

Citizens Advisory Committee of the Regional Transit Authority of SE MI
Monday, September 28, 2015
4:30 p.m. to 6:30 p.m.
SEMCOG 1001 Woodward Suite 1400 Detroit, MI
Conference Call: 760-569-7171; Participant Code: 734523

Agenda

Welcome / Quorum	5 minutes
Public Comment	5 minutes
Approval of Minutes – August 24, 2015	2 minutes
RTA Update	5 minutes
Executive Committee Summary/Chair Updates	5 minutes
Committee Updates/Action	15 minutes
<ul style="list-style-type: none">- Outreach Committee: Kathleen Alessandro- Policy Committee: Patty Fedewa- Seniors/ADA Committee: John Waterman	
RTA Presentation – Travel Training	15 minutes
MTA – Flint Summary Discoveries for RTA – Shamsuddin Syed and Ed Benning	15 minutes
Liaison Updates	10 minutes
<ul style="list-style-type: none">- Executive and Policy: Megan Owens, Lauren Baker- Finance and Budget: Elizabeth Luther, David Weinreich- Planning and Service Coordination: Larry Krieg, Jordan Twardy- Public Transit Providers: Patty Fedewa, Larry Krieg, Jordan Twardy- Finance/Business: George Jacobsen, Susan Pollay- Regional Master Transit Action Plan (RMTAP): Jordan Twardy, Adrianna Jordan- Gratiot Plan: Jerry Hasspacher, Arthur Divers- Michigan Ave Plan: Prashanth Gururaja, Robert Polk- Woodward Plan: Melanie Piana, Lisa Nuszkowski	
Announcements/Adjournment	5 minutes

Next Meeting: Monday, October 26, 2015 at 4:30 pm
SEMCOG 1001 Woodward Suite 1400 Detroit, MI

Citizens Advisory Committee of the Regional Transit Authority of SE MI

Vision

The CAC envisions a thriving Southeast Michigan supported by a reliable, affordable, accessible, and efficient transit system, where it contributes quality advice and support to the RTA's continual improvement of how people move throughout the region.

Mission

1. Provide the RTA's Board and staff with recommendations and advice - founded upon members' expertise and experience together with community input and engagement - concerning the best means to bring about and maintain reliable, affordable, accessible, and efficient transit throughout Southeast Michigan.
2. Contribute to the RTA's Board and staff's understanding and consideration of public and stakeholder concerns, ideas, and needs.
3. Assist the public and other regional stakeholders in understanding the value of transit and the goals, plans, and work of the RTA.

RTA – CAC Executive Meeting
Monday, September 14, 2015, 9:30am
Area Agency on Aging 1-B
Conference Call 408-650-3123; Code 255-127-469

NOTES

Participants:	<ul style="list-style-type: none"> X Tina Abbate Marzolf, Vice Chair <input type="checkbox"/> Kathleen Alessandro, Chair of Community Outreach X Patricia Fedewa, Chair of Policy X Michael Ford, CEO, RTA <input type="checkbox"/> Liz Gerber, RTA Representative to CAC X Don Morandini, RTA Representative to CAC X Rev. Louise Ott, Chair X Megan Owens, Secretary X Susan Pollay, Parliamentarian; Co-Chair Community Outreach <input type="checkbox"/> John Waterman, Chair of ADA
Next Meeting:	TBD

	Agenda Item	Leading
1	RTA Update <ul style="list-style-type: none"> ➤ Working on details of scenarios to present in late Sept and in Oct ➤ Coordinating with political leaders re agency allocations 	Mr. Ford
2	Follow Up on Previous Action Items <ul style="list-style-type: none"> ➤ NONE 	All
3	CAC Chair Update/Action <ul style="list-style-type: none"> ➤ Support of transit advocacy events by RTA and others <ul style="list-style-type: none"> ○ CAC Exec calls on all CAC members to attend and promote RTA events and input on the scenarios presented ➤ RTA meeting attendance by CAC leadership <ul style="list-style-type: none"> ○ Important to have liaisons attend RTA meetings and concisely report back to CAC (2-3 sentence update) ➤ Scheduling Oct and Nov Exec mtgs <ul style="list-style-type: none"> ○ Tina/Amanda will work to schedule times that better fit into everyone's busy schedules 	All
4	CAC Sub-Committee Updates/Action <ul style="list-style-type: none"> ➤ Outreach Committee Update <ul style="list-style-type: none"> ○ No update ○ Megan will follow up with Outreach re Momentum coalition ○ Exec requests Outreach to promote RTA public meeting attendance ➤ Policy Committee Update – <ul style="list-style-type: none"> ○ No action items in Sept 	All

	<ul style="list-style-type: none"> ○ Still considering State Fairgrounds request ○ Exploring how CAC can provide useful, timely, and well-thought-through recommendations on RTA BEST projects <ul style="list-style-type: none"> ▪ Discussion of what role and how best the CAC can provide input ▪ Policy Cmtte will work closely with the liaisons and develop recommendations on how the projects can be improved ▪ Timing can be challenging, but we'll do the best we can ➤ Seniors ADA Committee Update <ul style="list-style-type: none"> ○ No update ○ Michael working with AAATA for a presentation on snow removal 	
5	<p>CAC Meeting Agenda for September 28</p> <ul style="list-style-type: none"> ➤ Flint MTA report to present – Ed Benning? or Clark Harder (MPTA) <ul style="list-style-type: none"> ○ Louise will follow up to better understand what's being requested before anything is scheduled ➤ Liaisons updates to CAC <ul style="list-style-type: none"> ○ Will continue to add to agenda each month, requesting a brief report from every liaison ➤ Travel Training request from Mr. Stanborough of DDOT <ul style="list-style-type: none"> ○ Tina will make sure John W is plugged in ahead of time ○ Michael will check with Tiffany about details for the region 	
6	<p>Other</p> <ul style="list-style-type: none"> - CAC will meet Sept 28, Oct 26, Nov 23, and Dec 14 - Exec will meet in Oct and in Nov, but likely NOT in Dec 	

	Decisions/Action Items	Assigned	Due Date	Status
1	Tina/Amanda will work to schedule times that better fit into everyone's busy schedules	Tina / Amanda		
2	Megan will follow up with Outreach re Momentum coalition	Megan		
3	Re Flint MTA presentation - Louise will follow up to better understand what's being requested before anything is scheduled	Louise		
4	Re Travel Training request from Mr. Stanborough of DDOT - Tina will make sure John W is plugged in ahead of time	Tina		
5	Re Travel Training request from Mr. Stanborough of DDOT - Michael will check with Tiffany about details for the region	Michael		



Flint MTA profile and opportunities for the RTA

Report to CAC

Prepared by B Colfer and S N Syed for RTA CAC



Detroit, September 2015

Flint's Mass Transportation Authority offers lessons and possible collaboration opportunities for the RTA

MTA is a county-wide **transit provider primarily serving Flint**, Genesee County with routes into 6 other counties

- Similar ridership (~6 m) and funding to AAATA, with more vehicles and geographic coverage
- Services include: Fixed routes, peak service, regional service, and "Your Ride" demand response (incl. Non-emergency medical), which is operated through several nodes throughout the county
- Primary funding is through millages; MTA has had a number of successful renewals and increases in recent years, partially offsetting dramatic decline in property values

MTA offers some **lessons and best practices** for RTA to consider

- MTA entrepreneurially approaches funding challenges – e.g., it creatively finds new sources, extends vehicle service life and is commercializing its alternative fuel depots
- Innovative approach extends to challenging service needs – e.g., new shopping service for disabled
- MTA has a strong commitment to the disabled for service and jobs ("seeing the ability") – e.g., at home call center

MTA could be a **willing collaborator** on a number of different opportunities **to enhance regional transit**

- MTA has nearly completed its strategic planning process, but coordination still possible, e.g., for I-75 corridor study, leveraging Parsons-Brinkerhoff work across state
- Leadership sees value in regional cooperation and recognizes growing demand for regional transit
- MTA already collaborates with SMART (e.g., on fares) and is open to engage RTA and work together to enhance regional transit in Michigan, e.g., on routes, modes, etc.
- MDOT participation needed for any statewide efforts, MPTA could facilitate conversation

The team identified several questions to guide its research for the CAC

- 1 What are the **key facts** (budget, # buses, # riders, # employees, geographic coverage, etc.) about MTA?
- 2 What is its **service area**, routes?
- 3 How is the MTA **structured** (e.g., oversight)?
- 4 How is the MTA **funded**?
- 5 What are its **Strengths, Weaknesses**?
- 6 How is it dealing with key transit **challenges**?
- 7 How does MTA **compare** with SMART, DDOT, AAATA on key operating and performance metrics?
- 8 Where is the MTA in its strategic **planning** process?
- 9 What are **opportunities** for the RTA to coordinate service with the MTA?
- 10 How can we have a true **state-wide discussion** on transit?
- 11 What is the MTA doing to make their transit system **accessible** to persons with disabilities?
- 12 What is MTA doing to provide **job opportunities** to persons with disabilities?

What are the key facts (budget, # buses, # riders, # employees, geographic coverage, etc.) about MTA?

Established:	1971
Scope:	Genesee County (focus); Six adjoining counties (limited)
Service area:	640 sq mi (2013)
Service area population:	418 k (2013)
Budget:	~\$25.5 m (FY 2014)
Ridership:	6.2 m (FY 2013)
Passenger miles:	40.8 m miles*
Farebox revenue:	\$5.5 m**
# Employees:	~420 (Growing; to add 100 jobs in coming months)
# Vehicles:	284 available
Services:	>Primary (fixed) routes >"Your Ride" (on demand paratransit) >Peak service >Regional service

*) MTA may have alternate figure for passenger miles; **) In addition, MTA includes millage funds in its farebox calculation

What is its service area, routes?

DAILY FIXED SERVICE ROUTES



Comments

- 14 primary routes for fixed service in the Flint area throughout the day
- These fixed routes are supported by 62 additional "peak" time routes in mornings and/or afternoons
- 10 further regional routes also support commuters to Troy, Auburn Hills, Lapeer, Brighton, Saginaw, and Great Lakes Crossing mall with limited service (primarily around working hours or shift timings)
- In addition, "Your Ride" offers ad hoc/on demand service throughout Genesee County through eleven service centers for senior citizens or those with disabilities
- Fixed routes under review – some changes possible given changing needs

How is the MTA structured (e.g., oversight)?

- MTA is governed by an 11-member board that meets monthly and has a weekly update
- Board appointments made by: County Board of Commissioners, Mayor's Office, City Council, Small Cities and Townships association, Education Community and Business Community
- Board of Directors includes members from Genesee County, City of Flint, City of Swartz Creek, Davison Township, and Disability Network (appointed by the various stakeholders)
- MTA appears to operate with only a few committees, including Executive, Finance, and Personnel (Audit and Investment committees were proposed earlier, but unclear if implemented); Executive meetings are typically held as extension of general board meetings
- MTA primarily operates in City of Flint, but since county-wide expansion in 1996, also operates out of a number of paratransit hubs throughout the county

How is the MTA funded?

MTA operations are funded through a mix of state funds (30%), federal grants (21%), Genesee County millages (28%)**, farebox revenues (18%)** and other funds (3%); Capital funds are primarily from federal (83%) and state (17%) sources

Currently four millages in total (three at the county-level, and one in the City of Flint); Funding from millages has fallen (given declining property values), from \$10.6 m in 2008 to \$7.6 m in 2012 to \$7.5 m in 2013; New millage proposed and passed in 2014 to help offset this decline

MTA has received consistent support at the ballot for public funding – voters passed over a dozen straight renewals since MTA started to request county-level millage funding in 1996

MTA voter support continues, with recent millage proposals approved, including 5 years of new funding in 2014 (expiring in 2019, by 50% of voters), a 5-year renewal for \$3.4 m in funding for Your Ride in 2014 (by 68% of voters), and a county-wide renewal in 2012 (by 67% of voters)

**) MTA typically combines millages into its farebox calculations, and on this basis measures farebox share to be 48%

What are its Strengths, Weaknesses?

Selected strengths/advantages

- Strong base of community support (resulting in consistent millage renewals or increases)
- Relatively low operating costs (\$45 per vehicle mile for fixed route, \$20 for demand response, in 2014)
- Leading state network to connect employees and jobs (in Genesee County and beyond, to 7 counties)
- Disability accommodation is central to approach/strategy
- Innovative approach (e.g., piloting new route for grocery accessibility)
- Transit-oriented, innovative leadership (e.g., board suggested going for higher millage; plans to commercialize own alt. fuel)
- ...

Selected weaknesses/disadvantages

- Massive decline in tax base – Unclear recovery drivers for property values (relative)
- Limited technology adoption (e.g., mobile apps)
- Partial integration with other transit networks
- Partial data transparency (i.e., reports published online)
- Very old fleet (some buses still operating at ~1.5 m miles)
- ...

How is it dealing with key transit challenges?

Funding challenges

- MTA pushes for new millages and aggressively pursues grants when needed
- High budget diligence – limits service in face of funding cuts on emergency basis
- MTA open to joint federal funding applications
- Gradually converting fleet to alternative fuel, which it generates
- Plans to commercialize own alternative fuel depots (Hydrogen, CNG) for additional funds
- Rehabs buses after useful life (one of nation's oldest fleets, 20-30 year bus life)

Planning and demand challenges

- Views community input as key success factor to determine needs – regularly engages, spends considerable energy/resources
- Extends invitations to neighboring transit agencies and stakeholders to participate in planning
- To accommodate changing use patterns, the MTA is re-evaluating its fixed routes
- Expanding and piloting new initiatives for specialized services (e.g., non-emergency medical transit, grocery service, door-to-door paratransit)

How does MTA compare with SMART, DDOT, AAATA on key operating and performance metrics? (1/2)

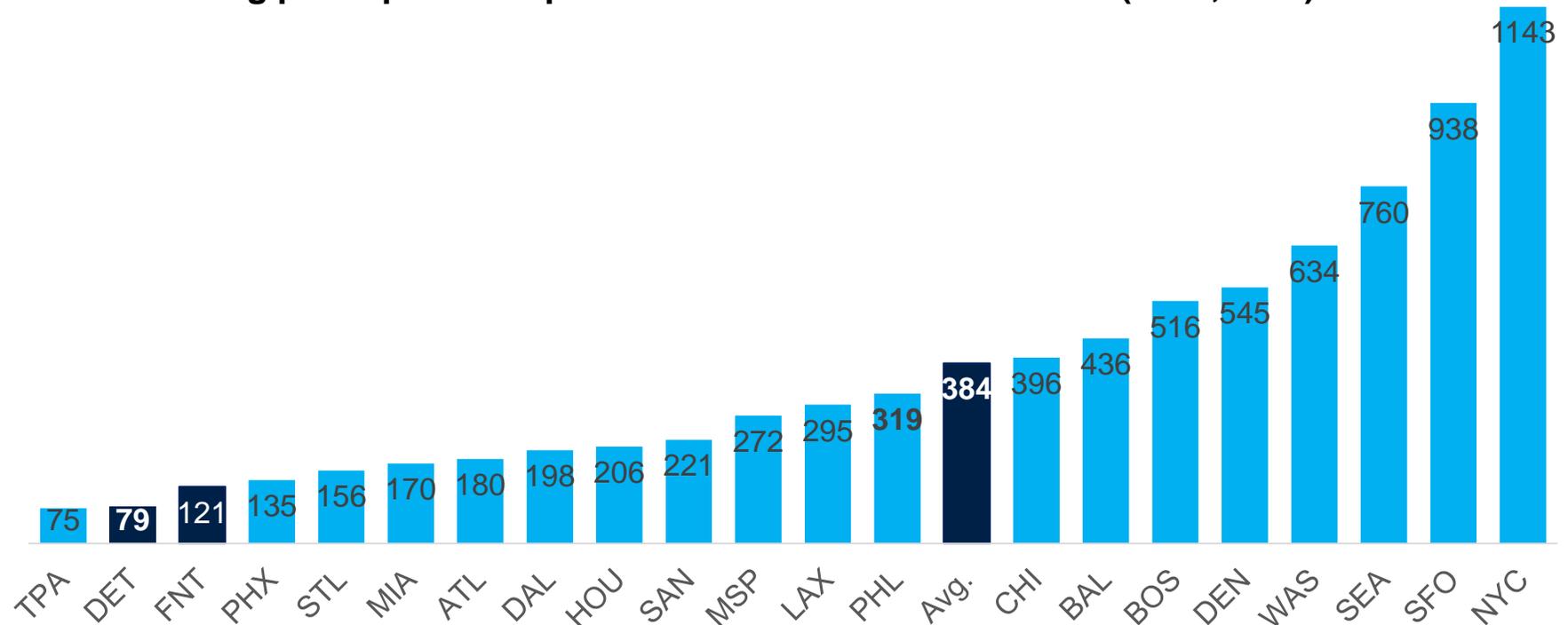
Entity	MTA	AAATA	DDOT	DTC	SMART
Max vehicles operated	298	67	350	10	194
Revenue vehicle miles	8.1 m (VM)	3.1 m	11.4 m	0.6 m	8.5 m
Service area sqmi	640 (county)	81	144	2.9	1074
Service area population	426 k (county)	212 k	713 k	92.5 k	3700 k
Revenue vehicle hours	441 k (VH)	208 k	878 k	50 k	428 k
FTE	324	217	1144	83	769
On time performance %	91% fixed, 87% para (Feb'15)	89%	72%	99%	87%
Pull out %	n/a	100%	74.2%	100%	99.6%
Ridership	6.2 m	6.5 m	32.8 m	2.3 m	9.2 m
Accidents per 100 k miles	>0.45 (2013)	0.21	1.26	0.00	0.22
Farebox + other revenue % of OpEx	16.9%**	20.0%	16.2%	15.8%	14.9%

Data compiled and presented by RTA (may not 100% align with 2013 National Transit Database figures)

***) MTA typically combines millages into its farebox calculations, and on this basis measures farebox share to be 48%

How does MTA compare with SMART, DDOT, AAATA on key operating and performance metrics? (2/2)

Transit funding per capita for top 20 US urbanized areas and Flint (2013, USD)



Total funding for selected transit agencies (2013, USD)

MTA: \$43.2 m

AAATA: \$45.9 m

DDOT: \$152.9 m

SMART: \$113.8 m

Where is the MTA in its strategic planning process?

MTA strategic planning process is nearly complete, ready to print; community input earlier in 2015

Plan was coordinated with new City of Flint master plan

MTA strategic plan has 10-year time horizon, and reviews fix routes for first time in 30 years

Parsons Brinkerhoff supported MTA plan and continues to support I-75 corridor study on trans-regional needs from Bay City to Detroit (MTA moves people to 7 counties)

MTA evaluating tactical I-75 options – bus on shoulder, freeway commuter service; not light rail

MTA also participates in other ongoing plans (e.g., Regional Prosperity Zone from Port Huron to Shiawassee; I-69 economic development group)

Internal study of possible opportunities to be regional transit hub at I-75/I-69 juncture forthcoming

What are opportunities for the RTA to coordinate service with the MTA?

FOR DISCUSSION

Background

- MTA already operates buses into RTA territory 17 hours a day and serves commuters from RTA communities (e.g., from Auburn Hills to Saginaw)

- Mutual exchange of bus passes already in place
- Money collection is secondary to service for MTA

- Common advisor in Parsons Brinkerhoff – platform for alignment on I-75 corridor studies
- MTA open to conversation, cooperation, coordination; invites others to its planning meetings
- MTA already engages with SMART/SEMCOG (Carmin P); open to participate at key RTA forums
- MTA with old fleet serving 3500 regional riders daily; 12 more buses would triple regional capacity

Possible opportunities

- Interconnection with RTA service, schedule coordination at service junctions (e.g., Great Lakes Crossing mall)

- Transfer fare negotiation / pricing
- Participation in new RTA payment system

- Study of joint user base (routes, needs, etc.)
- Explore Bus on Shoulder extension into RTA territory
- Explore new / joint services (new routes, increases service), common ecosystem ("look and feel")
- Facilitate transfer of unused buses between agencies to manage capacity
- Explore joint procurement (e.g., infrastructure)

How can we have a true statewide discussion on transit?

Need for statewide discussion...

- Increasing **demand for inter-regional** service (e.g., new requests from Saginaw, Howell, Brighton)
- Transit agencies can help each other and themselves (e.g., in joint **federal funding** applications)
- Risk of conflicting or **incongruent ecosystems** emerging without coordination (e.g., Park and Ride sites that aren't transit-friendly; disjointed bus-on-shoulder networks)
- ...

...and key enablers (in MTA view)

- **MPTA** (Clark Harder) can facilitate initial conversation
- Significant push will be needed from **MDOT** to have discussion (Sharon Edgar's' office)
- Pursuit of **federal (FTA) funding** to support statewide coordination efforts (or exploration thereof) through MDOT
- Pull together **existing** pieces and **knowledge** (i.e., multiple Parsons-Brinkerhoff planning projects across state)
- ...

What is the MTA doing to make their transit system accessible to persons with disabilities?

MTA has high focus on facilitating transport for those with disabilities – especially to enable transit to employment opportunities

~86 k people in MTA community affected with disabilities, thereof 70% unemployed; transit makes a difference

Consideration informs route extensions - rationale for expansion to Eaton County is a program with Meijer's where they will hire 150 people with disabilities from MTA region

To illustrate prioritization, MTA has board-level representation from the Disability Network (NGO)

MTA also has recent special program to take ADA-certified people shopping (big bus, with attendant), even though Freedom Funds program has expired

Another new MTA program provides non-emergency medical transportation (in partnership with Valley Area Agency on Ageing)

MTA recently completed "Bus Stop Accessibility Study" as part of new strategic plan

MTA has a broad perspective on how to support underserved communities – special services not just for disabled

Example: MTA takes into consideration needs of recently incarcerated, or those leaving rehab (e.g., new service to take workers to Lapeer for 3 shifts)

What is MTA doing to provide job opportunities to persons with disabilities?

Aside from creating access, internally, MTA has made an **organizational commitment** to enabling employment opportunities for the disabled – Focuses on "**seeing the ability**" to create win-win opportunities

Example: MTA has current initiative to equip and **enable home-bound** individuals to support the expansion of local **call-center** type operations for the MTA

MTA has found many different places in the organization where there is a fit for those with disabilities

MTA also has **leadership role** with Disability Works Committee of the Flint & Genesee Chamber of Commerce

Next steps

- **Engage further with MTA – General Manager Ed Benning willing to meet with CAC, other RTA stakeholders as appropriate to explore areas of mutual benefit**
- **Engage with MPTA (Clark Harder) to explore further statewide transit conversations and cooperation (and possible federal funding for study thereof)**

Appendix – National Transit Database Profiles

General Information

Urbanized Area (UZA) Statistics - 2010 Census
 Flint, MI

Square Miles	236
Population	356,218
Population Ranking out of 465 UZAs	106
Other UZAs Served	

Service Area Statistics

Square Miles	640
Population	418,408

Service Consumption

Annual Passenger Miles	40,761,853
Annual Unlinked Trips	6,170,361
Average Weekday Unlinked Trips	21,011
Average Saturday Unlinked Trips	10,487
Average Sunday Unlinked Trips	5,157

Service Supplied

Annual Vehicle Revenue Miles	7,120,422
Annual Vehicle Revenue Hours	381,028
Vehicles Operated in Maximum Service	176
Vehicles Available for Maximum Service	284
Base Period Requirement	36

Financial Information

Fare Revenues Earned	\$5,507,448
Sources of Operating Funds Expended	
Fare Revenues (18%)	\$5,510,241
Local Funds (28%)	\$8,719,068
State Funds (30%)	\$9,159,151
Federal Assistance (21%)	\$6,560,247
Other Funds (3%)	\$817,663
Total Operating Funds Expended	\$30,766,370
Sources of Capital Funds Expended	
Local Funds (1%)	\$69,412
State Funds (17%)	\$2,099,687
Federal Assistance (83%)	\$10,289,568
Other Funds (0%)	\$0
Total Capital Funds Expended	\$12,458,667

Summary Operating Expenses

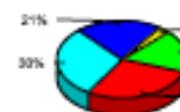
Salary, Wages, Benefits	\$17,706,311
Materials and Supplies	\$6,993,150
Purchased Transportation	\$103,858
Other Operating Expenses	\$5,909,632
Total Operating Expenses	\$30,712,951

Reconciling Cash Expenditures	\$53,419
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Vehicles Operated in Maximum Service and Uses of Capital Funds

Mode	Directly Operated	Purchased ¹ Transportation	Revenue Vehicles	Systems and Guideways	Facilities and Stations	Other	Total
Bus	93	0	\$3,771,145	\$108,180	\$1,682,727	\$57,446	\$5,619,498
Demand Response	81	2	\$4,690,963	\$805,151	\$1,247,002	\$96,453	\$6,839,169
Total	174	2	\$8,461,708	\$913,331	\$2,929,729	\$153,899	\$12,458,667

Sources of Operating Funds Expended



Sources of Capital Funds Expended



Modal Characteristics

Mode	Operating Expenses ¹	Fare Revenues ¹	Uses of Capital Funds	Annual Passenger Miles	Annual Vehicle Revenue Miles	Annual Unlinked Trips	Annual Vehicle Revenue Hours	Fixed Guideway Directional Route Miles	Vehicles Available for Maximum Service	Average Fleet Age in Years	Vehicles Operated in Maximum Service	Peak to Base Ratio	Percent Spares
Bus	\$17,526,814	\$4,891,319	\$5,619,498	35,771,993	3,182,126	5,690,913	172,155	N/A	128	15.7	93	2.56	38%
Demand Response	\$13,186,137	\$616,129	\$6,839,169	4,989,860	3,058,296	479,448	208,873	N/A	156	4.4	83	N/A	88%

Performance Measures

Mode	Service Efficiency		Service Effectiveness		Service Effectiveness	
	Operating Expense per Vehicle Revenue Mile	Operating Expense per Vehicle Revenue Hour	Operating Expense per Passenger Mile	Operating Expense per Unlinked Passenger Trip	Unlinked Passenger Trips per Vehicle Revenue Mile	Unlinked Passenger Trips per Vehicle Revenue Hour
Bus	\$5.54	\$101.81	\$0.49	\$3.08	1.80	33.06
Demand Response	\$3.33	\$63.13	\$2.64	\$27.50	0.12	2.30



Ann Arbor Transportation Authority (AATA)

Purchased transportation provider(s) filing a separate report: VRide, Inc. - Michigan
(5193). Data filed separately.

Chief Executive Officer: Mr. Michael Ford
(734) 794-1763

General Information

Urbanized Area (UZA) Statistics - 2010 Census

Ann Arbor, MI	
Square Miles	160
Population	306,022
Population Ranking out of 465 UZAs	125
Other UZAs Served	

Service Area Statistics

Square Miles	81
Population	212,492

Service Consumption

Annual Passenger Miles	23,522,372
Annual Unlinked Trips	6,760,881
Average Weekday Unlinked Trips ²	23,740
Average Saturday Unlinked Trips ²	7,276
Average Sunday Unlinked Trips ²	3,403

Service Supplied

Annual Vehicle Revenue Miles	4,448,777
Annual Vehicle Revenue Hours	309,373
Vehicles Operated in Maximum Service	109
Vehicles Available for Maximum Service	134
Base Period Requirement	48

Financial Information

Fare Revenues Earned	\$6,176,072
Sources of Operating Funds Expended	
Fare Revenues (10%)	\$5,956,804
Local Funds (36%)	\$11,108,817
State Funds (25%)	\$8,814,129
Federal Assistance (15%)	\$4,479,007
Other Funds (1%)	\$461,078
Total Operating Funds Expended	\$30,820,735
Sources of Capital Funds Expended	
Local Funds (0%)	\$17,441
State Funds (18%)	\$2,675,073
Federal Assistance (82%)	\$12,348,199
Other Funds (0%)	\$0
Total Capital Funds Expended	\$15,040,713

Summary Operating Expenses

Salary, Wages, Benefits	\$17,571,351
Materials and Supplies	\$3,617,124
Purchased Transportation	\$5,774,864
Other Operating Expenses	\$3,426,653
Total Operating Expenses	\$30,389,992

Purchased Transportation Reported Separately	\$187,277
Reconciling Cash Expenditures	\$430,743

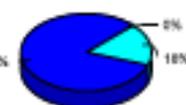
Vehicles Operated in Maximum Service and Uses of Capital Funds

Mode	Directly Operated	Purchased ¹ Transportation	Revenue Vehicles	Systems and Guideways	Facilities and Stations	Other	Total
Bus	66	0	\$8,654,030	\$125,127	\$4,222,478	\$233,944	\$13,235,579
Demand Response - Taxi	0	23	\$0	\$0	\$0	\$0	\$0
Demand Response	0	16	\$386,385	\$0	\$0	\$0	\$386,385
Commuter Bus	2	2	\$878,746	\$0	\$6,095	\$0	\$884,841
Vanpool	0	0	\$533,910	\$0	\$0	\$0	\$533,910
Total	68	41	\$10,453,071	\$125,127	\$4,228,573	\$233,944	\$15,040,715

Sources of Operating Funds Expended



Sources of Capital Funds Expended

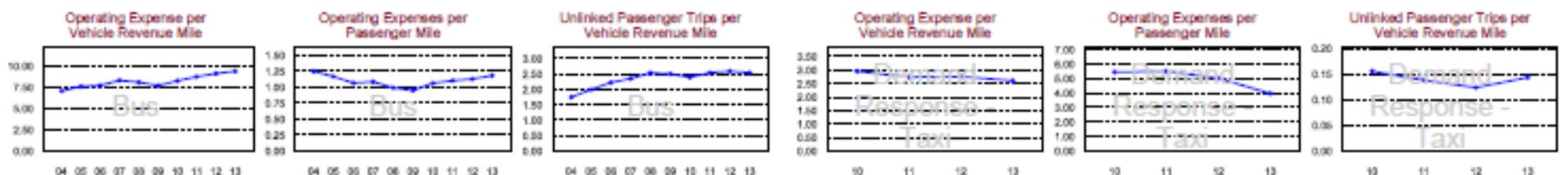


Modal Characteristics

Mode	Operating Expenses ¹	Fare Revenues ¹	Uses of Capital Funds	Annual Passenger Miles	Annual Vehicle Revenue Miles	Annual Unlinked Trips	Annual Vehicle Revenue Hours	Fixed Guideway Directional Route Miles	Vehicles Available for Maximum Service	Average Fleet Age in Years	Vehicles Operated in Maximum Service	Peak to Base Ratio	Percent Spares
Bus	\$23,713,945	\$4,312,055	\$13,235,579	20,057,619	2,528,921	6,428,724	197,644	N/A	78	5.2	66	1.41	18%
Demand Response - Taxi	\$2,812,737	\$574,882	\$0	709,415	1,080,101	154,517	56,431	N/A	23	N/A	23	N/A	0%
Demand Response	\$2,220,774	\$217,763	\$386,385	583,506	511,112	81,540	44,873	N/A	27	0.7	16	N/A	60%
Commuter Bus	\$1,393,949	\$877,772	\$884,841	2,171,832	328,643	96,091	10,425	N/A	6	1.3	4	2.00	50%
Vanpool	\$61,310	\$193,600	\$533,910	0	0	0	0	N/A	0	N/A	0	N/A	0%

Performance Measures

Mode	Service Efficiency		Service Effectiveness		Service Effectiveness	
	Operating Expense per Vehicle Revenue Mile	Operating Expense per Vehicle Revenue Hour	Operating Expense per Passenger Mile	Operating Expense per Unlinked Passenger Trip	Unlinked Passenger Trips per Vehicle Revenue Mile	Unlinked Passenger Trips per Vehicle Revenue Hour
Bus	\$9.38	\$119.98	\$1.18	\$3.69	2.54	32.53
Demand Response - Taxi	\$2.60	\$49.84	\$3.96	\$18.20	0.14	2.74
Demand Response	\$4.34	\$49.49	\$3.81	\$27.23	0.16	1.82
Commuter Bus	\$4.24	\$133.71	\$0.64	\$14.51	0.29	9.22



General Information		Financial Information		Summary Operating Expenses	
Urbanized Area (UZA) Statistics - 2010 Census		Service Consumption		Fare Revenues Earned	
Detroit, MI		Annual Passenger Miles		\$13,442,507	
Square Miles	1,337	Annual Unlinked Trips		Sources of Operating Funds Expended	
Population	3,734,090	Average Weekday Unlinked Trips		Fare Revenues (13%)	
Population Ranking out of 465 UZAs	11	Average Saturday Unlinked Trips		Local Funds (37%)	
Other UZAs Served	80,490	Average Sunday Unlinked Trips		State Funds (33%)	
Service Area Statistics		Service Supplied		Federal Assistance (16%)	
Square Miles	1,074	Annual Vehicle Revenue Miles		Other Funds (1%)	
Population	3,734,090	Annual Vehicle Revenue Hours		Total Operating Funds Expended	
		Vehicles Operated in Maximum Service		\$104,015,765	
		Vehicles Available for Maximum Service		Sources of Capital Funds Expended	
		Base Period Requirement		Local Funds (1%)	
				State Funds (30%)	
				Federal Assistance (69%)	
				Other Funds (0%)	
				Total Capital Funds Expended	
				\$9,740,603	
				Reconciling Cash Expenditures	
				\$9,148,955	

Vehicles Operated in Maximum Service and Uses of Capital Funds

Mode	Directly Operated	Purchased ¹ Transportation	Revenue Vehicles	Systems and Guideways	Facilities and Stations	Other	Total
Bus	221	8	\$1,804,428	\$3,220,448	\$1,630,248	\$567,195	\$7,222,319
Demand Response	81	28	\$2,316,414	\$0	\$254	\$210,617	\$2,527,285
Total	302	36	\$4,120,842	\$3,220,448	\$1,630,502	\$777,812	\$9,740,604

Sources of Operating Funds Expended



Sources of Capital Funds Expended

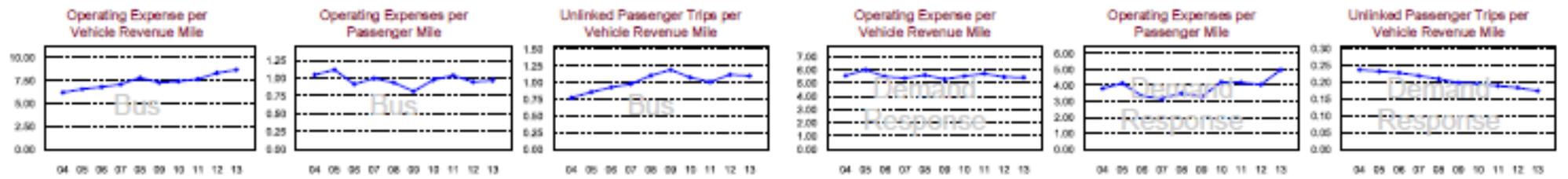


Modal Characteristics

Mode	Operating Expenses ¹	Fare Revenues ¹	Uses of Capital Funds	Annual Passenger Miles	Annual Vehicle Revenue Miles	Annual Unlinked Trips	Annual Vehicle Revenue Hours	Fixed Guideway Directional Route Miles	Vehicles Available for Maximum Service	Average Fleet Age in Years	Vehicles Operated in Maximum Service	Peak to Base Ratio	Percent Spares
Bus	\$74,605,079	\$12,484,186	\$7,222,319	77,414,995	8,624,774	9,484,558	519,534	N/A	235	9.9	229	2.25	3%
Demand Response	\$20,261,731	\$958,321	\$2,527,285	4,072,278	3,748,475	650,236	220,579	N/A	154	5.2	109	N/A	41%

Performance Measures

Mode	Service Efficiency		Service Effectiveness		Service Effectiveness	
	Operating Expense per Vehicle Revenue Mile	Operating Expense per Vehicle Revenue Hour	Operating Expense per Passenger Mile	Operating Expense per Unlinked Passenger Trip	Unlinked Passenger Trips per Vehicle Revenue Mile	Unlinked Passenger Trips per Vehicle Revenue Hour
Bus	\$8.65	\$143.60	\$0.96	\$7.88	1.10	18.22
Demand Response	\$5.41	\$01.86	\$4.98	\$31.16	0.17	2.95



General Information

Urbanized Area (UZA) Statistics - 2010 Census
 Detroit, MI

Square Miles	1,337
Population	3,734,090
Population Ranking out of 465 UZAs	11
Other UZAs Served	

Service Consumption

Annual Passenger Miles	142,714,227
Annual Unlinked Trips	31,181,285
Average Weekday Unlinked Trips ²	107,079
Average Saturday Unlinked Trips ²	47,537
Average Sunday Unlinked Trips ²	20,948

Service Area Statistics

Square Miles	144
Population	713,777

Service Supplied

Annual Vehicle Revenue Miles	11,523,564
Annual Vehicle Revenue Hours	1,449,926
Vehicles Operated in Maximum Service	448
Vehicles Available for Maximum Service	592
Base Period Requirement	168

Financial Information

Fare Revenues Earned \$21,965,534

Sources of Operating Funds Expended

Fare Revenues	(15%)	\$21,965,534
Local Funds	(33%)	\$47,211,848
State Funds	(35%)	\$51,317,882
Federal Assistance	(15%)	\$22,288,758
Other Funds	(1%)	\$2,086,030
Total Operating Funds Expended		\$144,870,052

Sources of Capital Funds Expended

Local Funds	(0%)	\$248
State Funds	(23%)	\$1,823,420
Federal Assistance	(77%)	\$6,178,889
Other Funds	(0%)	\$0
Total Capital Funds Expended		\$8,002,555

Summary Operating Expenses

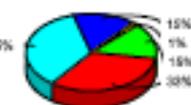
Salary, Wages, Benefits	\$81,162,058
Materials and Supplies	\$21,728,018
Purchased Transportation	\$5,192,798
Other Operating Expenses	\$10,964,552
Total Operating Expenses	\$119,047,426

Reconciling Cash Expenditures \$25,822,626

Vehicles Operated in Maximum Service and Uses of Capital Funds

Mode	Directly Operated	Purchased ¹ Transportation	Revenue Vehicles	Systems and Guideways	Facilities and Stations	Other	Total
Bus	223	0	\$0	\$1,288,914	\$4,913,454	\$1,800,187	\$8,002,555
Demand Response - Taxi	0	223	\$0	\$0	\$0	\$0	\$0
Demand Response	0	2	\$0	\$0	\$0	\$0	\$0
Total	223	225	\$0	\$1,288,914	\$4,913,454	\$1,800,187	\$8,002,555

Sources of Operating Funds Expended



Sources of Capital Funds Expended



Modal Characteristics

Mode	Operating Expenses ¹	Fare Revenues ¹	Uses of Capital Funds	Annual Passenger Miles	Annual Vehicle Revenue Miles	Annual Unlinked Trips	Annual Vehicle Revenue Hours	Fixed Guideway Directional Route Miles	Vehicles Available for Maximum Service	Average Fleet Age in Years	Vehicles Operated in Maximum Service	Peak to Base Ratio	Percent Spares
Bus	\$113,804,117	\$21,341,905	\$8,002,555	140,590,138	9,660,800	30,898,942	744,817	N/A	366	7.6	223	1.32	64%
Demand Response - Taxi	\$5,082,564	\$606,684	\$0	2,079,819	1,826,378	274,921	701,121	N/A	223	N/A	223	N/A	0%
Demand Response	\$160,745	\$16,945	\$0	44,270	36,386	7,422	3,988	N/A	3	N/A	2	N/A	50%

Performance Measures

Mode	Service Efficiency		Service Effectiveness			Service Effectiveness	
	Operating Expense per Vehicle Revenue Mile	Operating Expense per Vehicle Revenue Hour	Operating Expense per Passenger Mile	Operating Expense per Unlinked Passenger Trip	Unlinked Passenger Trips per Vehicle Revenue Mile	Unlinked Passenger Trips per Vehicle Revenue Hour	
Bus	\$11.78	\$152.79	\$0.81	\$3.68	3.20	41.49	
Demand Response - Taxi	\$2.78	\$7.25	\$2.44	\$18.49	0.15	0.39	
Demand Response	\$4.42	\$40.31	\$3.63	\$21.66	0.20	1.86	

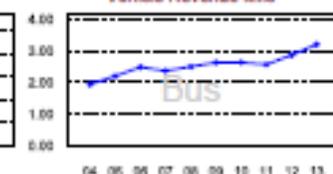
Operating Expense per Vehicle Revenue Mile



Operating Expenses per Passenger Mile



Unlinked Passenger Trips per Vehicle Revenue Mile



Operating Expense per Vehicle Revenue Mile



Operating Expenses per Passenger Mile



Unlinked Passenger Trips per Vehicle Revenue Mile



Detroit Transportation Corporation (Detroit People Mover)

General Information

Urbanized Area (UZA) Statistics - 2010 Census	
Detroit, MI	
Square Miles	1,337
Population	3,734,090
Population Ranking out of 465 UZAs	11
Other UZAs Served	

Service Consumption	
Annual Passenger Miles	3,654,181
Annual Unlinked Trips	2,331,655
Average Weekday Unlinked Trips	5,134
Average Saturday Unlinked Trips	8,224
Average Sunday Unlinked Trips	5,575

Service Area Statistics

Square Miles	3
Population	92,477

Service Supplied

Annual Vehicle Revenue Miles	586,382
Annual Vehicle Revenue Hours	50,373
Vehicles Operated in Maximum Service	10
Vehicles Available for Maximum Service	12
Base Period Requirement	0

Financial Information

Fare Revenues Earned	\$1,556,301
Sources of Operating Funds Expended	
Fare Revenues (11%)	\$1,360,004
Local Funds (2%)	\$202,237
State Funds (27%)	\$3,211,300
Federal Assistance (0%)	\$0
Other Funds (59%)	\$7,058,626
Total Operating Funds Expended	\$11,922,167
Sources of Capital Funds Expended	
Local Funds (38%)	\$752,408
State Funds (0%)	\$0
Federal Assistance (52%)	\$1,007,402
Other Funds (10%)	\$196,297
Total Capital Funds Expended	\$1,956,107

Summary Operating Expenses

Salary, Wages, Benefits	\$7,024,175
Materials and Supplies	\$914,548
Purchased Transportation	\$0
Other Operating Expenses	\$3,790,829
Total Operating Expenses	\$11,729,550

Reconciling Cash Expenditures	\$192,617
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Vehicles Operated in Maximum Service and Uses of Capital Funds

Mode	Directly Operated	Purchased ¹ Transportation	Revenue Vehicles	Systems and Guideways	Facilities and Stations	Other	Total
Monorail/Automated Guideway	10	0	\$1,956,107	\$0	\$0	\$0	\$1,956,107
Total	10	0	\$1,956,107	\$0	\$0	\$0	\$1,956,107

Sources of Operating Funds Expended



Sources of Capital Funds Expended

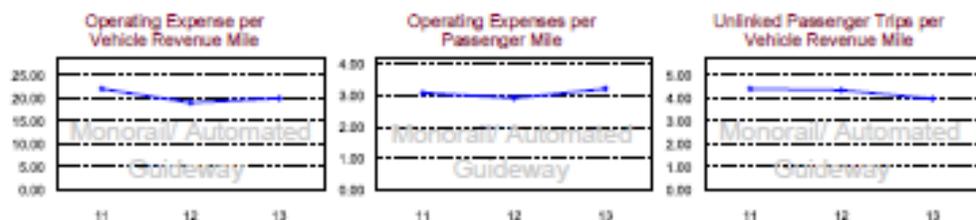


Modal Characteristics

Mode	Operating Expenses ¹	Fare Revenues ¹	Uses of Capital Funds	Annual Passenger Miles	Annual Vehicle Revenue Miles	Annual Unlinked Trips	Annual Vehicle Revenue Hours	Fixed Guideway Directional Route Miles	Vehicles Available for Maximum Service	Average Fleet Age in Years	Vehicles Operated in Maximum Service	Peak to Base Ratio	Percent Spares
Monorail/Automated Guideway	\$11,729,550	\$1,556,301	\$1,956,107	3,654,181	586,382	2,331,655	50,373	2.9	12	27.0	10	N/A	20%

Performance Measures

Mode	Service Efficiency		Service Effectiveness		Service Effectiveness	
	Operating Expense per Vehicle Revenue Mile	Operating Expense per Vehicle Revenue Hour	Operating Expense per Passenger Mile	Operating Expense per Unlinked Passenger Trip	Unlinked Passenger Trips per Vehicle Revenue Mile	Unlinked Passenger Trips per Vehicle Revenue Hour
Monorail/Automated Guideway	\$20.00	\$232.85	\$3.21	\$5.03	3.98	46.29



REGIONAL TRANSIT ADMINISTRATION OF SOUTHEAST MICHIGAN
CITIZENS' ADVISORY COMMITTEE

LIAISON REPORT
BY LARRY KRIEG

PLANNING AND SERVICE COORDINATION COMMITTEE, SEPTEMBER 10, 2015

- Recommended forwarding the **Gratiot and Michigan Avenue corridor study “Purpose and Needs” document** to the Board of Directors. Proceeding close to schedule.
- **Woodward Avenue study** will proceed more rapidly because FTA granted it a “categorical exclusion”, meaning fewer studies and reports are needed. New Scope of Work document is being prepared, and the **Woodward Advisory Committee is being re-instituted**. This consists primarily of planning directors and elected officials. **Should CAC be represented?**
- **Gratiot and Michigan corridor technical committees** met earlier in September; preparing reasonable alternative modes and routes.
- **Regional Transit Master Plan** is getting a lot of public feedback, as well as input from a Financial Task Force which will be meeting September 24. Simulation software is being used to estimate ridership and costs. Plan is proceeding close to schedule.
- Discussions are being held privately on the very sensitive topic of **how the RTA will apportion Federal and State funds to SMART, DDOT, and DTC**. (AAATA is in a different FTA funding zone, so RTA does not have to divide its funds with others.)
- **Fare study** will continue with a new Memorandum of Understanding between providers. Currently, a “pseudo-regional” pass, using simple magnetic stripe technology, is being tested on both current and new farebox systems. Exchange of funds between providers is still in the future.

PROVIDERS' ADVISORY COUNCIL, SEPTEMBER 10, 2015

- **Map project:** schedule is now “out the window”. Beth from SMART is coordinating.
- **Transit Master Plan** input sessions are being schedule for October: see RTA Web “events” calendar
- **“Yield to Bus”** law being studied for recommendation in Michigan
- **Collision avoidance systems** for buses are being investigated
- SMART’s **“Get a Job, Get a Ride”** program was suggested for RTA-wide adoption. This gives a free pass, paid by SMART, to people with a new job and no car (if they request it).
- Re-Mix **transit-planning software** is being considered for RTA-wide license
- **Transit-user and Voter Survey** is beginning in September, results to be available in December. 1200 riders will be interviewed in person on buses; in October-November, telephone survey of 1500 voters. Draft questions will be circulated; **RTA needs to be reminded to include CAC**.
- **New buses** coming: SMART 80, DDOT 10 articulated buses, AAATA 27.



**REGIONAL
TRANSIT AUTHORITY**
OF SOUTHEAST MICHIGAN

Planning and Service Coordination Meeting

Thursday, September 10, 2015

12:00 PM

Regional Transit Authority of Southeast Michigan

1001 Woodward Ave., Suite 1400

Detroit, MI 48226

AGENDA

REPORT TO CAC by Larry Krieg [LK]

1. Call to order
2. Approval of Agenda
3. Approval of the July 9, 2015 meeting summary
4. Public comment
5. Purpose and Need Documents
 - a. Gratiot – Action
[LK] RECOMMENDED to Board of Directors
 - b. Michigan – Action
[LK] RECOMMENDED to Board of Directors
Question: What is being done to engage non-urban areas? “No vote left behind” Mr. Ford: working to engage all areas.
6. State of the System Report – Information
[LK] Being prepared
[LK] Fund apportionment (very sensitive) being worked on; done in “a month or so”
7. Federal Funding Allocation – Update
[LK] Fund apportionment (very sensitive) being worked on; done in “a month or so”
8. Major Project Reports
 - a. Regional Transit Master Plan
[LK] Getting a lot of feedback; coming out with scenarios next month
Financial Task Force meeting Sept. 24
Pretty much on time-line
Simulation software is being used to estimate ridership and cost impacts.
Question: how is the 85%-return-to-county rule being interpreted? Answer not clear.
 - b. Woodward Avenue
[LK] FTA Categorical exclusion, so environmental assessment will be quicker. Scope of work being developed
Woodward advisory committee being re-instituted (planning directors, some electeds)
 - c. Gratiot Avenue

[LK] Tech committee met last week, now on Tier 1 pass-fail (eliminate or carry forward options depending on their match with predetermined criteria, one of which is maximum cost of about \$500M)

d. Michigan Avenue

[LK] Tech committee met yesterday, also on Tier 1

e. Fare Study

[LK] MOU needed to continue in-depth study;

Currently testing "pseudo-regional" pass using mag-stripe

Technical details with newer fare-boxes remain to be tested; agreement on exchange of funds between providers is still in the future.

9. New Business

10. Adjourn (12:43)

BEST Gratiot Purpose and Need Comment Disposition Log

Comment #	Comment	Comment By
1	Improving road safety should be a need given Gratiot's intolerably high pedestrian/bicyclists fatality rate.	CAC
2	Given that Gratiot has one of the highest pedestrian fatality rates of any street in Southeast Michigan, I would not call it "very pedestrian friendly."	CAC
3	The City of Detroit Non-Motorized Urban Transportation Plan calls for bike lanes on Gratiot. The Detroit Greenways Coalition has also identified Gratiot as a primary non-motorized route within their Network Vision. Bike facilities on Gratiot would also reduce stress, especially protected bike lanes	CAC
4	There is a marked bike route that crosses Gratiot at E. Grand Boulevard.	CAC
5	Both the City of Detroit Non-Motorized Urban Transportation Plan and DDP non-motorized plan should be referenced.	CAC
6	I would like to see a table that ties the Goals and Objectives - Tier 1 Evaluation Factors - Tier 2 Evaluation Factors - FTA Evaluation Factors together.	RTA Staff
7	Second paragraph, last sentence. "...remains one of the highest ridership transit routes in SE Michigan." Replace the word route, with the word corridors. This is a high ridership transit corridor.	CAC
8	Confusing. E.g., what does "atypically lower as compared to northern parts of the corridor.." mean? Suggested rewrite would break this into two paragraphs, plus I would rewrite the first section so it makes more sense: Residential density varies along Gratiot. The residential density in the portion of the corridor within Detroit is much lower than in the northern sections of the corridor, and this density increases northward toward Macomb County. However, transit dependency is much higher in Detroit.	CAC
9	Residents living in poverty account for over 30% of the study area's population..." What is the total population living within the study area? This isn't clear. Thus 30% of the total isn't clear.	CAC
10	Most of the communities are expected to lose population... this actually suggests a reason not to invest in transit, since people are moving away. Perhaps this section could be strengthened somehow.	CAC
11	Provide frequent reliable one-seat service that is competitive with the automobile. Is this a realistic goal? Would we ever find sufficient funding or have the density of uses and residents to make this possible. Is this goal realized in many regions other than NYC? Instead, could this be tweaked to suggest "Provide frequent reliable one-seat service that is attractive to choice-riders".	CAC

12	Stimulate economic development. Suggest that the 1 st paragraph of this section be rewritten. Confusing (e.g. More density within Macomb County along Gratiot than within the City of Detroit” – which suggests the Macomb portion of the Gratiot corridor is being compared with the entire City of Detroit, which isn’t what was intended). Suggested rewrite: There has been significant population decline along the Gratiot Avenue corridor. The number of homes within the section of the corridor within the City of Detroit has decreased by almost 30,000 households within the last 15 years, making it less dense than the section within Macomb County. And Macomb County has also experienced population decline. Between 2000 and 2010, the City of Mount Clemens’ residential vacancy nearly doubled – from 6.2% to 11.4%.	CAC
13	Plus the last two sentences in this paragraph don’t make sense. Perhaps a segue/transition was dropped that between Mount Clemens’ vacancy doubling, to the statement about the 5.2% change that was greater than both Macomb County (3.5%) and the region (5.0%).	CAC
14	Attract people of all ages. Perhaps add a sentence to the paragraph about why it is important to attract Millenials.	CAC
15	More than 3 greenways have been built or improved... Don’t we know how many? Also, this paragraph speaks to the importance of nonmotorized transportation – which isn’t salient to this Needs assessment	CAC
16	Can this listing of employers, shopping, recreation, medical facilities, etc. be shown on a map of Gratiot so it’s clear how they relate? Also, do we know how many jobs are offered by these employers? How many students attend these educational institutions? Can these figures be included to demonstrate the demands placed on the Gratiot corridor?	CAC
17	Not clear the causal relationship between rapid transit investments along this corridor and attracting a sizeable number of new residents. For instance, can content be added, such as about placing future transit stops both in strategic locations where resident growth may be most feasible which would tie the together with the future stops at key employment centers along the corridor.	CAC
18	Is there more that needs to be said about why a rapid transit solution, and not simply additional traditional transit service? Also, how does the population density (or lack thereof in Detroit) correlate to the percentage of zero car households? E.g. if the percentage of zero car households is high in an area with very little population is this figure significant? Likewise, even if a percentage of zero car households is relatively low in an area of large residential density, this may actually point to a lot of people needing transit. So is there a correlation between the two?	CAC
19	First of all, is it correct to say “senior”, or are we now supposed to reference people who are “ages 65 and older”...? Second, can content be added about strategically locating future stops at medical centers, recreation centers, etc. to meet the needs of the seniors living along the corridor	CAC
20	Can this section be strengthened, e.g. placing future stops strategically to encourage economic development along the corridor?	CAC

21	“Gratiot is a very pedestrian-friendly corridor...” In fact, the “current land use” paragraph below states that there are many surface parking lots and empty lots creating gaps along the corridor. So how is this pedestrian friendly? Also, the second sentence in the Gratiot Avenue paragraph needs to be edited/it’s unclear: “Mixed-use commercial development focused towards Downtown and Eastern Market with thoroughfare commercial towards the north that support s surrounding ecological, less dense neighborhoods.” What are “ecological” neighborhoods?	CAC
22	What is “Innovative Ecological and Productive”? How does Detroit Future City define this?	CAC
23	Also, how do the various land uses in the various community master plans affect the potential for high capacity rapid transit along this corridor. Rather than simply listing the various land uses that have been identified, can content be written that describes how this will be affected by or shapes the need for high capacity rapid transit.	CAC
24	Four major transit service providers operate within the corridor; two of these providers operate extensive service...” Please name the four that operate, and the two that operate extensive service.	CAC
25	Move the DDOT System stats forward so it is ahead of the listing of the various routes.	CAC
26	Create a Gratiot Avenue map showing the various DDOT routes.	CAC
27	The third paragraph states that SMART can’t pick up/drop off passengers. State why this is, and what it will take to change this.	CAC
28	Move the SMART System stats forward so it is ahead of the various route information.	CAC
29	Create a Gratiot Avenue map showing the SMART routes.	CAC
30	Create a Gratiot Avenue map showing the People Mover.	CAC
31	Show the location of Rosa Parks on this map.	CAC
32	Create a Gratiot Avenue map showing location of Rosa Parks, DDOT, SMART & People Mover all together in one map, to convey how a high capacity rapid transit would be supplemental to, and enhance the existing services.	CAC
33	On this map it would then make sense to show the Amtrak and Greyhound stations.	CAC
34	Is it more correct to list these as “transfer points” since some of the content that follows speaks to bus shelters..?	CAC
35	Create a map showing how Gratiot Avenue relates to 1-94 and Groesbeck Highway.	CAC
36	Create a map showing intersections on Gratiot that have or will have congestion. This will illustrate the information on table 7-5.	CAC
37	This is the only one of the needs that doesn’t have bullet points with additional details. That makes it seem less important than the others, even though it’s not. Is there a way to bolster this one?	SEMCOG
38	How did you decide upon these criteria? An explanation would be helpful. Also, what are the percentages taken from? Michigan Ave does not identify percentages associated with criteria. Also, can you define what you mean by Flexibility? We thought it might be mode shift, but that’s listed separately	SEMCOG
39	What about households with a greater number of workers than autos available? That population may also be transit dependent.	SEMCOG

40	Being a zero car household doesn't necessarily mean you don't have access to a car (e.g., your uncle lives next door and use his because he doesn't drive). Also, even if you have a car, it needs to be a working auto, otherwise you are in effect a zero car HH.	SEMCOG
41	This statement contradicts much of what is put forth in other parts of the document. Does this mean there is a consistent sidewalk network or that it is actually safe for pedestrians?	SEMCOG
42	See section 7.5.1 for suggested language.	SEMCOG
43	Change Auto-related to auto-related	SEMCOG
44	Change first sentence to this: The Township has a Downtown Development Authority (DDA), which extends along Gratiot Avenue for about three miles, but no traditional core commercial center.	SEMCOG
45	Actual DDOT ridership is 93,000, which is what we are using for the model. What is the source for 107,080?	SEMCOG
46	If these numbers are from DDOT, then they differ significantly from the NTDB numbers in the previous table. Also, the data is from two different years, why?	SEMCOG
47	Is it possible to use SMART data for both this table and the next one so the data is more comparable and consistent? All of the providers submitted performance measures to the RTA last year, can that be used? Also, it's from two different years (this table and the next table).	SEMCOG
48	Explain how the information in this section informs the purpose and need. Why is this important?	SEMCOG
49	Identify the location of these intersections somewhere – all are in Detroit. Also, why are none of the higher volume intersections in Macomb County included? If congestion is not anticipated for any of those intersections, further information might be helpful.	SEMCOG
50	Are these numbers based on schedule or are they performance-based? It would be helpful to indicate this.	SEMCOG
51	Change last sentence to this: Zipcar, a private car-sharing service, has reserved parking space locations near City Place Apartments on Antietam Avenue in Detroit, which is very close the Gratiot Avenue corridor.	SEMCOG

<p>52</p>	<p>Change to this based on Gratiot corridor audits and non-motorized plan analyses: The Gratiot corridor is full of pedestrian activity due to both active town centers and high frequency transit service. A summary of some of these activity centers can be viewed at: http://maps.semco.org/Gratiot/. Since almost every transit trip begins with a pedestrian trip, it is vital that pedestrian infrastructure be maintained and where possible, improved.</p> <p>Safety and security are major concerns for pedestrian activity within the corridor. In Detroit, there is a high incidence of pedestrian crashes between Randolph and Vernor Hwy, north and south of the I-75 interchange, south of the I-94 interchange, and between 7 Mile and 8 Mile Road. As a result, MDOT has performed three road safety audits within the corridor:</p> <ul style="list-style-type: none"> • Conner/Outer Drive <ul style="list-style-type: none"> • Van Dyke • Mt. Elliott <p>MDOT has also identified crashes at Nine Mile Road, 15 Mile Road, and Hall Road. SEMCOG also performed two walkability/bikeability assessments as part of the study, Creating Successful Corridors – Gratiot Avenue Pilot Corridor that identified recommendations for improving pedestrian (and</p>	<p>SEMCOG</p>
<p>53</p>	<p>Add the following information based on previous work done on Gratiot: While existing conditions are not ideal for bicycling, Gratiot Avenue serves as the primary north-south route within the corridor, due to a lack of other favorable options—there are no other parallel roads or trails that serve bicyclist wishing to travel north or south.</p> <p>As mentioned in SEMCOG’s document, Creating Successful Corridors – Gratiot Avenue Pilot Corridor, the lack of bicycling facilities creates erratic bicycling behavior and potential safety concerns. Multiple agencies including MDOT, Detroit Department of Public Works, Detroit Economic Development Corporation, Eastern Market Corporation, Macomb County Planning, Clinton Township, and the Cities of Roseville and Mt. Clemens have called for increased bicycling amenities within the corridor. For these reasons and more, SEMCOG and MDOT’s Bicycle and Pedestrian Plan for Southeast Michigan identifies the road as a regional bicycle and pedestrian corridor.</p> <p>Any enhancements to transit service should be sensitive to the need of bicyclists, creating a truly multi-modal corridor.</p>	<p>SEMCOG</p>

54	<p>Change to the following: In 2001, SEMCOG adopted a regional transit framework plan and incorporated it into the RTP. The plan recommends an approach to developing regional transit service that:</p> <ul style="list-style-type: none"> • establishes regional rapid transit service along high-use corridors, including along Gratiot Avenue from downtown Detroit to M-59 • improves fixed-route bus service to provide greater frequency, reliability and safety • expands community transit coverage, particularly in rural areas • connects urbanized areas through regional connectors. 	SEMCOG
55	<p>May be worth noting that the plan also called for more detailed service plans by the providers and corridor analyses to determine rapid transit options and preferred alternatives.</p>	SEMCOG
56	<p>Change to: As part of SEMCOG’s Creating Successful Corridors initiative, Gratiot Avenue – from downtown Detroit to M-59 – was selected as a pilot corridor in which to apply and test components of the Corridor Redevelopment Toolkit. This document details SEMCOG’s collaboration with government representatives and other corridor stakeholders to conduct two walkability/bikeability assessments, two neighborhood and housing assessments, and apply other tools on a corridor-wide and segment-level basis along Gratiot. The variety of recommendations ranged from improving roadway access for pedestrians and cyclists to preparing for future rapid transit service and creating a coordinated communication strategy.</p>	SEMCOG
57	Change dates from 2014-2014 to 2012-2014	SEMCOG
58	Add Mobility to SMART	SEMCOG
59	Is there any information on disabilities	RTA Board
60	It would be good to provide references or links to documents that are being referenced	PSCC
61	Remove period	RTA Staff
62	Change to Technical and Policy Committee	RTA Staff
63	Does this mean the corridor is denser towards the north or the northern part of the Detroit section is denser?	RTA Staff
64	Change to northbound	RTA Staff
65	Stadium?	RTA Staff
66	Do we have data to support this as the average wait time for a transfer?	RTA Staff
67	repeated sentence	RTA Staff
68	employment or population?	RTA Staff
69	Make this 2013 to match table.	RTA Staff
70	Make this 2013 to match table.	RTA Staff
71	Does it include limited stops?	RTA Staff
72	Check numbers throughout report (especially crash stats)	SEMCOG
73	Check figure references throughout the report	SEMCOG
74	Check RTA region vs SEMCOG region data	SEMCOG
75	Report could use a good proofreading	SEMCOG
76	This map is confusing. It looks like it's displaying some kind of data because of all the different shades of blue and gray	SEMCOG
77	Under need #1, additional is circled in second sentence (used twice in the same sentenct)	SEMCOG

78	Under need #1, 4th bullet: the following sentence is underlined "the communities of Clinton Township and Eastpointe are expected to increase by more than 9,000 people. Comment next to statement: together	SEMCOG
79	Under need #1, 5th bullet: check the 4.3%	SEMCOG
80	Under need #1, 5th bullet: Add "an" in between "bus service in" and "excluding guideway"	SEMCOG
81	Under Need #2, 3rd bullet: peak or off-peak?	SEMCOG
82	Under Need #2, 3rd bullet: this sounds like a direct comparison of travel times but the distances are not comparable	SEMCOG
83	Under Need #3: The sentence "While population is expected..." is redundant with the 3rd bullet item "While population is expected..."	SEMCOG
84	Under Need #3: source for "\$3-4 dollars"?	SEMCOG
85	Under Need #3, 1st bullet: is this within the study area? If yes, then use consistent wording.	SEMCOG
86	Under Need #3, 3rd bullet: typo "is" should be "in" in second sentence "higher is various communities"	SEMCOG
87	Under Need #4, 2nd bullet: "During last ten years..." remove the words "there have been"	SEMCOG
88	Under Need #4, 2nd bullet: should be "East Riverfront" not "Eastern Riverfront"	SEMCOG
89	Under Need #4, 3rd bullet: what is source for "90% of adults 65+"	SEMCOG
90	Under Major Employers: is Coleman A Young Internation Airport a major employer?	SEMCOG
91	Under Downtown Districts: Gratiot DDA in Clington Township?	SEMCOG
92	No refernce to figure 2-1	SEMCOG
93	Need to clearly state where the %'s came from	SEMCOG
94	When printed, can't read the text for the slice on top "access to education"	SEMCOG
95	Green color graphics don't show up well on background when printed	SEMCOG
96	Use revised census number for the city of Detroit. 713,862 revised 2010 census number for Detroit (estimates base)	SEMCOG
97	1st paragraph, last sentence: change populations to densities in the phrase "within this segment have populations between"	SEMCOG
98	Revise Detroit 2010 census number to 713,862	SEMCOG
99	Revise 2010 Study Area, Corridor Communities, RTA Region values based on revised Detroit census number (713,862)	SEMCOG
100	Change column name from Actual Change to Anticipated Change	SEMCOG
101	There is a period floating after the last paragraph	SEMCOG
102	Need to check these numbers	SEMCOG
103	Define senior for this table: age 65+	SEMCOG
104	Change column name from Actual Change to Anticipated Change	SEMCOG
105	Could use a description/definition of what "living in poverty" means technically and for the purpose of this report.	SEMCOG
106	Specific ages included? Would be helpful to include. 5-17	SEMCOG
107	Does map show only public schools?	SEMCOG
108	Define "youth" for the table like it was done for the map. Ages 5-17.	SEMCOG
109	Change column name from Actual Change to Anticipated Change	SEMCOG
110	Clinton Twp 2010 value should be 43,322 not 43,332	SEMCOG
111	Revise 2010 Corridor Communities number based on revised Clinton Twp 2010 value (43,322)	SEMCOG
112	Change column name from Actual Change to Anticipated Change	SEMCOG

113	Revise Actual change Clinton Twp number based on revised Clinton Twp 2010 value (43,322)	SEMCOG
114	Revise Actual Change Corridor Communities number based on revised Clinton Twp 2010 value (43,322)	SEMCOG
115	Revise % change Clinton Twp number based on revised Clinton Twp 2010 value (43,322)	SEMCOG
116	Revise % change Corridor Communities number based on revised Clinton Twp 2010 value (43,322)	SEMCOG
117	2nd paragraph: (or nothing!) Is circled	SEMCOG
118	2nd paragraph: add "s" to "type" to the sentence "Innovative Productive areas are landscapes..."	SEMCOG
119	CIA is Corridor Improvement Authority	SEMCOG
120	Add fixed route and paratransit as well for DDOT	SEMCOG
121	Numbers used here from NTB are not all the same as what's actually in the database - need to check	SEMCOG
122	1st paragraph has 90,700 but 93,000 is used in the model	SEMCOG
123	\$2.81 under paratransit: taxi?	SEMCOG
124	These figures use ridership numbers for different source years	SEMCOG
125	Route 34, Gratiot: time on Saturday?	SEMCOG
126	2nd paragraph: (DDOT, 2014) is circled	SEMCOG
127	double check with NTB	SEMCOG
128	These figures use ridership numbers for different source years	SEMCOG
129	End of paragraph: Data source is missing in (2013)	SEMCOG
130	End of paragraph: Data source is missing in (2014)	SEMCOG
131	There is text under the legend	SEMCOG
132	M-1 is on map but not mentioned in text	SEMCOG
133	4th bullet: delete "s" from "directions"	SEMCOG
134	5th bullet: delete "s" from "directions"	SEMCOG
135	1st paragraph: 22,000 is written or should it be 15,000 as per map?	SEMCOG
136	2nd paragraph: refers to Figure 7-10 but it should be Figure 7-8	SEMCOG
137	time frame?	SEMCOG
138	2nd paragraph: should only reference RTA region. SEMCOG region is not applicable to this report. All %'s in this paragraph are circled.	SEMCOG
139	time frame?	SEMCOG
140	under legend: the word trails is circled with note for lanes, sharrows and side paths	SEMCOG
141	Show all of Conner Creek Gateway (see markup for limits)	SEMCOG
142	Show Riverwalk	SEMCOG
143	Inner Circle Greenways?	SEMCOG
144	the following is underlined: "due to high levels of blight and vacancy, some areas do not have a fully connected system of sidewalks". Have sidewalks been removed due to blight?	SEMCOG
145	1st paragraph, last sentence "Currently there are no..." conflicts with 2nd paragraph "There is one marked bike route..." Which is correct? Or is the route not a lane? Clarify.	SEMCOG

146	2nd paragraph: "the SEMCOG region" is circled along with all the %'s in this paragraph	SEMCOG
147	Inner Circle Greenway section: add "planned" after "the" in the first sentence	SEMCOG
148	Potential connection along 12 Mile Road, Macomb to Oakland County	SEMCOG
149	Check numbers	SEMCOG
150	1st paragraph, last sentence "As illustrated in..." The figure has been altered to combine work trips. Statement is no longer accurate.	SEMCOG
151	Not a source. From forecast, not published 2010.	SEMCOG
152	Not a source. From forecast, not published 2010.	SEMCOG
153	Coming into Corridor 40% is circled. Home to work & other to work combined. See comments for Figure 8-4.	SEMCOG
154	City of Detroit Plan section: last sentence is underlined with question marks	SEMCOG
155	MDOT Metro Region section title: add "& University)	SEMCOG
156	MDOT Metro Region section: was not in the last draft sent out	SEMCOG
157	MDOT Metro Region section: Actual name: The Bicycle & Pedestrian Travel Plan for Southeast Michigan not SEMCOG Non-Motorized Plan	SEMCOG
158	MDOT Metro Region section: suggested language "The Bicycle and Pedestrian Travel Plan for Southeast Michigan, a joint effort between SEMCOG and MDOT (Metro & University Regions), identifies Gratiot Avenue, from downtown Detroit to Chesterfield Township as a regional bicycle and pedestrian corridor. The corridor connects multiple walkable urban centers such as Eastern Market, Eastpointe, and Mount Clemens. While the plan identifies the corridor as a Tier 4 roadway with high stress and low comfort, it is considered to be the only viable route for pedestrians and bicyclists looking to head north or south from their residence. The plan suggests that facilities such as bike lanes or paved shoulders be included to better manage and coordinate bicycle traffic with proposed bus rapid transit service."	SEMCOG
159	1st paragraph: delete sentence "The plan identifies Gratiot Avenue as..."	SEMCOG

Action Taken/Response
Need #1 expanded to include safety
Changed the text.
The City of Detroit NonMo plan states that Gratiot is a primary route, but does not indicate bike lanes. Added the reference.
Added
Added City of Detroit reference, was unable to find a DDP (Downtown Detroit Partnership) plan.
Added
Changed the word route to corridors.
Updated paragraph to include suggested language
Updated demographic information
Section revised
Suggestion revisions made

Suggestion revisions made

Section revised

Added a sentence

Updated language.

Developed a map

We added information to Need #4
regarding this information.

Updated text in the document.

Minor revisions made; use of
"seniors" retained

Minor revision made to strengthen
section

Reworded this section
Added information
Added language
Updated
Updated
Developing a map
Updated
Updated
Developing a map
Reformatted with bullet points
Updated table
Text inserted to address

description added
This statement was removed as it was out of context.
Accepted
Accepted
Accepted
Updated
National Transit Database only has information up to 2013. DDOT provided information by route for October 2014.
National Transit Database only has information up to 2013. SMART provided information by route for 2014.
Added text
Updated table
Text above the table states it is based on schedule time
Updated

Updated

Updated

Updated
Added a section on disabilities
Added references
Updated
Updated
Revised sentence
Updated
Updated
Updated text in the document. removed
Updated text in the document.
Updated
Updated
Updated text in the document.
Checked
Updated
Updated
Conducted
Map was not changed per RTA direction
Updated

Updated in Tech Memo #2 to RTA region
Updated in Tech Memo #2
Unsure of comment or source, nothing was changed.
Checked
Figure was removed in Tech Memo #2
Information was removed
Information was removed
Figure was removed in Tech Memo #2
Unsure of comment, nothing was changed.
Updated in Tech Memo #1
Noted.
Updated in Tech Memo #1
Updated in Tech Memo #1
Unsure of comment, nothing was changed.

Comment #
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BEST Michigan Purpose and Need Comment Disposition

Comment
Where would the train stop in Detroit?
As the first of its kind Regional Transit Authority (RTA) study it is important to outline the role of the RTA as it relates to the region as well as areas with existing operating transit operations as part of the introduction. Clearly, there are well served areas with local transit and areas without any local transit whatsoever along this corridor and in the region. The Michigan Avenue corridor is such a place with each end community having robust local transit operations serving those communities. Unfortunately, the local services are very local and do not completely serve the entire corridor within the defined endpoints or link the endpoints to one another. Given the overall identity of the RTA is not well known and understood. A more logical sequence would have been to develop a regional plan and obtain buy-in from the region of the role of the RTA in developing and delivering services. At this point we are reviewing the narrow without a broad framework to measure or evaluate whether the services that are emerging are the appropriate ones. An emphasis and focus for the RTA
There are some particular statements in the document which seems to define the studies overall perspective on transit. On page 2, it is stated that transit investment will "provide mobility options that match emerging demographic trends and preferences". On page 25, the opening statement under "Project Need #3" says: "Study area population and employment densities are higher than regional densities, and growth is forecast to more evenly distribute throughout the corridor. High-capacity transit investment is necessary to accommodate this growth and to improve multimodal connections between growing communities throughout the corridor." This statement contrasts the higher-than-average densities in the corridor to future growth that is expected to be "more evenly distribute[d]", asserting it is necessary to "accommodate this growth". The language cited above seems to be saying that transit planning in the corridor must acquiesce to the sprawl that has superseded the traditionally high densities in the corridor. The implication is that transit, rather than being used to shape development as is typically advocated by planning professionals, will actually simply follow development wherever it occurs, and do its best to serve resulting travel needs.
We should seek to define travel sheds, not commuter road corridors as the organizing principle for regional transit service. Rail services and people travel along travel sheds and not solely along arterial roadways. There are more opportunities than just relying on arterial roadways. Further in the paper or the committee discussions there has been talk about running express buses on I-94, that is also an important consideration for a region with as much interstate design highway facilities.
Previous planning? I am not aware of a corridor wide study to provide regional transit service along this corridor. If the AATA 30 year planning study is what is intended, it does not outline regional services that extend as far east as Dearborn or Detroit. It would be important to describe if there is prior regional transit planning, who did it, what it recommended and the shortcomings of why it was not implemented. As well as recommendations for how to overcome those plans' shortcomings.
Is this the RTA's long Range Transit plan or the SEMCOG plan? This RTA is a new organization and it has its own statutory responsibility to prepare a regional transit plan. The newly formed RTA's planning process is where the role of the RTA should be frame. This way the public dialogue about the intent and service model for the RTA itself can be shaped. The SEMCOG regional transit plan is not the most directly relevant document.
The Detroit/New Center Amtrak Station should be included in the study area. One of the options under consideration for corridor service is the East-West Commuter rail Service, which is all but certain to use the New Center station for its Detroit terminal.

<p>It seems overly optimistic to assume the study can arrive at a formal Locally-Preferred Alternative in the timeframe described. The effort might make allowance for the possibility that a narrowing of alternatives, but not specific mode and alignment, will be the outcome of the study</p>
<p>The definition of the study area – as a one-mile-wide corridor - seems overly-restrictive and arbitrary. Certainly the whole of Ann Arbor (parochially-speaking!) ought to be considered as part of the corridor, since every corner of the city would be connected by existing bus eservice to any new service. It may even make sense to extend the corridor definition west to include area immediately west of Ann Arbor, in part because of the rail line that offers an option for service provision.</p>
<p>Does the document not that the RTA is looking to start transit service to the airport (similar to AirRide in Ann Arbor) across the region?</p>
<p>This is really an “intermodal systems” issue. People travel to airports to continue their trips or to work there. The same can be said regarding regional access to intercity passenger rail and intercity bus services.</p>
<p>Is this about an “even distribution” or the ability (or characteristic of regional transit to create a focus for increasing connectivity, accessibility and desirability of key central cities and designated service areas i.e., airport, etc.</p>
<p>I understand the SEMCOG modeling process and the role it plays in this type of demographic forecasting or projections. It seems the recent emphasis on public and private investment in downtown Detroit is starting to make a difference. I would suggest the study evaluate a range of socio-economic and demographic scenarios allowing for further concentration of people and jobs in central city locations such as Detroit, Dearborn, Wayne, Ypsilanti and Ann Arbor.</p>
<p>Also need to address the fact along long stretches of this corridor density is not sufficient to attract or sustain regional transit services. Park and ride lots and local services are a means to create concentration of trips at or near the origination of the trip and create opportunities for fast, convenient and reliable regional transit service. Running arterial rapid bus without concentrating points of access will bog down with too many local service stops. A complementary strategy of concentrating trips to key park and rides can enable for fewer stops with more folks accessing the system at these locations and should be highlighted. Park and ride studies have shown people will travel up to 20 to 30 percent of their commute for ridesharing including transit options if the remainder of the trip is reliable, convenient and serves destinations with concentrations of employment</p>
<p>Connectivity goal/objectives. Could/should we add an objective to pursue programs (some of which are already underway) with the existing transit agencies including a shared fare technology, schedule coordination, and a one-stop seamless communications strategy where patrons don’t need to check two different websites to get information that would help them make transfers, etc.</p>
<p>It is important to note there are no existing regional service, so commenters could not highlight this concern.</p>
<p>The Goals and Objectives table cites "local and regional plans and priorities" as reflecting the vision for growth, land use, and development patterns that the planning effort must respond to. Does this mean that transit will serve any and all land use visions? It would be helpful to cite particularly illustrative plans, and describe the visions they offer, as a way to clarify the likely drivers behind the transit planning effort.</p>
<p>What studies?</p>
<p>The process for this needs to be described somewhere. Is this the RTA’s own planning or to influence the planning of MDOT and SEMCOG/WATS?</p>

Is the issue here priority for transit operations? Why would limited dollars be invested in better traffic operations for the SOV, the RTA's (transit) competitor in the mobility marketplace?

Parking is a need for access to transit service, see comments about park and ride characteristics. In Ann Arbor park and ride is also achieved through "intercept" parking facilities. These intercept parking facilities are placed at the periphery of the city to intercept drivers from crowding local streets and parking facilities. This is a different park and ride strategy than regional park and ride designed to concentrate trips in lower density suburban and exurban areas.

Add a new bullet to provide a new paradigm of regional transit services

Quantitative measure?

Clearly these criteria should be aligned with the issue identified in the P and N, above. Rather than repeat all the comments, A few issues are framed for your consideration/inclusion.

Connectivity/Evaluation. Bicycle and pedestrian safety - and access. Perhaps add something relating to an examination if Complete Streets elements are in place in the roadways leading to/ and on which transit runs.

There are still transit needs in that gap.

emphasize this more

Does this include separate rails ROW and use of express type over the road service along interstate highways?

Is this based on trip capture or detailed system analysis including signal priority treatments and queue bypass strategies to improve transit performance?

Is this where Park and ride system elements are measured?

Need to enable TOD designs to be included as an evaluation criteria, this might be the place.

Adequately serve existing population and employment concentrations.

"As shown in figure 5.1, Ann Arbor and Detroit both have strong transit networks..." I'm uncomfortable with the word "strong" as it conveys a judgment that many people would disagree with. Could we strip away the adjective and instead suggest "Ann Arbor and Detroit have multi-route transit networks...." Also, an additional problem with the 10 mile stretch with no service isn't just that it "limits access to businesses that operate within the gap", and also the businesses that operate on either side of the gap are affected.

TOD design to be included as a sustainability evaluation?

This should assess and include life cycle costing/ Capita costs may be high for some service designs, i.e., commuter or light rail, but operations and maintenance may be less or shared for certain options

What is the source of the commuting data? There are many non-traditional but regular travel patterns, such as students attending classes at different times of day or people attending cultural/sporting/musical events along the corridor, where transit needs exist but may not be reflected in commuting statistics.

Although this may be true, it is one of the shortcomings of existing service design. I assume we have long headways, and a balkanized service area with some opt-outs in between limiting the utility of service.

I agree with this statement. The fallacy in these statistics are it is impossible to predict what the behavior might be in regional service is provided. I am not suggesting that new regional service in itself will substantially modify regional commuting patterns, but it is fair to report the only way folks from Detroit can access employment in Ann Arbor is to own and operate a car. The potential for regional transit is to create new opportunities to enable folks to travel greater distances to access work, school or other services and meet their needs. This is a point worth emphasizing!

Transit connections to Metro Airport. It would strengthen this section to mention the success of AAATA's AirRide service (operates 13X day and takes the same/less time than driving & parking), because it documents the mode shift many people will make if transit service to the airport was improved.

Is the time it takes to park in lots away from the airport and take a shuttle to the terminal considered in this travel time?

Is it possible to add the level of service? I assume some of the services have hourly headways. It is not only a longer trip, but one with significant wait time penalties for riders.

Percentage of residents living below the poverty line. Do the Ann Arbor and Ypsilanti figures include college students? If so, it may add to the credibility of this report to note this.

What about those with the physical inability to drive? There are needs for those with physical or mental challenges that do not qualify for the right to drive. One personal example is my wife. Diagnosed as an Alzheimer's patient she can no longer drive. Fortunately we live in a community with SMART service and she has been deemed eligible for SMART connector service. There is an entire captive disability population out there that cannot drive and need to have basic transit to access work, school, medical or other places of interest. They are neither poor, nor old, nor indicative of zero car households... Why is this segment of the population not called out here?

High concentrations in communities with robust transit service. As noted earlier re: using the word "strong", some may not agree that transit service in Detroit is "robust". Is there another way to describe this: e.g. multiple route systems, etc. ? Also, Ypsilanti was omitted in this description of high percentage living below poverty - and it has a higher percentage than Ann Arbor and expanded AAATA transit service

typo. "...at the region, state of national level..." should say "or". Also - again, the Detroit transit system is referred to as "robust". Not sure that's a good idea. Also - 65+ use of transit could include lifeline access to friends and family. Also, what is the correlation between people living below the poverty line and people aged 65+?

or

check numbers for absolute change column

This shows growth in study area.

Zero-car households. "for those who cannot afford a car, high-quality transit is particularly critical..." "High-quality" is not a good description (plus it may be a red flag to budget hawks). My suggestion would be to use words like..."well designed and effective transit"

More complex but not as easy to measure. A better measure is auto availability: zero care households may have access to a car (e.g. mother's car across the street); 1 car for 2 or more workers in the household (shortage); non-working cars

Zero car households, continued. What is the correlation to the aged 65+ population? And what is the correlation to the data for those living below the poverty line?

Student population. Students not only use public transit to access campus and "destinations", many students use public transportation to access jobs. Not every student has the good fortune to have parents fully support them; many work the entire time they are in school. Can this be included?

Student population. Should mention that the University of Michigan started a limited bus service to address a transit need for UM-affiliated people between UM campus and Detroit, to support and facilitate curricular and other activities between the two locations. (<http://ridemdcc.umich.edu/>)

Just because a university student lives in the corridor doesn't mean they attend school in the corridor. We also looked at the student body and whether they are predominately a commuter school.

Source data

7.2 study area density. "the 18—to 34-year olds that will rival the Baby Boomers.." Would be more correct to say "the 18- to 34-year olds whose age group will rival the Baby Boomers..."

This entire area is off by an order of magnitude. Although the overall corridor may be a higher density than the remainder of the region, it does not describe the fact that there are select statistical basis for areas where transit works. Either areas with significant concentration of a large number of jobs or high enough overall urban density to support select transit services. It would be helpful to articulate the basic parameters that are needed to support the type of transit service being recommended and then show how the communities along this corridor measure up.

These reflect trends over the past several decades and may not be indicative of ongoing reinvestment and renewal in the core of the region. It is also true that the Ann Arbor population and employment growth has been higher than regional forecast over the past few planning cycles. It would be good to evaluate the regional planning process and how accurate relying on adopted numbers is for this corridor study. I suggest if the statistics are not within tolerance for accuracy a range be evaluated to evidence the importance of being flexible and limiting our consideration to flawed processes.

There has been renewed interest in living downtown. Can we begin to evidence the growth in Detroit as an anchor to the emerging trends?

What is this statistic? Is it density of jobs per square mile? Is it total employment in the region? Please clarify the measure being shown and its relationship to travel behavior.

I am especially pleased to see the statements like the ones on pages 14-18 regarding the need to serve transit dependents. Also statements like that on page 29 saying "Millennials – the 18- to 34- year olds that will rival the Baby Boomers in size and cultural influence – have repeatedly stated a preference for built environments that support a car-light or car-free urban-style existence". I think both of these areas of emphasis support the notion that transit should not just passively serve whatever development happens to take place; it should encourage sound development by serving those markets in which people have adopted – by choice or otherwise – transit oriented lifestyles.

Please define what constitutes a "sustainable growth strategy" additionally, it would be good to evidence the zoning changes made to assure this development and provide a summary of projects that meet the measures you define as being approved in these communities.

Are these planned strategies or have there been real actions to move forward with these projects.

What is their implementation schedule? Are they on target?

Planning is nice, what steps to rezone and enable projects to come in with “as of right” authorities?

The Needs Assessment appears to accomplish its purpose. But since this document will be placed on the RTA website, can some of the jargon be defined or tweaked so it can be better understood by a larger audience than simply the FTA? E.g. what is a “fatal flaw analysis”? “Absolute change”, etc.

from one place to another. Thus, mobility is not the end goal. Instead our purpose should be accessibility to destinations. This sounds like a subtle point but it has important implications with the way we select our performance measures by which projects will be selected. For example, a project that provides good mobility might be measured by how much it relieves traffic congestion, or speeds up traffic. But this does not measure whether the traffic relief means people are getting to more places. This is especially important for public transit planning, where land use context is more crucial than for highways. Criteria that favor mobility might lead us to build a line that is fast but has stations in the middle of the freeway or away from population centers--where the land is cheap. Yet accessibility-oriented performance measures would indicate that such a line is not useful for transit riders who have no way to get from the station to their destination without a car--exacerbating the proverbial "last mile problem." Thus, by accessibility, I mean access from one's place of origin to a desirable destinations, rather than simply to the transit line. Riders need to be able to accomplish the entire trip with frequency, speed, reliability and ease of use (i.e. legibility of the system). And it needs to provide direct access to the places riders need to get to.

Should/could the report include data on the private transit service connecting Detroit with Ann Arbor and other points west? For instance, there are daily/multi-weekly Greyhound trips from Ann Arbor to Detroit (see attached). Does Megabus, et al also provide service between various cities located along Michigan Ave? And are there private airport service providers in addition to the public sector AirRide service? I understand that question focuses on point to point service, not local service along Michigan Avenue. But it may help communicate that there is demand for service in this corridor that is not a private automobile, and it will convey that the study was aware of private sector service providers who may/may not undermine demand for whatever new transit service is eventually provided on

Should/could the report mention (or perhaps it did and I missed it?) the SEMCOG Commuter Rail plan, MiTrain, a long Amtrak's Wolverine route? As I understand it, this route anticipates passenger rail service with stops at Dearborn, DTW, Ypsilanti and Ann Arbor, etc. If this was mentioned, I apologize for missing it. But wanted to suggest that the report emphasize how this service may impact (or compliment) the high capacity rapid transit along Michigan Avenue?

The Gratiot Purpose & Needs report included a really nice summary of the history of Gratiot, including why it was once important, and how everything changed once I-94 was constructed, and that it remains an important detour route when I-94 is congested. I don't remember if the Michigan Avenue P&N report included the same kind of historical overview. But if not, it would be an excellent addition, because it helps place into context how the communities, including their commercial and residential uses, came into being along the length of the corridor.

The Gratiot P&N report also provided interesting details about DDOT and SMART routes along and crossing Gratiot, including ridership numbers. Could the Michigan Ave report similarly provide details about the AAATA, DDOT, and People Mover routes (any others?) as they relate to the Michigan Avenue corridor? In addition to a matrix showing numbers, can these various transit routes be shown on a map of the Michigan Avenue corridor to make it easier to see how it all fits together?

Add additional info about corridor transit routes

Add travel time associated with airport parking and shuttle travel time to car vs transit airport travel time compar

Add reference to the technical memoranda

Change SEMCOG's "adoption" of the LPA to "inclusion" of the LPA in the LRTP

Add detail about airport travel volumes

1 Log

Source	Response
Donahoo	That is TBD.
E Cooper	<p>Comment noted; regionally-oriented policy points will be addressed by the RTA through the Regional Master Transit Plan process</p>
M Benham	<p>There are two different points: (1) Absolute growth is forecast to grow fastest in center-corridor communities; (2) the corridor is - on average - denser than the surrounding counties and region. This does not imply that population growth will result in sprawl. Need 4 talks about the role of transit in shaping growth.</p>
E Cooper	<p>Comment noted; express bus are included in the universe of alternatives that will be studied in Tier 1</p>
E Cooper	<p>This is not a reference to a specific previous regional transit plan; it refers to the universe of transportation and community plans that have been adopted by corridor communities.</p>
E Cooper	<p>This is one of the three ongoing RTA corridor transit plans; a regional transit master plan is being concurrently led by the RTA; in order to pursue federal funding through the New/Small Start program, the LPA that comes out of this study must be included in the relevant MPO's LRTP.</p>
M Benham	<p>The New Center Station will be under consideration as a commuter rail station</p>

M Benham	Comment noted; the schedule for the project calls for the selection of an LPA in early 2016
M Benham	The one-mile study buffer around a primary alignment reflects standard practices for these studies and reflects FTA's preferences
Donahoo	Text added
E Cooper	Comment noted.
E Cooper	The largest population centers will continue to be at either end of the corridor, but the greatest change in population is forecast to occur in center-corridor communities.
E Cooper	Comment noted; as the study moves into Tiers 2 and 3, detailed socio-economic analysis will be undertaken.
E Cooper	Comment noted; detail related to service design and planning will occur during Tiers 2 and 3 of the study.
CAC Members	Improved inter-agency technology/information coordination is a policy issue that the RTA may choose to address at the regional - rather than corridor study - level.
E Cooper	Okay
M Benham	The transit-supportive land use plans and growth visions that have been adopted by corridor communities are named and summarized in Need 4.
Donahoo	This references the various commuter rail studies, other relevant transportation studies, and land use/economic development plans and studies that corridor communities have undertaken.
E Cooper	This refers to both RTA's planning and partnership in/support of MDOT, SEMCOG/WATS

E Cooper	This does not refer to a prioritization of mode; rather, it refers to achieving balance between transit operation, general traffic operations, and parking supply
E Cooper	Comment noted
E Cooper	Text added
Donahoo	Yes
E Cooper	Comment noted
CAC Members	That will be included in analysis; this is a high-level overview of potential evaluation criteria
Donahoo	Yes
Donahoo	Comment noted
E Cooper	Yes
E Cooper	Yes - transit performance (including the use of TSP and/or dedicated lanes and other infrastructure investment) will be assessed by alternative in Tier 2.
E Cooper	Yes
E Cooper	Yes
E Cooper	Comment noted.
CAC Members	Comment noted; edit made.
E Cooper	It will be considered as part of the "land use and economic development opportunities" analysis
E Cooper	For the Tier 1 analysis, the capital cost will be extremely high level based on industry standards; as the study progresses, capital costs will become successively more detailed, and will ultimately be reported in the FTA's Standard Cost Categories format (per FTA requirements).
CAC Members	Correct - this is just showing trips to work. The data is drawn from US Census data; the travel market analysis that is being completed as part of the regional transit plan will provide more detailed info on travel patterns for all trip types
E Cooper	Comment noted

E Cooper	Comment noted
CAC Members	Comment noted; table 5-3 documents transit travel times (including AirRide) versus auto driving time; a note has been added re: time need to park and shuttle to the terminals
Donahoo	It was not; that info has now been included
E Cooper	Yes; that info was added
CAC Members	Yes; census data includes college students; a note has been added
E Cooper	Comment noted; that population now included in the discussion, although that population is not captured in census data, so cannot be subjected to same analysis as households in poverty, students, and zero-car households.
CAC Members	Text changed to add Ypsilanti and refer to "multi-route" transit networks
CAC Members	Edits noted; people living below poverty and those over age 65 tend to be classified as more likely to be transit-dependent than the general population
Donahoo	Text corrected
Donahoo	Numbers corrected
Donahoo	Text corrected
CAC Members	text changed to "effective and efficient"
Donahoo	Agreed; the only uniform data available, however, is US census counts of zero car households
CAC Members	people living in households without access to a car, households below poverty and those over age 65 tend to be classified as more likely to be transit-dependent than the general population
CAC Members	Text added

CAC Members	Details of the University of Michigan's transportation network are included in the Existing Conditions: Transportation tech memo; a reference to details contained in these memos has been added to the P&N; for brevity, the detail is not included in the P&N
Donahoo	US Census guidelines are that students are counted in their primary place of residence, which for resident students would be school, and for commuters would be their permanent residences
Donahoo	Text added
CAC Members	Edit made
E Cooper	Comment noted - this piece of the analysis is meant to compare the corridor to the region; more detailed density/socio-economic analysis will occur in Tiers 2 and 3
E Cooper	Comment noted
E Cooper	Text added to section 7.1
E Cooper	Jobs per mile; text added
M Benham	Comment noted
E Cooper	This is intended as a high-level summary of corridor community planning activities; detailed land use and development analysis will occur in Tier 2 and 3 of the study.
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E Cooper	This is intended as a high-level summary of corridor community planning activities; detailed land use and development analysis will occur in Tier 2 and 3 of the study.
CAC Members	Yes; edits have been made to reduce jargon
D Weinrich	Comments noted.
CAC Members	Details of the existing transportation network - including private providers - are included in the Existing Conditions: Transportation tech memo; a reference to details contained in these memos has been added to the P&N; for brevity, the detail is not included in the P&N
CAC Members	Details of the existing and planned transportation network are included in the Existing Conditions: Transportation tech memo; a reference to details contained in these memos has been added to the P&N; for brevity, the detail is not included in the P&N
CAC Members	"Corridor context" section added.
CAC Members	Some summary-level info added; details can be found in the Existing Conditions: Transportation tech memo

Policy Committee	Detail added
Policy Committee	10 minutes added to car travel times
Policy Committee	references included in report introductory section, as well as throughout the report
Policy Committee	change made
Policy Committee	detail added re: daily trips to airport and origins of those trips

Regional Transit Authority of Southeast Michigan

Provider's Advisory Council Meeting Thursday, September 10, 2015 SEMCOG Offices 10:00am to 11:30pm

AGENDA

With report to CAC by Larry Krieg [LK]

1. Call to Order/Introductions
2. Approval of Agenda
3. Approval of July 9, 2015 PAC Meeting Minutes
4. Public Comments
5. Updates
 - a. Performance Metrics – ~~Mary Stasiak~~ Chris White
[LK] All provider data is now in except SMART (by end of week)
 - b. Fare Coordination Study and ITS Sub-Committee – Cornelius Henry, Jeromie Windsor. [LK] Summary report circulating among PAC members; open comment period follows. (CAC already recommended Option C). Roughly 30 days; schedule not hard-and-fast. Many iterations. Memorandum of Understanding to follow. Preliminary regional pass using existing magnetic strip to TheRide October 7 testing newer fare-box.
 - c. Fold-up Regional Maps – SuVon Treece
[LK] Schedule is "out the window"; meeting with copywriter, getting input. Beth from SMART is coordinating
 - d. BEST projects – Michael Ford
[LK] **Woodward Advisory Committee to be reinstated;** Gratiot and Michigan Purpose and Needs Studies have been out for almost two months.
State of the System report gathering data; providers giving input. Financial Taskforce has been meeting to consider best options for raising funds; next will be Sept. 24.
Transit Master Plan is a major focus; staff gathering input, trying to insure people are heard, needed service provided.
October: more "meat on the bones", **dates set in October to get input from the public, under Events calendar on RTA site.**
Information was sent out Sept. 1, but many did not receive it.

6. Potential New Initiatives

a. “Yield to Bus” Law

[LK] Challenge: how to get buses safely to destination in good time. “Yield to Bus” laws require motorists to allow buses to enter their lane when leaving a bus stop or changing lanes. Canada has this law, which is why Windsor Transit buses have a Yield sign on the back; some US states do as well (Washington). Can we get that here? \$26M spent annually in SE Michigan for casualty and liability payments. Paul Tolliver ((DDOT Chief Operating Officer) who previously worked with Seattle transit said it was a great help for on-time performance and safety, but it was necessary for law enforcement to be on-board and provide enforcement. Next steps...?

b. Bus Collision Avoidance systems – Mel Evans

[LK] FTA study in 2007 did cost-benefit analysis of proximity warning technologies for buses. It found greatest cost-benefit for side-object detection and concluded others were not cost-effective. However, area providers disagreed given the rising cost of accident settlements and probably declining cost of electronics. A simple pedestrian warning signal on right turn is another helpful device; AAATA uses these. Providers agree these are serious issues because of lives, disabilities, and litigations involved in crashes.

c. “Get a job, get a ride.” Beth (SMART)

[LK] Program has provided free 31-day pass to riders with new jobs paid for by SMART since 1995. Application is online. Could this be region-wide? Participating business are then encouraged to offer a transit benefit package, taking advantage of Federal \$125/month pre-tax deduction for transit passes provided by employers.

d. Re-Mix software licenses for providers

[LK] GIS visually-based service area planning tool; RTA license up in October; how about a joint-use license? Grant from state available. Getremix.com

e. [LK] Information: AAATA and DDOT moving to VOIP (cellular) rather than owning radio towers for communication between dispatch and buses.

7. Upcoming Survey Process – Ben Stupka/Emma White (Emma White Research)
[LK] Transit-user survey + public survey
Focus groups drawn from entire region to help write the questions (Sept-Oct)
1200 Riders (Sept-Oct): 5-minute in-person “intercept” including satisfaction, priorities for improvement. (Want to finish before it gets “cold and dark”) AAATA to interview 3500 in October as part of their regular biennial customer satisfaction survey process
Oct-Nov. 1500 region voters to shape planning & ballot initiatives.
Follow-up survey early 2016 to track key questions.
Draft questions to be circulated. RTA needs to be reminded to include CAC.
8. Members Comments
SMART - 80 buses coming in next few months
DDOT - 10 new articulated buses will be in service
AAATA - new weekend service especially in Ypsilanti
DTC - recent rail maintenance should make trains quieter, especially on curves.
9. Items for October
10. Public Comments
11. New Business
12. Adjourn

Regional Transit Authority of Southeast Michigan
Public Transit Provider's Advisory Council Meeting
July 9, 2015
Meeting Summary

1. Call to Order / Introductions

Board Liasons present:
Alma Smith (Washtenaw)

Members present:
Cornelius Henry – DTC
Casey McNeill – DDOT
Robert Cramer, Andy Thorner– SMART
Mary Stasiak – AAATA

Staff present:
Michael Ford, Tiffany Gunter, Travis Gonyou, Benjamin Stupka, Kim Johnson (MDOT),
Deanna Donahoo (SEMCOG)

Other Provider staff present:
John Fuston (SMART)

Public present:
Jeromie Winsor (AECOM), Dan Meyers (AECOM), Julia Suprok (AECOM), Dan Beard
(PB), Sarah Binkowski (PB), Eugene Conway, Ruth Johnson, Patty Fedowa, Robert
Patterson, Leonard Fleming (The Detroit News)

2. Approval of Agenda

Unanimous approval (motioned by Casey McNeill, seconded by Andy Thorner)

3. Approval of the PAC and PSCC joint meeting minutes (June 11, 2015)

Unanimous approval (motioned by Alma Smith, seconded by Casey McNeill)

4. Public Comment

None.

5. Fare Coordination Study

AAATA provided comments on 7/9. DDOT and SMART to provide comments by 7/24.

6. Updates

- a. Fare study: Brief presentation from Jeromie Winsor (AECOM). Final piece of the project is the implementation plan.
- b. ITS Subcommittee: Meeting scheduled July 15, 2015. Key topic of meeting is turning on the “friendly switch” on all farebox equipment to accommodate magnetic strips.
- c. Performance metrics: Meeting development in process.
- d. Regional map (printed/folding): 3 bids submitted, final selection has been made. Since contract is under \$25,000, it does not need to be approved by the Executive Board. RTA is moving forward with award and contract. Subcommittee will be meeting soon.
- e. BEST projects: RTA is awaiting FTA’s decision regarding potential categorical exclusions for environmental review of
- f. Woodward Ave. FTA visited Detroit the first week of July for a tour of the Woodward corridor. It was a very positive meeting. RTA anticipates hearing a final decision regarding the level of environmental review by the end of July. The consultant teams working on Gratiot and Michigan Ave corridors have prepared Purpose and Need documents.
- g. Master Agreement timeline: Ford reported that the RTA will begin discussions on the Master Agreement in November and December and hopes to finalize a signed document in January 2016.

7. FTA Section 5307 funding distribution

RTA received comments regarding the RTA’s proposed Section 5307 funding distribution from DDOT/DTC and SMART. Michael Ford reported that the RTA is reviewing each agency’s response and that they need time to digest the material. While additional engagement is needed with each agency, the RTA anticipates keeping to the proposed schedule.

8. Purpose and Need documents

Consultant teams for both BEST: Gratiot Avenue and BEST: Michigan Avenue made brief presentations on their *draft* Purpose and Need documents. Providers were asked to provide feedback by Tuesday, July 14. Note: At the Planning and Service Coordination Committee meeting, which met immediately after PAC, the feedback date was extended to July 24, 2015.

9. Member Comments

DDOT: McNeill reported that DDOT has received 7 of its 10 articulated buses through the Ladders of Opportunity grant program. The buses will most likely be in service by the end of August.

RTA: Ford reported that the BEST: Regional Master Plan “State of the System” will be available in 2-3 weeks. Ford also advised that if the providers have any questions regarding the Regional Master Planning process, that they should come to the RTA rather than the consultant teams. McNeill requested that the RTA prepare a calendar for providers listing all necessary meetings.

SMART: None.

AAATA: Statak reported that on July 31, 2015, AAATA will be revealing a new bus that will be used in its new services. In addition, beginning in August AAATA will begin serving Ypsilanti on Sundays.

DTC: Henry reported that the Grand Circus Park station is now open and fully ADA accessible.

10. Items for August

PAC Board will assemble list during bi-weekly phone calls.

11. Public Comments

Patty Fedowa stated that the public will submit comments on the *draft* Purpose and Need corridor study documents by Monday, July 13th.

12. New Business

None.

13. Adjourn