

**Washtenaw County
Unified Work Program
FY 2008-2009**

**Washtenaw Area Transportation Study
Ann Arbor Transportation Authority**

January 2008

Washtenaw Area Transportation Study (WATS)
705 North Zeeb Road, Ann Arbor, MI 48103-1560
(734) 994-3127 Fax (734) 994-3129
email: blackmoret@miwats.org
www.miwats.org

Ann Arbor Transportation Authority
2700 South Industrial Highway
Ann Arbor, MI 48104
(734) 973-6500 Fax (734) 973-6338
email: cwhite@theride.org
www.theride.org

The preparation of this document was financed through grants from the U.S. Department of Transportation in cooperation with the Michigan Department of Transportation and contributions from local government and public transit agency members of the Washtenaw Area Transportation Study.

Table of Contents

	Page
Table of Contents	I
I. Prospectus	1
Major Transportation Issues	1
Washtenaw Avenue Corridor	2
US-12 Corridor	3
St. Joseph Mercy Health System / Washtenaw Community College Area	4
Northern Ann Arbor	4
Jackson Road Corridor	5
Ann Arbor-Saline Road Corridor	6
Chelsea City and Dexter and Manchester Villages	6
Existing Highway Deficiencies	7
Transit Service Coverage	8
Non-motorized Expansions and Promotion	10
Alternative Transportation Options	10
Transportation/Economic Development	11
Land Preservation Initiatives	11
Current Activities	12
2006 Planning Activities	12
Federal Compliance	12
Model Implementation	12
National Functional Classification	12
Non-motorized Plan	13
County Wide Transit Plan	13
Safety and Security	13
Planning Process	13
Local Assistance	13
Asset Management	14
Data Management and Improvement	14
Sustainable Transportation Funding Analysis	15
Youth Mobility Survey	15
Western Washtenaw Transit Evaluation	15
Federal Aid Programs	15
Transit	15
	Page

2006 Implementation Activities	16
Road Activities	16
Safety Activities	17
Non-motorized Activities	17
Transit Activities	17
II. Unified Planning Activities	19
Budget	21
Plan Monitoring Tasks	23
Data Collection and Analysis	23
Highway Performance Monitoring System (HPMS)	25
Safety and Security	27
Asset Management Systems	29
Local Plan Reviews	31
ATA Ridership and Service Data Collection and Compilation	33
Plan Development Tasks	35
Transportation Range Plan Development and Implementation	35
Transportation Model Update	39
ATA Transportation Program Development and Coordination	41
ATA Ann Arbor Area Mobility Management	43
Planning Services Tasks	45
Participation	45
Publications and Electronic Communications	47
Plan Implementation Tasks	49
Project Assistance	49
Transportation Improvement Program	51
Federal Funds Management	53
Sustainable Transportation Financing	55
Non-motorized and Transit Plan Implementation	
ATA Short Range Plan Analysis and Operations Evaluation	57
Program Administration	59
WATS Unified Work Program	59
WATS General Program Management	61
WATS Cost Allocation Plan	63
Implementation of Planning Process	65
ATA Grant Management	67
ATA Information Systems	69

PROSPECTUS

For more than 40 years, the federally mandated "continuing, coordinated and comprehensive" (3C) urban transportation planning process in Washtenaw County has occurred at two levels: the Washtenaw Area Transportation Study Committee (WATS), primarily responsible for conducting transportation planning and maintaining the federal eligibility of communities and transportation providers within Washtenaw County; and the Southeast Michigan Council of Governments (SEMCOG), the seven-county region of southeast Michigan made up of the agencies and governmental units of the seven county region.

In January of 2002, Ann Arbor/Ypsilanti Urban Area Transportation Study Committee (UATS) changed its name to Washtenaw Area Transportation Study (WATS) to better represent the area it services. Since updating its name, the Agency has expanded membership to cover half of the County's townships; the Cities of Ann Arbor, Chelsea, Saline and Ypsilanti; the Villages of Dexter and Manchester, the Ann Arbor Transportation Authority and the University of Michigan and Eastern Michigan.

Local participation in WATS began in 1965. In 1974, WATS reorganized as an inter-municipal committee under Act 200 of the Michigan Public Acts of 1957. All voting member units and agencies of government approved common resolutions of support to accomplish the reorganization. A Memorandum of Understanding and a Pass-Through of Funds Agreement exists between WATS and SEMCOG. As a result, the Washtenaw Area Transportation Study functions as an independent sub-study within SEMCOG's Unified Work Program. Periodically, WATS contacts all of the local government units in the County and extends an invitation for membership and a vote on the WATS Policy Committee. WATS has also contacted the communities and agencies in Wayne County that have jurisdiction over portions of the Ann Arbor Urbanized Area and invited them to be members.

MAJOR TRANSPORTATION ISSUES

Although growth in Washtenaw County has slowed, it continues to experience growth and development, particularly in the urbanizing townships near the cities of Ann Arbor, Ypsilanti and Saline and more recently near the villages of Chelsea, Dexter and near the hamlet of Whitmore Lake. Beyond the urban area, this growth trend is also evident in the continued dispersed residential development throughout the more rural areas of the County. The pace and pattern of rural residential development, compounded by the trend of increased trip rates and length, are challenging the ability of local transportation agencies to address travel demands and system deficiencies.

The 2000 census extended the Ann Arbor Urbanized Area into the previously rural township of York and farther into Wayne County including portions of Canton, Van Buren and Sumpter Townships in addition to the City of Belleville. The addition of urbanized non-residential land

added portions of Dexter, Lima and Saline Townships. The new urbanized area in Livingston County (Brighton, Howell, and South Lyon) extends into Washtenaw County in Dexter, Webster, Northfield and Salem Townships. The Detroit urbanized area extends into a portion of Salem Township.

To a great extent, this increased development and resulting transportation demands translate into a commensurate increase in congestion and require increased road maintenance and system enhancement. The costs to maintain the transportation system continues to grow at an increasing pace while revenues decline. Gas tax revenues are declining as vehicles become more fuel-efficient and the gas taxes are not indexed or annually reviewed. In addition, the State and federal revenues supporting public transportation continue to decline and are regularly raided to balance the State budget. As a result, the unmet needs of the transportation system continue to increase and now represent more than half the amount of the available resources.

Many of these challenges and deficiencies are briefly described in this Prospectus. Communities and citizens throughout Washtenaw County have identified these deficiencies during various WATS studies, meetings and discussions. The Committee's involvement in resolving these issues is also described, particularly as it relates to the FY 2008-2009 Unified Work Program.

1. Washtenaw Avenue Corridor

The Washtenaw Avenue corridor (BL-94/M-17) linking the Cities of Ann Arbor and Ypsilanti continues to be one of the most congested travel routes within Washtenaw County. Major segments of Washtenaw Avenue currently experience considerable delay during the morning and evening peak travel times. The 2015 2020, 2025 and 2030 Long Range Transportation Plan for Washtenaw County identified this route as a major transportation issue from both a congestion and safety perspective. The 2020 and 2025 plans identified significant portions of Washtenaw Avenue as having a higher crash rate than average for comparable facilities within the region. The adopted 2030 Plan includes a two-mile segment of Washtenaw as deficient in 2005 and adds an additional third of a mile by the year 2025.

An increasingly important potential east-west improvement that could provide some relief to the Washtenaw Avenue/US-23 area continues to be discussed and advocated as part of the WATS transportation planning process. One of these improvements is the westward extension of Clark Road over US-23 to Huron Parkway. The extension would allow traffic not destined for the US-23 interchange or the commercial corridor nearby to bypass existing and projected congestion. It would also reduce the congestion at the Washtenaw/Carpenter and Washtenaw/Huron Parkway intersections by providing a rear access to Arborland Mall and more direct access to major institutions (e.g. Washtenaw Community College, the Saint Joseph Mercy Health System, adjacent medical office facilities and Eastern Michigan University) located on Clark Road east of US-23. Arborland Mall continues to grow and increased the commercial square footage significantly during the last reconstruction. In recent model runs including the adopted 2030 improvements, the Clark Road Extension would carry 12,000 – 14,000 vehicles per day that would provide significant relief to Washtenaw Avenue as well as a safer non-motorized crossing of US-23.

WATS continues to work with local officials to refine sub-area plans to maintain the opportunity to bridge US-23 in the future. The extension of Clark Road would parallel the most congested portion of Washtenaw Avenue and would provide safe access across US-23 for non-motorized travelers, such as bicyclists and pedestrians. As air quality and congestion management become critical urban issues, the benefits derived from extending Clark Road become even more apparent.

During 2007, the Michigan Department of Transportation completed an Access Management Plan in conjunction with local units of government and it is expected that the plan will be adopted by the local units of government in early 2008. This plan incorporates many innovative recommendations for driveways, intersections and non-motorized improvements.

2. US-12 Corridor

Located in the southern portion of the Urban Area, US-12 (Michigan Avenue) carries volumes in the 30,000's. The majority of US-12 between the City of Saline and the City of Ypsilanti was listed as congested in the 2020 and 2025 Long Range Transportation Plans for Washtenaw County as a significant congestion deficiency, operating beyond its design capacity. The corridor is also part of MDOT's Priority Commercial Network (PCN). In the adopted 2030 Plan, the entire length of Michigan Avenue between the west county line and Hewitt Road is deficient for congestion in the year 2005.

Commercial and residential development continues throughout Pittsfield Township and along the US-12 corridor. Combined with a dramatic increase in pass-through trips along the route, the surrounding development has resulted in a higher level of congestion, crashes and traffic fatalities. In the mid-1980's, WATS organized an informal local committee composed of representatives of Pittsfield Township, the City of Saline, the Washtenaw County Road Commission (WCRC), the Michigan Department of Transportation (MDOT), and other interested agencies to address the deficiencies and promote improvements. The recent relocation of the Saline High School and the proposed location of a new Wal-Mart at Michigan Avenue and State will continue to add to the already overburdened Michigan Avenue/US-12 corridor.

As a result of continued local advocacy, MDOT prepared a Preliminary Project Statement (PPS) in 1990 defining the deficiencies and recommending additional analysis and future improvements. The Environmental Impact Statement (EIS) for US-12 between the City of Saline and Munger Road was completed in late 1993. The MDOT completed an update of the EA and held the public meeting for improvements to this corridor on November 19, 2003. The final documents have been completed but until funding is identified this project cannot move forward. This corridor was listed in the 2020, 2025 and is listed in the adopted 2030 Plan Long Range Transportation Plans for Washtenaw County as a phased funded improvement.

3. Saint Joseph Mercy Health System /Washtenaw Community College Area

Located between the Cities of Ann Arbor and Ypsilanti, the Saint Joseph Mercy Health System/Washtenaw Community College area is one of the most rapidly developing sub-areas within the Urban Area. The Huron River, the Norfolk-Southern railroad tracks, the natural topography, US-23 and the current land use and ownership patterns limit access to this area.

As discussed earlier, the extension of Clark Road over US-23 is a long planned and frequently discussed improvement, with the potential to improve the service level of Washtenaw Avenue by removing traffic destined for the major traffic generators along the Clark Road corridor.

Even with the extensive improvements made to the Clark Road/Huron River Drive corridor during the 1980's and 1990's, it remains one of the most congested sub-areas identified in the 2020, 2025 and 2030 Long Range Plans. With the growth occurring in the area and projections for continued growth through the year 2030, this area will continue to require study and improvements. Construction of the Dixboro bridge as a graded separated facility over the Huron River, the railroad tracks and the City of Ann Arbor dam was completed during 2005. The project included widening, realignment and grade separation from the railroad tracks and construction of non-motorized facilities.

4. Northern Ann Arbor

Plymouth Road is the only major non-freeway route in the northeast portion of the City of Ann Arbor and the Urbanized Area. As a result of growth occurring in both the City of Ann Arbor and the Townships of Ann Arbor and Superior as well as in northern Wayne county, Plymouth Road is shown as congested in the year 2005 from Murfin to the east county line in the 2030 Plan. This corridor also has two intersections in this corridor that are listed in the top fifty for a combined frequency and crash rate ranking. Five additional intersections in the corridor are listed in the top 150 intersections for the combined ranking.

In addition to other development along Plymouth Road, in late 2001, Pfizer purchased an additional 55 acres of land in northeast Ann Arbor and is expanding their facilities. With Pfizer closing it is unclear what will fill this extensive research and development space. This area will need to be closely watched for transportation impacts. The City of Ann Arbor has identified this area as a corridor for high quality transit. The University of Michigan also has plans for additional development on their north Campus that will impact the traffic operations in this section of the county. The University expects to add additional employees on their central and north campus in the next 10 years.

Plymouth Road separates the UM North Campus housing from a major religious facility on the north. In response to two pedestrian fatalities in the Plymouth corridor, the City of Ann Arbor installed an island in Plymouth Road added traffic signals at intersections along the corridor.

South of Plymouth Road, Dixboro Road is in poor condition and traffic volumes are increasing as the Ann Arbor Technology Park, the University of Michigan East Medical Campus, and surrounding residential development continues. Dixboro Road is also listed in the 2030 Long

Range Transportation Plan for Washtenaw County with pavement deficient in 2005. With the new Dixboro Road Bridge completed, this road will be watched for increasing congestion.

On the west side of this area of Ann Arbor, the Barton Road and M-14 interchange continues to generate considerable debate. During 2006, the City of Ann Arbor completed and adopted the NE Area Transportation Plan without the recommendation to close the Barton/M-14 interchange. During 2007, MDOT installed new test guardrail in an effort to reduce crashes at the Barton Road off/on ramp.

5. Jackson Road Corridor

Two phases of the Jackson Road boulevard project have been completed converting the two-lane major road to a four-lane divided boulevard. The Scio Township DDA also constructed sidewalks the length of the boulevard improving the non-motorized access in the corridor. This road west of Ann Arbor serves the urban core of Scio Township. Less than a half-mile north, I-94 parallels the Jackson Road corridor. During 2006 and 2007, MDOT completed an upgrade to the Baker Road interchange with I-94 adding a new eastbound on ramp. The traffic mix in this corridor is primarily heavy duty commercial vehicles and for this reason the improvements made at Zeeb could not address the needs at Baker.

Scio Township has an active Downtown Development Authority that generates revenue through tax increment financing and bond sales. The final phase of the boulevard has received high priority funding in the latest transportation legislation and is scheduled for construction in 2008.

6. Ann Arbor-Saline Road Corridor

The southwest portion of the Urbanized Area experienced rapid residential and commercial development in the 1990's. The majority of this growth occurred on or near Ann Arbor-Saline Road, which has an interchange with I-94 and provides access between the City of Saline and the City of Ann Arbor. Ann Arbor-Saline is primarily a two-lane road from the City of Saline north to I-94.

The Ann Arbor-Saline Road corridor was first identified as a congestion deficiency in the 2015 plan from the Ann Arbor City limits south to the City of Saline. The route continued to be identified as a congestion deficiency in the 2020, 2025 and 2030 plans. The intersection of Ann Arbor-Saline and Waters/Lohr is also in the highest 50 combined ranking for traffic crashes.

In 2006, the Ann Arbor-Saline and I-94 interchange was identified as a major barrier for non-motorized movements in this area. With significant residential and commercial development to the north and south, the desire for non-motorized movements is high. A resident has requested assistance from the MDOT, the Washtenaw County Road Commission, Pittsfield Township, City of Ann Arbor and WATS to identify and implement non-motorized improvements. During 2007, this project was submitted for Transportation Community System Preservation improvement funding. It was not successful so other funding will be explored.

7. Chelsea City and Dexter and Manchester Villages

The City of Chelsea and the Villages of Dexter and Manchester are experiencing increasing congestion in their Central Business Districts and significant development pressures surrounding their communities. This is not an uncommon problem as the rural areas in Washtenaw County and the surrounding counties continue to develop.

The City of Chelsea and the Village of Manchester are bisected by M-52, a State trunk line that links Adrian in Lenawee County, the Village of Manchester, I-94, the City of Chelsea, the Village of Stockbridge and I-96 in Ingham County. The amount of truck and commuter traffic through the City and Village continues to increase, affecting the historic character of the communities. In FY 1996, WATS established an area-wide steering committee to guide a traffic circulation study for the Village of Chelsea and surrounding townships. A draft EA was completed in 2002 for an additional western route for Chelsea. Developers are now proposing to develop some of the land and the Road Commission and Sylvan Township are working to preserve the ROW and construct portions of the road.

Manchester Village is also bisected by M-52 and the four corners in the Village downtown are often congested with truck traffic making the left turn to service the Industrial Park, villages and areas to the south. The Manchester schools also made a decision to construct a new high school on an unpaved road on the north edge of the village. WATS worked with the Village to change the National Functional Classification of two roads in the Village to serve the high school as well as to provide an alternate route for trucks to avoid the sharp left turn on M-52 in the historic CBD.

Dexter-Ann Arbor Road bisects the Village of Dexter providing a link between Livingston County to the north (a rapidly developing bedroom community), I-94 and the City of Ann Arbor. At the northwest end of the Village is an historic stone train trestle bridge with a narrow (less than 2 lanes) underpass restricting traffic flow. A weight-restricted bridge over Mill Creek is located over a dam just east of the train trestle. As congestion on US-23 continues to increase and Dexter Township and southern Livingston County continue to develop, the pressure on the underpass, the Main Street Bridge and the road system in the Village will persist and intensify. The commercial and residential development and the redesign of the road system to better accommodate non-motorized travel in the Village will also continue to affect the capacity of the road system. By the year 2030, traffic in the Village is expected to be nearly 30,000 vehicles per day on this two lane facility.

In late FY 1995, WATS assembled a multi-jurisdictional discussion group to explore options for improving traffic flow and reducing congestion in and near the Village. This activity was abandoned in 1997, but was restarted in late 2003 by the Village. The Huron River and its limited number of crossings impact the road system in the county and limit the options for travel. To retain the walkable character and the charm of the Village as a destination, the Village, the Road Commission and the surrounding townships have agreed to a plan to address the future traffic with a widened train bridge and roundabout. With that identified the Main Street Bridge will be replaced during 2008. An option that has been considered by the group is the extension of Parker Road to

reduce the future traffic traveling through the village. This is a controversial option as it would impact the Dexter Mansion and would require an additional crossing of the Norfolk-Southern railroad. The Dexter Mansion was recently acquired by the Dexter Area Historical Society and Museum. In addition to improving flow for the automobile traffic, there is a need to improve non-motorized movements with a existing residential development and a proposed senior community located west of the train trestle. If a new train underpass is constructed, the existing one would be used for the non-motorized movements.

8. Existing Highway Deficiencies

Historically, Washtenaw County has strongly supported low-capital intensive measures that improve the efficiency of the existing highway network. Through its planning process, WATS has identified specific deficiencies and problems in the current highway network and has suggested actions to resolve these deficiencies. More recently, as congestion continues to build in the US-23 and I-94 corridors, the WATS Policy Committee has taken a position to provide additional capacity as long as it is protected using a high occupancy vehicle lane that will allow public transit to bypass the congestion. The US-23 Coalition worked to restart the US-23 study and is working on the initiation of commuter train service between Howell and the City of Ann Arbor. Passenger commuter rail service along an existing north-south rail line could address the congestion, air quality and fuel consumption in a more timely and cost effective manner.

Many locations under the State's jurisdiction were identified as congestion deficiencies in the 2030 plan even though this plan increased the threshold of congestion for freeways to a volume to capacity ratio of 1.00 from 0.80 used in the 2025 Plan. These include: US-23 from M-14 to the north County line; Washtenaw Avenue (BL-94/M-17) between Stadium and Carpenter; Michigan Avenue (US-12) between the west county line and Hewitt; and I-94 from US-23 to State Street in addition to many bridges and interchanges.

In FY 1999, the Michigan Department of Transportation (MDOT) initiated a Freeway Study for the area. The Study was completed in 2000 and is expected to guide improvements in Washtenaw County for the foreseeable future. The local communities would like to initiate a similar effort in the County for non-freeway trunk line facilities as two of them are listed as most congested in the 2030 Transportation Plan. The Access Management Plan completed in 2007 will address one of these corridors.

9. Transit Service Coverage

In 2003, AATA and UM implemented additional park and ride options in Northeast Ann Arbor, South Ann Arbor and West Ann Arbor. A new park and ride lot was constructed at the M-14/Miller-Maple interchange and service to this new lot commenced in early 2004. The downtown Ann Arbor circulator, The Link, was initiated in late 2003 with a fare of only twenty-five cents. Although one can transfer from the existing fixed route service to the circulator, one cannot make the reverse move without an additional charge. The Link was suspended during the summers of

2005 and 2006. The service operates during fall, winter and spring using funding from the University of Michigan, the Ann Arbor DDA, and the Ann Arbor Transportation Authority.

In the fall of 2004, the AATA and the University of Michigan forged a historic agreement to provide unlimited access to all of AATA's fixed route service to UM students, faculty and staff. This financial agreement provides more mobility to students reducing the need for personal vehicles and increased the ridership on AATA's buses by twelve percent in the last quarter of the year. In 2005, ridership was up 12.2 percent due to both the UM unlimited access and the increase in fuel prices. In 2006, ridership was up an additional 13.5 percent with AATA providing more than 5.4 million rides during their fiscal year that ended September 30, 2006. In 2007, ridership is up 2.5 percent.

Even though ridership has been continuing to increase and there is growing need and demand for transit, a uniform funding mechanism has not been developed for all areas of the county. Transit service within Washtenaw County varies considerably depending upon the financial commitment of individual units of government. The City of Ann Arbor has extensive fixed route and demand-responsive service supported by a voter approved (1973) 2.5-mill tax. The City of Ypsilanti and the urbanized portions of the Townships of Pittsfield, Ann Arbor, Superior, and Ypsilanti have more limited fixed route services because their service is funded out of their general fund. Inter-urban Express service is provided by to Chelsea Area Transportation Service coordinating with AATA at the west Ann Arbor City limit to provide service to the Village of Dexter and the City of Chelsea. Service is contracted to a private provider for an Interurban express service to the City of Plymouth. Service into the Urban Area from the Cities of Milan and Jackson is provided by the transit agencies serving those communities. In 2007, the City of Ypsilanti will not be able to fully fund the service provided to its residents. AATA made a decision to make up a portion of the Ypsilanti City costs. They have also committed to looking for a long term solution to transit funding for the County. There is also a growing demand for commuter service into and out of the County.

Pittsfield Township contracts with AATA for demand-responsive service for their elderly and disabled residents. The City of Saline contracts for services with the City of Milan for demand-responsive service. AATA administers subsidized taxi service to the City of Ypsilanti for their low income, disabled and senior citizen populations. Child and Family Services of Washtenaw County provide service to link their programs in Washtenaw and Wayne counties.

In late 2005, two efforts to improve transit in the County were initiated; one to examine public transit in western Washtenaw County and the second to examine the public transit and other transportation needs to identify a stable funding source. In the FY 2006-2007 and FY 2007-2008 work programs a County Wide Transit Plan was developed that detailed deficiencies, recommended improvements and possible funding sources.

The Ann Arbor to Detroit Rapid Transit Study was terminated in 2007. The Ann Arbor to Detroit service is being explored as a commuter rail option without the use of New Starts funding. In 2006, the City of Ann Arbor initiated an effort to examine the feasibility of commuter rail service on the Great Lakes Central line that connects Ann Arbor with Livingston County. Two commuter rail

possibilities continue to be explored for service between Livingston and Washtenaw Counties and between the City of Detroit/Wayne County and Washtenaw County. The demand for these services is considerable, however, the state funding for operating costs do not increase with new service starts reducing the funding available for existing service.

The Comprehensive Transportation Fund that historically provided operating funding and match for federal capital funds is regularly raided to balance the State budget. There are also very limited options for funding public transit including bus and commuter rail service in the State of Michigan.

10. Non-motorized Expansions and Promotion

Bicycling and walking in the urban portion of Washtenaw County represents a small yet growing and important piece of the total travel. With two universities and four colleges, the area has a relatively young population and a land use pattern that is conducive to pedestrian and bicycle travel. Many work, education and shopping trips are within reasonable distances for non-motorized travel. The non-motorized network is also critical to providing access for a comprehensive public transit network that can provide true multi-modal options in the urbanized area. As the non-motorized network expands with the support of WATS, the transit and non-motorized travel modes are becoming increasingly attractive. This is particularly true as parking availability decreases and fuel costs, parking costs and congestion increases.

Many of the WATS activities over the past several years have been directed to the promotion of bicycling and walking. WATS continues to promote specific non-motorized facilities and will be assisting member units with their own non-motorized planning efforts in FY 2008-09. WATS will continue to advocate for the completion of a path along Huron River Drive as part of the County's border-to-border network. Another important issue for the walkability of the area is the increased density, and provision of sidewalks in the new developments both in the cities as well as in the surrounding developing townships. Northfield Township is the newest urban township as of the 2000 census and as development takes place in that township, WATS continues to support the provision of non-motorized options as well as park and ride facilities. In the December 2006, WATS completed the development of the countywide non-motorized plan. With countywide representation and close partnerships with the County communities, this plan identifies deficiencies, opportunities and connections necessary to provide a comprehensive network. This plan will provide local communities with the tool to negotiate improvements as part of a comprehensive plan.

11. Alternative Transportation Options

As early as 1978, the Huron Valley Corridor Study concluded that ridesharing was an effective alternative travel option available to the urban portion of Washtenaw County for reducing congestion, saving energy, improving air quality, and resolving parking problems. WATS actively promotes ridesharing activities and in 1980 WATS helped the Ann Arbor Transportation Authority establish a ridesharing program. The City of Ann Arbor's Comprehensive Transportation Plan (CTP) includes an increase in ridesharing to maximize the use of existing infrastructure. WATS has

requested that MDOT consider the implementation of a high occupancy vehicle lane with any widening improvement to US-23.

The Universities' policies on parking for both their employees and students are also important to the traffic in the county. The University of Michigan has had a policy of providing free alternatives to a parking space. The University of Michigan has committed to providing the full fare for the first year of service for the WALLY service that is proposed to connect the City of Howell, City of Brighton (Genoa Township) and Hamburg Township with the City of Ann Arbor and Washtenaw County. They have also committed 75% and 50 % funding for the following two years.

In 2002, Eastern Michigan University terminated its free transit service for students from the satellite parking at its western sports campus. This has increased the amount of traffic in the City of Ypsilanti near the campus as well as increasing the number of students circulating the parking lots to find a space. Another detrimental impact of the elimination of this service is the impact on the adjacent neighborhoods that are "parked up" by students during the day and evenings. A residential program initiated by the City of Ypsilanti has improved this problem.

The Agency worked with the SEMCOG to obtain CMAQ funding to continue the County's Ridesharing program. During 2005, the rise in fuel prices has increased the use of alternative modes. The AATA initiated a Park and Ride study that was completed in 2006. The study will be used with the AATA transit service evaluation study to realign service to provide a comprehensive park and ride/transit service.

12. Transportation/Economic Development

Even with the economic downturn in the State, the Ann Arbor-Ypsilanti area is still experiencing some growth as a result of local economic development efforts. The expansion of the high technology industry, the refurbishing of existing facilities and the trend toward economic diversification and service related activities are all contributing to the vitality of the Ann Arbor-Ypsilanti Urban Area. WATS continues to take a supportive role in these efforts by providing information on the existing transportation network and expediting economic development related projects through its federal aid and TIP processes. In addition, WATS regularly assists member units in determining the traffic impact of specific proposals and researching roadway-funding sources.

With the closing of Pfizer, economic development will remain a vital concern to the County, and it is important for WATS that the transportation needs of such developments are adequately addressed and that the established planning processes and policies are followed. During FY 2008-2009, WATS will continue to be involved in economic development activities throughout the County. This will primarily be accomplished in work tasks 3.1 Participation and 4.1 Project Assistance.

13. Land Preservation Initiatives

Another local initiative that could have a significant impact on the transportation system in the County is the numerous land preservation millages including the Ann Arbor Greenbelt. The Ann Arbor City residents passed a 0.5 millage request for 30 years to fund the purchase of land or development rights in the City and the surrounding townships. Since that effort, several Townships including Scio and Ann Arbor have also passed millages to preserve land from development. This effort to preserve open space will have a significant impact on the character of not only the City of Ann Arbor but the County as a whole. This effort could preserve land in the county if the City and surrounding communities also increase densities in the development that will take place. If the densities do not increase enough, the growth pressures will just push the development further out into the county causing longer trips and more congestion. Two efforts have identified the possible impact that the greenbelt could have on the County's development process. The SEMCOG UrbanSim Pilot project identified more land being developed in the more rural areas of the county as a result of the land preservation of the Greenbelt program. The County Comprehensive Plan identified another option for the County's development through the development of activity centers and infill around existing cities and villages.

CURRENT ACTIVITIES

In 2007, transportation planning and implementation agencies in Washtenaw County were active in working to resolve these problems and issues.

2007 Planning Activities

In addition to ongoing planning work tasks, special planning activities undertaken included:

Federal Compliance - New federal requirements that were undertaken this year included the federal obligation reporting and the development of a public participation plan. The federal obligation report is a listing of transportation improvements that were obligated during the federal fiscal year and must be provided in a format that is accessible to the public. WATS began providing this data to the public in 2005 and 2006 and will post the 2007 data by December 31, 2007. Staff also drafted a public participation plan to address a new federal requirement and the plan was adopted by the WATS Policy Committee at their February 21, 2007 meeting to ensure SAFETEA-LU compliance.

Model Implementation – Following the update to portions of the model in-house in 2005, staff developed an RFP for a major update. WATS selected LSA Associates in late 2006 for an 18 month effort to make significant updates to the Washtenaw County travel model.

WATS and the consultant are on track to complete the model update by the end of the FY 2008 fiscal year. This effort will be completed in TransCad 5.0, the most recently released version of the software. The updated model has also been developed to allow the addition of modes in case the commuter rail effort becomes a reality.

National Functional Classification - As a result of the Long Range Plan public meetings, WATS initiated an effort to remove the restrictions on federally funded roads in York Township. During 2006, FHWA and the MDOT approved the remaining three townships national functional

classification determining that it is a local responsibility to limit federal funding for restricted routes through its evaluation process. During 2007, Staff requested changes to the NFC for the City of Milan and the Washtenaw County Road Commission.

Non-motorized plan – During 2007, WATS distributed copies of the Non-motorized Plan for Washtenaw County to each community in the County. The plan will be a tool that local units of government can use to help promote non-motorized transportation as communities continue to develop. The plan includes a vision for a comprehensive county wide network of bike and walk facilities, policies that detail where walk and bike facilities should be provided and guidelines for the development of facilities. All local plan reviews were completed with comments on the inclusion of the Non-motorized Plan recommendations.

County Wide Transit Plan - In September 2006, WATS initiated the development of a county wide transit plan that will work with and support the efforts underway by AATA. Eighteen meetings were held including sixteen public meetings and two with local elected officials. The draft Transit Plan for Washtenaw County was completed in December 2007 with the final plan is expected to be printed in early 2008. The Plan includes data on existing service, deficiencies and needs, 14 recommendations and a review of possible long term funding options for implementing the plan.

Safety and Security - During the past year, WATS improved the crash data program and are scanning and entering data for all of the enforcement agencies except the Michigan State Police. The data is available through October 2007 and is summarized by local communities on the website. WATS also began working with the Michigan State Police to improve the accuracy of their database to complement the improvements that they have made in timeliness. The hope is to eliminate this effort after the 2008 calendar year.

Planning Process – Staff met periodically to coordinate activities that SEMCOG and WATS undertakes and to keep each up to date on progress of activities that both must complete. WATS also recently updated the Title VI plan, a new federal requirement for Environmental Justice this past year. As part of the Title VI plan, the Agency tracks the trainings that staff participates in during the year. Staff completed one amendment to the WATS 2030 Transportation Plan and developed a new four year TIP in addition to processing three amendments to the Transportation Improvement Program. The Highway Performance Monitoring (HPMS) data for the 127 segments was updated and submitted to MDOT. During 2007, staff completed the field data collection for the HPMS segments. Staff also processed one year of project submissions for the State Safety call and one year of projects for the Congestion Mitigation Air Quality (CMAQ) call.

Local Assistance - WATS worked with the US-23 Coalition and Northfield Township to coordinate support for the evaluation of improvements that will address the congestion on the US-23 corridor. Staff analyzed crash data and provided other assistance to the local communities in an effort to obtain funding for commuter rail service.

WATS also began completing planning reviews at the request of the Washtenaw County Planning Advisory Board. To date, seven reviews have been completed for 7 communities and two partner agencies.

City of Ann Arbor Transportation Plan update
Chelsea Comprehensive Plan
Augusta Master Plan
Saline Township General Development Plan
Van Buren Township South Side Master Plan Review
Ypsilanti township Master Plan update
Huron River Watershed's Transfer of Development Rights (TDR)

Asset Management - WATS completed the fifth year of the Asset Management data collection for the state and local agencies. All years of data has been posted on the Agency's website with charts providing a graphic representation of the County and individual communities system condition. This data will be instrumental for making the case for a comprehensive funding initiative for transportation in Washtenaw County.

In addition to ongoing planning work tasks, special planning activities undertaken included:

Sustainable Transportation Funding Analysis - WATS continued to provide assistance to the regional and Statewide effort for Sustainable Transportation Funding. This effort is documenting funding needs for all modes statewide and identifying options used by other states.

Youth Mobility Survey - The Agency used the youth mobility survey completed in 2006 in the development of the Transit Plan recommendation. Eight schools and 967 students in grades 6 to 12 were surveyed on their trip making and transportation modes used for those trips.

Federal Aid Programs – WATS continues to monitor and program federal funds using the County's 2030 Transportation Plan. The limited authorizations have required more meetings to continually adjust the program in order to remain constrained yet spend all of the federal funds available in a timely manner.

Transit – AATA continued oversight of the *get downtown* program, to encourage and assist employees in downtown Ann Arbor to use commuting alternatives and which provides employees in downtown Ann Arbor with *go!Passes* providing unlimited rides on AATA at no cost to the employee. AATA completed a survey of the LINK circulator. AATA continued discussions with the City of Ann Arbor for possible implementation of a transit signal priority. Analysis was also completed of changes in ridership due to unlimited access agreement with University of Michigan. AATA staff also completed a plan for expansion of park and ride service. Coordinated Human Services plans were developed for both the urban and rural portions of the County.

2007 Implementation Activities

New projects or programs recently completed include:

Road Activities - During 2007, the City of Ann Arbor completed the reconstruction of Seventh from Pauline to Stadium to upgrade the pavement and provide bike facilities. They also resurfaced sections of 21 local and major streets throughout the City as part of their annual resurfacing programs using local millage funds. The City also surface sealed five miles of roads in the City to extend the life of the pavement. Ann Arbor reconstructed Packard from Stadium to Anderson and converted it from a four lane to a three lane road with bike lanes. The City also continued their annual signal and sidewalk upgrade programs.

During 2007, the City reconstructed Lowell Street from Huron to Forest including the addition of bike lanes.

The City of Saline reconstructed two local streets, as part of the City's on going local street program; the projects were Mills from Bennett to Michigan and Forestbrooke Court from Forestbrooke to the south end. During 2007, the City of Chelsea reconstructed portions of three roads in the City and overlaid two others. The City also completed plans for the reconstruction of Railroad and McKinley that will be reconstructed in 2008.

The Washtenaw County Road Commission (WCRC) completed several projects in 2007; including five bridge projects. The Road Commission also initiated the reconstruction of Carpenter Road between Textile and Ellsworth which will be completed in 2008. The Road Commission also interconnected traffic signals on both Ellsworth and Hewitt using CMAQ funding.

The Michigan Department of Transportation (MDOT) completed numerous overlay projects in the county. They rebuilt I-94 ramps with Kalmbach and Pierce. MDOT completed the construction of sound walls along I-94 between Coleman and Harris and Gill to Emerick. MDOT completed the reconstruction of the Baker Road Bridge and constructed a new entrance ramp at the Baker Interchange. MDOT also resurfaced US-23 between I-96 and M-14 and completed two bridge repairs at Barker. In the northeastern part of the County, MDOT initiated bridge repairs along M-14.

Non-motorized Activities – The Road Commission added bike lanes to Wagner Road during a reconstruction and widening project. The City of Ypsilanti added bike lanes Lowell reconstruction project. The City of Ann Arbor added bike lanes to Seventh Street between Pauline and Stadium and to Packard between Stadium and Anderson.

Transit Activities – The Ann Arbor Transportation Authority (AATA) purchased fifteen hybrid electric buses. AATA also implemented service changes to improve efficiency.

II. UNIFIED PLANNING ACTIVITIES

A. SUMMARY

The Unified Work Program has been prepared to provide details of the WATS and AATA planning process, work scheduled for the coming year, and proposed expenditures by work element. The Program seeks to reflect WATS Committee goals, roles, responsibilities, and available resources. The Program will undergo reevaluation at mid-year, and amendments made if necessary.

The Unified Work Program presented in five elements that group the types of activities needed to maintain, update, report, implement, and administer the Washtenaw County transportation planning process in conjunction with the Southeast Michigan Council of Governments' regional planning program. The five major elements and their general content are as follows:

1. Plan Monitoring: These activities are concerned with the regular collection; maintenance and analysis of area wide planning related data. Through utilization of established data files and accepted data collection procedures, land use, transportation, employment, demographic and environmental indicators that impact on the area wide transportation planning process are monitored. Monitoring work tasks are so structured to facilitate their use in the development and periodic reappraisal of comprehensive plan elements and plan implementation activities. The tasks are designed to avoid duplication of the monitoring efforts of SEMCOG and local agencies.
2. Plan Development and Detailing: Consistent with policy directives and monitoring activities, sub-elements of the Washtenaw County Transportation Plan are detailed and revised when deemed necessary by the Policy Committee. Updated activities may focus on a specific geographic area, such as a particular transportation corridor, or it may center on a specific aspect of the Plan such as public transit or bikeways.
3. Special Planning Services: These work tasks are intended to ensure the broad understanding and consistent use of the planning program's findings by those responsible for public and private plan implementation activities. Such tasks as governmental and private liaison, the publication and distribution of transportation planning related materials, participation in special projects or studies, and representation on regional and local committees under Policy Committee direction.
4. Plan Implementation: Incorporation of the Washtenaw Area Transportation Study Committee's responsibilities into a series of related plan implementation activities is the principal focus of this element. Included are such tasks as: reviews and recommendations pertaining to short and long range implementation programs for the area's major transportation systems, development of a Transportation Improvements Program, and allocations of urban and rural Surface Transportation Program (STP) funds.

5. Program Administration: The purpose of this element is to develop and administer, within the requirements of the Unified Work Program, responsible program and contract management activities.

Following the Budget Summary, individual work tasks for FY 2008-2009 are described. The objectives of each task are included, with a description of the method proposed to be used to conduct the task, the overall impact or intent of the task, and the proposed products. In addition, the estimated person weeks needed for staff and the estimated budget and agency funding distribution is also shown.

	FHWA PL 112	Match PL 112	MDOT	FTA Tech Study	Match Tech Study	FTA Tech Study	FTA Sec 5307	MDOT	AATA	TOTAL
PLAN MONITORING										
1.1 Data Collection and Analysis	25,603	5,677		2,554	639					34,473
1.2 Highway Performance Monitoring System	6,270	1,390								7,661
1.3 Safety and Security	39,189	8,618								47,879
1.4 Asset Management			12,661							12,661
1.5 Local Plan Reviews	6,270	1,390								7,661
1.6 AATA Ridership and Service Data Collection and Compilation						6,000	38,080	4,760	6,260	55,100
PLAN MONITORING SUBTOTAL	77,333	17,148	12,661	2,554	639	6,000	38,080	4,760	6,260	165,435
PLAN DEVELOPMENT										
2.1 Transportation Plan Development & Implementation	74,632	16,550		3,661	915					95,758
2.2 Transportation Model Management	22,453	4,979		1,036	259					28,727
2.3 AATA Transportation Program Development and Coordination						11,000	84,680	10,585	13,335	119,600
2.4 AATA Ann Arbor Area Mobility Management						8,000	12,560	1,570	3,570	25,700
PLAN DEVELOPMENT SUBTOTAL	97,086	21,528	0	4,697	1,174	19,000	97,240	12,155	16,905	269,785
PLANNING SERVICES										
3.1 Special Participation	33,956	7,530		518	129					42,134
3.2 Publications & Electronic Communications	34,486	7,647								42,134
PLANNING SERVICES SUBTOTAL	68,443	15,177	0	518	129	0	0	0	0	84,267

	FHWA PL 112	Match PL 112	MDOT	FTA Tech Study	Match Tech Study	FTA Tech Study	FTA 5307	MDOT	AATA	TOTAL
PLAN IMPLEMENTATION										
4.1 Project Assistance	54,335	12,049		518	130					67,031
4.2 Transportation Improvement Program	23,995	5,321	8,339	518	130					38,303
4.3 Federal Funding Program Management	15,146	3,358		518	130					19,152
4.4 Establishing Sustainable Transportation Financing	15,209	3,373		456	114					19,152
4.5 Non-motorized and Transit Plan Implementation	21,467	4,760		3107	777					28,727
4.5 AATA Short Range Plan Analysis and Operations Evaluation						12,000	113,040	14,130	17,100	156,270
PLAN IMPLEMENTATION SUBTOTAL	\$130,152	\$28,861	\$8,339	\$4,010	\$1,003	\$12,000	\$113,040	\$14,130	\$17,100	\$328,635
PROGRAM ADMINISTRATION										
5.1 Unified Work Program	5,740	1,273		518	130					7,661
5.2 Program Management*	24,551	5,444		518	130					30,643
5.3 Planning Process Implementation	4,703	1,043								5,746
5.4 AATA Grant Management						9,000	7,640	955	3,205	20,800
5.5 AATA Information Systems						3,440	44,000	5,500	6,360	59,300
PROGRAM ADMINISTRATION SUBTOTAL	\$34,994	\$7,760	\$0	\$1,036	\$260	\$12,440	\$51,640	\$6,455	\$9,565	\$124,150
WATS TOTALS	\$408,007	\$90,474	\$21,000	\$12,815	\$3,204					\$535,500
AATA TOTALS						\$49,440	\$300,000	\$37,500	\$49,860	\$436,800
WASHTENAW COUNTY PROGRAM TOTALS	\$408,007	\$90,474	\$21,000	\$12,815	\$3,204	\$49,440	\$300,000	\$37,500	\$49,860	\$972,300

PLAN MONITORING**DATA COLLECTION AND ANALYSIS**OBJECTIVES:

This task will maintain and expand current information files on Washtenaw County's transportation system and demographic characteristics. These databases are used for short range planning and to evaluate the WATS long-range transportation plan objectives, assumptions, and recommendations.

METHOD:

In cooperation with local communities, transportation agencies and planning staffs, WATS regularly obtains updated information on demographics, land use and all aspects of our transportation system. Examples include population, dwelling units, employment, equalized assessed value, Master Plans and Zoning Plans. The highway data collected includes changes in road miles, vehicle registration, road characteristics, traffic counts, construction programs and progress. Transit data, such as, service hours, routes, fixed route stop locations, ridership, vehicles and expenditures will also be collected from the appropriate public and private agencies. In addition, information on sidewalk and bikeway construction and bicycle crashes will be collected.

Monitoring and analysis of travel characteristics at established screen lines will be continued to determine trip volumes, modal splits and vehicle occupancy. Wherever possible, the data collected will be analyzed against information previously collected and the WATS long-range plan projections. Utilizing all of the data collected for this work task in the long-range plan, the non-motorized plans and other project specific reports. These reports will provide a more focused perspective of transportation issues at the local level.

OVERALL IMPACT/INTENT:

This task provides a historical basis for comparative analysis of the transportation system with past years, and identifies needed adjustments to the implementation of Long Range Transportation Plan projects and the selection of projects for federal funding. This task also provides some of the necessary inputs to the Washtenaw County Travel Model.

1.1 Plan Monitoring - Data Collection and Analysis (continued)

PRODUCTS:

1. Expanded and updated data files.
2. Summary of transportation data and analysis in the *Transportation Profiles*.
3. Staff memos and working papers.
4. Articles in the quarterly newsletter, *The Vehicle*.
5. Washtenaw County On-line Traffic Counts Listing.

FY 2008-2009

PERSON/WEEKS:

18

BUDGET:

Personnel
Other Direct
Indirect

AGENCY DISTRIBUTION:

Federal
PL 112 (81.85%)
PL 112 local match (18.15%)
Technical studies (80%)
Technical studies local match (20%)

PLAN MONITORING**HIGHWAY PERFORMANCE MONITORING SYSTEM (HPMS)**OBJECTIVES:

This task will collect process and report reliable data for inclusion in the Federal Highway Administration's Highway Performance Monitoring System database.

METHOD:

In FY 2008-2009, WATS will continue the HPMS data collection effort for Washtenaw County including the collection of field data. This mandated effort will require reviewing over 125 pre-selected sites for a variety of information including: jurisdiction, percentage of truck traffic, length of segment, number of lanes, surface and shoulder type, pavement condition, parking, drainage and select roadway geometrics. The Michigan Department of Transportation (MDOT) determines the sites and the characteristics inventoried with the concurrence of FHWA. WATS staff will process and enter the data collected into the FHWA software as required by MDOT.

OVERALL IMPACT/INTENT:

The HPMS is a continuing, integrated database primarily designed to serve FHWA's planning and policy decision-making needs. It was designed with the capability to continually monitor the performance of the nation's roadways; to determine the relationship between highway investment and system performance; to determine the impacts of existing programs and policies; estimate the potential impacts of future programs and policies; and to provide statistical and trend data on roadway geometrics, condition and performance.

PRODUCTS:

1. Updated FHWA databases.
2. Data files.
3. 48 Hour traffic counts.
4. Classification counts

1.2 Plan Monitoring - Highway Performance Monitoring System (continued)

FY 2008-2009

PERSON/WEEKS:

4

BUDGET:

Personnel
Other Direct
Indirect

AGENCY DISTRIBUTION:

Federal
PL 112 (81.85%)
PL 112 local match (18.15%)

PLAN MONITORING
SAFETY AND SECURITY

OBJECTIVES:

The objective of this work task is to collect and analyze traffic safety data related to traffic crashes and excessive traffic speeds on Washtenaw County roadways. The data documents existing traffic safety problems, assists traffic enforcement personnel and allows the Agency to study particular locations at the request of local units of government. This task also provides assistance to the transit agencies as requested regarding traveler's security issues.

METHOD:

With the assistance of law enforcement agencies and local communities, WATS will collect and analyze crash, speed and volume data for selected traffic corridors throughout the County. Staff will continue building a local corrected database of traffic crash data by scanning data from the Washtenaw County Sheriff's Department in addition to reports from local law enforcement agencies. Staff computes crash rates for various locations throughout Washtenaw County using intersection crash data, provided by MALI through SEMCOG and their CAST system. Further analysis of high crash locations that would consider other characteristics such as weather, time of day, traffic control, visual obstructions and pavement widths may be conducted. This data is also used for the travel model.

OVERALL IMPACT AND /INTENT:

This work task will result in reports and studies that will assist local decision makers in comparing operational characteristics of key intersections as well as identify areas where excessive speeds occur. With this information, intersections needing improvements or areas requiring speed enforcement can be prioritized and public awareness can be heightened through publicity of findings in local newspapers. The data will also aid in the periodic development of the long-range transportation plan.

PRODUCTS:

1. Corrected Crash database
 2. Listing of intersection crash locations and crash rates for key intersections.
 3. Monthly Crash data reports for local units of government and their consultants.
 4. Reports documenting procedures used to conduct the analysis.
 5. Washtenaw County Crash Data Summaries on Agency website.
- 1.3 Plan Monitoring – Safety and Security - (continued)

PERSON/WEEKS:

FY 2008-2009
25

BUDGET:

Personnel
Other Direct
Indirect

AGENCY DISTRIBUTION:

Federal
PL 112 (81.85%)
PL 112 local match (18.15%)

PLAN MONITORING ASSET MANAGEMENT

OBJECTIVES:

The objective of this work task is to collect and analyze road data to help satisfy the requirements of P.A. 499 of 2002, which establishes an Asset Management Council and charges it to develop an Asset Management Process for the State of Michigan. Regional transportation planning agencies play a significant role in this process as outlined in the task assignments below.

METHOD:

The Asset Management Council has developed a statewide process that will result in all 39,000 miles of federal aid eligible roads in the state to be rated using the PASER system. Data will be collected in the summer of 2006 and a new rating will be established for each of the 39,000 miles of road in the future. Activities to be undertaken as part of this task include:

- Attendance at a one-day training seminar on the use of PASER.
- Participation as part of a three-person team that will rate the federal-aid eligible roads in the region. (one MDOT, one Road Commission/City and one regional planning staff)
- Provide the results of the PASER ratings to local agencies for review and revision where appropriate.
- Public display of the PASER ratings on the Agency Web site or through other public involvement initiatives such as the long range plan public involvement process or the public review process for project and plan development activities.
- Transmit PASER ratings along with other roadway data (i.e. traffic counts) on a form to be developed by the Asset Management Council or electronically to the data repository.
- Monitor and report to the Asset Management Council the status of projects awarded funding in the past calendar year in the region on a form to be developed by the Council or electronically if they desire.

OVERALL IMPACT AND /INTENT:

Asset Management is an emerging concept in the transportation planning industry. This task will provide valuable information for the allocation of federal funds and the development of the long-range plan and the transportation improvements included in the plan and the TIP. The Asset Management data will fulfill data required by the Asset Management Council for reporting to the State Legislature. This task will build off and supplement Task 1.1 Data Collection and Monitoring.

1.5 Plan Monitoring – Asset Management - (continued)

PRODUCTS:

1. Road network and pavement ratings loaded in ROADSOFT.
2. PASER data collected on federal aid eligible roads in Washtenaw County.
3. Local pavement condition reports by City, Village and Township.
4. Maps for public presentations, website and for use in publicity reports that display findings.
5. Report to the Asset Management Council with PASER and other roadway data.
6. Transportation project completion information and report for Washtenaw County.
7. Updated data and maps on WATS website.

FY 2008-2009

PERSON/WEEKS:

4

BUDGET:

Personnel
Other Direct
Indirect

AGENCY DISTRIBUTION:

Federal
PL 112 (81.85%)
PL 112 local match (18.15%)
State*

The direct expense is the pass through to the Washtenaw County Road Commission.

* A portion of the Asset Management reporting is in the Transportation Improvement Program task (4.2)

1.5

PLAN MONITORING

LOCAL PLAN REVIEWS

OBJECTIVES:

The objective of this work task is to provide plan reviews in accordance with P.A. 168 of 1959, which establishes the requirement for plan reviews for adjacent communities. In Washtenaw County, the decision has been made to include the transit agency, the road agency and WATS as reviewing entities. Regional transportation planning agencies play a significant role in this process as outlined in the task assignments below.

METHOD:

The Washtenaw County Planning Advisory Board has developed a countywide process that will result in the review of all Master/Comprehensive plan and Zoning plan updates by not only the adjacent communities as required by state law but by all the transportation planning and implementing agencies in the County. In addition to meeting the state requirement for an early notification to plan and a review just prior to adoption, the County has instituted an early plan review that takes place at the same time that the community makes its first review. This allows suggestions made by adjoining communities or the transportation agencies to be incorporated while the communities still have planning budget to implement the recommended changes.

OVERALL IMPACT AND /INTENT:

This work task will improve the local planning processes through early and comprehensive reviews of not only adjoining communities but also by the transportation planning and implementing agencies. This task will help directly link land use development and the transportation impacts associated with the land use decisions.

PRODUCTS:

1. Copies of plans reviewed
2. Copies of early plan reviews and transportation and land use recommendations
3. Copies of final plan reviews and transportation and land use comments

1.5 Plan Monitoring – Local Plan Reviews (continued)

PERSON/WEEKS: FY 2008-2009
4

BUDGET:

Personnel
Other Direct
Indirect

AGENCY DISTRIBUTION:

Federal
PL 112 (81.85%)
PL 112 local match (18.15%)

PLAN MONITORING

AATA RIDERSHIP AND SERVICE DATA COLLECTION AND COMPILATION

OBJECTIVE:

To collect, organize and compile data on the directly-operated and subcontracted service of the Ann Arbor Transportation Authority. This data will be used to monitor operation, provide for the analysis of current service, and form the basis for long and short-range planning.

METHOD:

Data will be collected on an on-going basis on all aspects of AATA's operations. Operators providing service under contract to AATA will also provide data on their operation to AATA. AATA staff will organize and compile the data and prepare regular reports for use by management and the AATA Board of Directors. Monthly and quarterly reports on performance indicators in the areas of ridership, passenger revenue, operating expenses, and transit operations will be prepared. The AATA Board of Directors has adopted a set of service standards in the areas of service levels, service quality and service productivity. Quarterly service standard reports will be prepared to examine the performance of the AATA's operation relative to these standards. The data will also be organized and compiled by AATA staff to prepare reports on AATA operation to submit to the State and Federal Governments. Special reports are also prepared as required.

Surveys will be designed and conducted as needed to determine detailed ridership boarding and trip patterns on fixed route service, on-time performance, and the frequency of use, purpose, opinions, and demographics of fixed route service users, specialized service users, and the general public. Specialized surveys will also be conducted as needed to provide data necessary for specific decisions. Survey data will be organized and compiled and reports prepared on ridership, attitudinal characteristics, and demographics for use by AATA management and Board of Directors

OVERALL IMPACT/INTENT:

The data and the reports produced form the basis for the evaluation and analysis of current service and operation and the development and analysis of modifications in service and operation.

1.6 Plan Monitoring – Ridership and Service Data Collection and Compilation – continued

PRODUCTS:

1. Monthly reports of performance indicators.
2. Quarterly reports of operating statistics.
3. Quarterly service standard reports.
4. Annual service report.
5. Annual Federal National Transit Database report.
6. Annual State reports.
7. Quarterly state and federal grant reports
8. Survey results.
9. On-Time performance reports.

FY 2008-2009

PERSON/WEEKS:

10

BUDGET:

Personnel
Fringes
Contractual
Travel
Data Processing
Supplies

AGENCY DISTRIBUTION:

Federal
 Technical studies
 Sec. 5307
State
AATA

2.1

PLAN DEVELOPMENT AND DETAILING

TRANSPORTATION PLAN DEVELOPMENT AND IMPLEMENTATION

OBJECTIVES:

This Work Task allows for the development and monitoring of the Washtenaw County Long Range Transportation Plan.

METHOD:

The WATS Policy Committee adopted the 2030 Long Range Transportation Plan was adopted in June 2004. The passage of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) change several of the planning requirements including the schedule for plan updates. The current designation as a maintenance area requires that the plan be updated every four years once the adopted plan meets the SAFETEA-LU requirements. Specifically, the legislation requires that the long-range transportation plan be based on an analysis of projected financial revenues; that it encourage and provide opportunities for public involvement; that it allow equal access to transportation funds for all modes of travel options; and be updated on a schedule consistent with the air quality designation for southeast Michigan. In conjunction with other work tasks outlined in this work program, this Work Task will serve as the foundation for the initiation of the next update of the Long Range Transportation Plan for Washtenaw County and the task to provide amendments to the 2030 Plan as needed. The next full plan development will include all of the SAFETEA-LU requirements.

WATS staff will work closely with the regional planning agency (SEMCOG) to initiate the update the Washtenaw County and the regional long-range transportation plans to 2035. This work task will include the necessary meetings and staff effort to update the preliminary socio-economic data and prepare the travel model for projections. This work task will cover the analysis of the plan alternatives and include the necessary financial reviews allowing the plan to be completed in a fiscally sound manner. WATS Policy Committee will approve and staff will work with SEMCOG staff on any plan amendments that are then included in the Regional Plan.

OVERALL IMPACT/INTENT:

This Work Task is intended to promote the use of the WATS long-range transportation planning process and the Long Range Plan in the development of transportation improvement and maintenance programs and projects. It will monitor the implementation of the current plan and begin the development of the plan that was completed in the year 2004.

2.1 Plan Development and Detailing - Long Range Plan Management (continued)

A long range, financially constrained, transportation plan will allow for the efficient prioritization of necessary projects throughout Washtenaw County, regardless of jurisdiction. The plan will also be used for the development of multi-year federal aid programs for Washtenaw County.

PRODUCTS:

1. Working papers and related data files.

2. 2035 Traffic Projections.
3. Projected Transportation Revenues.
4. Deficiency based list of appropriate improvements.
5. Public Participation Plan and report.
6. draft Long Range Transportation Plan.
7. Environmental Justice Analysis.
8. Environmental Mitigation Analysis.

FY 2008-2009

PERSON/WEEKS:

50

BUDGET:

Personnel
Other Direct
Indirect

AGENCY DISTRIBUTION:

Federal
PL 112 (81.85%)
PL 112 local match (18.15%)
Technical studies (80%)
Technical studies local match (20%)

**PLAN DEVELOPMENT AND DETAILING
TRANSPORTATION MODEL MANAGEMENT**

OBJECTIVES:

This Work Task will allow for the maintenance, management and continued improvement of the Washtenaw County network model at WATS. It will support the development of the model networks for the future time periods as well as improvements that were initiated in FY 2007-2008. It will allow the continued refinement of the travel demand modeling process used for the periodic update of the long-range transportation plan for Washtenaw County and for local impact analysis.

METHOD:

This Work Task will continue the development and maintenance of the Washtenaw County network model and supporting data in TransCad. The network will be updated to reflect the current network configuration and operational characteristics.

OVERALL IMPACT/INTENT:

Local modeling capabilities are critical to the future long range planning efforts of WATS. These capabilities are essential to the success of the management systems, future travel demand projections, project selection and responsive site impact analyses and general economic and land development analysis for communities in Washtenaw County.

PRODUCTS:

1. Working papers and data files.
2. Computer files of model attributes.
3. Updated TransCad model of existing and future highway networks.
4. Updated TransCad model of existing and future transit networks.
5. Updated TransCad model of existing and future non-motorized networks.
6. Updated Mode Choice model.

FY 2008-2009

PERSON/WEEKS:

15

2.2 Plan Development and Detailing - Transportation Model Update (continued)

BUDGET:

Personnel
Other Direct
Indirect

AGENCY DISTRIBUTION:

Federal
PL 112 (81.85%)
PL 112 local match (18.15%)
Technical studies (80%)
Technical studies local match (20%)

PLAN DEVELOPMENT AND DETAILING

AATA TRANSPORTATION PROGRAM DEVELOPMENT AND COORDINATION

OBJECTIVE:

To provide the planning and analysis necessary to develop medium and long-range plans which provide the basis for the development of capital, planning, and operating program development. To work with local governmental and planning agencies in developing transportation plans and to coordinate the plans of the AATA with those of other units of government, and public and private agencies. To examine the potential for service coordination, expansion, and privatization and develop alternative financing techniques. To involve and inform the public of medium and long-range plans in coordination with other planning entities.

METHOD:

Analysis will be performed to examine current financial trends and service characteristics and develop future operating funding requirements, requirements for capital purchases, and future planning work necessary to maintain the financial integrity and service quality of the AATA. Current and future costs of providing service will be developed to monitor cost-effectiveness and provide for analysis of service alternatives including operation of service by private operators. The efforts of the AATA will be coordinated with governmental bodies, planning organizations, civic and business groups, organizations representing seniors and disabled persons, and public and private transportation providers. The AATA will work with local agencies to increase the regional coordination of transportation services for persons with disabilities and seniors and develop transportation to work programs. In order to provide service operated by private companies, solicitations will be developed as required, contract documents prepared, service and contract compliance monitored, and liaison maintained with the private operator. Plans will be developed as required to comply with Federal and State regulations such as the Americans with Disabilities Act, Clean Air Act, Title VI, DBE, privatization, and drug testing. Updated plans will be developed and submitted as warranted and compliance monitored.

OVERALL IMPACT/INTENT:

This program element will result in the development of medium and long-range plans by the AATA which are coordinated with the efforts of other organizations and which provide for service consistent with the needs of the area within the resources available to AATA and in compliance with Federal and state regulations.

2.3 Plan Development and Detailing - AATA Transportation Program Development and Coordination
(continued)

PRODUCTS:

1. Capital and operating program of projects.
2. Five-year capital and operating needs projection.
3. Long-range capital and operating forecasts for input in the Regional Transportation Plan.
4. Unified Planning Work Program (UPWP).
5. Transportation Improvement Program (TIP).
6. Operating agreements with local units of government.
7. Analysis of potential for service coordination/expansion/privatization
8. Coordinated specialized service and transportation to work programs.
9. Solicitations and contracts for service operated by private companies.
10. Plans and reports required by Federal and state regulations such as DBE plans and reports, and Title VI reports.
11. Certifications required by Federal and state regulations such as drug testing, anti-lobbying, and civil rights assurances.
12. Analysis of alternative fixed-route service structures for the urbanized area

FY 2008-2009

PERSON/WEEKS:

37

BUDGET:

Personnel
 Fringes
 Contractual
 Travel
 Data Processing
 Supplies

AGENCY DISTRIBUTION:

Federal
 Technical studies
 SEC. 5307
 State
 AATA

PLAN DEVELOPMENT AND DETAILING
AATA - ANN ARBOR AREA MOBILITY MANAGEMENT

OBJECTIVE:

To provide the planning and program development to implement mobility management measures in the Ann Arbor area.

METHOD:

The AATA has a leading role in the organization and coordination of efforts to reduce the growth in traffic congestion in the Ann Arbor area through Travel Demand Management (TDM), the development of park and ride lots and increased peak-period transit service. Planning activities will be carried out in coordination with the City of Ann Arbor, the University of Michigan, The Ann Arbor Downtown Development Authority, other units of government, local and regional planning agencies and private groups such as the Chamber of Commerce to develop, implement, and evaluate TDM programs and transit service changes and additions designed to attract automobile commuters. Planning and analysis will be conducted to develop parking and transit service for park-and-ride service. The AATA will develop programs to attract single-occupant vehicle drivers to transit including innovative transit pass programs, advanced fare collection techniques, and customer information. The AATA will coordinate with others in the development of non-motorized vehicle (bicycle and pedestrian) programs, development of intermodal programs, investigation of high occupancy vehicle lanes, and traffic signal priority.

OVERALL IMPACT/INTENT:

This program element will result in the development of plans and programs to increase the use of transit and other alternatives to single-occupant vehicles, particularly for commuting during peak periods.

PRODUCTS:

1. Evaluation of getDowntown Program (TDM for downtown employees)
2. Design development of park and ride lots.
3. Development of commuter-oriented promotional material
4. Development of promotional material for MRide program in coordination with the University of Michigan

2.4 Plan Development and Detailing - AATA Ann Arbor Area Mobility Management (continued)

FY 2008-2009

PERSON/WEEKS:

8

BUDGET:

Personnel
Fringes
Contractual
Travel
Data Processing
Supplies

AGENCY DISTRIBUTION:

Federal
 Technical studies
 SEC. 5307
State
AATA

PLANNING SERVICES

PARTICIPATION

OBJECTIVES:

This task includes WATS participation in other federal, state, regional or local transportation studies or activities not incorporated directly in the Unified Work Program. WATS staff will serve on committees and participate in conferences, workshops and meetings related to transportation, as appropriate.

METHOD:

Staff will participate in committees, conferences, studies, and meetings that relate to transportation and land use or sustainable development. Examples include: SEMCOG's Transportation Advisory Council, SEMCOG's TIP Development Committee, the Huron Valley Traffic Safety Committee, the Michigan Transportation Planning Association, Washtenaw County Greenways Advisory Committee, etc. Staff will also inform Member agencies of training available to their staff as well as the Committee Members.

WATS staff will also consult with member units of government and respond to information requests from interested organizations, agencies, and individuals regarding transportation data and program needs. Technical data, maps, traffic count listings and brochures will be published and distributed to member units of government and the general public as required.

OVERALL IMPACT/INTENT:

This task will help ensure that transportation planning in Washtenaw County is being conducted on a coordinated basis. In addition to providing planning assistance, insight will be gained through participation in special studies, committees, conferences, and board and commission meetings.

PRODUCTS:

1. Monthly summary of activities included in the Agency's progress reports.
2. Monthly reports to the Policy Committee.
3. Monthly lists of training and upcoming meetings for both Technical and Policy Committees.
4. Written comments on other studies as appropriate.
5. Preparation and distribution of educational brochures, maps, program guidelines, transportation materials, etc.
6. Public presentations as requested.

3.1 Planning Services - Participation (continued)

FY 2008-2009

PERSON/WEEKS:

22

BUDGET:

Personnel
Other Direct
Indirect

AGENCY DISTRIBUTION:

Federal
PL 112 (81.85%)
PL 112 local match (18.15%)
Technical studies (80%)
Technical studies local match (20%)

PLANNING SERVICES
PUBLICATIONS AND ELECTRONIC COMMUNICATIONS

OBJECTIVES:

The objective of this work task is to provide information and provide public comment opportunities on WATS and transportation activities to interested citizens, elected officials, other 3C agencies and local agencies.

METHOD:

This task includes the publication of WATS reports including the Transportation Profile, the quarterly newsletters, educational brochures and the development and update of the Agency's website. The Transportation Profile is published periodically and summarizes the transportation and demographic data collected as part of WATS' monitoring program and graphically displays generalized traffic flows throughout the urbanized area and Washtenaw County. The quarterly newsletter contains current information on transportation projects, studies and activities of WATS and member agencies. The website was originally developed in FY 2001 and provides information about the Agency, meetings information, transportation information as well as an information request function. The Agency's traffic count database is offered in a searchable format that can be downloaded to an excel file on their website. This data will be updated monthly during the active count reporting period and will be updated quarterly during the off season.

OVERALL IMPACT/INTENT:

The purpose of these publications and website is to educate and to improve the communication and cooperation between local citizens, elected officials, and local agencies relating to transportation issues.

PRODUCTS:

1. Four (4) newsletters.
2. Long Range Plan Brochure.
3. Publication of Educational brochures – Rights and Responsibilities, Funding, Federal Funding Process, WATS
4. Website updates.
5. Update of Public Participation Plan as needed.

3.2 Planning Services - Publications (continued)

FY 2008-2009

PERSON/WEEKS:

22

BUDGET:

Personnel
Other Direct
Indirect

AGENCY DISTRIBUTION:

Federal
PL 112 (81.85%)
PL 112 local match (18.15%)

PLAN IMPLEMENTATION

PROJECT ASSISTANCE

OBJECTIVES:

The primary objective of this work task is to assist local agencies and units of government in implementing transportation projects and programs in Washtenaw County. This assistance includes researching funding options, assisting with and processing the preparation of funding applications, providing supportive data and analysis, serving on project advisory committees, etc.

METHOD:

WATS staff will monitor potential funding sources and inform and assist local agencies and member units of government in obtaining such funds for legitimate transportation activities. In addition, WATS will provide any other assistance or coordination deemed appropriate by the WATS Policy Committee. This includes serving as project manager and providing partial funding for specific transportation studies throughout Washtenaw County. The Agency's involvement (project assistance) in previous studies has preserved the integrity of the adopted long-range transportation plan and promoted the coordination and prioritization of multi-modal transportation alternatives.

Staff will continue to support local planning efforts underway in the county. Some of these studies include the Dexter Main Street Rail Bridge and traffic analysis, the City of Ann Arbor Transportation Plan update, the AATA route analysis, the City of Ypsilanti's downtown walkability improvements, North South Rail effort and the US-23 Feasibility Study. Assistance will also be provided on MDOT led studies that are initiated in Washtenaw County.

OVERALL IMPACT/INTENT:

Local agencies and governmental units will be able to make full use of funding sources available to the Study Area, and will have assistance in implementing projects consistent with the Study Area's long range plan. This Project Assistance Work Task will allow the Agency, the Technical and the Policy Committee to respond in an appropriate amount of time to local concerns and transportation analysis needs.

4.1 Plan Implementation - Project Assistance (continued)

PRODUCTS:

1. Project or program applications.
2. Letters of plan inclusion for grant applications.
3. Memos and other communications.
4. RFP's and program management documents as appropriate.

FY 2008-2009

PERSON/WEEKS:

35

BUDGET:

Personnel
Other Direct
Indirect

AGENCY DISTRIBUTION:

Federal
PL 112 (81.85%)
PL 112 local match (18.15%)
Technical studies (80%)
Technical studies local match (20%)

PLAN IMPLEMENTATION
TRANSPORTATION IMPROVEMENT PROGRAM

OBJECTIVES:

This task will prepare and amend and document a three or four-year Transportation Improvement Program (TIP) to aid in the orderly implementation of the WATS Long Range Plan in conformance with the Transportation Equity Act for the 21st Century (TEA21) of 1991 and the Clean Air Act Amendments (CAAA). The TIP will include documentation to ensure compliance with federal, state and regional requirements regarding financial feasibility, the planning process as well as Title VI compliance and Environmental Mitigation Analysis.

METHOD:

In cooperation with local implementing agencies, the staff will develop a comprehensive TIP for Washtenaw County that will include all transportation projects for all modes of area wide importance. The Countywide TIP will be consistent with the SEMCOG requirements so it can be incorporated into SEMCOG's Regional TIP and into the State TIP. WATS will also process any necessary amendments or administrative changes to the adopted TIP throughout the fiscal year.

Both the TIP and any amendments will be analyzed for compliance with Title VI and Environmental Justice and Environmental Mitigation requirements using the GIS and the public involvement process. Notices of the development of the TIP and TIP amendments will be posted on the Agency website for public comment. In addition, the TIP will be available for review at local agency members and WATS. Lists of obligated projects will be produced and posted on the Agency website for public review.

OVERALL IMPACT/INTENT:

This task will provide for orderly implementation of the Long Range Transportation Plan and the utilization of federal and state funding in compliance with federal and state requirements. This task also fulfills federal requirements for urbanized areas and Transportation Management Areas (TMA).

PRODUCTS:

1. Washtenaw County TIP with subsequent amendments or administrative changes as necessary.
 2. Supplemental TIP documentation as necessary.
 3. Public involvement documentation.
 4. Environmental Justice Analysis and documentation.
 5. Environmental Mitigation analysis and documentation.
- 4.2 Plan Implementation - Transportation Improvements Program (continued)

FY 2008-2009

PERSON/WEEKS:

20

BUDGET:

Personnel
Other Direct
Indirect

AGENCY DISTRIBUTION: _

Federal
PL 112 (81.85%)
PL 112 local match (18.15%)
Technical studies (80%)
Technical studies local match (20%)
MDOT

PLAN IMPLEMENTATION FEDERAL FUNDS MANAGEMENT

OBJECTIVES:

The purpose of this task is to develop and manage federal funds including the development of Surface Transportation Urban and Rural Programs (STPU and STPR) as well as Transportation Economic Development Funds Category D program in Washtenaw County. This work task also includes the management of the CM/AQ, STP Safety and STP Enhancement project submission process.

METHOD:

This work task will refine existing criteria for prioritizing STP eligible projects based on the Long Range Transportation Plan and the management systems as defined by the Transportation Equity Act for the 21st Century (TEA21) and the recently adopted SAFETEA-LU. This task also includes Committee support and other activities necessary to assist the local agencies in the adoption of a multiyear program and to monitor the implementation of the adopted STPU, STPR and TEDFD programs. Staff will also track, advocate and coordinate the implementation of local projects including the timely processing through the advertising and bid letting process keeping the local program on schedule.

Staff will also use the SEMCOG processes for the development and review of CM/AQ and Safety projects for review and prioritization by the WATS committees.

OVERALL IMPACT/INTENT:

The intent of the Surface Transportation Programs is to facilitate the efficient and timely use of transportation resources. The long-range plans and management systems are consistent with the intent of the Transportation Equity Act for the 21st Century (TEA21), the Clean Air Act Amendments (CAAA) of 1990 and SAFETEA-LU as soon as the rules are promulgated. Implementation of the program will, therefore, have a positive environmental impact.

PRODUCTS:

1. Revised federal aid urban boundary as required.
 2. Revised urban federal functional classification as necessary.
 3. Adopted STP, CM/AQ and TEDFD priority programs by mode including project description and estimated cost.
 4. Minutes of meetings
 5. Memorandums and correspondence.
- 4.3 Plan Implementation – Federal Funds Management (continued)

FY 2008-2009

PERSON/WEEKS:

10

BUDGET:

Personnel
Other Direct
Indirect

AGENCY DISTRIBUTION:

Federal
PL 112 (81.85%)
PL 112 local match (18.15%)
Technical studies (80%)
Technical studies local match (20%)

PLAN IMPLEMENTATION
SUSTAINABLE TRANSPORTATION FINANCING

OBJECTIVES:

The purpose of this task is to explore sustainable transportation financing for all modes in Washtenaw County. This task will explore funding options that are currently possible and those that would require local votes, changes in legislation or changes to the state constitution. This task will also provide educational materials on the options to the elected officials, legislators, transportation professionals and the general public.

METHOD:

This work task will explore the possible funding sources used for funding all modes of transportation in Michigan as well as the remainder of the US. The task will build off work completed by the Road Commission for Oakland County and other transportation agencies in the State. This task will also explore all funding needs (including those not currently included in the long range plan) for all modes and will identify a comprehensive plan for financing those needs using new funding sources. Once the needs are identified, the local elected officials will determine the course for education of the public and decision makers for future long term sustainable funding options. The economic development and business leaders of the county will be included in the development of future funding sources and in promoting legislative change.

OVERALL IMPACT/INTENT:

This work task will educate the elected officials, general public and economic and business leaders on the need for additional transportation funding. Using the identified needs, the case will be made for examining new funding sources that are sustainable for all modes of transportation. This will improve the planning process as all needs will be identified (not just those that can be funded with existing sources) and new funding is pursued.

PRODUCTS:

1. Memorandums and minutes of meetings
2. Comprehensive list of needs by mode of transportation
3. List of possible funding sources and needed changes to legislation or constitution
4. Educational piece on transportation needs, available funding and shortfall
5. Plan of action for implementation of new sustainable funding sources

5.4 Plan Implementation – Establishing Sustainable Transportation Financing – (continued)

FY 2008-2009

PERSON/WEEKS:

10

BUDGET:

Personnel
Other Direct
Indirect

AGENCY DISTRIBUTION: _

Federal
PL 112 (81.85%)
PL 112 local match (18.15%)
Technical studies (80%)
Technical studies local match (20%)

PLAN IMPLEMENTATION

TRANSIT AND NON-MOTORIZED PLAN IMPLEMENTATION

OBJECTIVES:

This Work Task allows for the implementation of the non-motorized and public transportation plans for Washtenaw County and for assistance to communities in Washtenaw County with non-motorized and transit planning within their jurisdictions.

METHOD:

In 2004, the WATS staff initiated the development of a Countywide Non-motorized Plan. In late 2006, WATS initiated the development of the Countywide Transit Plan that examined public transportation needs and service. These plans build on those efforts to produce a long term vision for non-motorized and public transportation in the County.

Staff will work with the local communities and the public to identify and map opportunities to implement both the non-motorized and transit plans. These plans incorporate the local plans and will pay special attention to disconnects between communities where the non-motorized routes and transit providers fixed routes do not form a continuous system. WATS will also work very closely with the local communities and the Ann Arbor Transportation Authority and other transit service providers so the plans can be implemented with adequate funding identified.

OVERALL IMPACT/INTENT:

This Work Task is intended to promote the coordination between communities in identifying and funding both non-motorized and public transportation options as appropriate for each community while providing much needed transportation choices. This task will also support the Sustainable Transportation Funding work task.

PRODUCTS:

1. Working papers and related data files for review of proposed improvements.
2. Public Participation on implementation of Plans.
3. Updated maps of existing services and facilities.
4. Updated map of existing deficiencies.
5. Updated maps of destinations in and around the County.
6. Non-motorized and Transit Visions for Washtenaw County.
7. Proposed funding sources.

4.5 Plan Development and Detailing - Transit and Non-motorized Plan Implementation (continued)

FY 2008-2009

PERSON/WEEKS:

15

BUDGET:

Personnel
Other Direct
Indirect

AGENCY DISTRIBUTION:

Federal
PL 112 (81.85%)
PL 112 local match (18.15%)
Technical studies (80%)
Technical studies local match (20%)

PLAN IMPLEMENTATION

AATA SHORT RANGE PLAN ANALYSIS AND OPERATIONS EVALUATION

OBJECTIVE:

To provide on-going analysis of current service delivery and organization. To determine potential service modifications and an on-going assessment of capital and operating needs and alternatives. To involve and inform the public of AATA service and potential operational changes.

METHOD:

Ridership and service data will be used to provide detailed analyses of current service, both operated by the AATA as well as operated by private operators under contract to AATA. Such analyses will be performed on an on-going basis as well as in response to expressed concerns of the AATA Board of Directors, units of government, organizations, and individuals. Service alternatives will be developed to respond to changing operating, financial and organizational conditions and analyses of alternatives will be prepared. Planning work necessary to implement service changes will be performed including development and analysis of driver and vehicle scheduling. Ongoing assessment of boarding areas including location and amenities will be carried out. Public information activities will be conducted including public hearings, meetings, and mailings and the development, printing, and distribution of informational material such as brochures, schedules, timetables, and information displays. Studies will be conducted as appropriate on aspects of management organization and operational procedures. These activities will be conducted in light of AATA's long-range plans and will aid in providing information to update these plans.

OVERALL IMPACT/INTENT:

This project will provide the planning and analytic underpinnings for evaluation of AATA's service and operation, for the development and evaluation of changes in service and operation, and for informing and involving service users and other interested parties about current service and proposed changes, and solicit their input in development of operational plans.

PRODUCTS:

1. Public information materials
2. Service analysis reports
3. Service change alternatives.
4. Vehicle scheduling and driver work assignments.
5. User guides

4.6 Plan Implementation - AATA Short Range Plan Analysis and Operations Evaluation (continued)

FY 2008-2009

PERSON/WEEKS:

46

BUDGET:

Personnel
Fringes
Contractual
Travel
Data Processing
Supplies

AGENCY DISTRIBUTION:

Federal
 Technical studies
 SEC. 5307
State
AATA

PROGRAM ADMINISTRATION
WATS UNIFIED WORK PROGRAM

OBJECTIVES:

This task will develop a Unified Work Program for FY 2008-2009 and monitor and amend the implementation of the FY 2007-2008 Unified Work Program as necessary.

METHOD:

Meet with local, State, and Federal officials to review the status of the current and the development of the future Unified Work Program. Meet with local technical staff and committee members for input into the work program development.

OVERALL IMPACT/INTENT:

The Unified Work Program is the document that guides the work of the Agency, staff and consultants. The work program will address the local, State, and Federal priorities for transportation planning.

PRODUCTS:

1. FY 2008-2009 Unified Work Program amendments as necessary.
2. Draft FY 2009-2010 Unified Work Program and Budget.
3. Adopted FY 2009-2010 Unified Work Program and Budget.
4. FY 2008-2009 Administrative Budget amendments as necessary.
5. FY 2009-2010 Administrative Budget.

FY 2008-2009

PERSON/WEEKS:

4

5.1 Program Administration - Unified Work Program (continued)

BUDGET:

Personnel
Other Direct
Indirect

AGENCY DISTRIBUTION:

Federal
PL 112 (81.85%)
PL 112 local match (18.15%)
Technical studies (80%)
Technical studies local match (20%)

PROGRAM ADMINISTRATION
WATS GENERAL PROGRAM MANAGEMENT

OBJECTIVES:

The primary purpose of this work task is to conduct those activities necessary for the efficient operation of WATS and its Committees. This task also documents work accomplished and funds expended to ensure that such expenditures are in conformance with the appropriate regulations.

METHOD:

The methods by which WATS will conduct this work task are specified within its adopted Bylaws and Rules of Procedures as well as within its Pass-Through Agreements with SEMCOG and within the Memorandum of Understanding of Planning Responsibilities between WATS and SEMCOG.

Routine financial transactions are carried out in accordance with adopted WATS procedures and approved accounting standards. Quarterly financial statements summarizing these transactions are prepared by staff and approved by the WATS Policy Committee.

Monthly progress reports summarizing activities and expenditures are prepared and distributed to SEMCOG and MDOT. Audits are conducted every other year to determine the fiscal integrity of financial transactions and the compliance with laws, regulations and administrative requirements.

OVERALL IMPACT/INTENT:

This work task is necessary to ensure that the transportation planning process for Washtenaw County is carried out in a comprehensive, coordinated and continuing basis. It also accounts for all activities and expenditures under the Unified Work Program.

5.2 Program Administration - General Program Management (continued)

PRODUCTS:

1. Committee and Subcommittee Minutes.
2. Committee correspondence and memoranda.
3. Monthly books and Quarterly Financial Statements.
4. Monthly progress reports and payment vouchers.
5. Annual Administrative Budget
6. Annual Project Completion Report.
7. Biennial Audits for FY 2006-2007 and FY 2007-2008

FY 2008-2009

PERSON/WEEKS:

16

BUDGET:

Personnel
Other Direct
Indirect

AGENCY DISTRIBUTION:

Federal
PL 112 (81.85%)
PL 112 local match (18.15%)
Technical studies (80%)
Technical studies local match (20%)
Other local

WATS
COST ALLOCATION PLAN

Salaries

Monitoring
Development
Services
Implementation
Administration

Subtotal

Other Expenses

Printing
Rent
Supplies
Telephone
Travel
Postage
Insurance
Computers & Equipment
Training
Licenses/subscriptions
Web hosting
Bookkeeping
Contractual

Subtotal

Total

Indirect percentage

Note: This includes only the WATS portion of the Unified Work Program.

PROGRAM ADMINISTRATION
IMPLEMENTATION OF PLANNING PROCESS

OBJECTIVES:

The primary purpose of this work task is to conduct those activities necessary for the continued implementation of the new Planning Process. This task also documents the improvements to the process implemented by the Michigan Department of Transportation (MDOT), the Southeast Michigan Council of Governments (SEMCOG) and WATS.

METHOD:

The method that will be used to implement the planning process is outlined in the signed Memorandum of Understandings of Planning Responsibilities between MDOT, SEMCOG, WATS and SCCOTS and between SEMCOG, WATS and AATA as well as with its Pass-Through Agreements with SEMCOG.

The staff attendance at the regional planning partners meetings and other coordination meetings with SEMCOG and MDOT staff will be held to complete all federal requirements.

OVERALL IMPACT/INTENT:

This work task is necessary to ensure that the transportation planning process for Washtenaw County is carried out in a comprehensive, coordinated and continuing basis with each agency following the same process.

PRODUCTS:

1. Memorandums of Understanding and amendments as necessary.
2. Comprehensive Transportation Improvement Program.
3. Comprehensive Long Range Transportation Plan.
4. Comprehensive Planning Process.

5.3 Program Administration – Implementation of the Planning Process (continued)

FY 2008-2009

PERSON/WEEKS:

3

BUDGET:

Personnel
Other Direct
Indirect

AGENCY DISTRIBUTION:

Federal
PL 112 (81.85%)
PL 112 local match (18.15%)

**PROGRAM ADMINISTRATION
AATA GRANT MANAGEMENT**

OBJECTIVE:

To perform the necessary administrative functions to maintain the planning program. To document Unified Planning Work Program activities and expenditures.

METHOD:

Perform record keeping, personnel, education and training activities, and organizational administration functions of the planning department. Attend planning agency meetings and workshops. Participate in regional transportation planning committees such as the TIP Development Committee.

Develop and maintain proposals, invoices, expenditure approvals, and other documents related to grant expenditures. Prepare reimbursement requests and progress reports for appropriate agencies. Provide for the effective expenditure of grant funds in keeping with Federal and State requirements.

OVERALL IMPACT/INTENT:

Provide for administration of the planning program and to insure conformance with FTA planning and administrative requirements. Provide proper documentation of grant expenditures.

PRODUCTS:

1. Planning grant reimbursement requests.
2. Grant progress reports.
3. Project completion reports.

FY 2008-2009

PERSON/WEEKS:

7

5.4 Program Administration - AATA Grant Management (continued)

BUDGET:

Personnel
Fringes
Contractual
Travel
Data Processing
Supplies

AGENCY DISTRIBUTION:

Federal
 Technical studies
 SEC. 5307
State
AATA

PROGRAM ADMINISTRATION
AATA INFORMATION SYSTEMS

OBJECTIVE:

To maintain existing information systems and develop and integrate new and updated systems to support the collection, compilation, and analysis of ridership and service information, service analysis, and short and long-range planning activities.

METHOD:

Analysis of the capabilities of existing information systems will be compared with AATA requirements in the areas of management information, customer information, fare collection, vehicle systems, automatic vehicle location, driver and vehicle scheduling and geographic information systems. The need for new and updated hardware and software will be analyzed to fill unmet requirements, as well as to maintain and improve existing information systems. Software will be procured and programs developed to meet the requirements. Develop and upgrade web-based information, and explore the ability to extend customer information to new electronic media.

OVERALL IMPACT/INTENT:

Provide for continuing information to meet the short and long-term planning and operation needs of the AATA.

PRODUCTS:

1. New and updated programs developed internally.
2. Specifications for hardware and software procurement.
3. Hardware and software needs analysis.
4. Evaluation of Advanced Operating System (AOS) accuracy.
5. Development and maintenance of databases for ridership, on-time performance, personnel, operations, and finance.
6. The AATA web page.

FY 2008-2009

PERSON/WEEKS:

20

BUDGET:

Personnel
Fringes
Contractual
Travel
Data Processing
Supplies

AGENCY DISTRIBUTION:

Federal
 Technical studies
 SEC. 5307
State
AATA