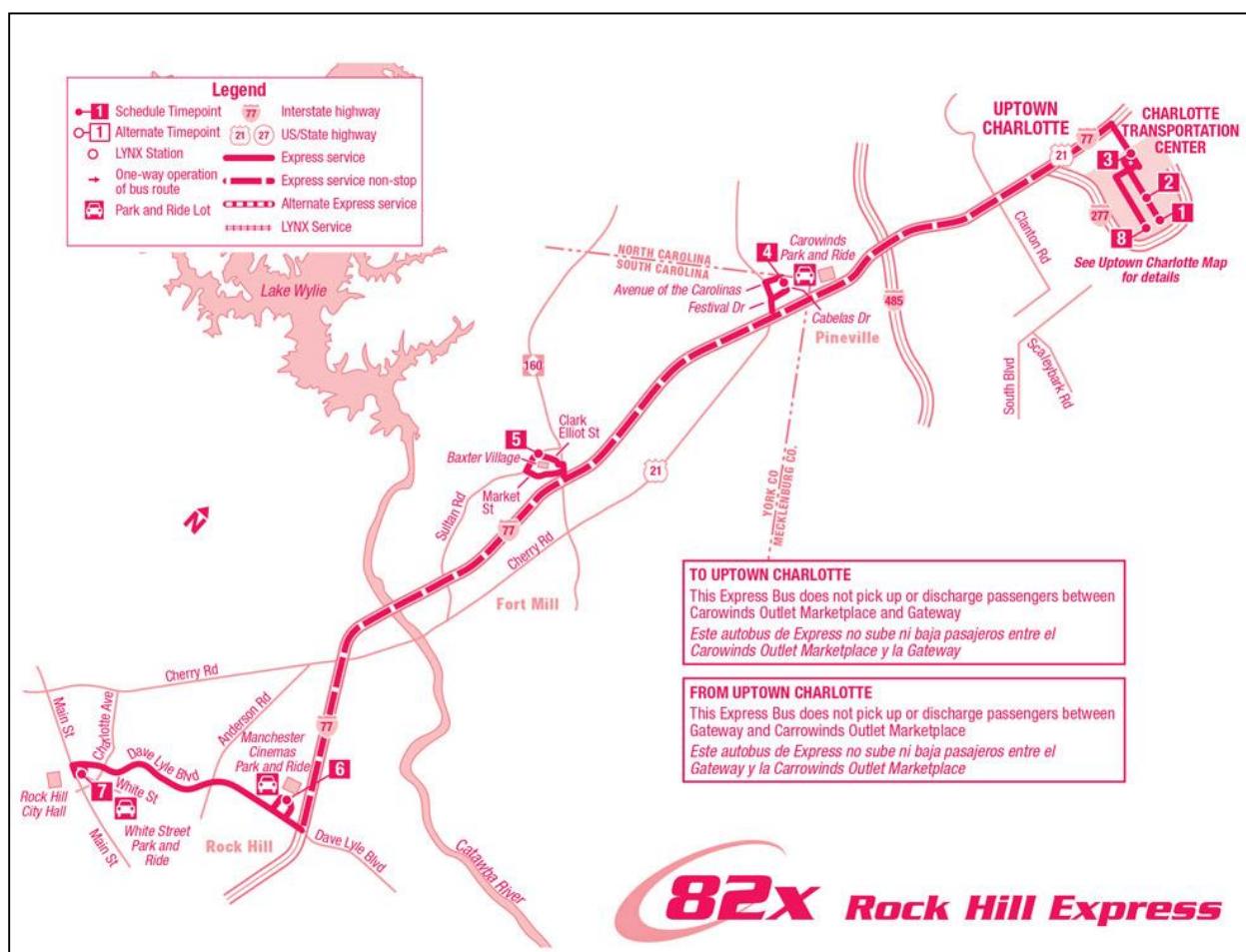
### Charlotte Express Bus Service

The CATS 82X Express Bus Route runs at peak hours on weekdays, connecting uptown Charlotte with several stops in the RFATS Study Area (Figure 8.1):

- Rock Hill Park and Ride lot in downtown Rock Hill,
- Manchester Cinemas (a park-and-ride lot adjacent to I-77),
- Baxter Village in Fort Mill, and
- Carowinds/Cabela's.

This route provides service to area residents who commute to jobs in Charlotte and is funded through a cost-sharing arrangement between CATS and RFATS.

**Figure 8.1 - CATS Express Bus Route 82X**



82x Rock Hill Express - WEEKDAYS						
Inbound						
7	6	5	4	3	8	
White Street Park and Ride	Manchester Cinemas	Baxter Village	Carowinds Park and Ride	Gateway on Trade	3rd & McDowell	
5:40a	5:50a	6:04a	6:15a	6:33a	6:43a	
6:10a	6:20a	6:34a	6:48a	7:12a	7:22a	
6:30a	6:42a	6:57a	7:11a	7:42a	7:52a	
7:00a	7:12a	7:27a	7:44a	8:15a	8:25a	

82x Rock Hill Express - WEEKDAYS						
Outbound						
1	2	3	4	5	6	7
4th & McDowell	Charlotte Trans. Center	Gateway on Trade	Carowinds Park and Ride	Baxter Village	Manchester Cinemas	White Street Park and Ride
4:10p	4:15p	4:23p	4:52p	5:06p	5:19p	5:27p
4:40p	4:45p	4:53p	5:31p	5:45p	5:58p	6:06p
5:10p	5:15p	5:23p	6:01p	6:15p	6:28p	6:36p
5:45p	5:49p	5:55p	6:20p	6:32p	6:44p	6:52p

Source: CATS online schedules, August 2016

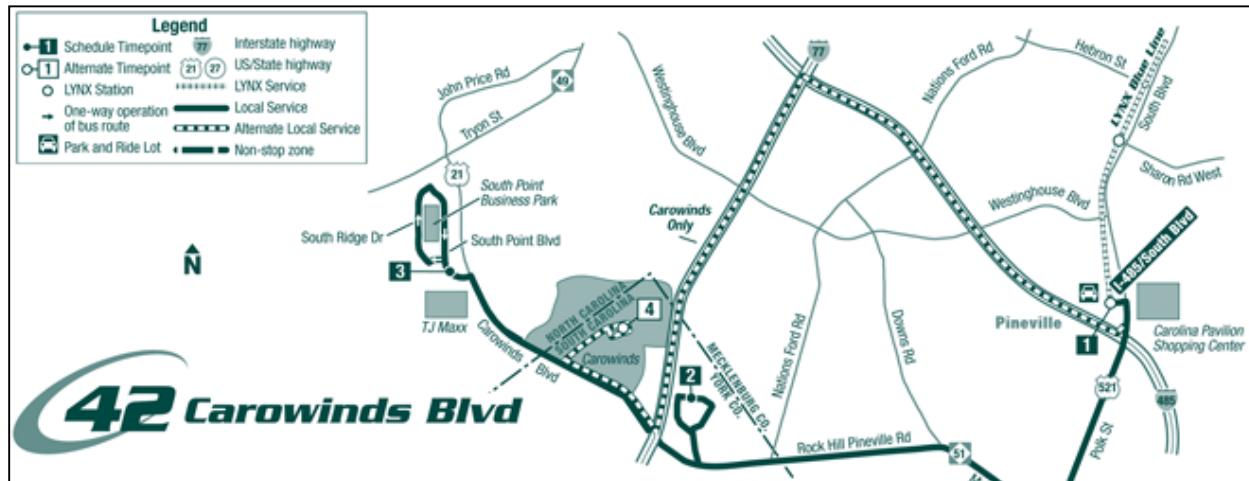
Recent MPO transit planning efforts have identified opportunities to expand the use of Route 82X with “reverse commuters.” Instead of running empty on its initial morning trip from Charlotte to the RFATS area to pick up riders, the bus might be able to transport Charlotte-area workers who are employed in the Kingsley Park area of Fort Mill. The same operation would occur in the late afternoon, transporting area residents home from Charlotte and then picking up Kingsley Park workers to carry them back to Charlotte. This arrangement could yield increased revenue for the 82X and help eliminate additional trips from area highways.

#### Lynx Blue Line Feeder Bus Route

The northern end of the RFATS region has a bus service connection to the Charlotte LYNX Blue Line light rail system. (**Figure 8.2**). CATS Route 42 operates during weekday peak periods only from the I-485 light rail station to the Wells Fargo Home Mortgage office and South Point Business Park. It also provides service from the I-485 light rail station to the Carowinds amusement park. Service to Carowinds fluctuates based on park operating hours and is suspended when the park is closed during the off-season.



Figure 8.2 - CATS Bus Route 42



42 Carowinds - WEEKDAYS				
Inbound				
No	1	2	3	4
Not	Southpoint Business Park	Wells Fargo	Carowinds Amusement Park	LYNX I-485 Station
-----	-----	8:50a	9:10a	
-----	-----	9:30a	9:50a	
-----	-----	10:25a	10:45a	
-----	-----	3:20p	3:40p	
3:45p	3:59p	-----	4:13p	
-----	-----	4:25p	4:45p	
4:15p	4:31p	-----	4:49p	
-----	-----	5:10p	5:30p	
5:15p	5:31p	-----	5:49p	
-----	-----	5:55p	6:15p	
-----	-----	6:35p	6:55p	
1	-----	7:25p	7:45p	
2	-----	8:10p	8:30p	
3	-----	8:50p	9:10p	
4	-----	9:30p	9:50p	
4	-----	10:10p	10:25p	
5	-----	10:55p	11:10p	

42 Carowinds - WEEKDAYS				
Outbound				
No	1	2	3	4
Not	LYNX I-485 Station	Wells Fargo	Southpoint Business Park	Carowinds Amusement Park
-----	6:30a	6:42a	6:52a	-----
6:45a	6:57a	7:07a	-----	
7:18a	7:30a	7:40a	-----	
8:30a	-----	-----	8:50a	
9:10a	-----	-----	9:30a	
10:05a	-----	-----	10:25a	
3:00p	-----	-----	3:20p	
4:05p	-----	-----	4:25p	
4:50p	-----	-----	5:10p	
5:35p	-----	-----	5:55p	
6:15p	-----	-----	6:35p	
1	7:05p	-----	7:25p	
2	7:50p	-----	8:10p	
3	8:30p	-----	8:50p	
4	9:10p	-----	9:30p	
4	9:50p	-----	10:10p	
5	10:35p	-----	10:55p	

1=TRIP ONLY OPERATES WHEN PARK CLOSES AT 6 PM OR LATE	2=TRIP ONLY OPERATES WHEN PARK CLOSES AT 7 PM OR LATE	3=TRIP ONLY OPERATES WHEN PARK CLOSES AT 8 PM OR LATE	4=TRIP ONLY OPERATES WHEN PARK CLOSES AT 9 PM OR LATE	5=TRIP ONLY OPERATES WHEN PARK CLOSES AT 10 PM OR LATE
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1=TRIP ONLY OPERATES WHEN PARK CLOSES AT 6 PM OR LATE	2=TRIP ONLY OPERATES WHEN PARK CLOSES AT 7 PM OR LATE	3=TRIP ONLY OPERATES WHEN PARK CLOSES AT 8 PM OR LATE	4=TRIP ONLY OPERATES WHEN PARK CLOSES AT 9 PM OR LATE	5=TRIP ONLY OPERATES WHEN PARK CLOSES AT 10 PM OR LATE
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Source: CATS online schedules, August 2016

### CATS Vanpool Program

CATS sponsors a vanpool program that makes vans and minivans available to commuters (generally 5 to 15) who wish to share rides to a common destination that is usually not served by regular CATS service. One vanpool member agrees to serve as driver; the other passengers pay a fare which CATS uses to help cover the cost of insurance, fuel, and maintenance. The RFATS area currently has a few vanpools operating to employment destinations such as Duke Energy.

The 2015 *RFATS Urbanized Area Transit Implementation Study* outlines potential steps for a “piggy-back” vanpool program which would provide another option to commuters whose origin and destination are both within the RFATS region. In cases where vanpools originate in northern York and Lancaster counties, vanpool costs not covered by the riders themselves could come from the portion of Charlotte Section 5307 urbanized area funds that are distributed to South Carolina.

### *York County Access*

York County Access is a demand-response service providing public transportation for residents of rural York County and the Rock Hill Urbanized Area. It is a cooperative effort of York County and the City of Rock Hill, and is operated by the York County Council on Aging.

The service is available on weekdays between 6:00 AM and 6:00 PM. Rides must be scheduled two days in advance. The service is primarily for seniors, those with limited mobility, and clients of federal social programs. However, service to other riders is provided on a space-available basis as well.

It should be noted that Fort Mill and Tega Cay are not in the Rock Hill Urbanized Area or rural portions of York County, but the Charlotte Urbanized Area that extends across the state line. Due to funding policy restrictions, these residents therefore are not served by the York County Access system, or any other demand-response system, although there is both need and demand in these areas. The 2015 *Transit Implementation Study* finds that portions of Fort Mill score high on transit need, particularly those with high percentages of older adults, youth and low-income households. York County Access staff also report receiving regular requests for service from the Tega Cay/Fort Mill area.

### *Lancaster Area Ride Service (LARS)*

Similar to York County Access, the Lancaster Area Ride Service, or LARS, operates Monday through Friday from 9:00am to 3:00pm on a rotational basis in different geographic areas of the county. This service is operated by the Lancaster County Council on Aging, in partnership with the South Carolina Department of Transportation and Lancaster County. This service provides a “dial-a-ride” option for residents who do not qualify for Medicaid, but do not have transportation alternatives needed for getting to medical appointments. As in the northern section of York County, portions of the panhandle are covered by the Charlotte Urbanized Area and currently govern federal funding availability, which will require resolution of funding eligibility issues in order to maintain consistent service to county residents on a longer

term basis. As noted earlier, SCDDOT is currently providing funding assistance for a transitional period.

### *Inter-City Bus*

Within the U.S., inter-city bus service has historically been provided mostly by Greyhound, its subsidiaries and its business partners. Together these services provide a nationwide city-to-city network, including stops at smaller locations that are not served by either air or rail. They are widely recognized as an affordable option for long-distance travel.

In the past few years, Greyhound has restructured many of its service patterns to concentrate on main flows and make fewer stops. Some smaller communities – including Rock Hill – have lost their inter-city transit connections as a result. The closest available service is now in the neighboring communities of Charlotte, NC and Spartanburg, SC.

Other companies such as Megabus have recently entered the Charlotte market, stimulating price competition. However, the only connections currently offered by Megabus from Charlotte are to Atlanta, Durham, Richmond, and Washington, D.C.

### *Inter-City / Commuter Rail*

**Inter-city passenger rail service** is provided by Amtrak, an arm of the Federal government. Outside the northeastern U.S., the services fall into two kinds: long-distance services, often running once a day, and shorter-distance 'corridor' services, often with several trips per day and usually supported financially by states. Amtrak mostly operates over track owned by freight railroads ('host' railroads). Although Amtrak's operations and expansion have been hampered by budget restrictions, there is increasing political recognition of inter-city rail's potential contribution to energy independence, offering an alternative to highway congestion, and providing resilience in the event of disruption to civil aviation.

Most of South Carolina's Amtrak service only serves the state incidentally, as trains pass through the state. The State makes no contribution to the capital or operating cost of the Amtrak service.

There are currently no passenger rail services within the RFATS region. The nearest Amtrak stations are Charlotte NC, Gastonia NC, Camden SC and Spartanburg SC. (In Charlotte, the station is due to be relocated to a new



downtown intermodal center within the next few years.) These stations are currently served by the following trains:

- *The Crescent* (serving Spartanburg, Gastonia and Charlotte) – a long-distance service between New York and New Orleans. One train each way, daily. Other key destinations en route include Atlanta, Georgia and Birmingham, Alabama. The schedule for this service is determined by the main points on the route, and so the timings at stations near the RFATS area can be inconvenient; currently the train calls at these stations during the late night/early morning in both directions.
- *The Silver Star* (serving Camden) – a long-distance service between New York and Miami. One train each way, daily. Other key destinations en route include Savannah and Orlando. The schedule for this service is determined by the main points on the route, and so the timings at stations near the RFATS area can be inconvenient; currently the train calls at these stations during the late night/early morning in both directions. (Additional services between New York and Florida operate through the eastern part of the state via Florence and Charleston.)
- *The Carolinian* (serving Charlotte) – a long-distance service between Charlotte and New York. One train each way, daily. This is potentially the most useful service for rail passengers living within the RFATS area, as it offers daytime service between Charlotte and the mid-Atlantic states. This train is supported financially by the North Carolina Department of Transportation (NCDOT).
- *The Piedmont* (serving Charlotte) – a short-distance ('corridor') service between Charlotte and Raleigh. This service is supported financially by NCDOT. There are currently three trains each way, daily. NCDOT plans to add a fourth frequency in 2017 and a fifth frequency by 2019.

Locally, Charlotte will remain the main access point for area residents to reach the inter-city rail network, at least in the near-term. There might be future opportunities to extend the *Piedmont* to Rock Hill along the Norfolk Southern track. This would require further study and would almost certainly involve upgraded infrastructure as part of any agreement with the railroad. It might also be possible to extend the *Carolinian* through Rock Hill to Columbia. As with the Piedmont extension, further studies would be required.

A step-change in inter-city rail service could come from the development of a national **high-speed passenger rail** (HSR) network, similar in scope to the interstate highway system, and similar in concept to the high-speed rail networks already in place in other advanced nations and being planned in California. One of the HSR corridors designated by the US Department of Transportation (USDOT) – the Southeast High Speed Rail Corridor – would serve Charlotte, potentially providing access to RFATS area residents.

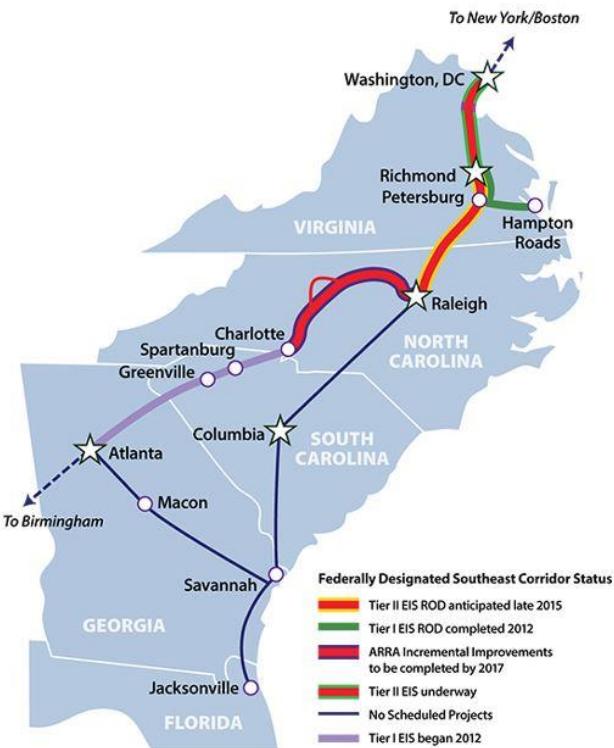
The Southeast HSR Corridor broadly shadows the Norfolk Southern (NS) main line and I-85. It was originally designated as running from Washington, DC through Richmond, VA and Raleigh, NC to Charlotte, NC with maximum speeds of 110 mph. It is part of an overall plan to extend service from the existing high speed rail on the Northeast Corridor (Boston, MA to Washington, DC) to points in the Southeast.

Extensions designated in 1998 included an extension from Charlotte through Spartanburg and Greenville, SC to Atlanta, GA and on through Macon, GA to Jacksonville, FL. It is this extended corridor that passes close to the RFATS region. There are no firm timelines for implementation on any segment.

Environmental studies for the Raleigh-Charlotte segment are complete and incremental improvements along this rail corridor are underway. These improvements, largely funded through the American Recovery and Reinvestment Act, are scheduled to be completed in 2017. The initial technical work suggested that high-speed service could be extended from Charlotte (Downtown) station to a new station (and servicing facility) at Charlotte-Douglas International Airport.

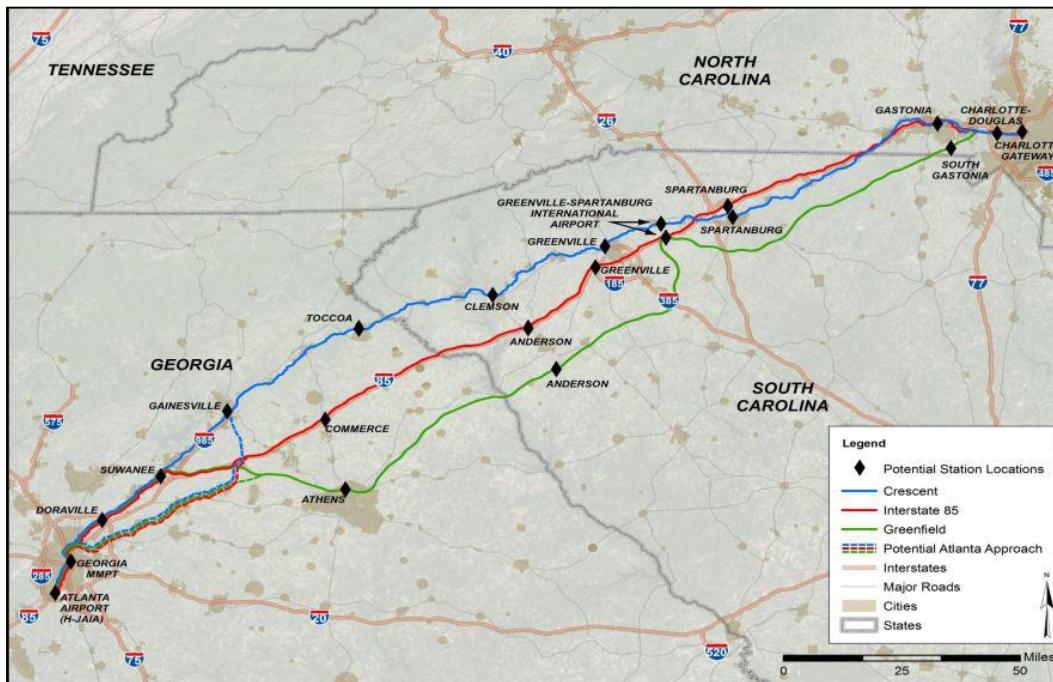
The proposed extension through South Carolina to Atlanta is now being analyzed through a Tier 1 Environmental Impact Statement (EIS), which analyzes potential route alternatives and station locations and is scheduled for completion in 2016. Three potential routes are being studied (**Figure 8.3**):

- The Norfolk Southern (NS) railroad corridor (also referred to as the Southern Crescent Corridor route);



- The I-85 corridor; and
- A “greenfield” corridor which offers the opportunity to define a fully grade-separated route alignment with optimal geometric characteristics for high-speed passenger rail service.

**Figure 8.3: Potential High Speed Rail Routes from Charlotte to Atlanta**



Source: GDOT Project Facts Vol. 2, Atlanta to Charlotte Passenger Rail Corridor Investment Plan, Fall 2015.

Although the two HSR alternatives that would link Rock Hill and Columbia were not carried forward into the current study, the SCDOT *State Rail Plan* notes there is interest in connecting Columbia to the expanding passenger rail network being developed in the Charlotte region.

**Commuter rail services**, which are intended to serve shorter distances within a major metropolitan area, have become increasingly common in recent years. There is now considerable experience in implementing these services on existing railroad corridors, in some cases shared with existing freight services. Typically these new services are operated by local or state agencies as a part of the regional transit system, rather than by Amtrak.

There are currently no active plans for commuter rail service to serve the RFATS region, although SCDOT's Statewide Transit Plan (2014) does identify the Rock Hill to Charlotte corridor as having potential for commuter rail.

An interim option could be to create a bus rapid transit (BRT) link between Rock Hill and Charlotte, as previously studied by the MPO and described further below. The BRT service could ultimately be replaced or supplemented by commuter rail service as ridership grows.

#### *Rock Hill-York County-Charlotte Bus Rapid Transit (BRT) Service*

In 2007 the MPO completed a study of various alternatives to provide high-capacity transit service to and from Charlotte. The *Rock Hill-York County-Charlotte Rapid Transit Study* proposes a Bus Rapid Transit (BRT) line running from downtown Rock Hill via US-21 to the I-485 CATS LYNX Blue Line light rail station (**Figure 8.4**). The BRT line would operate partly on a dedicated bus-way and partly in general traffic.

Starting in downtown Rock Hill, buses would operate in mixed traffic along White Street to Winthrop University. White Street would be extended to Cherry Road, with a station at the intersection of the two streets. From there, buses would operate in a dedicated guide-way along Cherry Road within the existing right-of-way. In locations on Cherry Road where roadway expansion is constrained, buses will operate in the general-purpose lanes, using queue-jump lanes and traffic signal pre-emption to increase bus travel speeds.

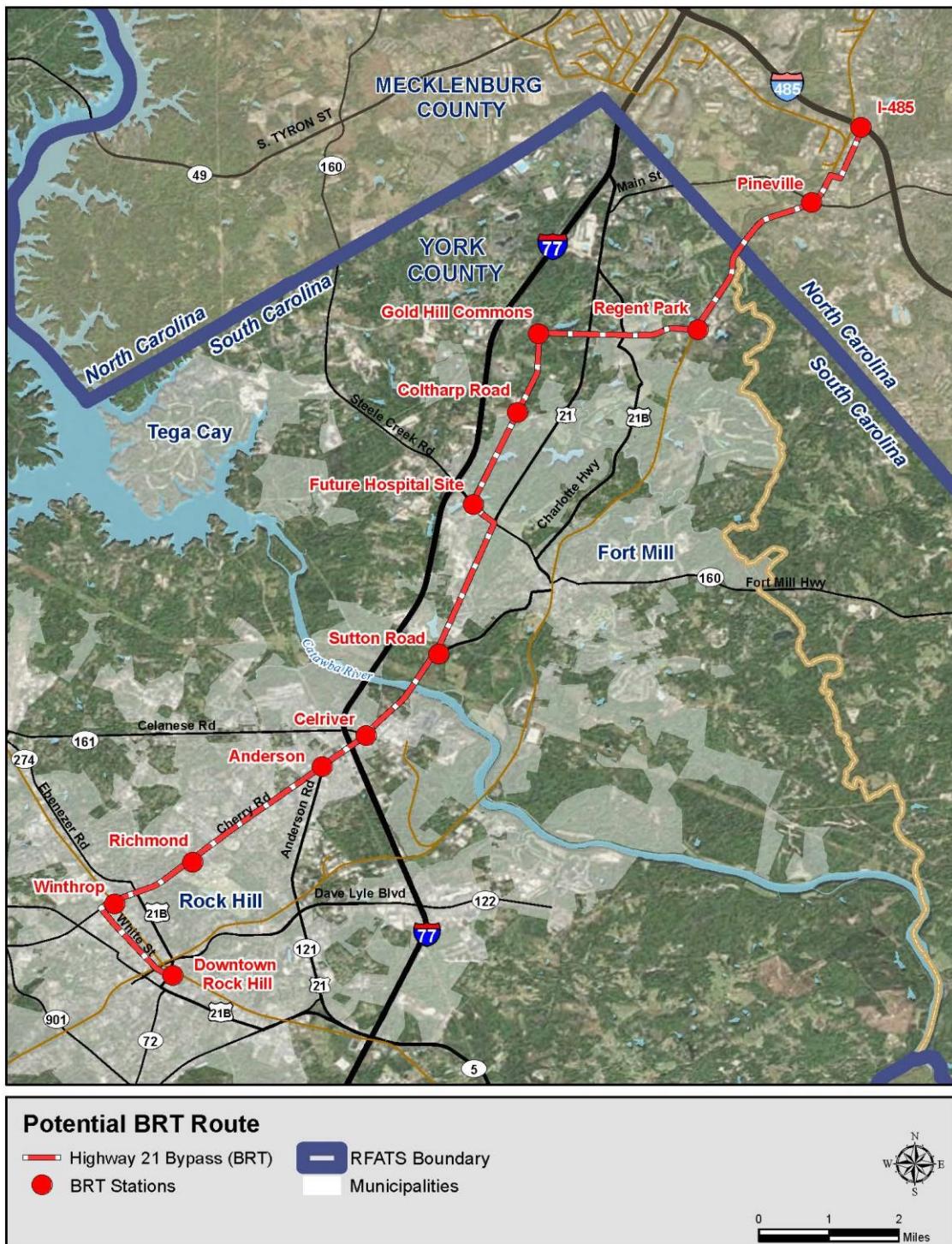
North of the Cherry Road / Anderson Road station, buses would operate in a dedicated guide-way along US-21 to SC-160 in Fort Mill. The service would then travel west a short distance on SC-160 to a new roadway, parallel to US-21 and I-77, extending from SC-160 to Gold Hill Road improving transit access in the Kingsley Park and former Knights Stadium areas.

The service would continue in mixed traffic along York Southern Road from Gold Hill Road toward the Norfolk Southern railroad corridor near Regent Parkway. Here, a dedicated two-lane guide-way would be built parallel to the railroad, extending north to Commerce Drive in Pineville. The service would then operate in mixed traffic along Commerce Drive and South Boulevard to the I-485 station on the CATS LYNX Blue Line.

The BRT scheme also includes a four-mile spur from the Cherry/Anderson station, along Anderson Road and Dave Lyle Boulevard to the Galleria Mall just east of I-77. The spur would have a dedicated two-lane guide-way.

The line would have service every 15 minutes at peak times and every 30 minutes at off-peak times. The hours of operation would match those of the Lynx Blue Line service.

Figure 8.4: Proposed Rock Hill-York County-Charlotte Bus Rapid Transit Service



Source: Rock Hill-York County-Charlotte Rapid Transit Study Locally Preferred Alternative Refined Screening Analysis Report, April 2007.

The study estimates the capital cost of the project between \$511 and 516 million. It recommends four phases of implementation:

- Phase 1: start-up phase with all-day limited-stop service connecting the RFATS Study Area with the I-485 light rail station.
- Phase 2: Addition of local bus service to Tega Cay and Fort Mill and new connections to Gold Hill Commons.
- Phase 3: Implement first stage of exclusive BRT right-of-way segments.
- Phase 4: Implementation of the remaining exclusive BRT right-of-way segments.

The study also recommends focusing on appropriate transit supportive land use and development regulations, connecting major corridor destinations, and preserving rights-of-way for the transit alignment where appropriate through new development areas. These land use recommendations mirror Charlotte's initiatives to make land use and zoning policy changes early in the transit development process in order to make transit projects more viable and competitive for federal funds.

Transit planning efforts by RFATS' partners have echoed the long-term goal of operating BRT along this corridor. Multiple elements of the 2014 SCDOT *Statewide Multimodal Plan* address the issue:

- The *State Transit Plan* identifies BRT as a premium transit need for the Rock Hill/York County to Charlotte, NC corridor. In a statewide survey, BRT was one of the top three responses when respondents were asked what would encourage them to use public transit.
- The *Catawba Regional Public Transit and Human Health Service Coordination Plan*, incorporated as part of the SCDOT Statewide Multimodal Plan, proposes the integration of intercity bus service to connect patrons from the Rock Hill area to high speed rail along the I-85 corridor in Charlotte.

### *Other Regional Express Services*

Several other recommendations for express transit service are discussed in the region's *Transit Service Master Plan*. This planning document was adopted in conjunction with the 2007 *Rock Hill-York County-Charlotte Rapid Transit Study*, and summarized a range of transit service concepts that had been developed up to that point. Key proposals include:

- **82X Rock Hill Express:** After implementation of the US-21 BRT line, the existing Rock Hill express route would be re-designed to complement those operations.
- **Celanese Road Addition:** The *Rock Hill Urban Area Transit Implementation Plan* proposed an additional route for the 82X to connect north Rock Hill with Charlotte. The new route would serve the Celanese Road/SC-161 corridor in Rock Hill.
- **Chester and Lancaster to Rock Hill and Charlotte:** The *Needs and Potential for Coordination of Public Transit Services in the Catawba Region* study identified work trips from Chester and Lancaster to Rock Hill and Charlotte as a transit service need. The study recommended two express bus trips in the morning from both Chester and Lancaster to Center City Charlotte with an intermediate stop at a proposed transit center near Dave Lyle Boulevard and I-77. There would be two return trips from Charlotte in the afternoon, again with an intermediate stop in Rock Hill.
- **Lake Wylie to Charlotte:** York County Planning staff has discussed with CATS the operation of express bus service from Lake Wylie to Center City Charlotte along SC-49 and NC-49. The express route would begin near the intersection of SC-49 and SC-274 and operate during peak hours only.

### *Local Bus Service*

In 2015, RFATS completed an *Urbanized Area Transit Implementation Study*. The report identifies areas with the highest potential transit demand as well as the characteristics necessary to support fixed-route transit service. Key elements of the assessment include analysis of demographic characteristics, evaluation of land use and transportation infrastructure, and identification of activity centers including major employers in the area.

The study also assessed existing transit services in the RFATS region, including the express bus route and demand response program. York County Access ridership data was analyzed to determine the utilization of existing services and to identify where passenger activity is highest.

The study recommends two fixed route services for implementation: one providing local service in the Rock Hill area, and the other serving the Tega Cay/Fort Mill area.

The routes originally recommended in the study [for the Rock Hill](#) area were further refined through additional input and analysis, resulting in the

decision to move forward with local bus service for the four routes shown in **Figure 8.5**:

- A downtown circulator, anchored to the north and south by Winthrop University and Knowledge Park;
- Cherry Street, with service extending to the Riverwalk area;
- Dave Lyle Boulevard, with service extending to York Technical College and the Rock Hill Galleria Mall; and
- A Saluda Street/Hospital route which extends northward to Piedmont Medical Center and also provides access to destinations along Heckle Boulevard.

In February 2017, the Rock Hill City Council approved the submittal of the application to the Federal Transit Administration (FTA) necessary to launch the local bus system. The transit service – free to riders – is proposed to operate 14-15 hours per day, with three routes operating on 1-hour headways and the fourth on a 30-minute headway.

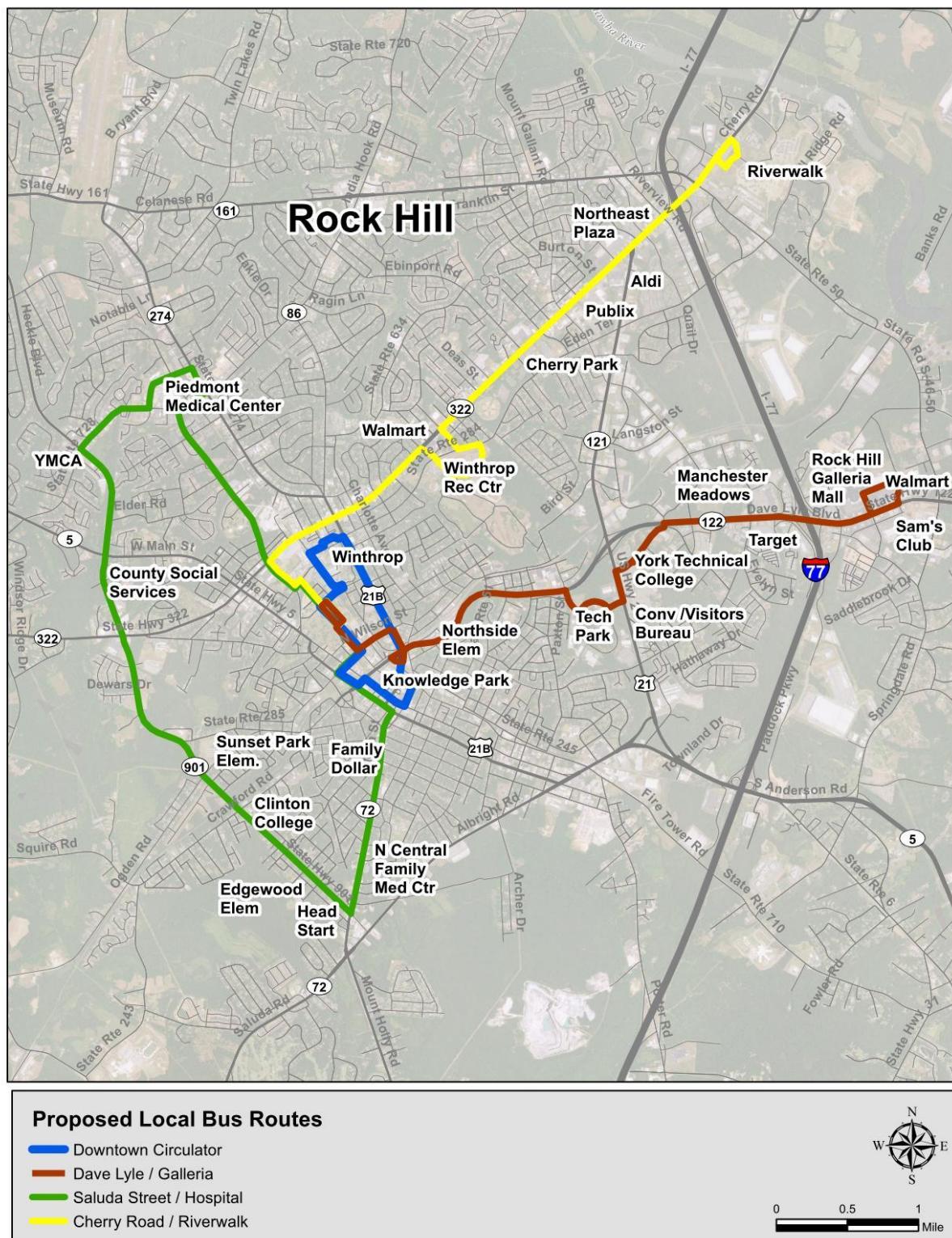
There are plans to offer a free smartphone-based application that will provide riders with real time information about the current location and expected arrival time for the next bus at their stop. Free WiFi is also planned onboard, along with outlets for charging phones. The proposed buses are to be electric buses, which supports RFATS goals for improving the regional air quality.

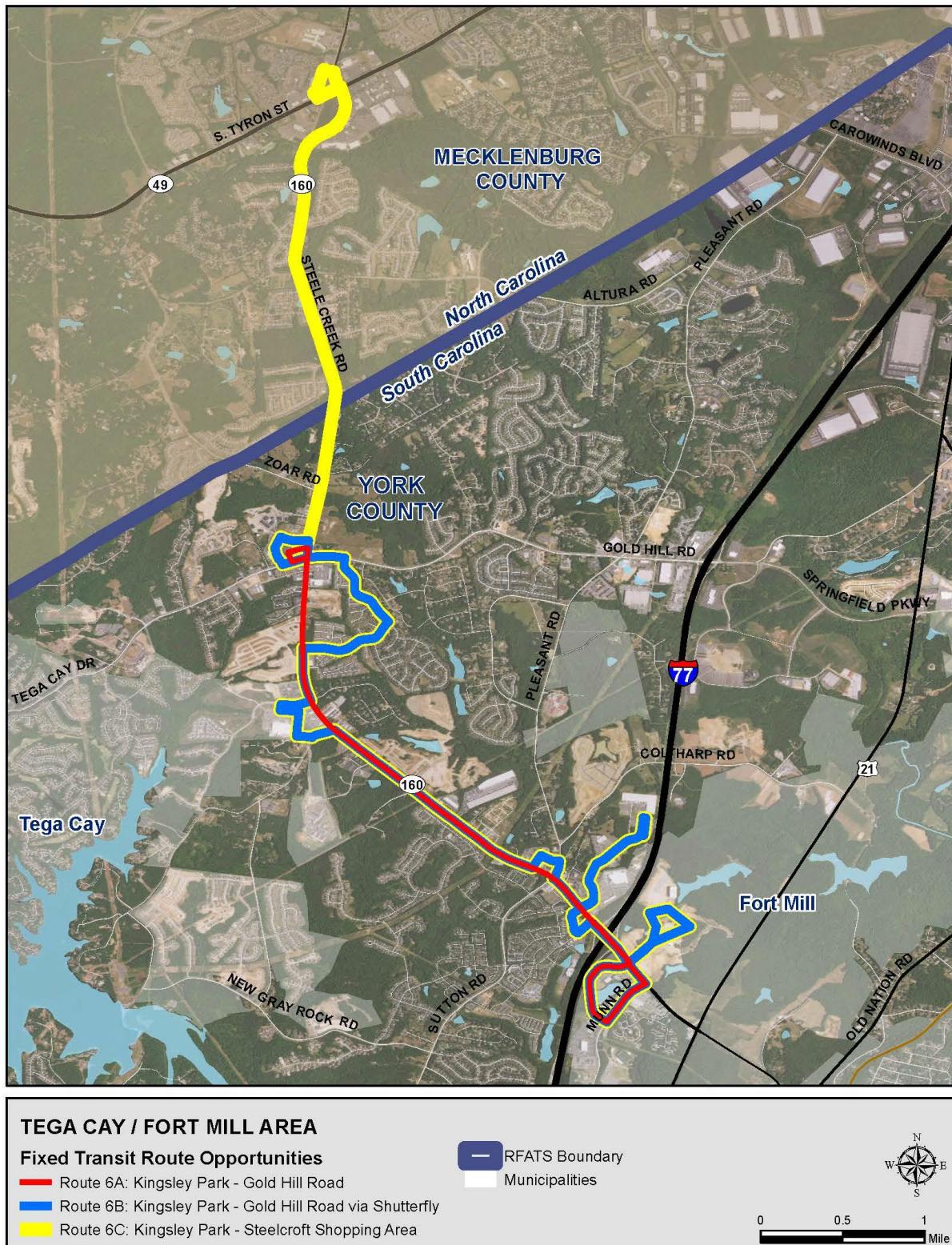
Procurement of buses is anticipated to begin in 2017, with fixed route service planned to begin in fall 2018. The City of Rock Hill will utilize FTA urbanized area (Section 5307) funds, local general funds, and contributions from partner agencies to purchase buses and operate the service.

The RFATS *Urbanized Area Transit Implementation* Study also identified potential fixed route bus service within the Tega Cay/Fort Mill area. **Figure 8.6** shows route options for serving the SC 160 Corridor:

- Route 6A: Efficiency-Focused Approach (more direct)
- Route 6B: Coverage-Focused Approach (less direct to provide easier access by pedestrians)
- Route 6C: Regional Connectivity-Focused Approach (less direct, extends into southern Charlotte)

Figure 8.5: Planned Local Bus Routes, Rock Hill Area



**Figure 8.6: Potential Fixed Route Options, Fort Mill & Tega Cay Area**

As noted earlier, the study also discusses opportunities to expand demand-response service so that it is available to all residents, including those in the Tega Cay/Fort Mill and Lancaster County panhandle areas.

## Stakeholder Input

A number of comments were received from citizens regarding public transit needs. Multiple people commented that the LYNX should be extended into York County, at least to the Carowinds area. Others suggested modifications to the existing express bus service to improve travel times for commuters who want to go directly to and from uptown Charlotte. Interest was expressed in a service that would connect Rock Hill to the LYNX at times other than commuting hours, to allow participation in regional cultural activities. Others noted the importance of local transit service to provide access to jobs and educational opportunities.

## Recommendations

- RFATS should continue to assist in interagency negotiations to ensure demand-response service is available in areas where current funding arrangements and boundaries have created gaps in service.
- The region should also pursue the options suggested in the *Transit Implementation Study* to make ridesharing programs available to commuters whose trips begin and end within the RFATS region. Ridesharing could help meet some trip needs for residents in areas where fixed-route public transportation is not yet available.
- RFATS should consider sponsoring efforts to raise local leaders' awareness of the role that public transportation and ridesharing play in economic prosperity. People with reliable access to transportation are better able to obtain – and maintain – employment, and workforce availability is important to the region's continued growth. Transit also plays an important role in quality of life, especially for people who do not, or cannot drive.
- RFATS and local jurisdictions should continue to explore opportunities for funding various elements of the *Transit Implementation Study* and the proposed BRT corridor. This should include considering whether, and to what extent, the flexible surface transportation funds (which have traditionally been seen as highway funds) could increasingly also be used for public transportation projects.

- RFATS and local jurisdictions should monitor the extent to which the region is implementing the conditions needed for successful public transportation: higher-density development, a safe sidewalk and bicycling network, and a more interconnected road system.