

Brighton Multimodal Transit Facility





What is the Brighton Multimodal Transit Facility?

- Result of 2019 Transit Master Plan
- Proposed combined operations center and passenger hub in the Brighton area
- Would supplement Howell facility where buses are currently dispatched from

Why?

- Decreasing deadhead and emissions
- Enabling speedier ride request fulfillment
- Providing a permanent location for out-of-county transit services

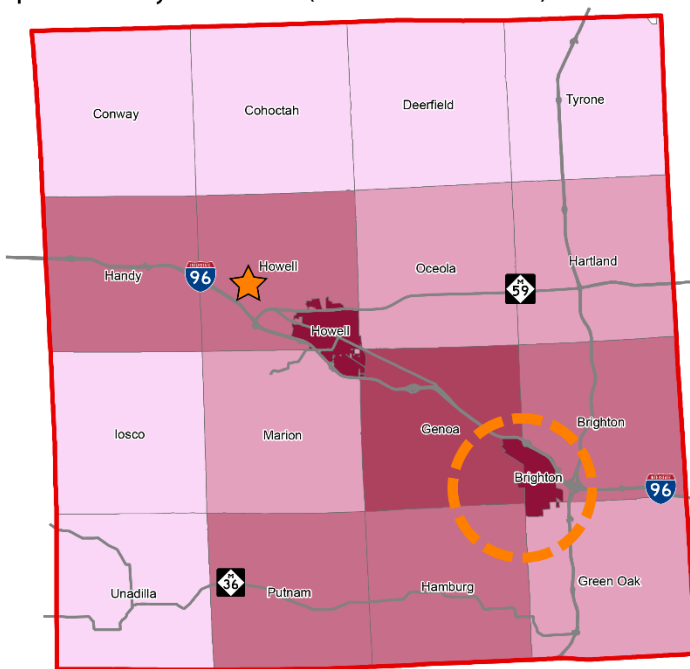
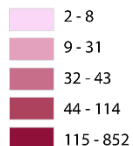


Origin-Destination Data by Jurisdiction

LETS Passenger Trip Origins and Destinations per Square Mile by Jurisdiction (October 2022 Data)



LETS Passenger Trip Origins and Destinations per Square Mile

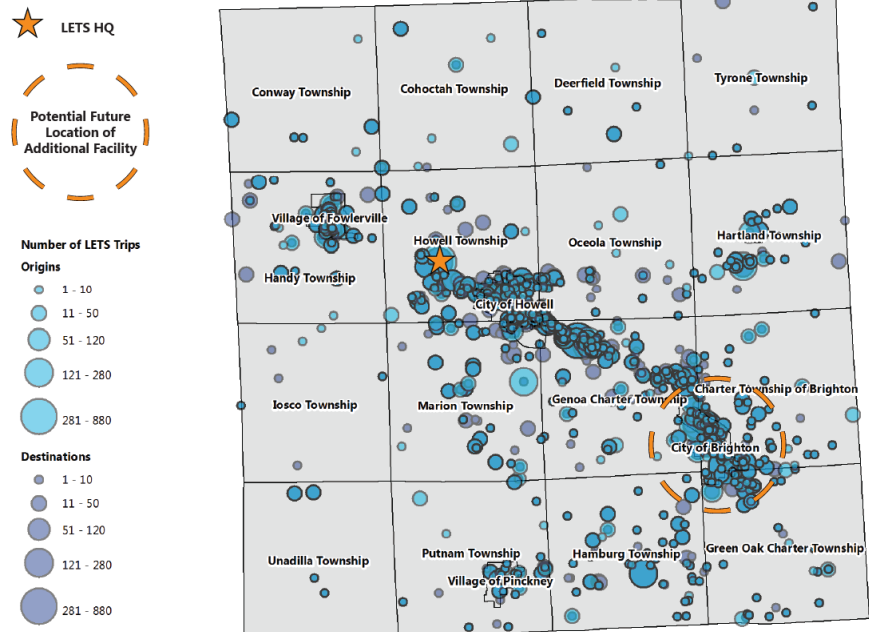


Jurisdiction	Percent Pickups	Percent Drop-offs	Pickups/ Square Mile	Drop-offs/ Square Mile
City of Howell	19%	18%	414	409
Genoa Township	18%	18%	56	57
City of Brighton	14%	14%	425	427
Howell Township	6%	6%	22	20
Brighton Township	6%	7%	20	21
Putnam Township	6%	6%	19	19
Hamburg Township	5%	6%	16	18
Marion Township	5%	4%	16	11
Handy Township	5%	5%	15	17
Hartland Township	4%	5%	12	14
Green Oak Township	4%	4%	11	11
Oceola Township	3%	3%	9	8
Outside Livingston County	2%	2%	-	-
Iosco Township	1%	1%	4	4
Conway Township	1%	1%	2	2
Deerfield Township	1%	1%	2	2
Unadilla Township	0%	0%	1	1
Cohoctah Township	0%	0%	1	1
Tyrone Township	0%	0%	1	1
Total	100%	100%		
October 2022 Origin-Destination Data				



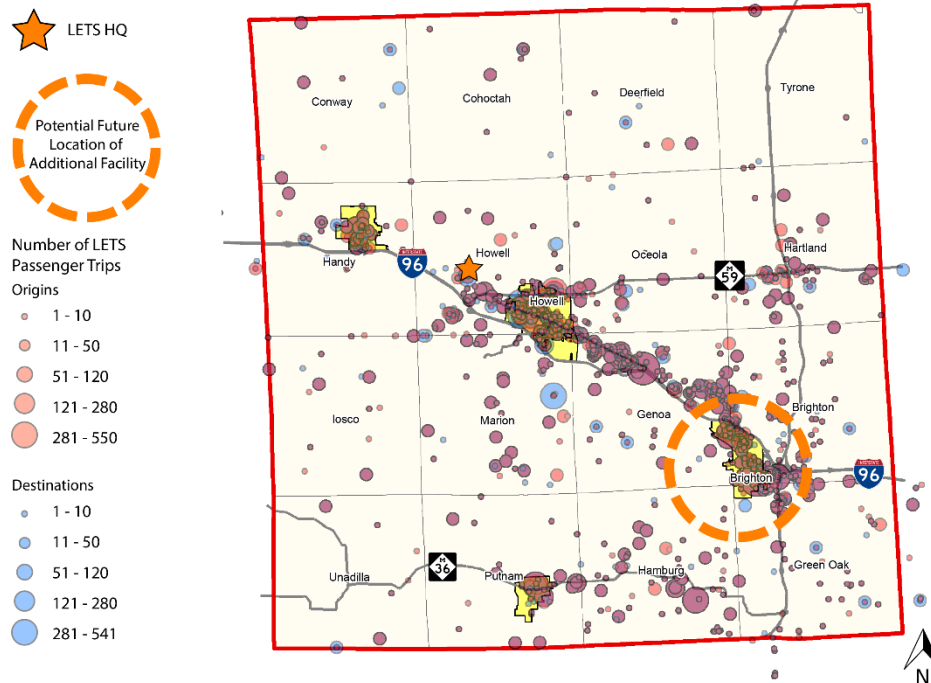
Origin-Destination Data 2018 vs. 2022

LETS Origins and Destinations (May 2018 Data)



- Approximately **14,300** passenger trips
- Many vehicle trips carry one passenger

LETS Passenger Trip Origin and Destinations (October 2022 Data)



- Approximately **11,357** passenger trips
- Average of 1.2 passengers per trip



Project Need

- Despite a drop in overall ridership, LETS trips continue to be concentrated in the Brighton area, far from the current Howell facility
- The Michigan Flyer still needs a permanent stop in Livingston County (currently at temporary Meijer parking lot location)
- New partnerships are in the works with Flint MTA and CATA for out-of-county service that would need a stop/transfer location
- People's Express and/or future commuter service to Ann Arbor need a more centralized stop



Federal Grant Funding

- One-time capital investment beyond what can be reasonably funded from current funding sources
- Seeking funding from the 5339b Grants for Buses and Bus Facilities Competitive Program (application due April 13)
 - State match of 20%