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THE VISION

An effective regional transit system is essential to the economic vitality of Southeast Michigan and the quality of life for our residents. The vision for transit in the region is to go beyond the services and infrastructure we have today to create the foundation for an innovative system for tomorrow.

Since the 2016 transit referendum’s narrow loss, elected, business and philanthropic leaders have worked diligently with transit advocates, outside experts and the Regional Transit Authority of Southeast Michigan (RTA) to review and update the 2016 Regional Master Transit Plan (RMTP), adopted by the RTA. We began by listening and taking into account the most consistent feedback to the 2016 Master Plan. We heard residents repeatedly ask for the following:

- More service in more places;
- Local, nontraditional transit service in less urbanized areas;
- A seamless customer experience in a system that unifies disparate transit providers;
- A larger role for local leaders to influence service in their communities; and
- Acknowledgment that technology is evolving, and the mobility systems of today must be flexible enough to evolve during the course of the plan’s implementation.

Connect Southeast Michigan builds on and modifies the 2016 plan with those insights. The plan provides $175 million per year in operations funding (in 2019 dollars) — a total investment of $723 million over 20 years in transit supporting infrastructure — and addresses the feedback to provide a more robust, regional solution to transit and mobility for Southeast Michigan. A voter-approved tax of 1.5 mill in 2018 will raise $5.4 billion over 20 years and leverage an additional $1.4 billion in farebox, state and federal revenues.

Connect Southeast Michigan will connect people to jobs and services efficiently. The plan leverages a holistic regional planning approach to increase efficiency and reduce redundancy. It increases the number of regional “one-seat” rides by upgrading successful routes delivered today. These route upgrades, new regional services and innovative programs will deliver the transit system that our residents deserve, and that our region requires to be truly competitive on the national and global stages. With Connect Southeast Michigan, we will be poised to integrate new technologies and services to compete with — and lead — our peers.
Improve Frequency and Reliability

Connect Southeast Michigan will add the following transit routes and services across the four-county region:

- **15 @ 15.** Fifteen routes with at least 15-minute rush-hour frequency across the region. The 15 routes dramatically expand the current frequent transit network and improve job access by providing an additional 1,400 hours of frequent service every weekday, which is a 62 percent increase in service on these corridors.

- **Six Premium Routes.** Mound/Van Dyke Road and Gratiot, Woodward, Grand River, Michigan, and Washtenaw avenues will receive $238 million in infrastructure upgrades to make transit faster and improve the flow of traffic. Traffic signal improvements and dedicated transit lanes that benefit transit mean improvements for drivers as well as transit riders.

- **Fifteen Express Routes.** New regional express routes for commuters and airport travelers.

- **Commuter Rail.** Leverage existing rail line for more frequent service between Ann Arbor and Detroit, with new complementary feeder bus service to rail stations in Ann Arbor and Ypsilanti.

Connect Southeast Michigan will also provide an additional $25 million per year investment to reduce chokepoints through transit supporting infrastructure across the region. Other capital investments will include a single, universal smart fare card, technology to reduce congestion at intersections and stops, new bus maintenance facilities, and enhanced shelters and transit centers to provide safe, comfortable transit waiting areas.
2 | Modernization and Innovation

Mobility innovation is happening rapidly. Our region is a national leader in connected and autonomous vehicle technology. The future of how we move will completely change during the next 20 years, offering safe, efficient travel and expanded mobility benefits. Transit service will also benefit greatly from this emerging technology. Connect Southeast Michigan will deploy a ground-breaking program called Advanced Mobility to ensure our region is at the leading edge of technology by investing $20 million per year to implement tomorrow’s mobility strategies to solve today’s mobility challenges.

Building off the lessons learned from our Amazon proposal and recognizing that today’s fixed-route transit needs will need to change as our socio-economic base evolves over time and new economic opportunities present themselves, the revised plan also includes $143 million to plan and design future high-quality transit solutions that are needed to support regional economic prosperity.

3 | Local Input on Expanded Local Services

Traditional fixed-route transit services do not meet the needs of all communities in Southeast Michigan. As a result, individual communities now spend millions providing necessary local paratransit, senior and other non-traditional mobility services to their residents. Connect Southeast Michigan’s Advanced Mobility, Hometown Service and Core Area Flexible Mobility programs will all be locally designed based on the needs of each community. Connect Southeast Michigan’s support for these programs will increase more than seven-fold, from $10 million to $70 million, compared with the 2016 RMTP.

4 | Seamless Rider Experience

A seamless transit experience for riders begins with a new level of support for and coordination between the current transit providers. Connect Southeast Michigan proposes aggregation of administrative, planning and procurement functions of all agencies through joint operating agreements. This will allow for the reduction of redundancy and optimization of service to drive efficiency and enhance customer service. Ultimately, this regional approach will achieve financial savings that will allow them to reinvest into additional transit service. Also included is a unified regional fare system, a new regional transit call center, common branding opportunities, and consistent service policies.
STATE OF TRANSIT IN THE REGION

During the past five years, the Detroit Department of Transportation (DDOT), the Suburban Mobility Authority for Regional Transportation (SMART) and the Ann Arbor Area Transportation Authority (TheRide) have dramatically improved their system performances. The agencies modernized much of their equipment, expanded services and taken their coordination to unprecedented levels.

Despite these improvements, support for transit in our region lags behind almost every other region with which we compete for economic development (see chart below). A quality regional transit system requires additional investment to meet our communities’ core mobility needs, provides better access to jobs, improves our economic vitality and makes our region attractive to new residents and businesses.

Transit Operation Investment per Capita

Southeast Michigan: $67

Indianapolis**: $82

Nashville*: $83

Columbus*: $93

SOUTHEAST MICHIGAN $110 with 1.5 MILL FUNDING INCREASE

Atlanta*: $123

Cleveland: $158

Austin*: $159

Denver*: $206

Pittsburgh*: $242

Chicago*: $293

Boston*: $380

Seattle: $409

* = Finalist for Amazon H2Q
** = Estimated per capita operating costs in Indianapolis include a recently approved income tax to expand transit by up to 60 percent over existing 2016 service levels.

Source: 2016 National Transit Database
DELIVERING VALUE

It is not just about the dollars.

We need a cohesive vision that galvanizes the broad desire for improved regional transit to greater connectivity and economic prosperity. Connect Southeast Michigan provides more fixed-route service, smarter infrastructure investment and more commuter support. It encompasses “forward-flexibility” to adapt to future mobility solutions. It proposes localized transit solutions to drive value throughout the entire region.

Connect Southeast Michigan is fiscally responsible – particularly with respect to federal grants. Through increased transit investment, the region will capture additional federal and state transit dollars through formula fund allocations. Each of the four counties will receive back more than 105 percent of the funds it collects through strategic deployment of these leveraged funds. The benefits of spending those dollars will bring still greater economic benefits. According to the American Public Transportation Association, every $1 spent on public transportation generates $4 in economic returns.¹

THE PLAN

Connect Southeast Michigan will enhance mobility in the region, both today and tomorrow, by connecting people to jobs and services. The plan leverages a holistic regional approach to increase the number of regional “one-seat” rides by upgrading successful routes delivered today. These route upgrades, new regional services and innovative programs build a regional transit system that will quickly be comparable with peer cities, and they create the platform to easily integrate new types of technologies and services.

The plan will deliver the vision through the five key elements detailed next.

1 | 15 Routes @ 15-Minute Frequencies

Operational investment: $69 million per year; Capital investment: $238 million

These 15 routes operate at 15-minute frequencies, or better, on 15 regional corridors during rush hour, giving riders greater predictability for their trips.

• **Three limited-stop routes** on Gratiot, Woodward and Michigan avenues will receive infrastructure improvements to enhance the current FAST service provided by SMART. All three routes will receive infrastructure investment totaling $133 million that will include elements such as traffic signal upgrades, passenger shelter enhancements and other investments to improve travel time and reliability.

• **New one-seat ride-regional routes** on Mound/Van Dyke Road and Grand River Avenue. Each route will expand one-seat service connecting Detroit with the suburbs, with buses every 15 minutes for 15 hours per day, and a bus at least every 30 minutes at other times including 24-hour service on Grand River Avenue. Both routes will receive infrastructure upgrades totaling $90 million that include traffic signal upgrades, passenger shelter enhancements and other investments to improve travel time and reliability.

• **Ten upgraded and consolidated cross-county routes** with service at least 20 hours per day and a bus at least every 15 minutes during rush hour. Three routes will run 24 hours per day and offer 15-minute service throughout the day and at least every 30 minutes overnight.

• **Infrastructure investment on Washtenaw Avenue** totaling $13.5 million to enhance service on TheRide Route 4.

• **Supporting local service** on eight new or expanded local bus routes, totaling an additional $10 million per year in operating costs.

» Michigan Avenue will be upgraded to the same 15-minute service as Woodward and Gratiot avenues.

» Gratiot and Woodward avenues will continue to offer 20 hours of service, with 15-minute service from 6 a.m. to 9 p.m., and 30-minute service from 5 to 6 a.m. and 9 p.m. to 1 a.m.
2 | 15 New Express Regional Routes Connecting Major Destinations Across the Four Counties

Operational investment: $17 million per year; Capital investment: $13 million

- **Eleven Commuter Express routes** with 15 new Park and Ride lots connecting commuters to job centers across the region, such as downtown Detroit, Ann Arbor and the I-696 and M-59 corridors.

- **Four Airport Express routes** serving Ann Arbor/Ypsilanti, Western Oakland County (I-275), Eastern Oakland County (M-39), and Macomb/Wayne Counties (via I-94), including four Park and Ride lots.

**What we heard:** Direct service to jobs centers are needed.

**What we did:** Added 11 new highway-based Express services with Park and Ride lots to the 2016 plan improving access to jobs.
3 | Commuter Rail Service Connecting Ann Arbor and Detroit

Operational investment: $9 million per year; Capital investment: $135 million

Eight round trips per day (three morning, two midday, three afternoon) connecting Ann Arbor, Ypsilanti, Wayne, Dearborn and Detroit. Local bus service improvements will provide feeder service in Ann Arbor and Ypsilanti, and an additional late-night Express Bus trip between Ann Arbor and Detroit to supplement the new rail service.

4 | Hometown Service and Core Area Flexible Mobility

Operational and capital funds available: $50 million per year

Each community will guide forward-flexible transit service that best meets the mobility needs of their residents for today and in the future.

- **Hometown Service Program**, delivered in 60 communities not serviced by fixed transit routes, will support existing local services. The program will identify creative mobility solutions where traditional service does not meet the needs of the community. Funds can be banked by communities for up to three years, and unused funds will be rolled into the county’s Advanced Mobility program to ensure funds stay within the county. The program allows community designed services and infrastructure projects such as:
  - On-demand call-in service expansion.
  - Regional corridor connections.
  - Volunteer operator grants.
  - Homebound service support (e.g. meal delivery).
  - Ride-sharing partnerships (e.g. Uber, Lyft, taxis).
  - Medical campus connections.
  - Downtown connections and circulators.
  - Technology deployments.

- **Core Area Flexible Mobility Program** will enhance transit service in communities receiving fixed-route service with traditional, American Disabilities Act complementary paratransit and senior mobility services and first-/last-mile connections to core areas that are not within walking distance. Locally designed and administered as a reimbursement program with the ability to bank funds, services

KEY PLAN IMPROVEMENT

What we heard: Local transit services are necessary to meet the unique mobility needs of individual communities.
What we did: Provided an allocation of $30 million per year to every one of the Hometown Service communities in the region to support mobility in a flexible manner, and $20 million annually in the Core Area Flexible Mobility Program.
and projects eligible for the Hometown Service program would be eligible for the Core Area Flexible Mobility program. The program allows service and infrastructure projects such as:

» On-demand call-in service expansion.

» Volunteer operator grants.

» Ride-sharing partnerships.

» Medical campus connections.

» Technology deployments.

» Autonomous and connected vehicle infrastructure that benefits transit.

» Transit service pilot programs using cutting-edge technology.

5 | Technology, Infrastructure and Systems Investments

Operational and capital funds available: $52 million per year

Technology, infrastructure and systems investments will allow transit to run faster and more reliably as well as improve traffic conditions for all users. Technology is rapidly changing in the industry, and innovation is the cornerstone of a transit system that is ready to grow as technology changes.

- Transit Supporting Infrastructure to reduce chokepoints. Transit supportive infrastructure funds will invest in assets that directly reduce transit travel time and improve transit reliability, as compared to other modes of travel.

- Infrastructure upgrades to support safe and efficient transit operations in the roadway.

- Buses that can communicate with traffic signals and move more quickly in and around traffic.

- Fares that customers can pre-purchase at busy bus stops resulting in faster boarding and reduced travel times.

- Dedicated transit lanes at select locations.

- A universal, single, smart fare card and mobile app that works for all services (SMART, DDOT, TheRide, QLine, People Mover, private services).

- A One-Click/One-Call center to coordinate on-demand transit services.

- Modern transit vehicles with improved security and amenities such as Wi-Fi, as well as modern facilities to operate and maintain the fleet.

- Future Rapid Corridor infrastructure planning and design including:

  » Expanded commuter service between Ann Arbor and Detroit.

  » Light rail connection between Detroit and Detroit Metropolitan Airport.

  » Streetcar network expansion.

  » Dedicated transit-only lanes.

- Investments in Advanced Mobility Program. Southeast Michigan has long been the epicenter for mobility innovation. This program continues that tradition, funding mobility improvements and leveraging private-sector investment. This county-led program will fund projects centered around a future, innovative mobility system including connected and autonomous vehicle pilots, ride-sharing partnerships and modern transit supportive infrastructure.
15 ROUTES AT 15-MINUTE FREQUENCIES
$69M PER YEAR OPERATING COSTS PLUS $238M IN CAPITAL COSTS

- 15-Minute Service (6am - 8pm)
  $1.5M PER MILE IN INFRASTRUCTURE UPGRADES
- 15-Minute Rush Hour Service (Peak)

15 NEW EXPRESS REGIONAL SERVICES
$17M PER YEAR PLUS $13M IN CAPITAL COSTS

- Airport Express
- Commuter Express with Park and Ride

COMMUTER RAIL CONNECTING ANN ARBOR AND DETROIT
$9M PER YEAR PLUS $13M IN CAPITAL COST, 8 DAILY TRIPS TO NEW CENTER

HOMETOWN SERVICE

Hometown Service is specifically designed to enhance local decision-making for transportation services. Sixty communities outside the fixed-route service area will have the opportunity to design and implement local services that best meet the specific mobility needs of their residents.

Potential community-designed services include the following:

- Dial-A-Ride Expansion
- Rapid Corridor Connections
- Homebound Service Support
- Ride-Sharing Partnerships
- Medical Campus Connections
- Office Park Circulation
- Downtown Connections
- Technology Deployments

Services will be funded through revenues generated as part of the Connect Southeast Michigan plan, and funds will be allocated on a per capita basis.

FASTER COMMUTES ACROSS THE REGION
Reducing Chokepoints with Transit Supporting Infrastructure $25M PER YEAR
Implementing Advanced Mobility $20M PER YEAR
Planning and Designing Future Rapid Transit $143M TOTAL

LOCAL SERVICES
New Local Bus $10M PER YEAR
Existing Local Bus
Streetcar

HOMETOWN SERVICES AND FLEXIBLE MOBILITY
Hometown Service in 60 Communities $30M PER YEAR, DESIGNED BY LOCAL OFFICIALS
Core Area Flexible Mobility $20M PER YEAR

* All costs are 2019 dollars, reflecting the first year of the program. Actual costs in the years of implementation will be different due to inflation.
All costs are 2019 dollars, reflecting the first year of the program. Actual costs in the years of implementation will be different due to inflation.

$238M IN CAPITAL COSTS
15 ROUTES AT 15-MINUTE FREQUENCIES
be allocated on a per capita basis.
Southeast Michigan plan, and funds will

• Downtown Connections
• Office Park Circulation
• Medical Campus Connections
• Rapid Corridor Connections

Potential community-designed services
to design and implement local services
service area will have the opportunity
ing for transportation services. Sixty
designed to enhance local decision-mak-

Hometown Service is specifically

15-Minute Rush Hour Service (Peak)
8 DAILY TRIPS TO NEW CENTER
ANN ARBOR AND DETROIT
Airport Express

$143M TOTAL
$20M PER YEAR
Implementing Advanced Mobility
$25M PER YEAR
Transit Supporting Infrastructure
Reducing Chokepoints with

HOMETOWN SERVICES AND FLEXIBLE MOBILITY
WASHTENAW COUNTY
Township
Township
Township
Manchester
Sylvan
Lyndon
Lyndon
Sharon
Chelsea

HOMETOWN SERVICE in 60 Communities
$20M PER YEAR
Core Area Flexible Mobility

WELLINGTON COUNTY
Township
Township
Dexter
Dexter
Freedom
Bridgewater
Saline Township
Saline Township
Webster
Webster

Dadeville
Lima

WYANDOTTE COUNTY
Township
Township
Ypsilanti
Ypsilanti
Augusta Township
Augusta Township
Brownsburg
Township
Township
Belleville
Belleville

WAYNE COUNTY
Township
Township
Farmington Hills
Farmington
Township
Township
Novi Township
Novi

Sunrise Township
Sunrise Township
Woodhaven

SAULT STE. MARIE
Township
Township
McKee

SOUTH BAY CITY
Township
Township
Sebewaing

OCEANA COUNTY
Township
Township
Hart

MONTGOMERY COUNTY
Township
Township
Brookings

BAY COUNTY
Township
Township
Quincy

NEWayOGUA COUNTY
Township
Township
Newayogu

SAUGATUCK
Township
Township
Saugatuck

HOMESTOWN SERVICE

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<tr>
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<tr>
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Table 1: 2018 RTA Revision Services

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<tr>
<th>Route</th>
<th>Terminal A</th>
<th>Terminal B</th>
<th>Peak Frequency</th>
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<tbody>
<tr>
<td>15 ROUTES AT 15-MINUTE FREQUENCIES</td>
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<tr>
<td>15-Minute Service</td>
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</tr>
<tr>
<td>Woodward FAST (Infrastructure Only)</td>
<td>Troy and Pontiac</td>
<td>Downtown Detroit</td>
<td>15 Minutes</td>
</tr>
<tr>
<td>Gratiot FAST (Infrastructure Only)</td>
<td>Gratiot/23 Mile and</td>
<td>Downtown Detroit</td>
<td>15 Minutes</td>
</tr>
<tr>
<td>Michigan FAST (Infrastructure and Frequency)</td>
<td>DTW (via Merriman)</td>
<td>Downtown Detroit</td>
<td>15 Minutes</td>
</tr>
<tr>
<td>Grand River</td>
<td>12 Mile/Grand River/Beck</td>
<td>Downtown Detroit</td>
<td>10 Minutes</td>
</tr>
<tr>
<td>Mound/Van Dyke</td>
<td>Utica</td>
<td>Downtown Detroit</td>
<td>15 Minutes</td>
</tr>
<tr>
<td>15-Minute Rush Hour Service</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>8 Mile</td>
<td>Grand River and 7 Mile</td>
<td>Mack and Moross</td>
<td>15 Minutes</td>
</tr>
<tr>
<td>9 Mile</td>
<td>12 Mile and Telegraph</td>
<td>9 Mile and Mack</td>
<td>15 Minutes</td>
</tr>
<tr>
<td>12 Mile</td>
<td>Twelve Oaks Mall</td>
<td>13 Mile and Little Mack</td>
<td>15 Minutes</td>
</tr>
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<td>15 Mile</td>
<td>Twelve Oaks Mall (via Haggerty)</td>
<td>15 Mile and Harper</td>
<td>15 Minutes</td>
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<tr>
<td>Fort/Eureka</td>
<td>Downtown Detroit</td>
<td>DTW</td>
<td>15 Minutes</td>
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<td>Greenfield</td>
<td>Michigan and Schaefer</td>
<td>Somerset Collection</td>
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<td>Jefferson</td>
<td>Downtown Detroit</td>
<td>Gratiot and 15 Mile</td>
<td>12 Minutes</td>
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<tr>
<td>John R</td>
<td>State Fair TC</td>
<td>Rochester and Tienken</td>
<td>15 Minutes</td>
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<td>23 Mile</td>
<td>Pontiac– Phoenix Center</td>
<td>23 Mile and Gratiot</td>
<td>15 Minutes</td>
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<td>Telegraph</td>
<td>Pontiac– Phoenix Center</td>
<td>Telegraph and Eureka</td>
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<td>15 NEW REGIONAL EXPRESS SERVICES</td>
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<tr>
<td>Airport Express</td>
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<tr>
<td>Ann Arbor/Ypsilanti</td>
<td>Downtown Ann Arbor</td>
<td>DTW</td>
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<tr>
<td>Oakland Co (Novi via I-275)</td>
<td>Twelve Oaks Mall</td>
<td>DTW</td>
<td>60 Minutes</td>
</tr>
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<td>Oakland Co / Dearborn</td>
<td>Pontiac– Phoenix Center</td>
<td>DTW</td>
<td>60 Minutes</td>
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<tr>
<td>Macomb Co / WSU</td>
<td>Lakeside Mall</td>
<td>DTW</td>
<td>60 Minutes</td>
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<tr>
<td>Commuter Express</td>
<td></td>
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</tr>
<tr>
<td>Ann Arbor-Plymouth-Livonia</td>
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<td>Canton Express</td>
<td>Downtown Ann Arbor</td>
<td>Canton</td>
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</tr>
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<td>M-59</td>
<td>Pontiac– Phoenix Center</td>
<td>Mt Clemens</td>
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<tr>
<td>I-75 Chrysler Express</td>
<td>Great Lakes Crossing/Pontiac</td>
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<td>I-96 Express</td>
<td>Plymouth</td>
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<tr>
<td>M-10 Lodge Express</td>
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</tr>
<tr>
<td>Route</td>
<td>Terminal A</td>
<td>Terminal B</td>
<td>Peak Frequency</td>
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<td>US-23 Express</td>
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<td>I-696 Express</td>
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<td>I-94 Express</td>
<td>New Baltimore</td>
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<td>M-39 Southfield Express</td>
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<td>I-275 Express</td>
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<td>15 Park and Ride Lots</td>
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**COMMUTER RAIL SERVICE CONNECTING ANN ARBOR AND DETROIT**

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<th>Detroit</th>
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<tr>
<td>Commuter Rail</td>
<td>Detroit</td>
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<td>8 Trips Daily (+ 1 Late-Night Bus)</td>
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<td>Ann Arbor Amtrak</td>
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<td>Ypsilanti Feeder Bus</td>
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**HOMETOWN SERVICE AND Core AREA FLEXIBLE MOBILITY**

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<td>Hometown Service</td>
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**FASTER COMMUTES ACROSS THE REGION**

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<td>Regional Integrated Fare System</td>
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<tr>
<td>Facilities Improvements</td>
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**Streetcar**

<table>
<thead>
<tr>
<th>Service</th>
<th>Downtown Detroit</th>
<th>New Center</th>
<th>15 Minutes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Qline</td>
<td>Downtown Detroit</td>
<td>New Center</td>
<td>15 Minutes</td>
</tr>
</tbody>
</table>

**Local**

<table>
<thead>
<tr>
<th>Service</th>
<th>Ypsilanti</th>
<th>Ford Livonia Plant</th>
<th>60 Minutes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ypsilanti Connector</td>
<td>Ypsilanti</td>
<td>Michigan and Merriman</td>
<td>30 Minutes</td>
</tr>
<tr>
<td>SMART Route 280 (Middlebelt Road Expansion)</td>
<td>Orchard Lake Road</td>
<td>DTW</td>
<td>30 Minutes</td>
</tr>
<tr>
<td>SMART Route 250 (Ford Road) Expansion</td>
<td>Canton Center Road</td>
<td>Dearborn Transit Center</td>
<td>30 Minutes</td>
</tr>
<tr>
<td>Northville-Canton Connector</td>
<td>Downtown Northville</td>
<td>Ford and Canton Center Roads</td>
<td>30 Minutes</td>
</tr>
</tbody>
</table>
Table 2: Comparison of 2016 RMTP and 2018 Connect Southeast Michigan Plan

<table>
<thead>
<tr>
<th>Feature</th>
<th>2016 RMTP</th>
<th>2018 Connect Southeast Michigan Plan</th>
<th>Additional Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ann Arbor-Detroit Commuter Rail</td>
<td>Eight trips per day.</td>
<td>Eight trips per day. PLUS One late-night Express Bus. PLUS Funds to study 20 trips per day to Downtown.</td>
<td>Congestion relief along commuter routes – plan for expansion.</td>
</tr>
<tr>
<td>High-Frequency Corridors</td>
<td>Four capital-intensive bus rapid transit corridors combined with 11 cross-county connections.</td>
<td>Fifteen routes at 15-minute frequencies blanketing the region. PLUS $25 million per year dedicated to reducing chokepoints with Rapid Infrastructure such as signal priority, off-vehicle fare vending, a single regional fare card, and funds to plan and design future Rapid Corridors.</td>
<td>More routes running at higher frequency throughout the day coupled with flexible infrastructure dollars to reduce congestion means benefits for transit riders and commuters alike. Planning and design funds allow leaders to stay ahead of the curve and plan for the region’s future.</td>
</tr>
<tr>
<td>Regional Express Routes</td>
<td>Four Commuter Express routes plus five Airport Express routes.</td>
<td>15 New Express Regional Routes including 11 Commuter Express routes with 15 Park and Ride lots connecting jobs across the region, as well as four Airport Express routes.</td>
<td>Provides more options for commuters to conveniently access transit to major job hubs in the region.</td>
</tr>
<tr>
<td>Feature</td>
<td>2016 RMTP</td>
<td>2018 Connect Southeast Michigan Plan</td>
<td>Additional Value</td>
</tr>
<tr>
<td>-----------------------</td>
<td>---------------------------------------------------------------------------</td>
<td>-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
<td>------------------------------------------------------------------------------------------------------</td>
</tr>
</tbody>
</table>
| Flexible Transit      | $10 million per year for additional paratransit services and local mobility throughout the four-county region. | THREE innovative programs to deliver forward-flexible transit service customized to the local needs.  
• $30 million per year for Hometown Service, available to communities outside the fixed route service area to determine their needs and how best to fit them.  
• $20 million per year for Core Area Flexible Mobility, available to communities within the fixed route service area to enhance flexible mobility.  
• $20 million per year for Advanced Mobility, a county-controlled program dedicated to innovative solutions like connected/autonomous vehicles, first-/last-mile connections, and transit supporting infrastructure. | Overlays the fixed route transit network with flexible, community-guided services that maximize value for each taxpayer. Funds also allow the region to be forward-flexible to changing technologies while utilizing current available resources. |
| Federal and State     | Relied heavily on discretionary federal and state grants to complete corridor projects ($735 million). | Significantly reduced dependence on discretionary grants ($172 million). Provides better return on investment through capture of $638 million in formula funds which would otherwise go to areas outside our region ($180 million federal; $458 million state). | Reduces implementation risk of the plan by reducing reliance on discretionary grants while capturing more of our tax dollars back in Southeast Michigan in formula funds. |
| State Funding         |                                                                           |                                                                                                                                                                                                                                |                                                                                                      |
| 85% Rule              | All counties provided at least 85 percent return of their tax revenue.     | All counties are provided at least 85 percent return of their millage revenue and all counties receive greater than 105 percent return on their investment through leverage of farebox, state and federal funding. | Spending transit tax dollars in Southeast Michigan not only invests in jobs and mobility, but also captures more of our tax revenue currently going elsewhere. |
THE PLAN UPDATES

During the past four months, the RTA refined and updated the draft Connect Southeast Michigan Plan that was released for comment in April 2018 including updates to the Proposed Regional Transit Map. In addition to updates to reflect the additions and modifications listed in Table 3 and Table 4, and the map also now clarifies that the capital investments on Woodward and Gratiot avenues will include the branch services to Troy and North River Park and Ride, respectively. The map also reflects minor adjustments to other routes not shown in the tables to match most current DDOT and SMART services.

Table 3: Route Modifications

<table>
<thead>
<tr>
<th>Route</th>
<th>Termini</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Washtenaw Avenue</td>
<td>Ann Arbor, Ypsilanti</td>
<td>Added as premium 15 for 15 corridor, including adding capital investment of $1.5 million/mile to enhance transit infrastructure along TheRide Route 4.</td>
</tr>
<tr>
<td>Commuter Rail</td>
<td>Ann Arbor, Detroit</td>
<td>Added one round-trip “cleanup” bus to provide late-night service after commuter rail service stops for the night.</td>
</tr>
<tr>
<td>SMART Route 250 (Ford Road)</td>
<td>Canton Center Road to Dearborn Transit Center</td>
<td>Extended west to Canton Center Road. Also adding weekday trips and Saturday and Sunday service.</td>
</tr>
<tr>
<td>SMART Route 280 (Middlebelt Road)</td>
<td>Orchard Lake Road to Detroit Metropolitan Wayne County Airport</td>
<td>Extended north to Orchard Lake Road. Also adding peak-hour weekday trips.</td>
</tr>
<tr>
<td>Northville-Canton Connector</td>
<td>Downtown Northville to Ford and Canton Center roads</td>
<td>Created a new connector with local service operating every 30 minutes during peak hours, and hourly throughout the day and on weekends.</td>
</tr>
</tbody>
</table>
## Table 4: New Routes and Services

<table>
<thead>
<tr>
<th>Route(s)</th>
<th>Modification</th>
</tr>
</thead>
<tbody>
<tr>
<td>8 Mile Road</td>
<td>Changed to align with recent changes to DDOT Route 17.</td>
</tr>
<tr>
<td>9 Mile Road</td>
<td>Changed to preserve existing Telegraph Road routing. West end of route will be split to maintain existing service to 9 Mile and Telegraph roads, while additional trips will proceed northwest to 12 Mile and Telegraph roads via Southfield Civic Center.</td>
</tr>
<tr>
<td>12 Mile Road East and West</td>
<td>Changed to better align with existing SMART Route 740 service through Royal Oak, with route extension west to Twelve Oaks Mall.</td>
</tr>
<tr>
<td>15 Mile Road</td>
<td>Changed to better align with existing SMART Route 780 routing, with route extensions east to Gratiot Avenue and west to Twelve Oaks Mall.</td>
</tr>
<tr>
<td>Van Dyke Avenue/ Mound Road</td>
<td>Service changed to FAST corridor, which will operate as an overlay along overlapping portions of Van Dyke Avenue, similar to FAST operations on Woodward, Gratiot and Michigan avenues. At northern terminus (23 Mile Road), route would also split to serve the Walmart (same terminus as SMART 510/515) and planned Amazon Fulfillment Center at 23 Mile and Mound roads. Assumed operator of corridor changed from SMART to DDOT.</td>
</tr>
<tr>
<td>Grand River Avenue</td>
<td>Changed so that SMART Route 330 is no longer consolidated with DDOT Route 21. Corridor is now an extension and expansion of DDOT 21 service. SMART Route 330 remains unchanged.</td>
</tr>
<tr>
<td>Fort Street/ Eureka Road</td>
<td>Changed so that DDOT Route 19 is no longer consolidated with SMART Route 125, avoiding potential loss of service along Fort Street. Corridor is now an expansion of SMART Route 125 service. DDOT Route 19 remains unchanged.</td>
</tr>
<tr>
<td>Jefferson Avenue</td>
<td>Reduced peak service to better align with existing peak service.</td>
</tr>
<tr>
<td>John R Road</td>
<td>Extended to downtown Rochester via John R and Rochester roads. Also serves Beaumont Hospital in Troy via Dequindre Road.</td>
</tr>
<tr>
<td>23 Mile Road</td>
<td>Altered to align with SMART Route 756, extending east to Gratiot Avenue and 23 Mile Road via downtown Rochester.</td>
</tr>
<tr>
<td>Michigan FAST</td>
<td>Proposed service hours adjusted to better align with service levels on Woodward and Gratiot avenues.</td>
</tr>
</tbody>
</table>