

Washtenaw County needs more Public Transit!

Economic Reasons

- Washtenaw County, the Southeast Michigan Region, and the State as a whole cannot compete for new jobs with other US cities, regions, and other countries that have extensive public transportation options.
- Young Professionals determine where they live based on amenities offered by the community such as good public Transportation **before** they find a job.

1990 vs 2000 Michigan Demographics

	1990	2000	% Change
General Population	9,295,297	9,938,444	6.92
15 to 19 years	656,603	719,007	3.28
20 to 24 years	705,318	643,639	-8.74
25 to 34 years	1,574,553	1,362,171	-13.49
35 to 44 years	1,400,145	1,556,373	13.67
45 to 54 years	948,119	1,367,939	44.28
55-over	1,903,184	2,082,057	9.40
15 to 54 years	5,330,942	5,691,789	6.77

Source: U.S. Census

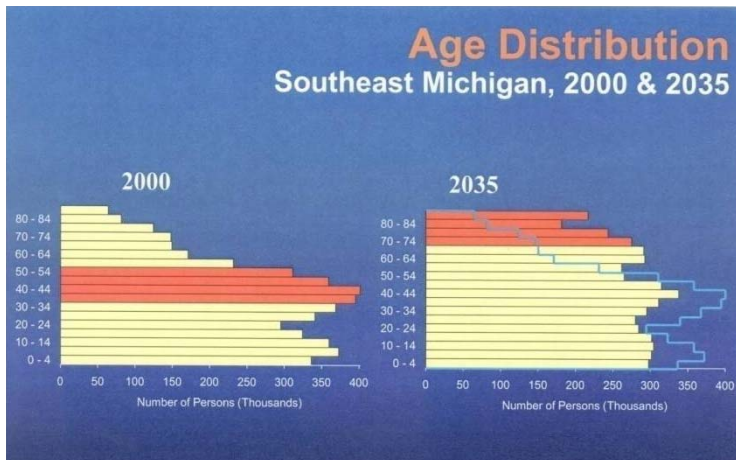
- The 2035 Regional Development Forecast is projecting an increase of more than 54,000 jobs in Washtenaw County but just fewer than 26,000 population increase giving rise to an additional import of 28,000 workers from outside the county (the county currently imports 100,000 daily).
- More federal Transit funding invested in our state because Michigan receives only 42- 44 cents on the dollar.
- For every dollar invested in fixed guide way transit (such as commuter rail) communities experience a return of \$6.00 increased local investment. Every \$10 in capital investment in Public Transit yields \$30 in increased business sales. Every \$10 million in operating investment yields \$32 million in increased business sales.
- Fuel costs will not remain at the current levels and could rise above the \$4.65 reached in 2008. Public transit provides a way for households to reduce the funding spent on transportation.

“U of M continues to work with AATA and the City of Ann Arbor in advancing transit projects. In addition to the successful MRIDE agreement that has allowed more Federal Transit Administration Dollars to come to the area, the University also makes a cash payment to AATA for the service. The University is continuing its contribution towards the Chelsea to Ann Arbor subscription service and has recently teamed up with the AATA to start a similar service between Canton and Ann Arbor. Although the Fuller Intermodal Transit project is still in the early stages, it has the potential to be another great example of partnerships between the University and the region.”

HANK BAIER
ASSOCIATE VICE -PRESIDENT
FACILITIES AND OPERATIONS
UNIVERSITY OF MICHIGAN

Social Reasons

- The aging of the Baby Boomers and the increasing life span will increase the demand for transportation that allows them to retain their quality of life.
- The property values declines limit the seniors' ability to relocate and many seniors desire to "age in place".



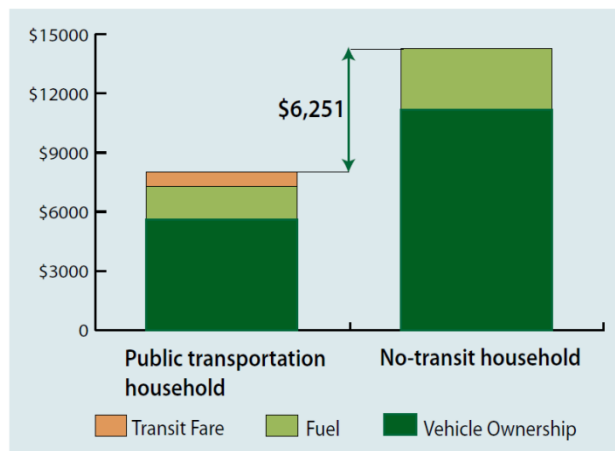
Source: SEMCOG Presentation on "Changing Demographics in SE Michigan"

"It appears that when you have significant options and are able to move people around using different modes of transportation, they are more connected to their lifestyle and their ability to pay. The more range of choices you have, the more opportunities there are for your economy to develop."

ROBIN BOYLE
PROFESSOR OF URBAN
PLANNING,
WAYNE STATE UNIVERSITY

- Public transit provides personal mobility and freedom for people from every walk of life and age.
- Access to public transit affords people transportation options to travel to work, school, friends or to a doctor's office.
- By taking public transportation instead of driving a car, a two-worker household can save \$6,251 annually.

Average Annual Household Savings from Using Public Transportation

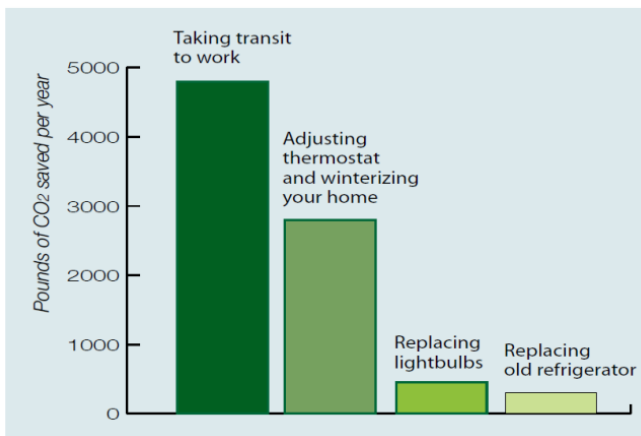


Source: Public Transportation and Petroleum Savings Report

Environmental reasons

- Communities that invest in public transit reduce the nation's carbon emissions by 37 million metric tons annually: - equivalent to New York City; Washington, DC, Atlanta, Denver; and Los Angeles combined eliminating electricity use.
- Building a complete transit network will help Washtenaw County and the SEMCOG region achieve attainment status for both ozone and particulate matter (currently non-attainment status) resulting in improved rates of respiratory problems, asthma in children and overall health.
- By taking existing public transportation instead of driving a car, a single person saves 4,800 pounds of CO₂ per year.

Commuting by Public Transportation—One of the Most Significant Actions to Reduce Household Carbon Emissions



Source: Public Transportation Contribution to U.S. Greenhouse Gas Reduction.

- Trips made by transit remove vehicles from the road, alleviating the growing problem of congested roads; the WATS computer model estimates that more than 30% of the Washtenaw County major roads will be congested by 2035
- Transit-Oriented-Development (TOD) – Benefits
 - Increases transit and non-motorized trips resulting in less congestion
 - Reduces Sprawl
 - Reduces traffic congestion and oil dependence
 - Reduces pollution and energy consumption
 - Provides enhanced economic competitiveness

"I take the A2Chelsea Express bus and ride my bike about three miles from downtown to my workplace on Plymouth Road during the months when the weather permits. I love being able to relax on the bus and get some exercise in on my bike.

I am also fortunate that my employer recognizes the environmental benefits of alternative transportation and subsidizes its employee transit costs, making it possible for me and my co-workers to do our share for cleaner air and make the Ann Arbor Area an even better place to work and live."

DENISE KERNS,
US EPA
ANN ARBOR

Transit Facts

- 11,501,210 daily trips made in Washtenaw County using public transit in 2006 equating to 4,600,484 less vehicles on the roads
 - The Ride – 5,338,018
 - University of Michigan – 5,682,304
 - Peoples Express – 17,691
 - Washtenaw Area Value Express – 18,878
 - Amtrak Wolverine Line – 444,319
- New services continue to be added to meet demand
 - Chelsea Commuter Express
 - Canton Commuter Express
 - Peoples Express north/south commuter route
 - Scio Flex Bus/WAVE Express route stops
 - WAVE door-to-door transit service
 - Michigan Flyer bus service to Metro Airport
- Public involvement in transportation planning continues to identify the need for expanded transit services within the County and the State of Michigan
 - Transit Plan for Washtenaw County – Countywide transit service
 - 2035 Long Range Transportation Plan – Regional rail initiatives
 - Public Transit-Humans Services Coordinated Plan – Connections between rural areas and transit lines
 - MI Transportation Plan – Transportation Choices and Connectivity
- In 2006, 55% of AATA transit riders were in the 18-29 year old age group and riders age 18-59 account for 96%
- Transit ridership continues to increase
 - AATA total ridership increased 42% between 2004 and 2008
 - Amtrak Wolverine 17.8% increase 2005-2006

“Michigan residents want more travel choices, and better connectivity between modes. We learned that there is a significant gap between the public's expectations for transportation in Michigan and our ability to meet those expectations. That is a challenge for this decade and beyond.”

**KIRK STEUDLE,
STATE TRANSPORTATION
DIRECTOR**

“Thoughtful planning for and investment in comprehensive regional transportation systems is both a path to, and a requirement for, strengthening Michigan's economic competitiveness in the modern era.

**MICHIGAN TRANSIT ADVISORY GROUP
STATEWIDE TRANSIT VISION**