



# Overview Presentation

## Ann Arbor Transportation Commission



**RTA**

**REGIONAL  
TRANSIT AUTHORITY**  
OF SOUTHEAST MICHIGAN

**RTA**

**Background**

# What is the RTA?

- RTA Enabled through PA 387 of 2012
- Historical Context
  - Four separate fixed route operators (soon to be five!)
  - 20+ attempts at regional coordination
  - Lowest per-capita spending among major metros
  - Local communities opt out of funding creating a patchwork system

# What is the RTA?

- What's unique about the RTA?
  - Four counties and City of Detroit
  - Regional governance
  - Authority over state/federal transit funds
  - Mandated Regional Master Transit Plan
  - BRT / Commuter Rail Corridor Studies
  - Opportunity to seek local funding

# Planning Context

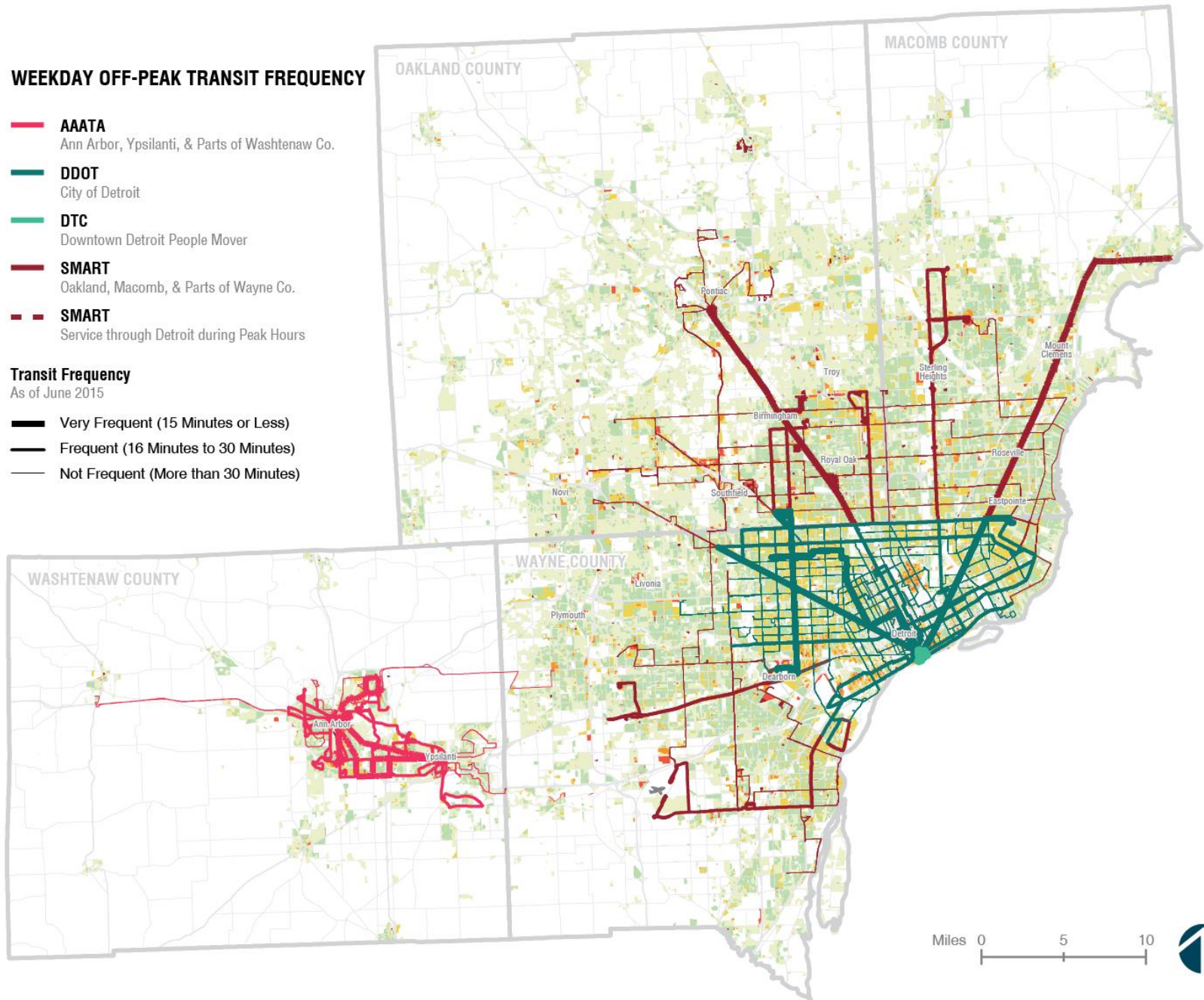
## WEEKDAY OFF-PEAK TRANSIT FREQUENCY

- **AAATA**  
Ann Arbor, Ypsilanti, & Parts of Washtenaw Co.
- **DDOT**  
City of Detroit
- **DTC**  
Downtown Detroit People Mover
- **SMART**  
Oakland, Macomb, & Parts of Wayne Co.
- - **SMART**  
Service through Detroit during Peak Hours

### Transit Frequency

As of June 2015

- Very Frequent (15 Minutes or Less)
- Frequent (16 Minutes to 30 Minutes)
- Not Frequent (More than 30 Minutes)



# System Challenges

- Not designed for regional travel
- Not convenient for regional trips
- No rapid transit services
- Transit is perceived to be unsafe
- Transit funding is insufficient for regional needs
- ADA Paratransit, Demand Response, Mobility Management is inconsistent and uncoordinated
- Existing transit needs better coordination

# Political Challenges

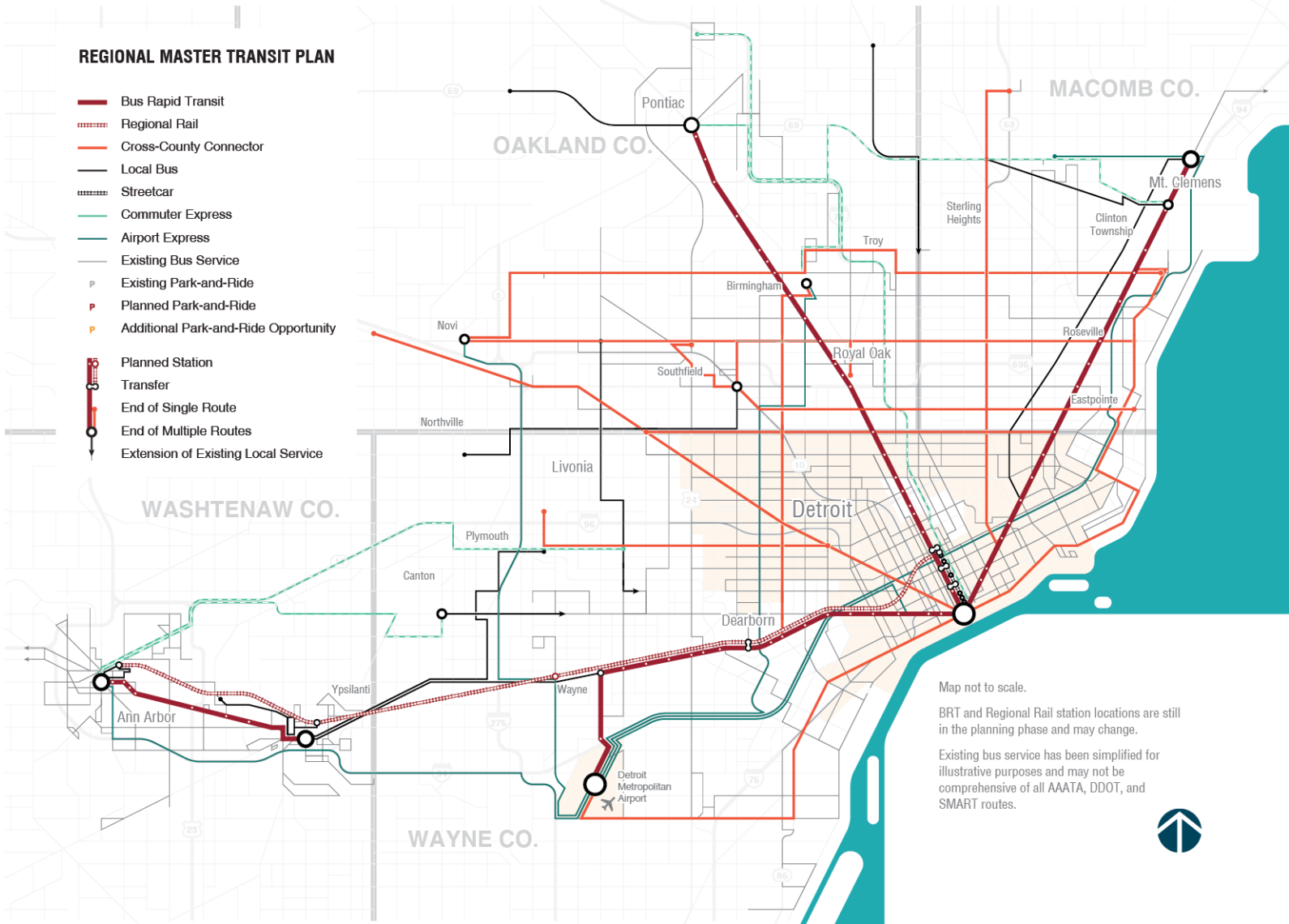
- 85% Mandate
- Integrating with existing providers with their own need for local funding and holding them harmless
- Historic mistrust between City of Detroit and suburban counties
- Introduction of Washtenaw County (City of Ann Arbor)
- Amount of funding requested



# Regional Master Transit Plan

## REGIONAL MASTER TRANSIT PLAN

- Bus Rapid Transit
- - - - Regional Rail
- Cross-County Connector
- Local Bus
- - - - Streetcar
- Commuter Express
- Airport Express
- Existing Bus Service
- P Existing Park-and-Ride
- P Planned Park-and-Ride
- P Additional Park-and-Ride Opportunity
- Planned Station
- Transfer
- End of Single Route
- End of Multiple Routes
- Extension of Existing Local Service



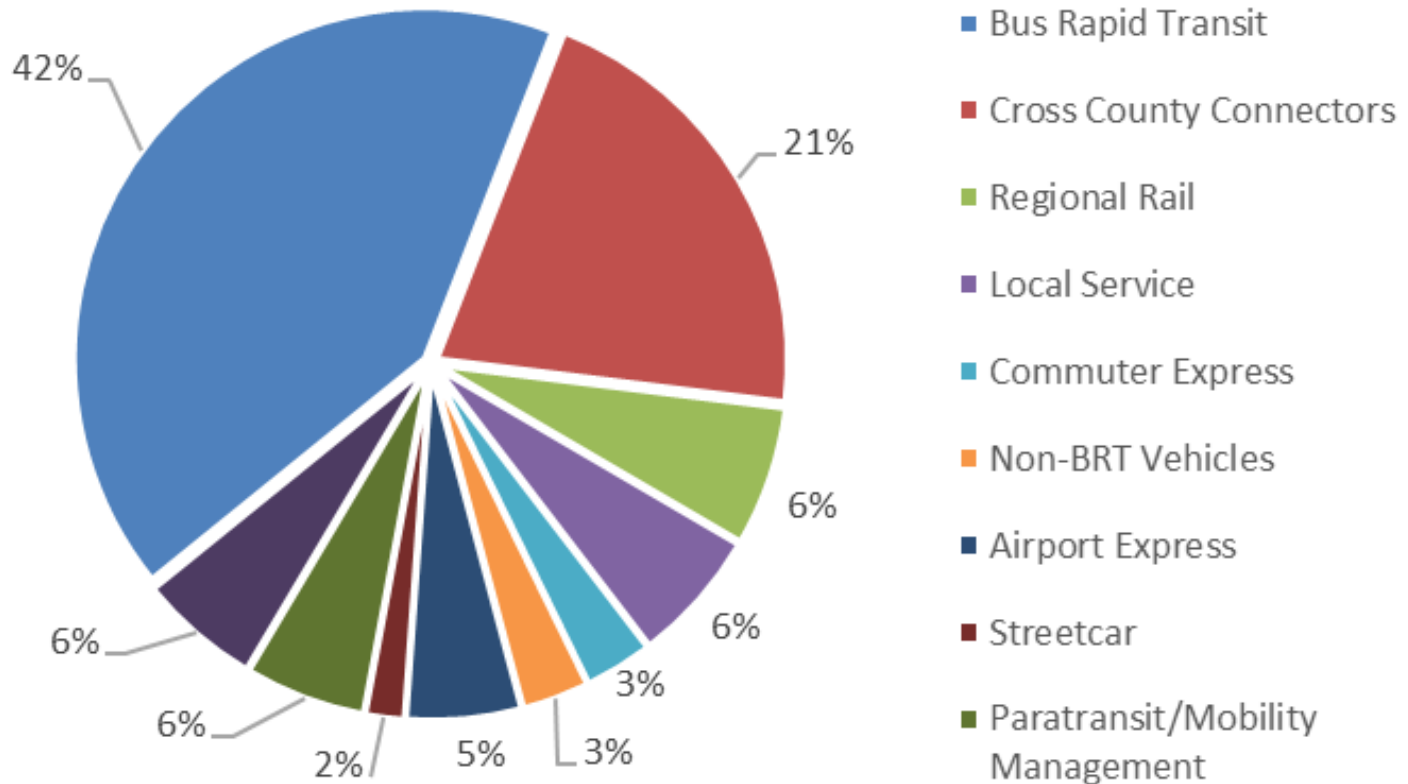
Map not to scale.

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.

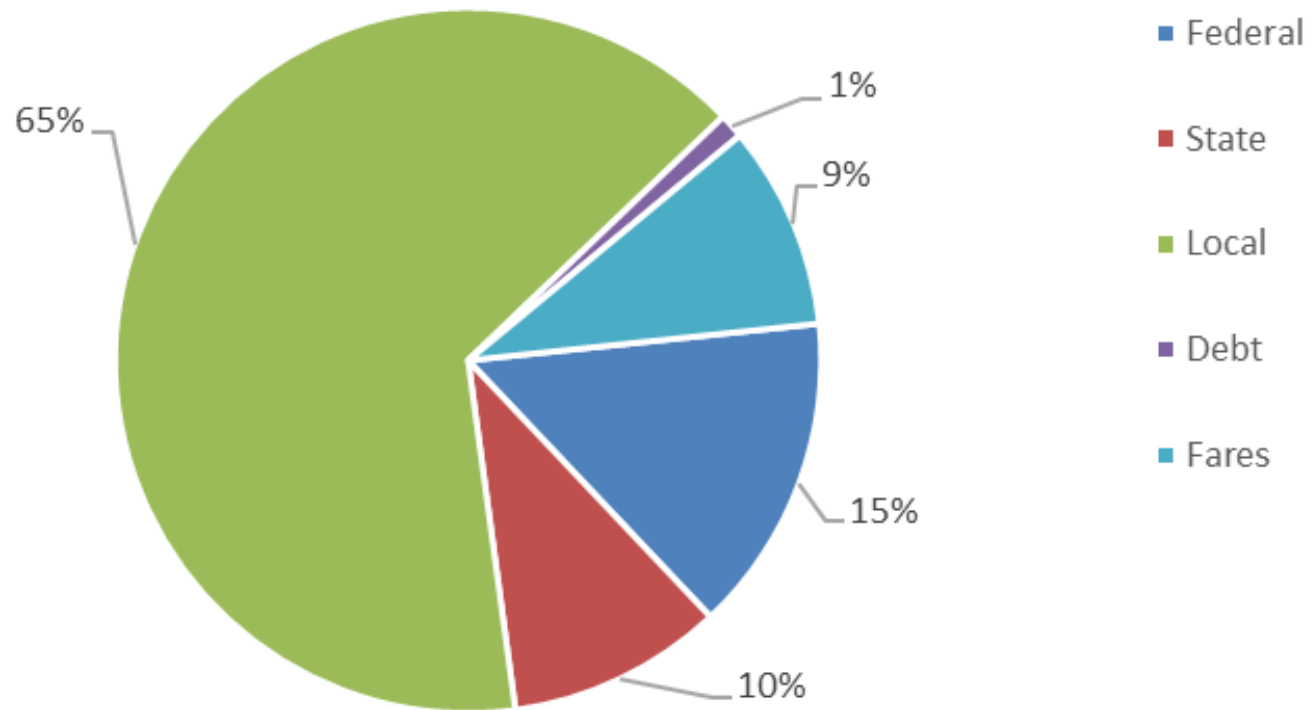


## Total Program Expenditures



**\$4.74 Billion**

## Total Program Funding



**\$4.74 Billion**

# Referendum

# Ballot Language

*The proposal would authorize the Regional Transit Authority of Southeast Michigan (RTA) to levy within Macomb, Oakland, Washtenaw, and Wayne counties a property tax assessment:*

- at a rate of 1.2 mills (\$1.20 per \$1,000 of taxable value);*
- for 20 years beginning in 2016 and ending in 2035;*
- that may not be increased, renewed, or used for other purposes without direct voter approval;and*
- to be used upon the affirmative vote of an RTA board member from each RTA member jurisdiction for the purpose of construction and operation of a public transportation system connecting Macomb, Oakland, Washtenaw, and Wayne counties, including rapid transit bus routes across county lines, specialized service for senior citizens and people with disabilities, commuter rail, airport express service, and other public transportation purposes permitted by law, consistent with RTA bylaws and subject to the limitations of the Regional Transit Authority Act.*

*If this new additional assessment is approved and levied, revenue will be disbursed to the RTA. It is estimated that \$160,907,285 will be collected in the first year. Should this assessment be approved?*

# Results

|               | YES     |              | NO      |              |
|---------------|---------|--------------|---------|--------------|
| Macomb        | 148,206 | 39.9%        | 222,883 | 60.1%        |
| Oakland       | 292,462 | 49.9%        | 293,599 | 50.1%        |
| Washtenaw     | 94,326  | 56.2%        | 73,654  | 43.8%        |
| Detroit       | 144,865 | 64.5%        | 79,782  | 35.5%        |
| Rest of Wayne | 216,018 | 47.0%        | 243,938 | 53.0%        |
| TOTAL         | 895,877 | <b>49.5%</b> | 913,856 | <b>50.5%</b> |

# Next Steps



# Next Steps

- **Continue Core RTA Functions**
  - Coordination with Providers
  - State/Federal Funding
- **Advance Planning Initiatives**
  - Flexible Transit/Shared Mobility/Innovation
  - Fare Integration
  - Corridor Projects
- **Further Develop Pilot Projects**
  - Reflex on Woodward and Gratiot
  - Ann Arbor to Detroit, Airport Service
- **Meet with Stakeholders to Develop Long-term Strategy**

**Questions?**

**[rtamichigan.org](http://rtamichigan.org)**