

Transit Developments: In Ann Arbor and Countywide

December 2011

TheRide/AATA

Michael Ford

CEO

TheRide / Ann Arbor Transportation Authority

Ann Arbor Update

What AATA does

We currently operate or support

- **Fixed Route services: over 6 million rides/year**
 - 27 Routes serving Ann Arbor and through POSA agreements: Ypsilanti; Superior, Ypsilanti and Pittsfield
 - Over 42% increase since 2004
- **Door-to-door services** *Operated by SelectRide* **(150,000+ rides/year)**
 - *Good As Gold*: Seniors around Ann Arbor
 - *A-Ride*: People with disabilities in Ann Arbor and Ypsilanti
- **A2Express**: commuter routes to Chelsea and Canton
- **Night Ride** *Operated by Blue Cab* in Ann Arbor (expanding to Ypsilanti soon)
- **Park and Rides** serving 6 lots with over with over 1000 daily park-and-riders
- **Event Services**: Ann Arbor Art Fair Shuttle, Football Rides



Special Partnerships

Special passes and services:

- **Seniors** (*high level of service, same day reservations for paratransit*)
 - Good as Gold
 - Senior Ride (grocery trips from Senior Housing)
 - ride free on fixed routes
- **People with Disabilities** (*high level of service, same day reservations for paratransit*)
 - ARide
 - ride free on fixed routes
- **Ann Arbor / DDA--GetDowntown / go!Pass**
- **Low Income / Human Service Agencies**
 - half fares (only agency that does this)
 - joint approval process to qualify individuals
- **UM**
 - MRIDE– 8,000 new service hours and more fare revenue
 - new service to the East Medical Campus
 - **Connector Study** (UM + AA, DDA), Park and Rides
- **EMU** a growing partnership
 - Parking Shuttle from Rynearson
 - EMU funded Pass Program designed for growth
- **WCC** continuing fare payments for WCC transit riders from campus



How we work with the City

Getting Ann Arbor residents and workers where they need to go

- **getDowntown**

- Joint program between City, AATA, and DDA
 - The number of rides taken using the go!pass increased by 18% this year and 514 participating organizations
 - Highest monthly go!pass ridership ever recorded in August and Sept 2011
- Multiple Options: Bus, Zip Car, Vanpools, etc. Flexible choices and cost effective for users, and employers

- **Special Event Rides**

- Art Fair, UM Football

- **Ann Arbor Public Schools**

- We have provided transportation to High Schools in cooperation with AAPS for many years
 - Tokens and Passes
 - Routes
- Role may enlarge as schools look to save costs on transportation



ReImagine Washtenaw

- Bus Pull Offs & Ped. Facilities
- Recent \$2.6M grant from HUD, largest portion of local share comes from investment on Rte 4



How we work with the City

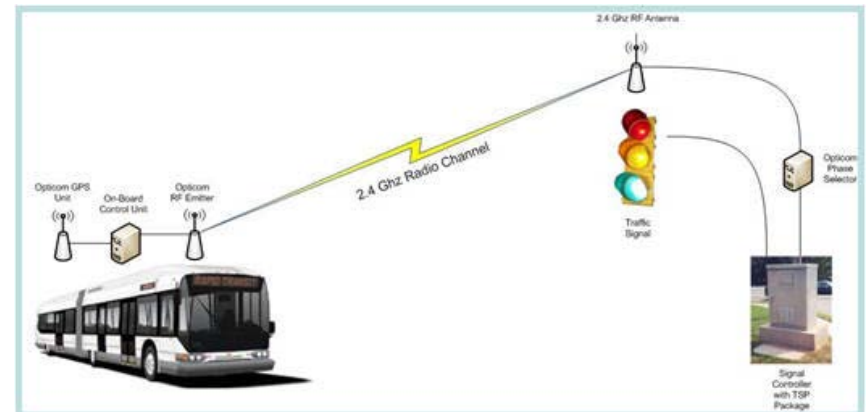
Working to improve services and connections

- **Detour and Construction Team**
 - Thank you AA Project Management!
 - Consult with us early when developing plans
 - Consideration for RIDERS and AATA operations
- **Bus Stop Improvement Program and Non-Motorized improvements**
 - Worked w/City on bus stop locations for years
 - Ensures Accessibility
 - Extending pedestrian paths to fill gaps
 - Coordinating with Crosswalk placement
 - New major “Transfer Centers” to consolidate stops, provide more amenities at a SuperStop, and located at signalized pedestrian crossings
- **Alternative Transportation Committee**
 - Non-Motorized Plan
- **Regular meeting on Service Coordination & Customer Communications (UM ,AA)**
 - Results: Central Campus Transit Center
 - Plymouth and Miller Rd Park and Ride Lots
 - MRide (\$2.37m in 2010)
- **Public Safety**
 - Traffic Control, Signaling Issues
 - Monitoring BTC
 - Work with the Police Department on solving crime
- **Mayor’s Green Fair**
- **Emergency Management**



Other Joint Ventures

- **IT Resource Sharing** with City and County
- **Signal Prioritization** for emergency and transit vehicles (WCRC)
- **GIS Coordination** with the City and County
- **Private Operators** (Contracts for NightRide, ARide, Good as Gold)
- **Human Service Agencies** can approve folks for Low Income Rider Cards
- **Center for Independent Living**
- **Mobility Management** and pass-through funding for other county providers (WWAVE, PEX)
- **And more....**

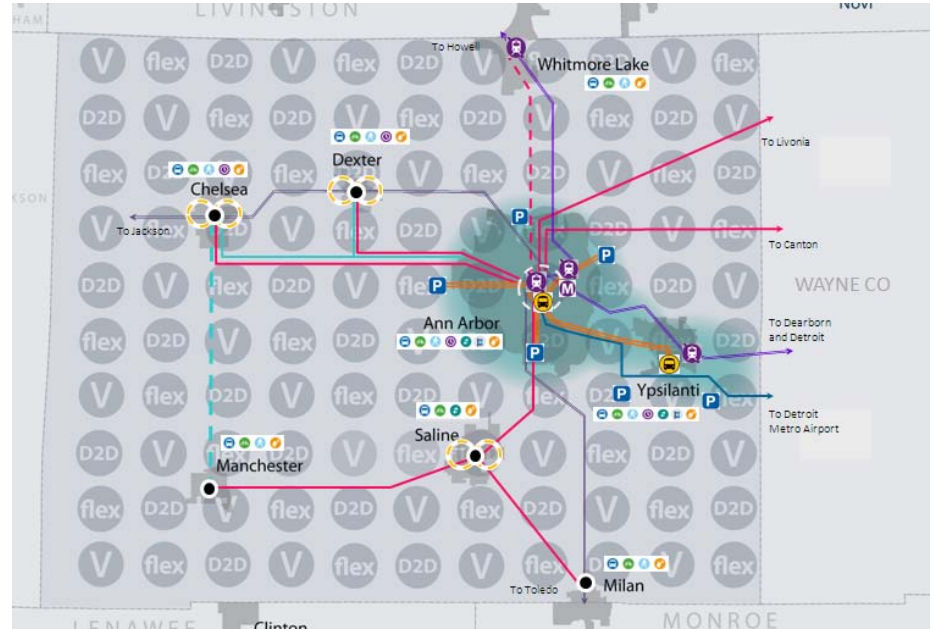


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Countywide Efforts

The 30 Year Vision

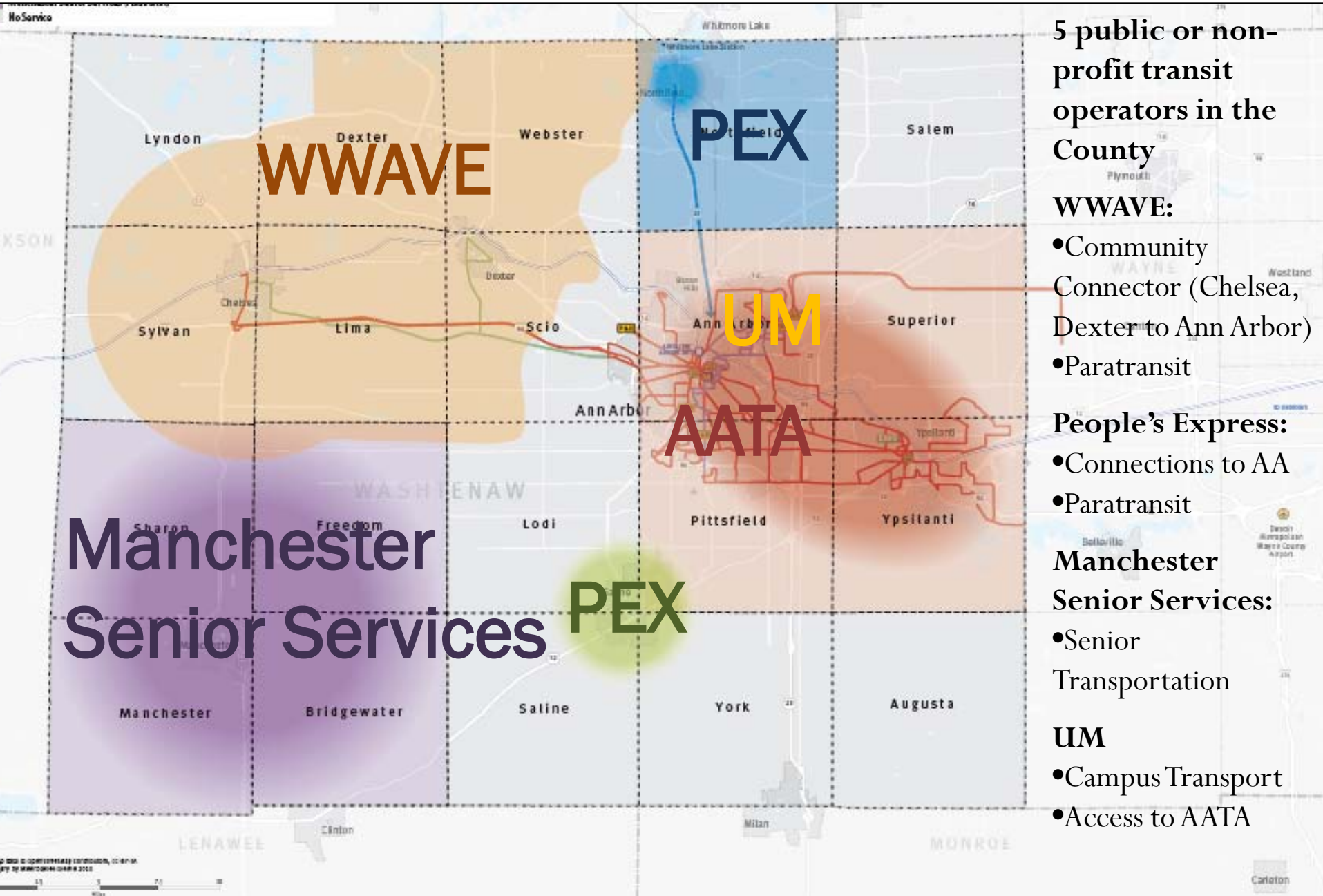
- AATA has recently completed a **Comprehensive, Integrated 30-year Transit Plan** based on Smart Growth principles:
 - High-capacity transit
 - Airport Service
 - Door to Door
 - Vanpools
 - Rail
 - Enhanced Bus network and connectors, etc



Transit Master Plan

- Kicked off **Plan** and **Public Outreach** summer of 2010
 - Countywide Vision: November 2009
 - Surveys, website, technical work
 - Over 70 Community Meetings
 - *Vision*: Summer 2010
 - *Needs and Audit*: Fall 2010
 - *Scenarios*: Feb 2011
 - *Plan and Implementation*: June 2011
 - *Funding Options*: August 2011
 - Community Leadership Group of 40+ elected officials and other leaders unanimously selected the “Smart Growth” Scenario

Current Transit Service Resources in Washtenaw County



5 public or non-profit transit operators in the County

WWAVE:

- Community Connector (Chelsea, Dexter to Ann Arbor)
- Paratransit

People's Express:

- Connections to AA
- Paratransit

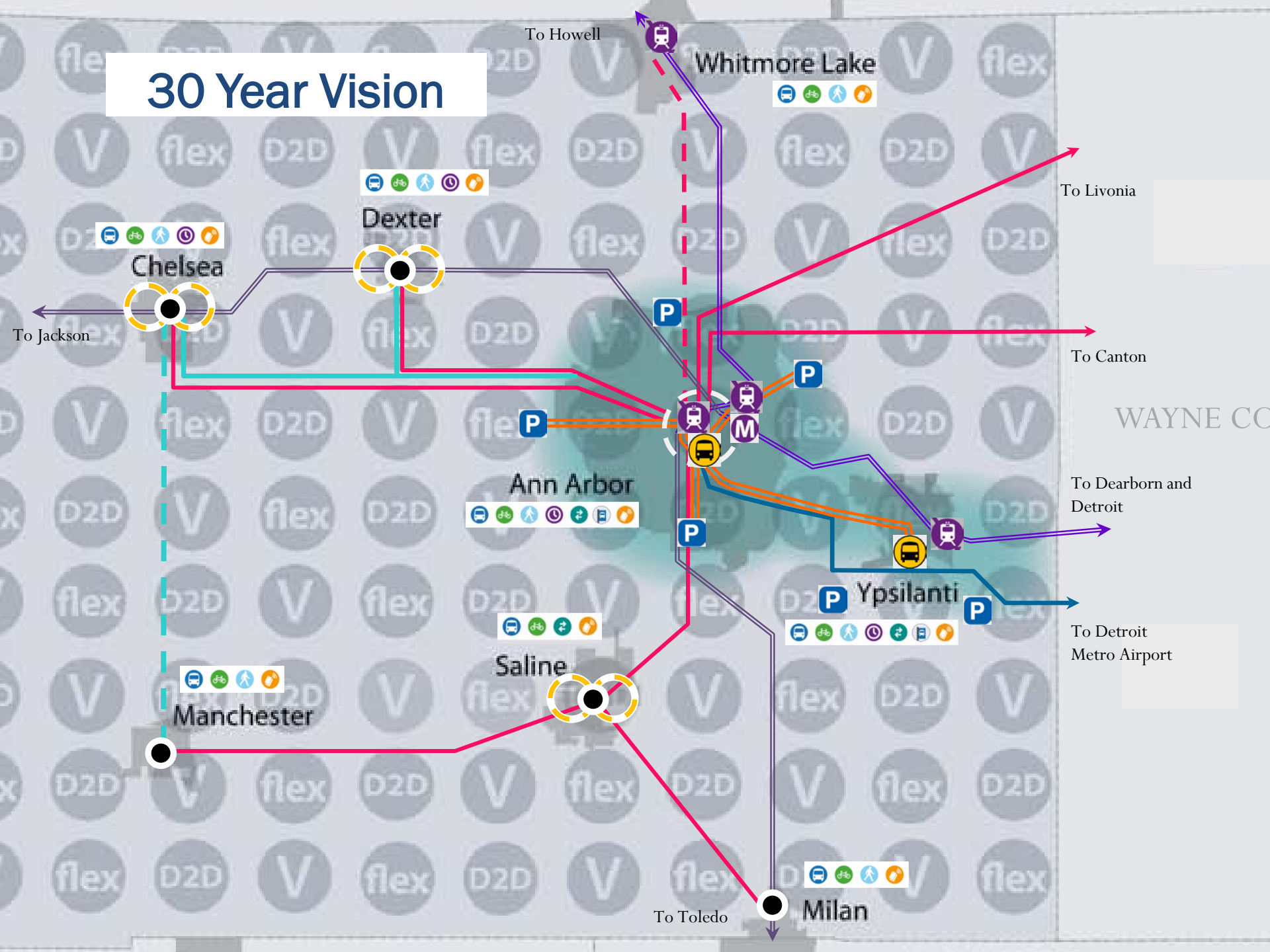
Manchester Senior Services:

- Senior Transportation

UM

- Campus Transport
- Access to AATA

30 Year Vision



In the short term: Recent Improvements to service

- **New Initiatives**

- Improved **Work Transportation** between Ann Arbor and Ypsilanti

- *Route 4*
- *NightRide Extension*

- **Park and Rides** and “Superstops” on Washtenaw

- **Vanpools**

- **Airport Service**

- **Blake Transit Center**

- Built 24 years ago
- Will be upgraded with 21st century technology and expanded to meet demands

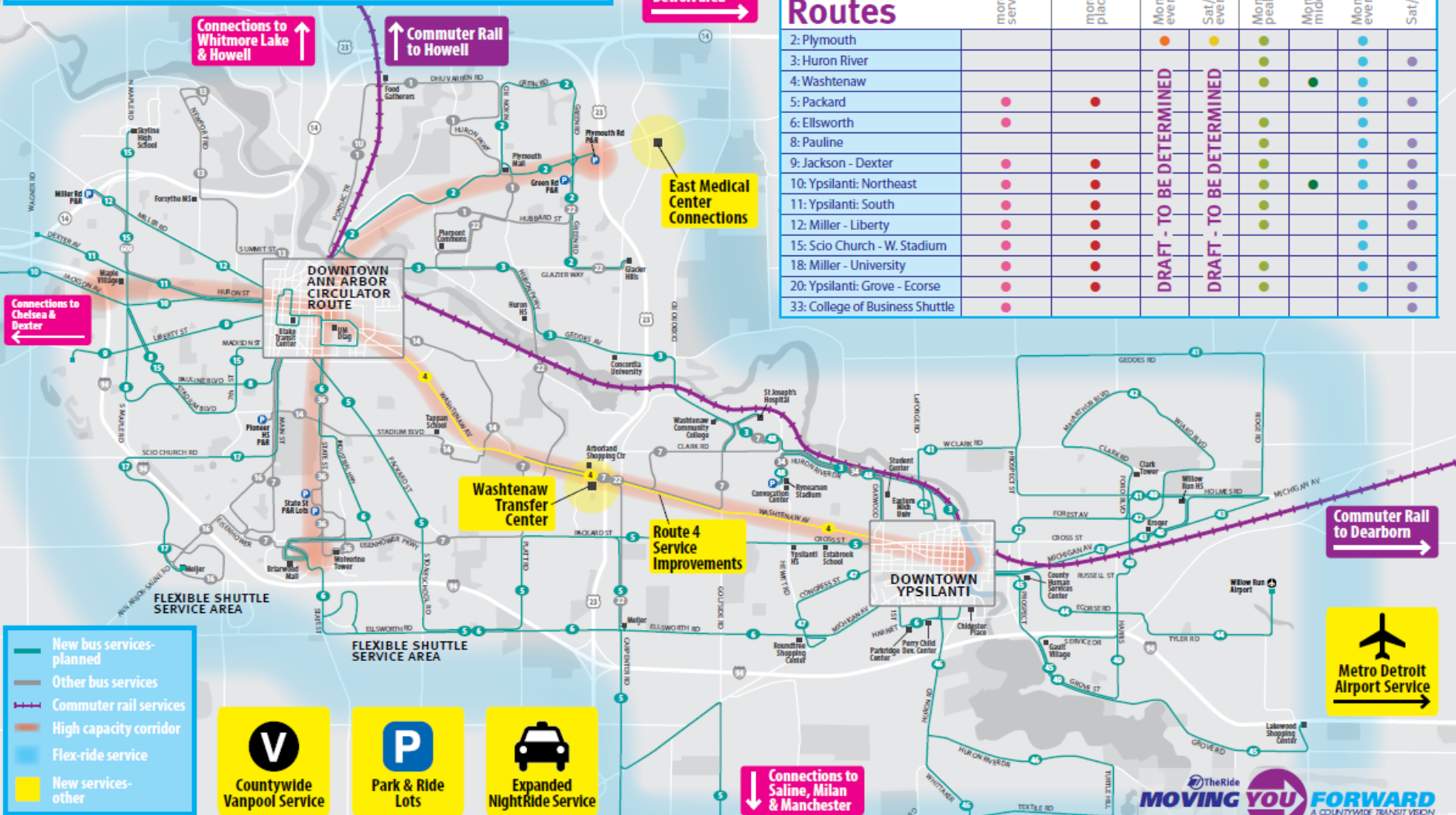
- **Plus....**

- New website
- Marketing Plan
- Organizational Strategy
- Public Input Policy



Proposed Service Improvements for Ann Arbor & Nearby Areas

TRANSIT MASTER PLAN DETAILS Ann Arbor, Ypsilanti and Surrounding Areas



Routes	REDESIGNED ROUTING more direct service	INCREASED COVERAGE more places	EXTENDED HOURS		MORE FREQUENT SERVICE			
			Mon-Fri evening	Sat/Sun evening	Mon-Fri peak	Mon-Fri midday	Mon-Fri evening	Sat/Sun
2: Plymouth			●	●	●		●	
3: Huron River					●		●	●
4: Washtenaw		●			●		●	●
5: Packard	●	●			●	●	●	●
6: Ellsworth	●				●		●	●
8: Pauline	●				●		●	●
9: Jackson - Dexter	●	●			●		●	●
10: Ypsilanti: Northeast	●	●			●		●	●
11: Ypsilanti: South	●	●			●	●	●	●
12: Miller - Liberty	●	●			●		●	●
15: Scio Church - W. Stadium	●	●			●		●	●
18: Miller - University	●	●			●		●	●
20: Ypsilanti: Grove - Ecorse	●	●			●		●	●
33: College of Business Shuttle	●				●		●	●

DRAFT - TO BE DETERMINED

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Why countywide transit? Why now?

We have an excellent transit system in Ann Arbor!

In general, it fits many of the community's needs:

- Resident workers, workers from Ypsilanti, students, young adults, seniors, people with disabilities, people looking for alternatives to driving
- Reduces congestion and need for downtown parking
- Creates a more livable, more walkable, bikable and accessible community
- Helps sustain the environment
- Transportation to Work and School
- Transportation to Health and Human Services
- Supports Economic Development



Why countywide transit? Why now?



Transit can be **transformational** in promoting Livability, Economic Vitality, and new ways to get around, build, and invest.

But, to get there we need improve our current transit system with:

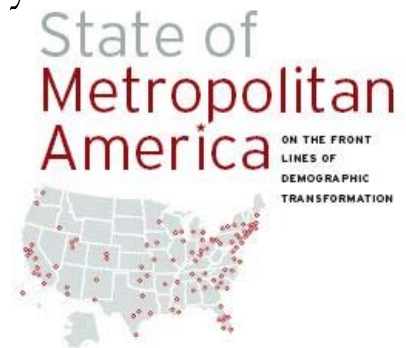
- High capacity transit where appropriate
- More direct routes
- More frequent service
- Weekend and late night service
- Easier transfers
- More options so you can leave cars at home

Why countywide transit? Why now?

The need for Transportation does not stop at the city borders.

Countywide service allows Ann Arbor to benefit from:

- Investing in Technology that gets transit out of traffic
- Making the transit system easier to access, and easier to use for everyone
- Creating routes that make the most sense for commuters, students, and other travelers
 - Connecting people from where they live to where they work
 - Park and Rides
 - Extended Routes
 - More ways for riders to get into the system
- Cost sharing as a region



Why countywide transit? Why now?

A connected, regional transit system is an essential community asset that

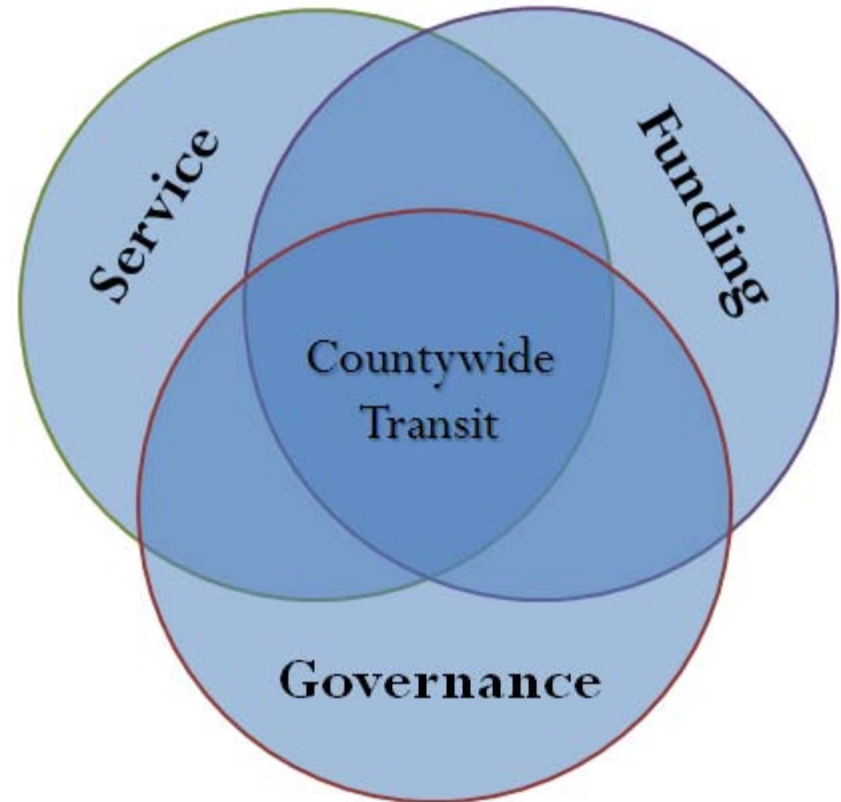
- Ensures *economic vitality* in Ann Arbor and neighboring communities
- Creates a *livable, walkable, and attractive* environment
- Reduces *traffic congestion*
- Is a basic investment that *young professionals* and companies want
- Provides *affordable options* for low income families and those starting their careers
- Allows *Seniors and Youth* to maintain their independence
- Ensure alternative *transportation options* to all

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Countywide Framework

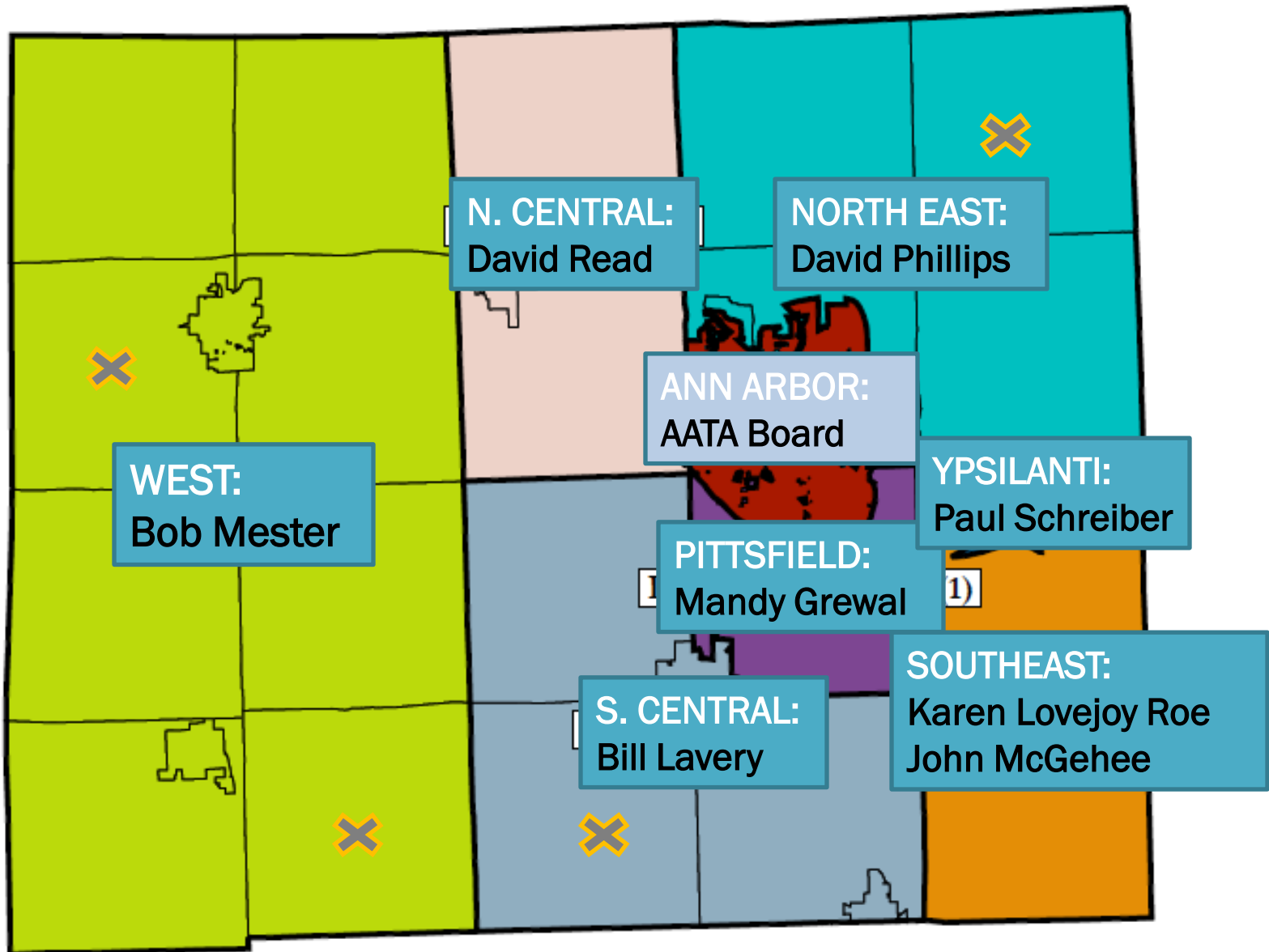
Steps in Creating a Countywide Transit System

- Develop **Governance** for regional service
- Plan **Service** Improvements
- Figure out **Funding** (Federal, State, Local)



✓ **First step:** developed board structure and membership with local municipalities from February to October 2011
(Act 7 Interlocal Agreements)

U196 Board Members



Where are we in the process?

Governance

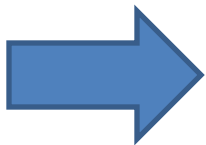
- ✓ Set up unincorporated Countywide board (u196)
 - + AATA's 7 members
 - + 8 new representatives from the rest of the county (Act 7 Interlocal Agreements)
- 4-Party and Articles of Incorporation
- Develop Bylaws

Funding

- ✓ Funding Options Report released in Fall 2011
- ✓ Task Force of local financial experts discussing funding options
(*Chaired by Albert Berriz and Bob Guenzel*)
- Recommendations will go to u196 Board in early 2012

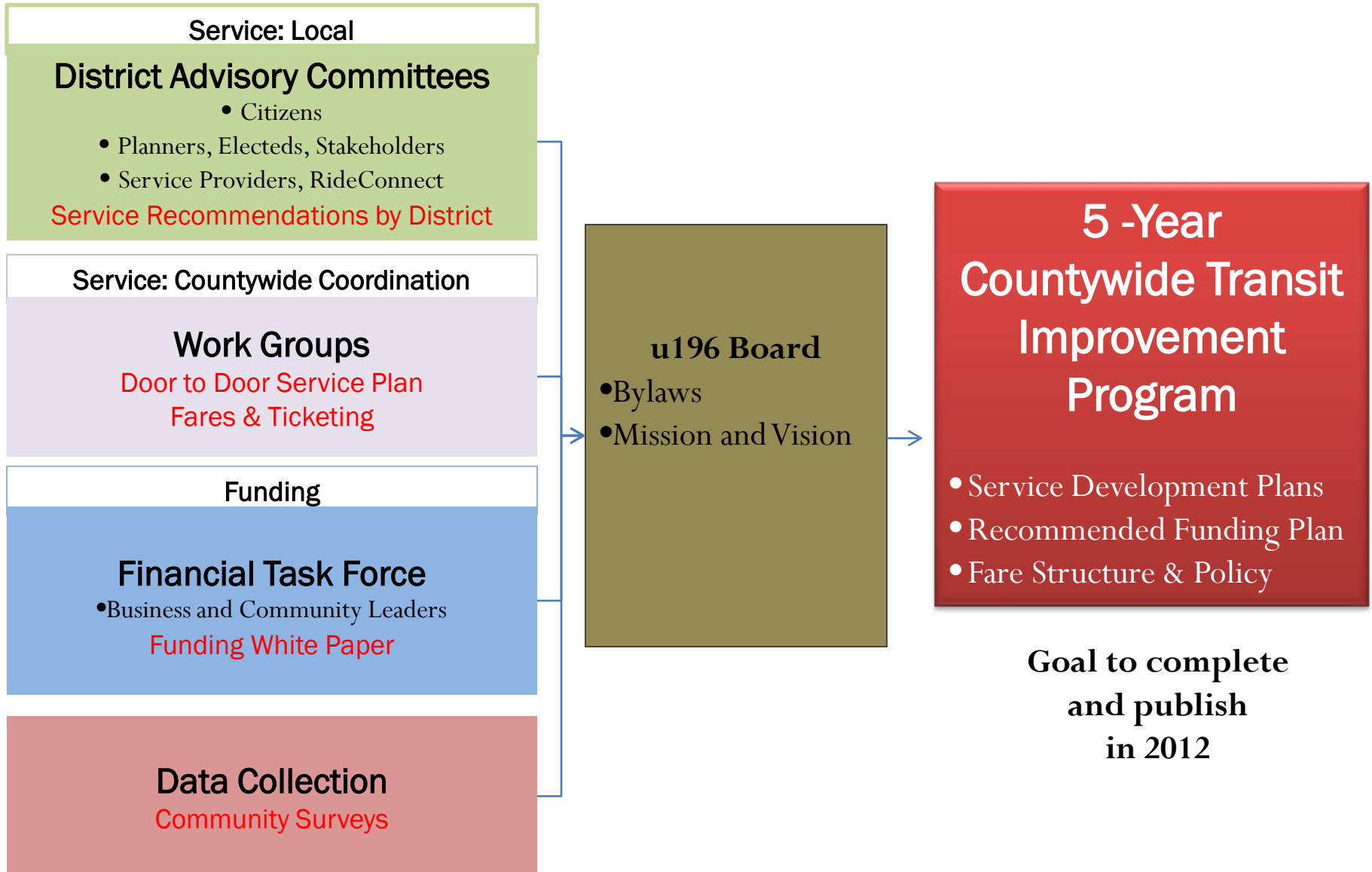
Service Planning

- ✓ 30-Year Plan based on Smart Growth Scenario
- ✓ u196 Board has started discussing services and Advisory meetings are being held in each District to create a 5-Year Transit Improvement Program



END GOAL: u196 board will develop **5-Year Transit Improvement Program** to present to municipalities before incorporating an authority

Work of the u196 board



What we need from the Ann Arbor: Help us facilitate a framework

To develop *any* multi-jurisdiction transit system, we need to establish a **framework to incorporate** that:

- Lays out a clear and **transparent** process
- Is **fair** to citizens
- Uses public resources in an **efficient** way
- Maintains **local** control, but allows municipalities to **work together**

Setting up a Process



Now:

4-Party Agreement and Articles of Incorporation

--AATA --County
--Ypsilanti --Ann Arbor

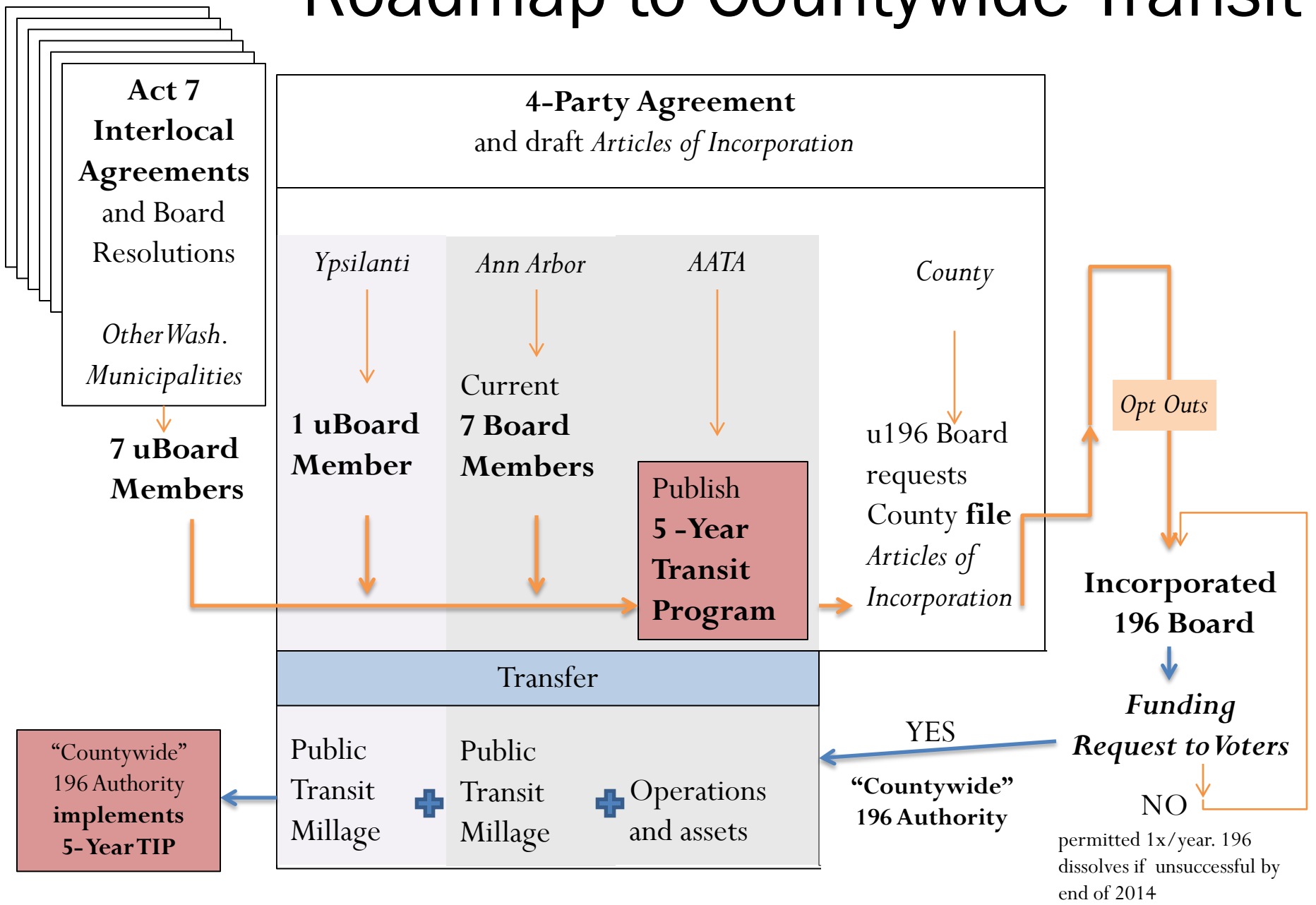
- The 4-Party sets up a **framework** for incorporating a countywide authority
 - Allows u196 Board, local governments, and County to follow transparent process
 - Provides for dedicated millages to transfer to new authority in order to **maintain** existing services
 - Enables forum for coordinated regional discussion and planning
 - Establishes clear roles and period for official opt-outs

4-Party Agreement: Roles and Responsibilities

1. **u196 Board** will complete & publish a 5-Year Transit Improvement Program in 2012
2. Then, **u196 Board** will request **County Clerk** to file Articles of Incorporation
3. **County Clerk** will file Articles of Incorporation, creating a new 196 authority
 - New Authority with boundaries of Washtenaw County
 - Any municipality may opt out. Certified letters are required by law to be sent to every municipality. Opt-Out communities would not be taxed or receive transit service.
 - Municipalities and county would **not** take on liabilities, not provide Full Faith and Credit, nor make request for funding
4. **If and when countywide funding is established**
 - **Ann Arbor and Ypsilanti** would transfer their millages to new Authority to maintain current service
 - **AATA** would transfer assets, obligations and operations (et al) to new Authority



Roadmap to Countywide Transit



Next Steps for the City

1. Revise and finalize **4-Party Agreement** and **Articles of Incorporation**

Legal Counsel and AATA will coordinate revisions(December)

- Board Structure
- Method of Board Appointments
- Requirements for Voting
- Rights and Responsibilities of a 196 Authority

2. Vote on final **4-Party Agreement**

City Council (December or January)

How does this countywide process affect Ann Arbor?

- **Ann Arbor**
 - Maintains 7 board seats
 - Existing millage will maintain existing service
 - Funding request, if approved by voters, will help Ann Arbor residents:
 - Expand Service
 - Create more direct routes
 - Connect to near-town destinations and throughout region
 - Stabilize and ensure funding from other municipalities
- **AATA**
 - Current service will continue to operate throughout process
 - AATA will not transfer assets, obligations, or liabilities unless countywide funding is established

How does this agreement affect all municipalities?

- **City of Ann Arbor and other Municipalities** have opportunities to participate in:
 - Planning countywide transportation
 - A regional transit authority
 - New services and high capacity transit that leverages State and Federal funding
 - Joint Marketing
 - Service Coordination
- **Municipalities** have an opportunity to opt-out when authority is formed

Questions?

Thank you!

Governor's Regional Transit Initiative

- **Concept**

- Create a Regional Transit Authority to develop and operate regional Rolling Rapid Transit **corridor** services (RRT)
- Eighth of the cost of a light rail system
- Funding from a regional vehicle registration **fee** of up to \$40

- **How this affects AATA and countywide efforts**

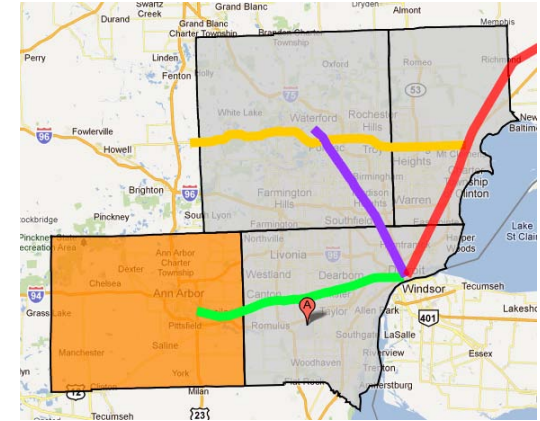
- Regional connections, but in-county transportation up to local auth.
- Local Authorities will remain independent
- Local and Federal funding control remains with local authority
- BUT, there will be a mandate to coordinate bus services to meet the RRT
 - Enforcement: a small percentage of State Operating dollars could be withheld (5% would be ~\$350,000). NOT Federal Funding
- Rail operation requires unanimous board vote, but rail subsidiary of RTA can be formed

- **Timeline (~3 year process)**

- Bill package must go through State Legislature (Dec. into early 2012)
- Then, counties must set up governing board, by-laws, and hire a director
- Then, director hires staff and develops implementation and funding plan
- Then, RTA requests funding from voters
- Then, RTA can develop regional corridors and start service

- **AATA staff's take**

- We need regional connections and a way to manage them. This would solve several connection issues without taking over local authorities and getting AATA mixed in with SMART and DDOT. We are optimistic, but will be encouraging incorporating regional rail and ensuring that local and in-county transit is sustained. A connected Washtenaw County helps secure these regional connections.



Dave Askins

Funding:

Financial Task Force

- **Co-Chair: Albert Berriz**, *CEO McKinley*
 - **Patrick Doyle**, *Chief Executive Officer, Domino's*
 - ***Ric DeVore**, *Regional President, PNC Financial Services Group, Inc.*
 - ***Mary Jo Callan**, *Director, Office of Community Development, Washtenaw County*
 - ***Mark Perry**, *Director of Real Estate Services/A2YChamber, Masco Cabinetry,*
 - **Andy LaBarre**, *Vice President Government Affairs, A2YChamber*
 - **Tim Marshall**, *President and CEO, Bank of Ann Arbor*
 - ***Norm Herbert**, *retired Treasurer, University of Michigan*
 - **Adiele Nwankwo**, *Senior Vice President, PB Americas Incorporated*
 - **Mike Cicchella**, *Financial Planner, Cicchella and Associates/Former Northfield Township Supervisor*
 - **Leigh Greden**, *Executive Director of Governmental and Community Relations, Eastern Michigan University*
 - **Co-Chair: Bob Guenzel**, *former Washtenaw County Administrator (retired)*
 - **Conan Smith**, *Executive Director, Suburbs Alliance/Chair, Washtenaw County Commissioners*
 - ***Jonathan Levine**, *Professor, UM, Taubman College of Architecture and Urban Planning*
 - **Jason Lindauer**, *Wealth Management Advisor, Merrill Lynch/Mayor of Chelsea*
 - **Mark Ouimet**, *State Representative*
 - **John Thorhauer**, *President and CEO, United Methodist Retirement Communities*
 - **Jon Newpol**, *Executive Vice President, Thomson Reuters*
 - **Dennis Schornack**, *Special Advisor on Transportation, Governor's Office*
 - ***Jim Kosteva**, *Government Relations, University of Michigan*
 - **Paul Dimond**, *Attorney, Miller Canfield*
 - ***Paul Krutko**, *President and CEO, Ann Arbor Spark*
- * Indicates Service Review Subcommittee member

White paper from Task Force: January 2012