

RMTP EXECUTIVE SUMMARY

MAY 2016

rapid. reliable. regional.

Regional Master Transit Plan

RTA

**REGIONAL
TRANSIT AUTHORITY**
OF SOUTHEAST MICHIGAN



The RTA was created to introduce premium transit options and maximize existing resources.

.....

About the Regional Master Transit Plan

High-quality regional transit is essential to expand access to jobs, education, and all of the places that matter in our daily lives – and to build a stronger and more competitive regional economy.

Today, Southeast Michigan is the only major metropolitan area in the country without a true regional transit system. The RTA was created to introduce premium transit options and maximize existing resources.

The organization has spent the past year engaging with the public to develop an equitable and sustainable transit vision that connects Wayne, Washtenaw, Oakland and Macomb counties. The Regional Master Transit Plan (RMTP) is the result. The RMTP sets forth a detailed, fiscally constrained plan that will deliver rapid transit service, regional connections, enhanced coordination, increased paratransit service, and additional local service to move our region into the future. It will create a future transit system that is:



To get you where you need to go quickly and efficiently, with more frequent and faster service.



To get you where you need to go on time, without wondering when or if a bus will come.



To get you to the places you want to go throughout Southeast Michigan via a seamless, coordinated system – whether it's to work, home, school, shopping or entertainment.

Challenges with the Current System

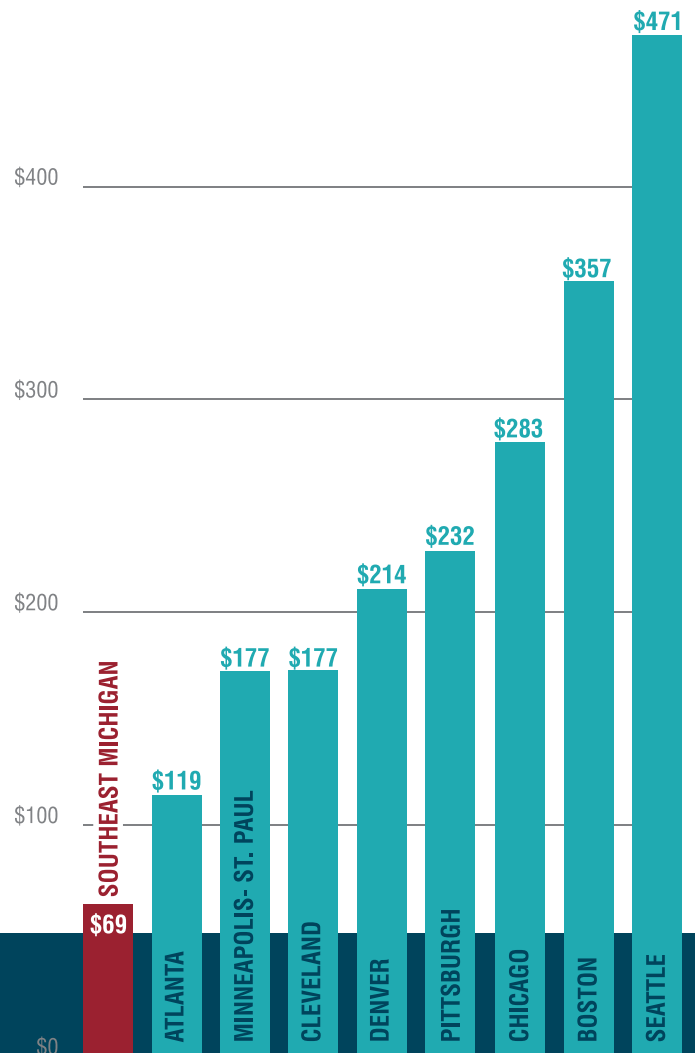
Over the past two years, the RTA held more than 100 community meetings and public engagement sessions and conducted an extensive technical analysis of the state of transit in our region today.

The challenges with our current transit system that were identified during this process are summarized below.

- **Our lives take us across local borders, but our transit system cannot.** Riders generally must transfer between DDOT and SMART when travelling to and from Detroit, often with significant wait times. Only limited connections exist between Washtenaw County and the rest of the region, and there is no convenient service between Metro Detroit the airport. Many communities and job, education, health care, and entertainment centers are hard to reach – or not connected at all.
- **Service is infrequent and unreliable.** Although there has been much recent improvement, existing providers still have issues with on-time performance. Very few routes (14%) provide service at least every 30 minutes, even during peak periods (rush hour). Off-peak and weekend service runs even less frequently – closer to once an hour. Hours of services provided are also too short to meet riders' needs.
- **No modern rapid transit options exist** to provide fast and frequent service to jobs, sporting events, and other destinations across the region – or to spark economic development along the region's major corridors.
- **Transit needs to be safe and secure**, with lighting, shelters, cameras, and other features to enhance not only security, but convenience.



TRANSIT OPERATING SPENDING PER CAPITA (2014)



92% OF JOBS IN THE REGION
are not accessible within a
60-minute transit trip. Source: SEMCOG

- **Paratransit service for seniors and people with disabilities is uncoordinated and needs to be expanded.** The lack of a seamless regional system even for “curb-to-curb” paratransit service makes it challenging for seniors and individuals with disabilities to move throughout the region, as transfers between providers are often required.

The fundamental challenge is that **transit in Southeast Michigan is underfunded and uncoordinated.** Our four-county region invests less in public transportation – \$69

per capita – than any other major metropolitan region. The current providers – SMART, DDOT, AAATA, and the People Mover – each provide the best service they can with the resources they have, and within the specific geographic area they serve. But we don’t have a true regional transit system that links Wayne, Washtenaw, Oakland, and Macomb counties. We don’t have the **rapid, reliable** and **regional** transit we need to connect people to jobs and opportunity, provide independence for seniors and individuals with disabilities, and strengthen our economy.

Many people have no way to get to their jobs, medical appointments, or other services because there is no public transportation available. As the population ages, more people are going to need public transportation. The economy cannot grow if transportation doesn’t either.

73% OF DETROIT
MILLENNIALS
want better access to mass transit.

Source: Crain's Detroit Business

The Benefits of the Plan

THE BENEFITS OF IMPROVING TRANSIT

The RTA is the only agency with the power to deliver this coordinated and connected system and the modern rapid transit options every 21st century region needs to grow and compete. The RMTP will provide high-quality, reliable transit access (within ¼ mile) to:

- Over 946,150 jobs
- Over 1,125,450 residents
- 23 colleges and 310 schools and Head Start facilities
- 22 hospitals
- Over 100 grocery stores, 410 parks and 47 libraries

The RMTP will connect our communities; expand access to jobs, education, and the places we need to go most; enhance independence for seniors and individuals with disabilities; provide modern, rapid transit options to get to work or the game; and improve the overall quality of life in our region.

If mobility is restrained, it limits our ability to grow as a region.

Sandy Baruah

President and CEO, Detroit Regional Chamber of Commerce

HOW THE PLAN WILL BENEFIT THE REGION

An economic study by the American Public Transportation Association found that for every \$1 communities invested in public transportation, about \$4 is generated in economic returns. The RTA also completed an economic study using the Regional Economic Models, Inc. (REMI) tool to analyze the economic impact of transit spending within the region. The analysis found that Southeast Michigan will experience substantial economic benefits over the 20-year period from 2017 to 2036 by implementing the RMTP. These benefits are experienced by all four counties within the RTA region.

Over the next 20 years, investment in new transit is projected to directly support 67,000 new jobs, add \$6 billion in additional gross regional product, and increase personal income by \$4.4 billion. The evidence is compelling: the analysis results indicate that people use public transportation for two reasons – to spend money and to make money. Southeast Michigan could use a lot more of both!

ALL FOUR COUNTIES WITHIN THE SOUTHEAST MICHIGAN RTA REGION WILL EXPERIENCE SUBSTANTIAL ECONOMIC BENEFITS OVER THE 20-YEAR PERIOD FROM 2017 TO 2036 BY IMPLEMENTING THE RMTP, WHICH IS PROJECTED TO ...

SUPPORT
67,800
REGIONAL JOBS

ADD **\$6 BILLION**
GROSS REGIONAL PRODUCT

SUPPORT INCREASE IN
PERSONAL INCOME OF
\$4.4 BILLION

The Future of Transit in Southeast Michigan

The RMTP builds on and coordinates current service and introduces premium new rapid transit options to connect our four counties with rapid, reliable and regional service. The key elements of the plan are:



Bus Rapid Transit (BRT)

BRT will offer the features of rail – including dedicated lanes and large, well-designed stations – to provide fast and frequent connections and spark new economic development along our region's main corridors. BRT is proposed on the following corridors:

- Woodward Avenue between downtown Detroit and Pontiac
- Gratiot Avenue between downtown Detroit and M-59
- Michigan Avenue between downtown Detroit and the Detroit Metro Airport
- Washtenaw Avenue between downtown Ann Arbor and downtown Ypsilanti



Regional Rail

Ann Arbor to Detroit regional rail service will deliver the long sought rapid transit link between Washtenaw and Wayne counties. Stations are planned in Ann Arbor, Ypsilanti, Wayne, Dearborn, and the Detroit New Center Amtrak station.



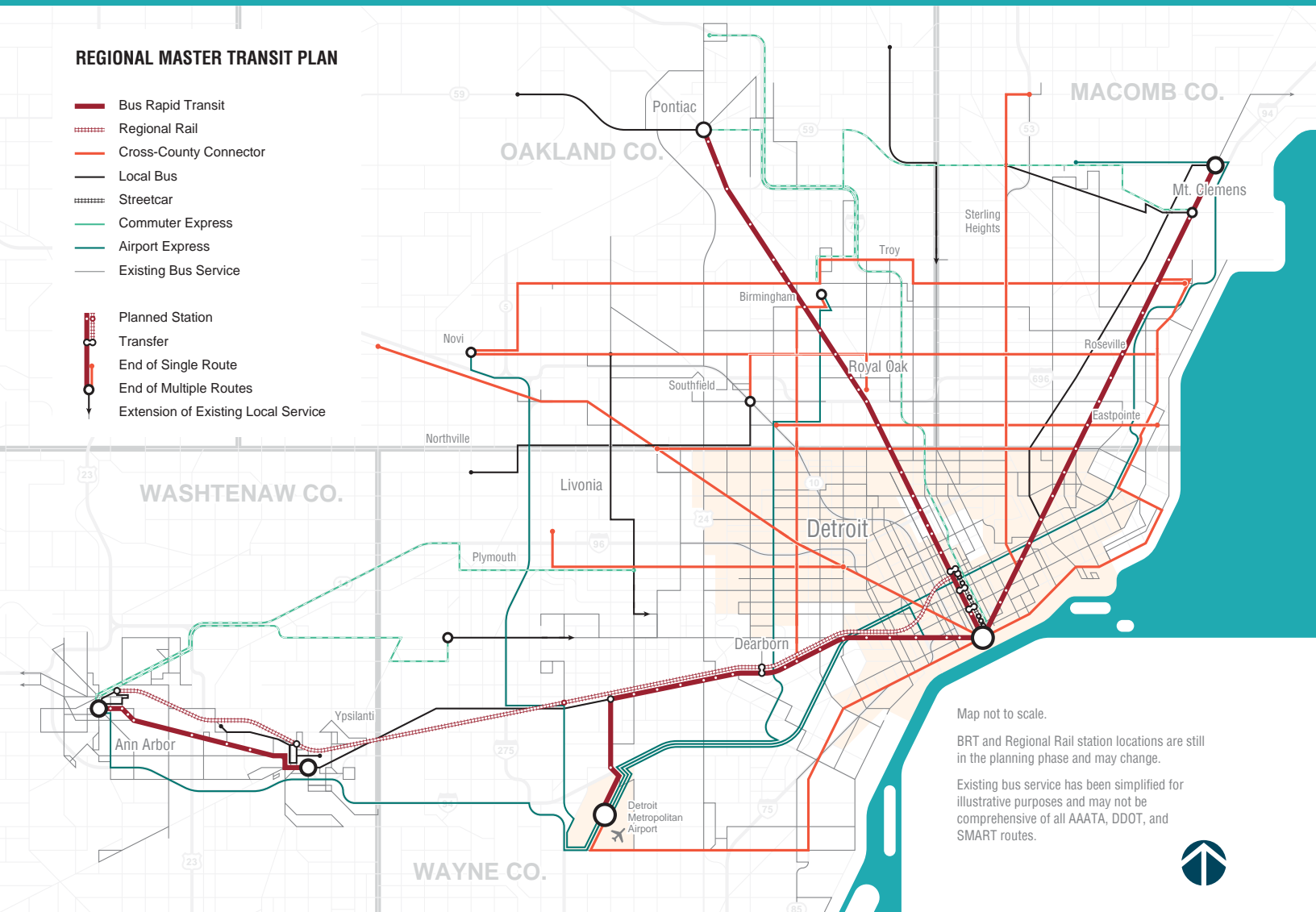
Cross-County Connectors

New Cross County Connector service will provide frequent, seamless service on our major regional routes significantly reducing the need for transfers between systems and long wait times. This service will be delivered as a partnership with the existing providers, building on and coordinating existing service.

REGIONAL MASTER TRANSIT PLAN

- Bus Rapid Transit
- Regional Rail
- Cross-County Connector
- Local Bus
- Streetcar
- Commuter Express
- Airport Express
- Existing Bus Service

- Planned Station
- Transfer
- End of Single Route
- End of Multiple Routes
- Extension of Existing Local Service



Map not to scale.

BRT and Regional Rail station locations are still in the planning phase and may change.

Existing bus service has been simplified for illustrative purposes and may not be comprehensive of all AAATA, DDOT, and SMART routes.



Cross County Connectors are planned for the following corridors:

- 12 Mile - East
- 12 Mile - West
- 15 Mile
- 8 Mile
- 9 Mile
- Grand River
- Greenfield
- Jefferson/Detroit
- Fort/Eureka
- Van Dyke
- Plymouth



Commuter Express

Commuter Express service will offer high-quality, limited stop service to provide commuters a convenient new option to get to work. Planned routes include:

- M-59 with stops in Pontiac, Troy, Utica, and Mount Clemens
- Ann Arbor-Plymouth-Livonia new service
- Canton Express upgraded service between Ann Arbor and Canton
- I-75 from Auburn Hills to Detroit



Airport Express

Airport express service will provide comfortable, convenient and affordable express service to the airport from destinations throughout the region. Services to Detroit Metro Airport will be offered from:

- Ann Arbor
- Downtown Detroit
- Macomb County
- Oakland County
- I-275 (Oakland County)
- Ypsilanti



New/Extended Local Service

New/Extended Local Service will link communities and job centers with little or no transit service into the system to complete a regional network that truly connects our communities. The following routes are included in the plan:

- Canal
- Dequindre (Route 494) extension to Rochester
- Ford Road (Route 250) extension to Sheldon
- Groesbeck Highway
- Highland
- Middlebelt South (Route 280) extension to Farmington Hills
- Northville extension to Southfield
- Ypsilanti Local Connector

Regional Services (Not Mapped)

Would include the implementation of an integrated regional fare card, a centralized call center, strategic transit stop location, synchronized schedules between different transit providers, and comprehensive mobility management.

PARATRANSIT

The Americans with Disabilities Act (ADA) requires any transit providers that receive federal funding to provide complementary transportation services for people with disabilities. Services are required to and from destinations located within 1/3 mile of a fixed transit route, plus "islands" surrounded by the route corridors that are no more than 2 miles in width or length. Paratransit services beyond ADA requirements are optional and funded with local resources or additional grants. Paratransit could involve dial-a-ride services and may also serve the elderly.

DEMAND RESPONSE TRANSPORTATION

DRT services provide transportation options for people unable to use regular transit services, often where regular transit is not practical. DRT may include options like door-to-door or flex route services.

MOBILITY MANAGEMENT

Mobility management helps people understand their travel options and matches users to their best travel choice regardless of transportation provider.



Paratransit/Mobility Management

Mobility Management helps people understand their travel options and match users to the most appropriate travel choices available throughout the region regardless of what transportation provider is offering those services. The RTA program would increase spending on these services by 33% to better serve people in Southeast Michigan who are unable to use regular transit services or where fixed-route transit service is not practical. The program will include a regional mobility management program, expansion of ADA and non-ADA Paratransit Services, on demand services, more coordination, innovative mobility solutions like partnerships with ridesharing for first mile and last mile connections and to serve hard to reach areas and a transportation demand management program.

MAKING IT REAL

To make **rapid, reliable, regional** transit a reality, voters in Southeast Michigan will be asked to consider a **1.2 mill** property tax increase on November 8, 2016. This equals about **\$8 a month** for the average home assessed at \$78,000, to create a regional transit network for Macomb, Oakland, Washtenaw and Wayne counties that will:

- Provide rapid, reliable regional transit connections to improve the quality of life in our region
- Ensure mobility independence for seniors and people with disabilities
- Boost our economy by attracting and retaining businesses, employers and talented people making Southeast Michigan competitive with other regions

The RTA is not just another bus company! The RTA is the only agency with the power to deliver this coordinated and connected system and its modern rapid transit options.

How Much will the Plan Cost?

The RMTP delivers the rapid, reliable, regional service needed to solve the region's most fundamental transit challenges and move our region forward. By building on and coordinating existing service at every opportunity, the RMTP does this in the most cost-effective way possible.

The RMTP carefully considered the future operating and capital costs of each route, and a rigorous financial model was developed to identify costs and funding required to deliver and operate this plan for 20 years. To make this vision a reality, the RMTP will require a **1.2 mill** property tax increase – equal to about **\$8 a month** for the average home in our region.

WHAT WILL IT COST ME?

A **1.2** regional transit millage is a \$1.20 property tax for every \$1,000 of assessed value of a home. Assessed value is determined as half the market value of a home.

\$78,856

The average assessed value in
Southeast Michigan

THIS EQUALS ABOUT

\$95 / 

per year for the average home

LESS THAN

\$8 PER MONTH
ON AVERAGE

83% OF OLDER
AMERICANS

say **public transit provides easy access** to things in everyday life.

Source: TransFORM Kansas City



RTA Board of Directors

Paul Hillegonds, Chair

City of Detroit

Mary Lisa Franklin*
Freman Hendrix

Macomb County

Julie Gatti*
Donald Morandini
Roy Rose

Oakland County

Jean Chamberlain*
Chuck Moss
Steve Potter*
Timothy J. Soave
Matthew Wirgau*

Washtenaw County

Elisabeth (Liz) Gerber
Richard Murphy
Alma Wheeler Smith

Wayne County

Mark Gaffney
Dr. Curtis L. Ivery*
Sonya Mays

* Former Board Member

Transit Providers



Ann Arbor Area Transportation Authority (AAATA)
Matt Carpenter, CEO



Detroit Department of Transportation (DDOT)
Dan Dirks, CEO



Detroit Transportation Company (DTC)
Barbara Hansen, General Manager



Suburban Mobility Authority for Regional Transportation (SMART)
John C. Hertel, General Manager



M-1 RAIL
Matt Cullen, CEO

RMTP Project Team

HNTB Corporation
Berg Muirhead and Associates
E. Austell Associates, Inc.
Hamilton Anderson Associates
Nelson\Nygaard
Social Coop Digital Media
Textizen

Regional Transit Authority of Southeast Michigan

Michael Ford
CEO

Tiffany Gunter
Deputy CEO, COO

Virginia Lickliter
Office Manager, Staff Accountant,
Executive Administrative Assistant

Ben Stupka
Planning & Financial Analysis Manager

Travis Gonyou
Communications Outreach & Communications Manager

Lucas Reigstad
Transportation Planner

The Regional Transit Coordinating Council

John Hertel, Director

A special note of appreciation to the RTA's predecessor, the Regional Transit Coordinating Council, and its Director John Hertel. The RTCC paved the way for the RTA and brought a wealth of transit planning, managing, and funding experience to Southeast Michigan. Without the tremendous contributions of the RTCC and Mr. Hertel, the Regional Master Transit Plan would not be possible.

The People of Southeast Michigan

The Regional Master Transit Plan would not be possible without support, participation, and feedback from the people of Southeast Michigan. The passion for better transit fueled the planning process and helped us create a plan for Southeast Michigan, by Southeast Michigan.

CHECK OUT THE FULL REGIONAL MASTER TRANSIT PLAN

Visit our website and download the Regional Master Transit Plan, find a meeting near you, or get involved: www.rtamichigan.org

TELL US WHAT YOU THINK

Connect with us to tell us what you think about the Regional Master Transit Plan. Your input will help shape the future of regional transit in Southeast Michigan.

1001 Woodward Avenue, Suite 1400
Detroit, MI 48226
313-402-1020

Call: 313-402-1020
Email: info@rtamichigan.org

RTA ON SOCIAL MEDIA



Facebook

facebook.com/RTAmichigan



Twitter

twitter.com/RTAmichigan



**REGIONAL
TRANSIT AUTHORITY**
OF SOUTHEAST MICHIGAN