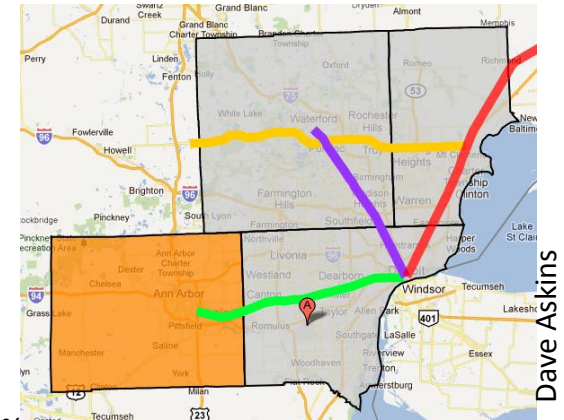


AATA's understanding of the Governor's Regional Transit Initiative

- **Concept**
 - Create a Regional Transit Authority to develop and operate regional Rolling Rapid Transit **corridor** services (RRT)
 - Eighth of the cost of a light rail system
 - Funding from a regional vehicle registration **fee** of up to \$40
- **How this affects AATA and countywide efforts**
 - RTA would run Regional RRT Connections
 - Local and In-County transportation up to local authorities
 - Local Authorities will remain independent and maintain own funding
 - BUT, there will be a mandate to coordinate bus services to meet the RRT
 - Enforcement: a small percentage of State Operating dollars could be withheld (5% would be ~\$350,000). NOT Federal Funding
 - Rail operation requires unanimous board vote, but rail subsidiary of RTA can be formed
- **Timeline (~3 year process)**
 - Bill package must go through State Legislature (to be introduced in Dec. 2011)
 - Then, counties must set up governing board, by-laws, and hire a director.
 - Director would hire staff and develops implementation and funding plan
 - RTA would request funding from voters
 - Then, RTA could develop regional corridors and start service
- **AATA staff's take**
 - We need regional connections and a way to manage them. This would solve several connection issues without taking over local authorities and getting AATA combined into SMART and DDOT. We are optimistic, but will be encouraging incorporating regional rail and ensuring that local and in-county transit is sustained. A connected Washtenaw County helps secure these regional connections.



Dave Askins