



Ann Arbor Transportation Authority
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Ann Arbor, Michigan 48104
734.973.6500 734.973.6338 F
theride.org

John Hieftje, Mayor
City of Ann Arbor
100 N. Fifth Ave.
Ann Arbor, MI 48104

**Subject: Transit in Washtenaw County: Service Proposal
and the next steps to create a New Transit Authority**

Dear Mayor Hieftje;

In 2010 and 2011, the Ann Arbor Transportation Authority (AATA), in collaboration with the public and local government officials from throughout Washtenaw County, developed a long range 30 year transit vision. As a result of that plan, AATA continued to work with communities and recently issued a 5 year proposal for transit improvements throughout the Washtenaw region.

Transit is a key amenity that works best when planned comprehensively across a region. Our communities have a growing need to connect housing and employment, a rapidly rising population of seniors, as well as increasing congestion and fuel costs. Below, you will find information on the transit proposals for the communities in Washtenaw County and the next steps on creating a new transit authority to manage new transit services. It is a detailed and important process—if you have any questions or concerns; do not hesitate to contact us!

Transit Proposal for Washtenaw County Communities:

This past Tuesday, September 5, AATA released a Five Year Transit Program. I have included a copy of the Executive Summary and a summary of the transit improvements proposed for the Ann Arbor District.

The full plan may be found at www.Movingyouforward.org. I would encourage you and your board to examine this larger document carefully and to make it available to your residents. Details can be found on:

- Transit services starting on page 32
- Steps to create a new authority starting on page 110
- Funding starting on page 124

Your representation

The Ann Arbor District is represented by the AATA board. They have been meeting with representatives from throughout Washtenaw County since October 2011 as an “unincorporated” 196 board.

Jesse Bernstein, AATA Chair is leading a District Advisory Committee this month with people from around the district from various sectors including business, education, health care, and seniors. You and your board, residents and all members of the public are encouraged to attend. The meeting date and contact information for your representative can be found below.

Next Steps: Creating a new transit authority

Concurrent with the development of the Five Year Transit Program, AATA also developed a process to transition from a “city” transit authority controlled by (and with the majority of local funds coming from) Ann Arbor to a “regional” authority with governance and funding provided by participating Washtenaw County communities. A regional authority allows communities to jointly develop, fund, operate, and govern transit services in all communities in Washtenaw County **who chose to participate**. If this transition is completed, the existing AATA assets and millage funding from Ann Arbor and Ypsilanti will be transferred to the new regional authority to maintain existing services in the expanded system.

This regional-type of authority is enabled under Michigan law Act 196 of 1986. Act 196 allows flexible membership with an option for communities to choose to participate at incorporation and/or in the future. Articles of Incorporation, the founding document of a new 196 authority, have been created and specify board structure, board governance, and the powers/limitations of the new transit authority.

- It is anticipated that the AATA will start the transition to a regional authority this fall. The process begins when the AATA requests the Washtenaw County Clerk to file Articles of Incorporation, creating a new 196 transit authority.
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- At the time of filing the Articles, AATA must notify all “political subdivisions” (local governments) in Washtenaw County of this incorporation by certified letter.
-
- Per state law:
 - If your community would like to participate in the new transit authority, no action is necessary from your board.
 - If your community does NOT want to participate, state law provides your board 30 days from the receipt of notification to respond if they would like to “opt out” their entire municipality or specific precincts. Political subdivisions and precincts that opt out will not be subject to a voter referendum, voter-approved funding, or receive service from the new transit authority.

These letters will detail the 196 process, the choice to participate, and instructions on how to respond appropriately. A return letter form will be included to ensure clear and accurate communication from each political subdivision. Political subdivisions that have already indicated that they would not like to participate may include a previous resolution (non-participation in Act 7 interlocal agreement, etc).

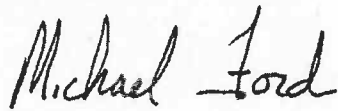
In addition the certified letter, AATA staff will be in contact with you to answer questions, confirm receipt of the letter, and to ensure your board responds if desired.

Next Steps after creating a new transit authority

Upon the end of the 30 day incorporation period, the new 196 transit authority will be established, but will not have assets or operate transit services until local funding is obtained. If the plan or board structure needs adjustment because of changes to the service area, they are determined at this time by the 196 board. When appropriate, the 196 board will request funding from voters in the participating communities to operate new transit services. If the majority of voters approve funding for the new authority, then the transition will complete and the regional 196 authority will operate new and existing and services in participating communities.

Thank you for your consideration and time. Please do not be hesitant to contact your representative or my staff if you have any questions!

Best regards,



Michael Ford
CEO
Ann Arbor Transportation Authority

CC: Steve Powers, Jacqueline Beaudry

Important Contact information and dates

Your Ann Arbor District representative:

the AATA board
AA

Ann Arbor District Advisory Committee Meeting [Public encouraged to attend] will be held:

Monday, Sept. 24
6:30 – 8:30 p.m.
Mallets Creek Library
3090 E. Eisenhower

Questions on services or funding:

Michael Benham, AATA
mbenham@theride.org
734.794.1851

Questions on Transit Authority incorporation:

Sarah Pressprich Gryniewicz (until Sept 28)
spressprich@theride.org
734.794.1816

Deb Freer
dfreer@theride.org
734.794.1881

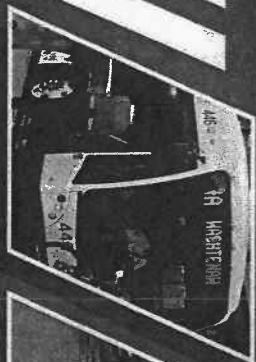
Recently Asked Questions: Creating a new authority

<p>When is Incorporation?</p>	<p>AATA/u196 publishes a final service and funding plan AND the AATA/u196 requests the County Clerk to file the Articles</p>
<p>Can a community opt out?</p>	<p>Yes.</p> <p>AT FORMATION OF AUTHORITY Return the form selecting the opt out option and include a resolution (new or from when the board indicated it would not participate in the Act 7 agreement/196 etc).</p> <p>AT EXPIRATION OF LOCAL TAX Act 196, paragraph 124.458.5 (half way through the section) specifies the opt out option before new funding.</p> <p>“In addition, a political subdivision or other entity that is part of a public authority under this act may withdraw from the public authority in any year in which a tax authorized to be levied under this act expires, without meeting the conditions listed in subsection (1) or (2), if the political subdivision or entity makes the determination to withdraw by a vote of its legislative body held in January of that year.”</p>
<p>Can a community opt in and opt out portions of its area?</p>	<p>Yes. Act 196 allows a political subdivision to opt in/out individual precincts.</p>
<p>Will an opt-out community have to pay a transit millage?</p>	<p>No. Opting out means opting out of funding and transit service.</p>
<p>What ensures that Ann Arbor and Ypsilanti will continue to contribute existing millages to the operational 196 authority?</p>	<p>Ann Arbor and Ypsilanti both have charter (perpetual) millages that are designated to fund transit.</p> <p>From the 4-Party Public Transportation Agreement:</p> <p>3a. After all of the Section 8 contingencies to Closing are satisfied, Ann Arbor agrees to designate the New TA, as successor to AATA, as the contracting agency for use of the 2.5 mills tax levy under Section 8.18 of the Ann Arbor City Charter and allocated the tax levy in its entirety to AATA at the 2012 millage rate or as adjusted by State of Michigan statute less a municipal service charge of one percent (1%) of the annual millage at the time of the collection of taxes.</p> <p>3b. After all of the Section 8 contingencies to Closing are satisfied, Ypsilanti agrees to transfer its full respective transportation millages at the 2012 millage rate or as adjusted by State of Michigan statute to the New TA</p>

effective when the New TA succeeds to AATA's public transportation services.

8d. In exchange for the mayor's nomination with council confirmation, of seven directors of New TA's board, annual submission to Ann Arbor of the AATA's proposed budget and yearly audit and the New TA's agreement to apprise Ann Arbor City Council and solicit Council's advice prior to making major long-term policy actions concerning mass transportation services and at a minimum, the continued level of services provided by its predecessor-in-interest AATA, Ann Arbor agrees (i) take such necessary actions by its governing body to terminate its operational agreement with AATA effective at closing; (ii) take such necessary actions by its governing body to authorize the execution and delivery of this Agreement and all documents and instruments contemplated by this Agreement, and the performance by Ann Arbor of the obligations to be performed by it hereunder; and (iii) designate the New TA, as successor to AATA, as the contracting agency for use of the 2.5 mills tax levy under Section 8.18 of the Ann Arbor City Charter and allocated the tax levy in its entirety to AATA at the 2012 millage rate or as adjusted by State of Michigan statute less a municipal service charge of one percent (1%) of the annual millage at the time of the collection of taxes upon transfer from an Act 55 to an Act 196 authority.

8e. In exchange for the City of Ypsilanti mayor's nomination with council confirmation, of one director of New TA's board, the new TA agreement to apprise and solicit the Ypsilanti City Council's advice prior to making major long-term policy actions concerning mass transportation, and at a minimum, the continued level of services provided by its predecessor-in-interest, AATA the City of Ypsilanti agrees to pay its charter transportation millage at the 2012 millage rate or as adjusted by State Statute to the New TA upon transfer from an Act 55 to an Act 196 authority.

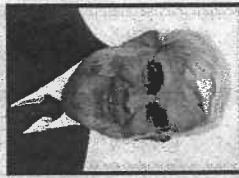


5-Year Transit Program

Transit Master Plan for Washtenaw County
September 5, 2012

**Executive Summary and
Ann Arbor District Details**

Board of Directors, Ann Arbor Transit Authority:



Jesse Bernstein
BOARD CHAIR



Charles Griffith
BOARD SECRETARY



David Nacht
BOARD TREASURER



Eli Cooper



Anya Dale



Sue Golt



Roger Kerson

District Representatives, Unincorporated Transit Board:



David Read
NORTH CENTRAL
TRANSIT DISTRICT



David Phillips
NORTHEAST
TRANSIT DISTRICT



Mandy Grewal
PITTSFIELD
TRANSIT DISTRICT



Bill Lavery
SOUTH CENTRAL
TRANSIT DISTRICT



Karen Lowejoy Roe
SOUTHEAST
TRANSIT DISTRICT



John McGehee
SOUTH EAST
TRANSIT DISTRICT



Bob Master
WEST TRANSIT
DISTRICT



Paul Schelber
CITY OF YPSILANTI

Alternate Board Members:

Jim Carson
NORTH CENTRAL
TRANSIT DISTRICT

Ann Feeney
WEST TRANSIT
DISTRICT

Pete Murdock
YPSILANTI
TRANSIT DISTRICT

Dear Community Members,



After receiving your input, consulting with District Advisory Committees throughout the county, and reviewing with many local officials, we are pleased to present the Five Year Transit Program. Outreach has been a cornerstone of this process and will continue through the years as new needs and conditions arise.

This document reflects a holistic approach to meeting local and regional transportation needs—services for those travelling within their community combined with services that link these communities to the broader network.

We believe that our region needs to connect to prosper and thrive. The Five Year Transit Program provides options for people in all walks of life: from youth traveling to their first job, parents deciding whether to save for college or buy a third car, workers saving stress, time, and money on their daily commute, or seniors staying active

Sincerely,
Michael G. Ford, Chief Executive Officer

ANN ARBOR TRANSPORTATION AUTHORITY BOARD OF DIRECTORS,

Joe Brantini *Don S* *Alc Jelle*

Bob *Aug 3* *Dave* *Gregory* *By* *W*

in their downtown or traveling to the regional medical center. Ignoring these critical needs merely enhances our transportation and infrastructure challenges in the future.

It is now up to local communities to receive this document and determine if they will unite as a region to create a comprehensive transit network for their residents, employees, and visitors. While transportation works best as a comprehensive system, the decision to participate is ultimately local.

We hope that the Washtenaw County communities join together in this initial "incorporation" of a new transportation authority and that their voters have the opportunity to support it. If some communities are not yet ready, we will leave the door open in the future—our transportation network is better when it connects us all.

DISTRICT REPRESENTATIVES, UNINCORPORATED NEW AUTHORITY BOARD

GP *Thomas*

John *Robert* *Medea* *Dave* *Alan*

David *Wesley* *Thomas* *James* *Paul* *V. Schmidt*

1. EXECUTIVE SUMMARY

The Five Year Transit Program proposes a dynamic transit system allowing anyone in Washtenaw County to travel anywhere in the county using a variety of services appropriate to the needs and conditions in local communities. The program embodies a set of interconnected services designed to serve the transit needs of residents and businesses of Washtenaw County while promoting economic development and sound land use patterns.

Improved public transit helps everyone by saving money on commuting, helping senior citizens remain independent longer, delivering high school students to jobs and activities, reducing traffic congestion and air pollution, providing affordable, safe, reliable transportation to jobs, preserving rural landscapes and attracting and retaining young talent in our communities.

Improved public transit helps our economy and stimulates economic development by supporting the local economy through connecting consumers and employees to job and educational opportunities, creating attractive accessible urban areas, recreation (sporting events, parks, leisure activities), shopping (neighborhood business districts, malls, grocery stores), and entertainment (movies, museums, restaurants).

Public transit helps create jobs by supporting workforce development and education giving residents (including young people and people re-entering the workforce) affordable, reliable transportation options and access to employment (manufacturing, retail, health care), job training, and education (public and private schools, colleges, universities, libraries).

Public transit improves our quality of life and the environment for all residents (particularly seniors and people with disabilities). Transit reduces traffic congestion and improves air quality; creates affordable transportation options; supports vibrant downtown areas; increases access to health care (doctors, hospital, pharmacies); increases access to worship and faith-based activities (places of worship, prayer groups, religious school); increases access to social activities (senior centers, support groups, community events), ensures all residents are mobile and independent.

Public transit promotes equality and social justice by providing equal opportunities, access and mobility through affordable, safe, reliable transportation for all people regardless of age, income or ability.

This program reflects an unprecedented public involvement process and includes thousands of requests and recommendations made by citizens and local community leaders in both the public and private sectors. Background on the planning process, public involvement, and

Washtenaw County demographics can be found in Chapter II. Information on existing transit services in Washtenaw County can be found in Chapter III. In order to implement, deliver, and manage new transit services, a new regional governance structure is outlined in Chapter VII.

In the next few pages, this report provides summary of proposed services, costs, funding needed and existing funding. Please see individual chapters for more details!

A. PROPOSED SERVICES

The Five Year Transit Program calls for a wide variety of improvements in urban services, connections to job centers, community circulators, and service for those without access to the fixed routes. Details on all services can be found in Chapter IV. A summary of the transit improvements in each Washtenaw County "district" can be found in Chapter IX.

Highlights of proposed services include:

Urban Bus Service Enhancements: Increased levels of fixed route bus service within Ann Arbor and Ypsilanti that increases service hours by over 54%. This would benefit all residents, particularly seniors, people with disabilities, low-income families, teens and non-drivers. Enhancements would result in shorter wait periods at bus stops and decreased travel time. Convenient service attracts more riders, which eases traffic congestion and air pollution. A robust urban system drives economic and workforce development. Improvements include:

- Extending operating hours earlier in the morning and later in the evening
- Creating more direct routes
- Increasing frequency of bus services
- Expanding Saturday and Sunday services

Table 1 and Figure 1 offer details on the level of service changes planned.

Table 1: Urban Bus Service Hours Increase by Area

Annual Service Hours Increase by Area			
	Base	FYTP	Percent Increase
West Ann Arbor	21,879	48,180	120%
Key Corridors	83,593	121,913	46%
Ypsilanti	25,537	64,179	151%
Other Existing Routes	46,824	50,577	8%
Total	184,430	284,849	54%

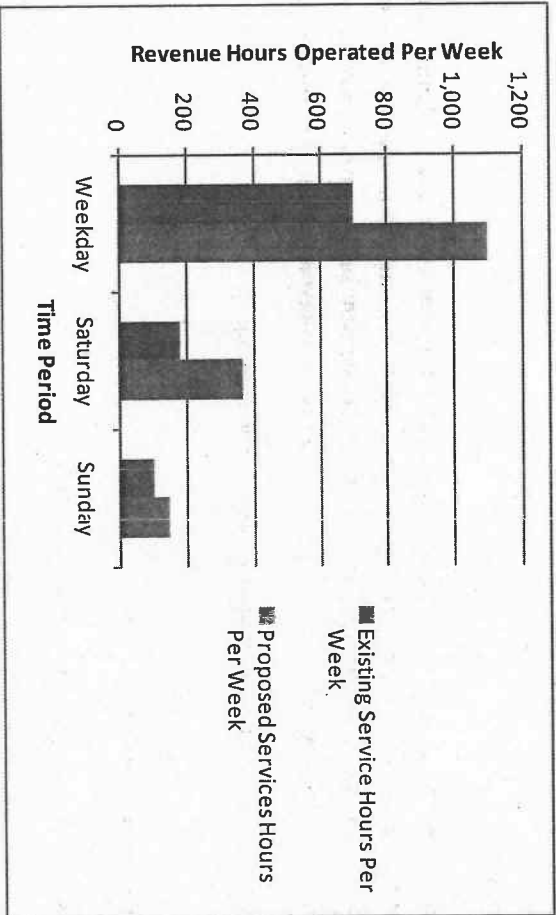


Figure 1: Urban Bus Service Revenue Hours Operated per Week

Express Ride Expansion – Express Ride services connect people in outlying areas of the county to the ‘urban core’ at peak commuting periods. These tend to be longer distance trips and buses make few or no stops between their starting point and downtown Ann Arbor. This would benefit all businesses and employers by enlarging the pool of workers and consumers, reducing the need and cost of building and maintaining additional parking structures and roads, and helping maintain the open spaces of many communities. Improvements include:

- Enhancing of existing services between Ann Arbor and Chelsea and between Ann Arbor and Canton Township
- Creating new services to Ann Arbor from Dexter, Saline, and Whitmore Lake,
- In addition, if the Authority obtains out-of-county funding, creating new services to Brighton, Belleville and Plymouth.

Expanded Dial-a-Ride / Dial-a-Ride PLUS – Countywide services designed to serve people’s transit needs that cannot be efficiently served by the fixed route bus services typically used in the denser parts of the region. Users request these services as needed and the Authority are provided them using small buses, vans or taxis.

Dial-a-Ride serves seniors and people with disabilities ensuring they stay independent and participate in social and civic activities. Dial-a-Ride Plus provides service to all residents who are picked up and taken to the nearest bus stop, benefiting those not near a bus line but want or need access to the transit network (e.g. if their car breaks down, cannot afford gas, or unable to drive). This provides access to a reliable workforce attracting businesses to the area, reducing traffic congestion, improving air quality and ensuring all citizens access to an affordable commuting alternative. Improvements include:

- Providing additional demand responsive services curb-to-curb (or door-to-door) for unmet needs among seniors, persons with disabilities and others in urban and rural areas.
- Expanding the service hours of urban dial-a-ride commensurate with extended fixed route service hours on weekday evenings and weekends.
- Creating new Countywide Dial-a-Ride Plus (feeder) services providing residents with access from their home to County’s fixed route network.

Community Connectors – Community Connectors serve people traveling between the major communities in the region. These operate in rural corridors, connecting areas of the county with higher population density, where there is high enough travel volume to justify a semi-fixed-route operation. These services may deviate from their route to pick up and drop off passengers who are located some distance from the route. This would benefit all residents, especially youth, by reducing the cost of travel, reducing the need of building and maintaining additional roads and helps maintain open spaces between communities. Improvements include:

- Enhancing the WAVE Interurban Connector between Chelsea, Dexter and Ann Arbor
- Providing new connections between Milan and Pittsfield Township, Saline and Ann Arbor, and between Manchester and Chelsea

Community Circulators – These serve people travelling within a community, and generally use smaller buses. These services benefit businesses, workers, youth, and residents by promoting economic vitality in local communities while alleviating traffic congestion and growth pressures in small urban places. Improvements include:

- Enhancing the Community Ride in Chelsea
- Providing new local Circulator services in Saline, Milan and Dexter.

Expanding Park & Ride Options– Park and Ride lots offer people the ability to drive to the periphery of the fixed route transit system and use the urban fixed route services to complete their journey benefitting urban residents and businesses by alleviating traffic and parking congestion, providing efficient and affordable worker transportation, and reducing the pressure to expand the road network. Improvements include:

- Creating 5 new Park and Ride Lots near outside the City of Ann Arbor.
- Developing several smaller Park and Ride lots in the urban area
- Enhancing or expanding existing lots as appropriate

Expanding VanRide Options – Van Ride services are used by small groups of people travelling to and from the same place. When 5-7 commuters travel together in a van, they use less gas, parking and other resources than if they travelled separately. Sharing a ride helps combat the rising cost of commuting to work and traffic congestion.

Support Services and Activities. Improvements include:

- Creating more and improving bus stops and amenities
- Coordinating efforts with local communities and the State of Michigan to improve pedestrian and cycling amenities along transit routes
- Enhancing route and schedule information systems
- Bus Priority measures and advanced dispatching and bus tracking

Ann Arbor, Washtenaw County, and Southeastern Michigan are all anticipating many more transit and transportation improvements in the next several years not included in this Five Year Transit Program—see the list in Chapter VI for more details. Implementation of these projects and those in the Five Year Transit Program will be up to citizens, local leaders, and ultimately, voters.

Figure 2 depicts all proposed services in the Five Year Transit Program; note that Dial-a-Ride Plus and VanRide will be available throughout the county.

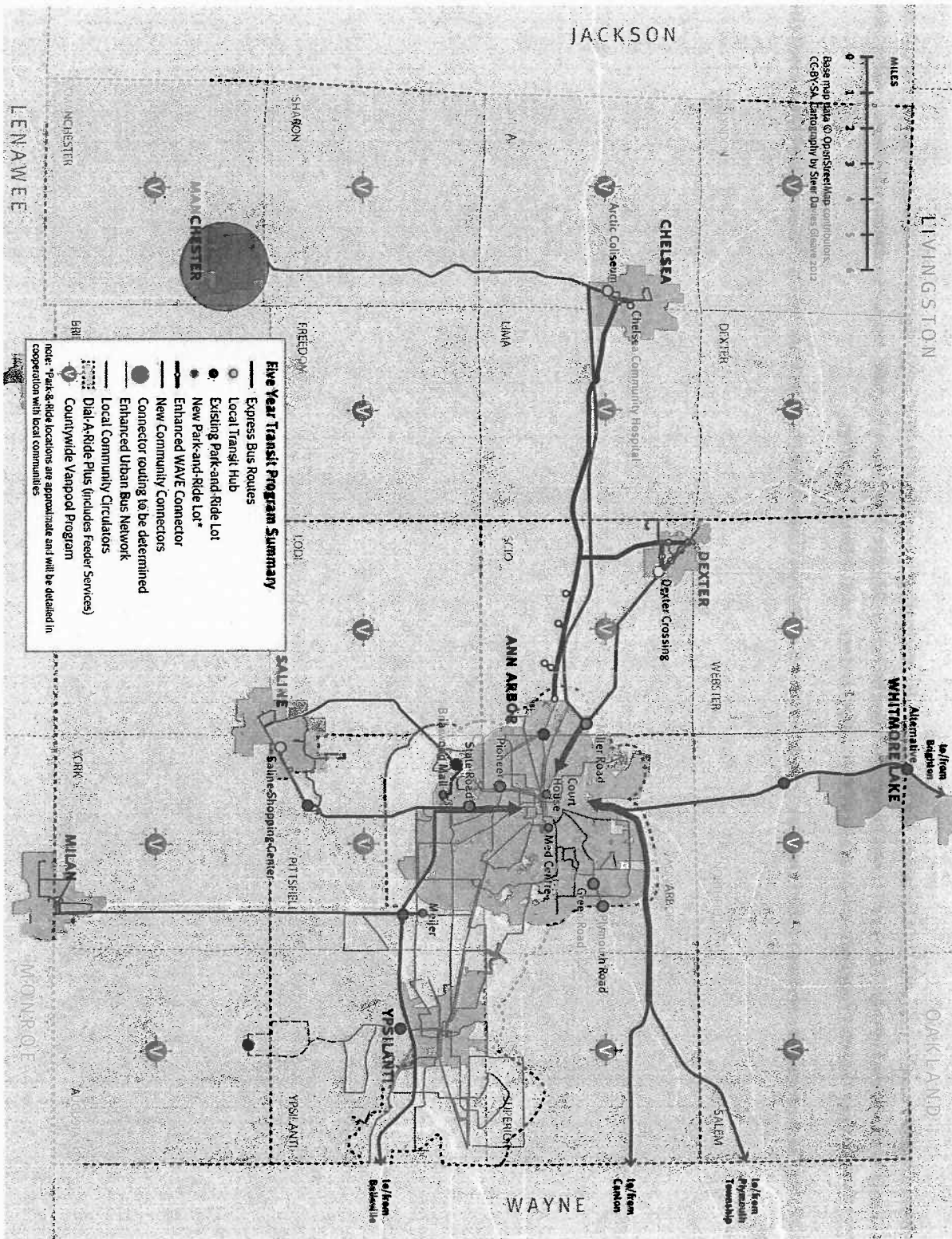


Figure 2: Five Year Transit Program Summary

B. COST, REVENUES AND FUNDING

The proposed improvements to the transit system require additional local investment from both urban and rural communities. The Authority would use the funds to increase the transit system's efficiency, attractiveness to new users, and provide more travel choices for people throughout the county. Communities willing to invest in public transportation can leverage additional state and federal funds. However, only communities willing to invest in transit would receive the benefit of the state and federal matching funds.

Table 2: Funding Summary

	5 Year Capital	5 Year Operating	5 Year Operating and Capital Combined
Expense	\$59 M	\$164 M	\$223 M
Estimated Revenues	\$44 M	\$140 M	\$184 M
Difference	\$15 M	\$24 M	\$39 M
Millage Equivalent	.228	.356	.584

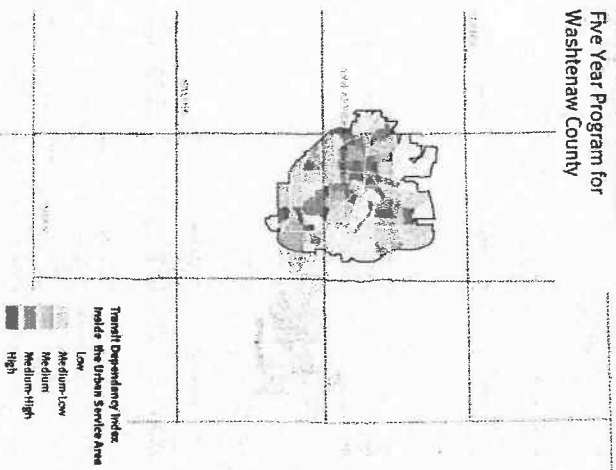
A comparison of Program costs and revenues reveals a gap of approximately \$39 M over the five year period. After close consultation with business and civic leaders, as well as local elected officials, and particularly the legislature and the Governor's office, it was decided that a local millage would be the best currently-available source of funding to provide the balance of funding needed to implement the Program. Current estimates suggest that a 0.58 levy countywide would provide the needed funding.

An increase in automobile registration fees as a source of funding was considered for this plan. Such a funding source was being considered by the Michigan legislature during 2012, but has not been enacted into law. It is estimated that a fee of \$38 per vehicle per year would yield an amount of funding equivalent to the new funding needed for the FYTP. A sales tax in Washtenaw county of 2/10 of 1% has also been estimated to yield the funding needed for the FYTP, but to date there has been little movement to enact such a tax, which would require an amendment to the state constitution.

It is believed that either a motor vehicle registration fee or a sales tax would be preferable as a source of funding for the FYTP, but neither of these sources are available at this time. For that reason, the millage described above appears to be the best current option for funding the FYTP. It should be noted that a .58 mils assessment would cost the owner of a \$200,000 home about \$58 per year, about the same as a tank of gas.

II. ANN ARBOR DISTRICT SUMMARY

Ann Arbor District Five Year Program for Washtenaw County



District Demographics	2000	2010	2035	Change 2000-10	Change 2010-35
Population	114,024	113,934	115,218	-90	+1,284
Youth	19,109	16,382	18,232	-2,727	+2,850
Seniors	9,017	10,612	25,159	+1,595	+14,547
Persons with disabilities	12,281				
Low Income or with limited car availability	16,948				
Residents who travel to Ann Arbor for Work	40,148				

Transit Today	Service provided	Annual Trips
TheRide Fixed Route Network	Fixed route bus network in and around Ypsilanti and Ann Arbor.	6,200,000 ¹
A-Ride	Dial-A-Ride service available to ADA and non-ADA eligible residents.	105,710 ²
Good-As-Gold	Curb-to-curb (door-to-door) shared-ride service for individuals with senior ID cards.	24,000
Night/Holiday Ride	Late-night, door-to-door, shared-ride taxi service which operates when fixed-route buses are not in service.	20,400
AirRide	Hourly fixed-route bus shuttle between Ann Arbor and Detroit Metropolitan Airport	Commenced service in April, 2012

¹ TheRide figure is for entire network.

² A-Ride figure is for entire network.

Table 3: Summary of Ann Arbor District Services

Five Year Transit Program	Service provided	Add'l Trips per Year	Add'l Annual Fare Revenue
Urban Bus Network Enhancements	A package of improvements including new services, coverage enhancements, increased frequencies on key corridors, increased operating hours and more services at weekends. Routes on the west side of Ann Arbor have been reconfigured to improved travel times and make more direct connections. Certain Key Corridor routes (#4, 5, 6) have extended hours (#4, 5, 6, 7) and increased frequency (#4, 5, 6) Total revenue hours operated to increase by 33% on weekdays and over 100% on Saturdays and Sundays	2,710,468 ³	\$1,853,610
Bus Stop Upgrades	Over 100 stops will be refurbished, with access improvements across the fixed route network. 30 stops will be fitted with new, modern shelters, bus pads and facilities		
Super stops on Washtenaw Avenue Corridor	Eight high quality stops will be created on both sides of Washtenaw Avenue, providing improved boarding environments and preparing the corridor for higher capacity transit solutions in the future. These are being coordinated with plans for new development along the corridor.		
Park and Ride intercept Lots	An additional 800 park-and-ride spaces will be created outside and on the edge of the urban service area. These sites will be linked to downtown with high frequency bus routes. This will reduce commuter traffic, congestion and downtown parking demand	199,680 ⁴	\$107,827
Bus Priority Measures	Bus priority measures, including traffic signal prioritization and queue-jumping, will be implemented. Improvements will be focused on improving bus reliability and journey times		
New Vehicles	High quality, low-floor/wheelchair accessible vehicles using new technologies to reduce emissions will be continue to be provided		
ExpressRide services to Chelsea, Canton, Saline, Dexter, and other areas	Selected proposed ExpressRide services will operate in the 'reverse commute' direction, providing service to Ann Arbor residents commuting to employment destinations outside of Ann Arbor.		
Dial-A-Ride Plus Feeder Services	These services connect to the edge of the fixed route bus network and can be used by all District residents to access areas outside of the 'urban core'		

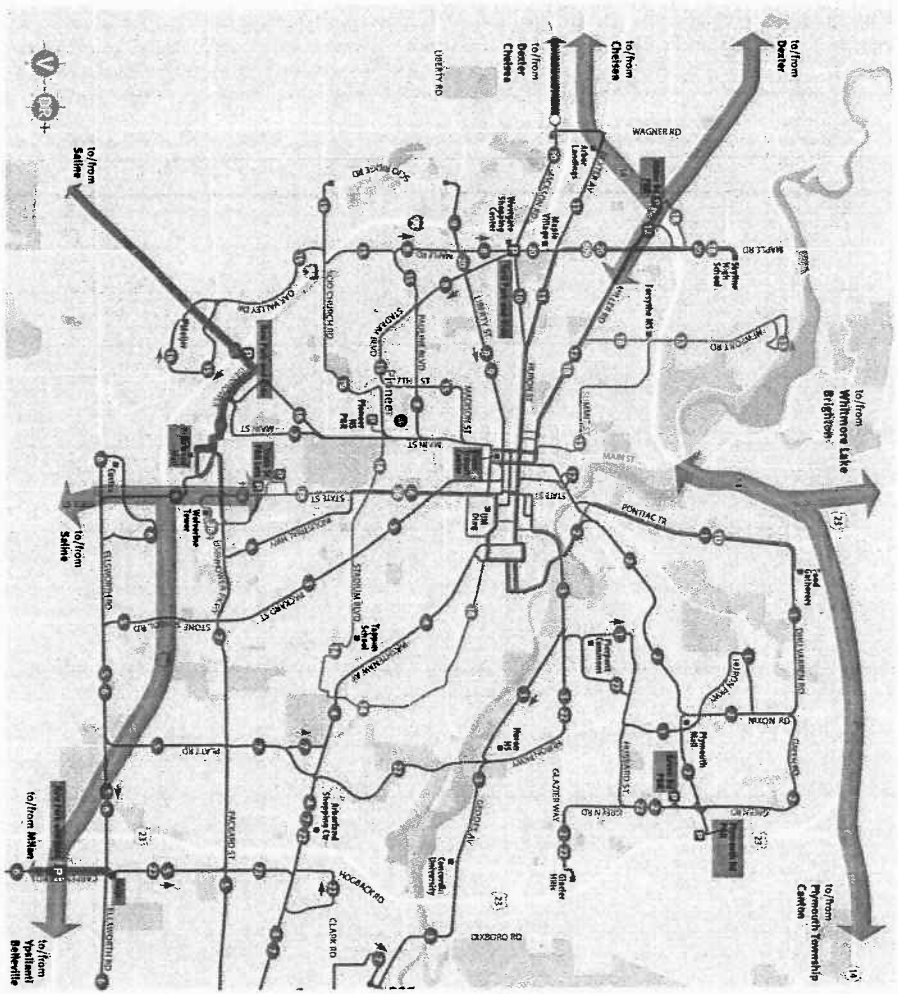
³ Urban Bus Network Enhancement figures are totals for entire network.

⁴ Park and Ride figures are countywide totals.

Ann Arbor District Five Year Transit Program for Washtenaw County

BENEFITS

- Enhanced bus services in Western Ann Arbor
- Higher peak frequencies and improved evening and weekend services
- Improved connections with Ypsilanti
- New downtown connector loop (similar to The Link service)
- New park and ride lots and commuter services to help stem growing congestion and parking problems in and around the City
- Faster journey times through the implementation of bus priority measures
- Improved facilities at stops and improved access to stops



- Express Bus Routes
 - Existing Park-and-Ride Intercept Lot
 - New Park-and-Ride Intercept Lot*
 - Enhanced WAVE Connector
 - New Community Connectors
 - Enhanced Urban Bus Network
 - Dial-A-Ride Plus (includes Feeder Services)
 - Vanpool
- (Note: Park & Ride locations are approximate and will be detailed in cooperation with local communities)