

**Michigan/Grand River BRT
Lansing, Michigan
Small Starts Project Development
Information Prepared April 2013**

Summary Description

Proposed Project:	Bus Rapid Transit 8.5 Miles, 28 Stations
Total Capital Cost (\$YOE):	\$215.36 Million
Section 5309 Small Starts Share (\$YOE):	\$74.99 Million (34.8%)
Annual Forecast Year Operating Cost:	\$8.7 Million
Opening Ridership Forecast (2018):	8,200 Average Weekday Trips 900 Daily New Trips

Project Description: The Capital Area Transportation Authority (CATA) proposes to build an 8.5-mile bus rapid transit (BRT) line from the State Capitol in downtown Lansing, linking Michigan State University (MSU) and downtown East Lansing, to the Meridian Mall in Meridian Township. The BRT line would operate in exclusive, center-running travel lanes for approximately 6.6 miles, 1.3 miles in a side-running/single lane guideway, while the remaining 0.6 miles would be in mixed traffic. The project would replace CATA's highest ridership line (Route 1) and includes construction of six center, double-sided station platforms, 22 single-sided station platforms, 200 park-and-ride spaces, off-board fare collection, transit signal priority and the procurement of 17 new articulated buses. The BRT line would also serve two existing transportation centers: the CATA Transportation Center in downtown Lansing, a transfer point for 16 CATA routes and the MSU/CATA Transportation Center, located on MSU's campus with links to all MSU campus routes. CATA's existing maintenance facility would be used to store and maintain the BRT vehicles. In the opening year, service would be provided every 10 minutes during the morning peak period and every six minutes during the evening peak period. During off-peak periods, service would be provided every 7.5 minutes to every 10 minutes.

Project Purpose: The project would connect five of the region's major activity centers, including the State Capitol, MSU, the downtowns of Lansing and East Lansing, and Meridian Mall which includes over 120 retailers in nearly one million square feet of retail space. The project corridor, which also includes several national and regional educational institutions, major regional employers, medical facilities, and residential neighborhoods, is experiencing increasing congestion that cannot be mitigated by the existing transit network. There is heavy east-west travel demand in the project corridor. Peak hour traffic volumes are anticipated to increase by 18 percent by the year 2035. There is limited potential for roadway expansion, so mobility in the increasingly congested corridor can only occur via increased transit capacity. Since the majority of the BRT line would operate in an exclusive guideway outside of mixed traffic, the project would result in enhanced transit travel time reliability due to the avoidance of typical roadway delays. BRT service would reduce one-way corridor transit travel time from 45 minutes to 37.5 minutes, provide more frequent service and extended service hours.

Project Development History, Status and Next Steps: CATA completed an alternatives analysis in the Michigan/Grand River Avenue Corridor in May 2011. BRT was selected as the locally preferred alternative. FTA approved the project into project development in April 2013. CATA anticipates adoption of the project into the region's fiscally constrained long range transportation plan sometime in 2015, completion of an Environmental Assessment and receipt of a Finding of No Significant Impact in late 2015, receipt of a Small Starts Grant Agreement in early 2016, and start of revenue service in mid-2018.

Locally Proposed Financial Plan

<u>Source of Funds</u>	<u>Total Funds (\$million)</u>	<u>Percent of Total</u>
Federal:		
Section 5309 Small Starts	\$74.99	34.8%
FHWA Flexible Funds (Congestion Mitigation and Air Quality Funds)	\$6.34	3.0%
FHWA Flexible Funds (Surface Transportation Program Funds)	\$6.34	3.0%
FHWA Flexible Funds (Transportation Alternatives)	\$3.07	1.4%
U.S. DOT Competitive Grant	\$15.26	7.1%
Federal Economic Development Funds	\$10.00	4.6%
Federal Aid Highway Funds	\$48.46	22.5%
State:		
State Trunkline Program	\$46.97	21.8%
State Matching Funds for FHWA Funds	\$3.93	1.8%
Total:	\$215.36	100.0%

NOTE: The financial plan reflected in this table has been developed by the project sponsor and does not reflect a commitment by DOT or FTA. The sum of the figures may differ from the total as listed due to rounding.