



It is the mission of the Ann Arbor Area Transportation Authority to provide useful, reliable, safe, environmentally responsible, and cost-effective public transportation options for the benefit of the Greater Ann Arbor Community.

Agenda

January 16, 2014

Ann Arbor Area Transportation Authority

Board of Directors Meeting

Ann Arbor District Library, 343 South Fifth Avenue, Ann Arbor, Michigan, 6:30 p.m.

- 1.0 Public Hearing – None Scheduled
- 2.0 Communications and Announcements
- 3.0 Public Time – Comment on Agenda Items
- 4.0 Presentation on the State of Transportation in the State of Michigan by Clark Harder, Michigan Public Transit Association and Dusty Fancher, Midwest Consulting Group
- 5.0 Review and Approval of Minutes
 - 5.1 Review and Approval of Minutes of December 19, 2013 (p. 1-13)
- 6.0 Board and Staff Reports
 - 6.1 Chief Executive Officer (p. 14-22)
 - 6.2 Planning and Development Committee (p. 23-25)
 - 6.3 Performance Monitoring and External Relations Committee
 - 6.4 Local Advisory Council
- 7.0 Question Time
- 8.0 Old Business
- 9.0 New Business
 - 9.1 Consideration of Resolution Adopting Five Year Transit Improvement Plan (p. 26-31)
- 10.0 Public Time
- 11.0 Adjourn



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Proposed Minutes
December 19, 2013

Ann Arbor Area Transportation Authority
Board of Directors Meeting

Ann Arbor District Library, 343 South Fifth Avenue, Ann Arbor, Michigan, 6:30 p.m.

Board Present: Jack Bernard, Anya Dale (Acting Chair), Gillian Ream Gainsley, Sue Gott, Larry Krieg*, Eric Mahler

Absent with Notice: Susan Baskett, Eli Cooper, Charles Griffith, Roger Kerson

Staff Present: Michael Benham, Jan Black, Terry Black, Ron Copeland, Bill De Groot, Deb Freer, Michael Ford, Ed Robertson, Mary Stasiak, Phil Webb, Chris White

Recording Secretary: Karen Wheeler

LAC Representative: Rebecca Burke

*denotes non-voting status

Acting Board Chair Anya Dale declared that a quorum was present and called the meeting to order at 6:30 p.m. Ms. Dale welcomed Ypsilanti Township representative Larry Krieg to the Board. Ms. Dale noted that Mr. Krieg's status was non-voting.

1.0 Public Hearing – None Scheduled

There was no Public Hearing.

2.0 Communications and Announcements

Ms. Dale appointed Gillian Ream Gainsley Acting Secretary.

3.0 Public Time – Comment on Agenda Items

Tad Wysor appeared before the Board. Mr. Wysor spoke in favor of Ypsilanti Township joining the Authority and the opportunity for the Township to work with the Board and

other stakeholders to make the most of “new momentum”. Mr. Wysor commented on the work of the Washtenaw Regional Organizing Coalition, “WeROC”, a coalition of organizations with members throughout the county. Mr. Wysor and fellow WEROC members have received feedback on continuing to improve the economy of the area by the most efficient and effective transit possible. Mr. Wysor encouraged the Board to keep up the good work and lean on the community to understand how they can help that happen.

No one further appearing, Ms. Dale declared Public Time closed.

4.0 Review and Approval of Minutes

4.1 Review and Approval of Minutes of November 21, 2013

Eric Mahler moved approval of the minutes as written with support from Jack Bernard. The motion carried.

5.0 Board and Staff Reports

5.1 Chief Executive Officer

Michael Ford welcomed Larry Krieg to the Board. Mr. Ford noted that Mr. Krieg’s formal confirmation was pending official action from Ypsilanti Township.

Mr. Ford shared highlights from his written CEO report. The following areas were identified from the peer review as possible opportunities for improvement going forward: factors that go into cost per service hour; living wage impact on service contracts; aligning services to control costs and continue to enhance ridership; continuing to develop partnerships with stakeholders to add value to the community; enhancing ridership and conserving resources; collaborating with peers to optimize work models to improve customer service functions and fares and fare media policies; and continuing to refine and look internally to implement consultant recommendations to achieve improvements over the coming months. Mr. Ford reiterated what the peer review revealed: the AAATA provides quality service in meeting the public’s needs.

Mr. Ford reported on a recent meeting of the Urban Core Financial Task Force, a subgroup of the original team of business and community leaders and four AAATA board members. The next meeting of the task force is scheduled for January 13.

Mr. Ford announced the next meeting of the Urban Core Working Group scheduled for Thursday, January 23, 2014 at 4:00 p.m. at the Pittsfield Township Hall.

Mr. Ford reported that AirRide service achieved the second highest weekly ridership during the week of November 24.

Mr. Ford thanked the Board for their continued support and valued input over the past year which resulted in, among many accomplishments, two new entities joining the Authority. Mr. Ford thanked staff for supporting the foundation of the organization which led to building on new services and initiatives, and for having a solid commitment to providing good public transportation.

5.2 Planning and Development Committee

Sue Gott thanked Michael Ford and staff for the support given to the Planning and Development Committee over the past year. Ms. Gott reported that much of the December PDC meeting covered the Capital and Categorical Grant Program. The Committee also discussed the possible expansion of transit service and reviewed a fare equity analysis. The draft fare equity policy will be made available to the public for comment, and brought back to the Board in January for approval. Ms. Gott reported that the Committee received a number of brief updates documented in the meeting summary.

Ms. Gott welcomed Chris White to the podium to make a presentation on the Capital and Categorical Grant program.

Mr. White reviewed the Capital and Categorical program providing details on the following components:

- Total Grant Funding for 2002-2013
- Two “Flavors” of Federal Grants; Formula Funds and Discretionary Funds
- Total Grant Funding for 2002-2013
- Use of Formula Funds
- Comparison of Capital vs. Operating Formula Funds
- Formula Fund Allocation and Factors

The Capital and Categorical Grant Program is a five-year plan that includes all capital and operating expenses programmed to use grant funding. The program includes capital replacement needs and capital needs for expanded service. The program plans for the use of all grant funds.

The current program was adopted by the Board in January 2013. The revised program will determine federal applications for FY2014 and will be used to apply for FY2015 State funding.

Mr. White reported that it is important to note that the Capital and Categorical

Grant Program includes capital and operating grant funding for continuation of current service. The program does not include operating funds for Urban Core service expansion, nor does the program include capital funding for buses for Urban Core service expansion. The program also does not include funding for rail service or service outside of the urban area.

Mr. White responded to questions on the use of funds for preventive maintenance noting the funds are used in a manner which maximizes the amount of funding received in operating assistance with 80% federal funds and matching 20% state operating assistance. In response to a question about the program going through the Regional Transit Authority and the prospect that the RTA may “skim” funding from the program, Mr. White indicated that would not occur as the program funds can only be used in Ann Arbor urbanized area.

Jan Black responded to a question on the goals for business intelligence software included in the program. The software takes all data from a variety of systems; Global Positioning System and fare collection and financial data, and allows for an analysis to produce key performance indicators.

Mr. White concluded his remarks noting that the Federal fund balance goes down to its lowest point in FY2015 and builds back up over FY2017 and FY2018. A copy of Mr. White’s presentation is attached to the minutes.

5.3 Performance Monitoring and External Relations Committee

Anya Dale presented the Performance Monitoring and External Relations Committee report. The committee supported three action items for the Board’s consideration. A request for authorization of a contract for snow removal was recommended for award to three companies to provide services at five separate locations. The contracts will comply with the Living Wage Policy. The committee supported a contract extension for janitorial services for the Authority’s three facilities. The new contract will comply with the Living Wage Policy. The committee discussed and recommended approval of a resolution extending the contract for ARide service for nine months. A Request for Proposals (RFP) for a new ARide service contract is being prepared. The RFP will be aligned with the priorities and goals of the Five Year Transit Plan and additional time is needed to complete the procurement process. The committee received financial and performance reports and updates, which were detailed in the meeting summary.

5.4 Local Advisory Council

Local Advisory Council (LAC) Chair, Rebecca Burke, provided the December LAC report. The LAC drafted a letter of appreciation to Gloria Kolb, an LAC Executive Committee member who recently resigned. The LAC reviewed a draft of the new

ARide User's Guide. The LAC is working on developing a more concise carry-on policy to be clear on the number of bags each person can bring on a trip.

Jack Bernard added that the LAC discussed possibly stepping back from using "Americans with Disabilities Act" terminology and moving more towards using "accessibility service" as so much of what is done goes well beyond what the Americans with Disabilities Act requires and may give the false impression that the only reason robust service is provided is because of the Act.

Ms. Burke expressed appreciation that the Authority provides for a level of accessible service above and beyond what is required.

6.0 Question Time

Larry Krieg asked if the Board approved the November meeting minutes. Ms. Dale confirmed that the minutes had been approved.

7.0 Old Business

There was no Old Business for the Board to consider.

8.0 New Business

Eric Mahler moved the following resolution with support from Sue Gott.

8.1 Consideration of Resolution Approving FY2014-2018 Capital and Categorical Grant Program

WHEREAS, the Ann Arbor Area Transportation Authority (AAATA) is required to develop a four-year program of projects for inclusion in the Transportation Improvement Program (TIP) in order to be eligible for federal funds, and

WHEREAS, the four-year program is required to be submitted to the Washtenaw Area Transportation Study (WATS) to be included in the TIP development process, and

WHEREAS, the AAATA is required to submit the program for FY 2015 – FY 2017 to the Michigan Department of Transportation (MDOT) by February 1, 2014 as part of the annual application for FY 2015 funding, and

WHEREAS, the AAATA is required to submit the grant funding program to the Regional Transportation Authority (RTA) for approval, and

WHEREAS, the AAATA has developed a current program for FY 2014-2018 by updating and revising the previously-adopted program, and

WHEREAS, the attached program has been developed to be consistent with potential funding and to comply with various federal and state requirements, and

WHEREAS, the attached program does not include either operating funds or capital funds to implement the Urban Core Transit Improvement Program,

NOW, THEREFORE, BE IT RESOLVED, that the Ann Arbor Area Transportation Authority Board of Directors hereby adopts the FY 2014-2018 Capital and Categorical Grant Program.

Attachment

**ANN ARBOR TRANSPORTATION AUTHORITY
FIVE-YEAR CAPITAL & CATEGORICAL GRANT PROGRAM
OUGH FISCAL YEAR 2018**

Revised
11/8/2013

DESCRIPTION	2014	2015	2016	2017	2018
Large Buses - Replacement <small>Quantity</small>	\$0 ⁰	\$4,500,000 ¹⁰	\$0 ⁰	\$2,250,000 ⁵	\$1,800,000 ⁴
Medium/Small Buses - Replacement <small>Quantity</small>	\$1,305,000 ⁹	\$0 ⁰	\$0 ⁰	\$150,000 ¹	\$600,000 ⁵
Vans for Vanpool Program <small>Quantity</small>	\$0 ⁰	\$270,000 ¹²	\$585,000 ²⁸	\$832,500 ³⁷	\$607,500 ²⁷
Buses for Expanded Service <small>Quantity</small>	\$0 ⁰	\$0 ⁰	\$0 ⁰	\$0 ⁰	\$0 ⁰
On-Board Systems and Equipment	\$400,000	\$1,100,000	\$1,500,000	\$300,000	\$0
Maint. Equip. and Bus Components	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000
Computer Hardware and Software	\$530,000	\$150,000	\$720,000	\$150,000	\$150,000
Park and Ride Lots & Transfer Facilities	\$250,000	\$250,000	\$250,000	\$0	\$0
Major Buildings and Facilities	\$0	\$0	\$0	\$0	\$0
Non-revenue Vehicles <small>Quantity</small>	\$50,000 ²	\$60,000 ²	\$0 ⁰	\$0 ⁰	\$0 ⁰
Passenger Area Facilities and Equip.	\$100,000	\$80,000	\$80,000	\$80,000	\$100,000
Capital Cost of Contracting	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000
Preventive Maintenance	\$1,950,000	\$1,100,000	\$1,100,000	\$1,100,000	\$1,100,000
Planning	\$400,000	\$1,600,000	\$400,000	\$700,000	\$400,000
Outreach and Rideshare	\$455,000	\$455,000	\$455,000	\$455,000	\$455,000
Operating Assistance	\$2,400,000	\$2,400,000	\$2,400,000	\$2,400,000	\$2,400,000
TOTAL	\$8,240,000	\$12,365,000	\$7,890,000	\$8,817,500	\$8,012,500

The motion carried.

Jack Bernard moved the following resolution with support from Eric Mahler.

8.2 Consideration of Resolution Approving Contracts for Snow Plow and Removal Services

WHEREAS, the Ann Arbor Area Transportation Authority (AAATA) issued Invitation for Bid (IFB) # 2014-08 for the purpose of identifying firms to provide Snow Plow and Removal Services, and

WHEREAS, eight (8) responses were received, and

WHEREAS, AAATA staff evaluated the bids and determined that the submittals from Arbor Building Services, A.M. Services and Margolis Companies were found to be the most responsive and responsible of the eight (8) bids received, and

WHEREAS, the cost of snow plow and removal services is expected to exceed \$100,000 over this five year award period, and Board policy requires advance authorization to incur products or services over \$100,000,

NOW, THEREFORE, BE IT RESOLVED, that the Ann Arbor Area Transportation Authority Board of Directors authorizes the Chief Executive Officer to purchase snow plow and removal services from Arbor Building Services, A.M. Services, Inc., and Margolis Companies for a one-year period with an option to extend such contracts for four additional one-year periods, not to exceed five years in total under the same terms and conditions provided.

The motion carried.

Jack Bernard moved the following resolution with support from Eric Mahler.

8.3 Consideration of Resolution Approving Contract for Janitorial Services

WHEREAS, the Ann Arbor Area Transportation Authority (AAATA) issued Request for Proposal (RFP) #2010-11 for the purpose of identifying a firm to provide Janitorial Services, and

WHEREAS, fourteen (14) responses were received, and

WHEREAS, AAATA staff evaluated the proposals and determined that the proposal of JNS Commercial Cleaning was found to be the most responsive and responsible of the fourteen (14) proposals received, and

WHEREAS, the Authority's Living Wage Policy became effective requiring the contractor to pay a minimum wage to their employees working under this contract, and

WHEREAS, the terms of the agreement result in an increase in the annual payment in excess of 10% from the original contract, which requires additional approval from the Board of Directors, and

NOW, THEREFORE, BE IT RESOLVED, that the Ann Arbor Area Transportation Authority Board of Directors authorizes the Chief Executive Officer to enter into a contract with JNS Commercial Cleaning for janitorial services for a one-year period with a one-year renewal under the same terms and conditions provided.

The motion carried.

Jack Bernard moved the following resolution with support from Sue Gott.

8.4 Consideration of Resolution Authorizing ARide Contract Change Order

WHEREAS, the Ann Arbor Area Transportation Authority (AAATA) Board of Directors (Board) previously approved a one year contract with Select Ride for the provision of ARide Paratransit services, and

WHEREAS, the final option year three of the contract will expire on July 31, 2014, and

WHEREAS, terms have been re-negotiated between AAATA and Select Ride to secure a provisional change order that extends the expiration date of the current contract nine months with no change to the current pricing structure in order to maintain uninterrupted services for our ARide and Senior customers during our ongoing Urban Core Implementation Planning process

NOW, THEREFORE, BE IT RESOLVED, that the Ann Arbor Area Transportation Authority Board of Directors hereby authorizes the Chief Executive Officer to enter into a contract with SelectRide, Inc. for providing ARide Para-Transit Services for a nine month contract term (August 1, 2014 to April 30, 2015) in the amount of \$2,263,000.

Gillian Ream Gainsley noted that various concerns have been raised about the current ARide provider and inquired as to what has been done to address concerns given consideration of using the same provider for next nine months.

Michael Ford responded that the current contract includes provisions for increased accountability, better on-time performance, improved reporting and liquidated damages, if certain stipulations in the contract are not met. Mr. Ford added that there

are regular meetings with the service provider. Mr. Ford added that while the current service is good, the next service contract will be aimed at being even more streamlined and effective, and include provisions for increased accountability for whoever provides the service.

Jack Bernard commented on discussions at LAC and PMER meetings where the service contract extension was discussed. Mr. Bernard encouraged the Board to approve the resolution. The project team has developed a very robust, potential overhaul of the system and time is needed to explore improvements. Mr. Bernard noted that his experience at meetings is that an abundance of riders are pleased with the service and their concerns are addressed when they come up. Mr. Bernard added that the next Request for Proposals is expected to provide an opportunity to do new and interesting things with the service.

The motion carried.

Sue Gott departed the meeting which resulted in the loss of a quorum. Roberts Rules of Order provides, "...whenever during the meeting there is found not to be a quorum present, the only thing to be done is to adjourn; though, if no question is raised about it, the debate can be continued, but no vote taken, except to adjourn."

No question was raised and the meeting continued.

9.0 Public Time

Thomas Partridge appeared before the Board and called on the Board to provide considerate and professionally operated service for people with disabilities and seniors and to put an end to the automatic renewal of the contract of the current ride provider. Mr. Partridge shared details of a paratransit ride which he characterized as disappointing as it did not meet specific vehicle type requests he made when booking the trip. Mr. Partridge suggested that his experience may have been a result of his calling for the dismissal of two elected officials.

Jim Mogensen appeared before the Board. Mr. Mogensen commented on the Capital and Categorical Grant Program and a board member's request to have a financial element for the Connector in the resolution. Mr. Mogensen indicated that the financial element did not appear to be in the resolution. Mr. Mogensen noted that the resolution indicates that there is not going to be any funding for the urban core expansion. Mr. Mogensen suggested that it is important to find a way to have a conversation about figuring out, as it relates to categorical funding, how to fund various initiatives and make clear to the public where funding is going and what decisions are being made between urban core and the Connector in the event there is a situation where there is not enough money. Mr. Mogensen commented on receipt of the draft transit service equity analysis noting that he plans to provide substantive comments on

the document.

Michelle Barney appeared before the Board. Ms. Barney expressed concern over the definition of “superstop” suggesting that the determination of where to place the stops is determined by the number of users. Ms. Barney suggested that there is a need for many more superstops along routes at locations that may not meet the superstop “methodological definition”, including Chidester Place, where at least 40% of riders are “differently abled”. Ms. Barney commented on the ARide application process indicating that the process requires going to two separate doctors to fulfill the application requirements. Ms. Barney suggested many people who would qualify for ARide do not because of the cost, and urged the Board to change the criteria of definition.

No one further appearing, Ms. Dale declared Public Time closed.

10.0 Adjourn

Eric Mahler moved to adjourn the meeting with support from Gillian Ream Gainsley. The motion carried and the meeting adjourned at 7:18 p.m.

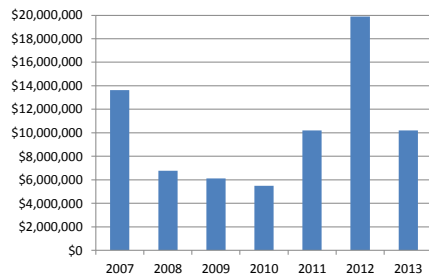
Respectfully Submitted,

Gillian Ream Gainsley, Acting Secretary

Grant Funding and Programming

December 2013

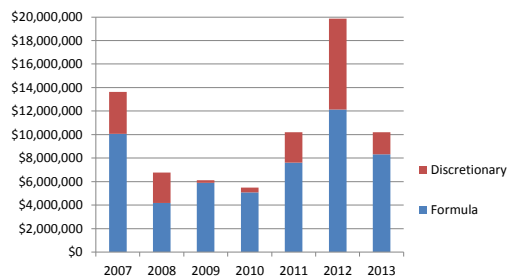
Total Grant Funding 2002-2013



Two Flavors of Federal Grants

- Formula Funds
 - AAATA receives annual allocation based on formula
 - Funds available for several years
 - AAATA develops multi-year program (capital and categorical grant program) to manage
- Discretionary Funds
 - Competitive applications for each specific program
 - Only capital funding
 - Programs and amount available vary greatly from year to year
 - MAP-21 eliminated almost all bus discretionary funds

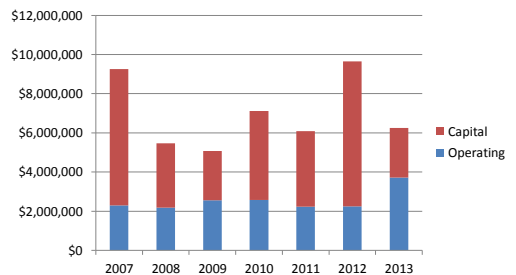
Total Grant Funding 2002-2013



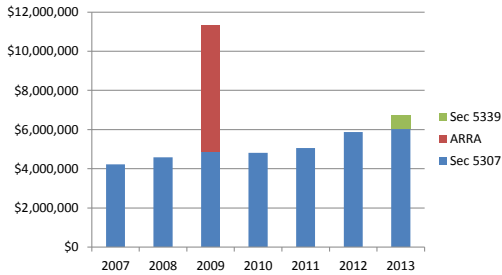
Use of Formula Funds

- Wide range of eligible uses – both operating and capital expenses
- Replacement capital has been first priority for AAATA
- Balance use for operating expenses with need for capital
- Discretionary funds supplement formula funds to carry out planned projects

Federal Formula Funds for Operating/Capital



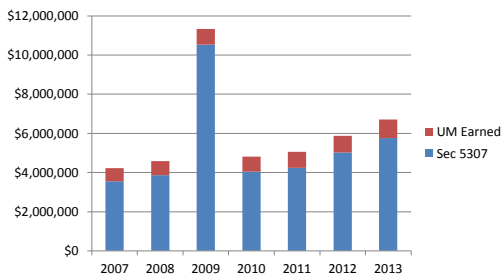
Federal Formula Allocation



Formula Funding Factors

- Congress makes annual appropriation
- Funds allocated based on formula
 - ½ based on urbanized area population and population density
 - ½ based on miles of revenue service and ratio of passenger miles to expenses
- UM bus service included in service miles and passenger miles
- Vanpool miles and passenger miles have positive effect

UM Portion of Federal Formula Allocation



Capital and Categorical Grant Program

- 5-year plan includes all capital plus operating expenses programmed to use grant funding
- Program includes capital replacement needs and capital needs for expanded service/capabilities
- Plan for use of all grant funds
 - Program use of formula funds which we have control over
 - Basis for determining pursuit of discretionary grants

Currently Adopted Program

- Current program adopted by Board in January, 2013
- FY 2013 annual element used for federal applications recently approved
- FY 2014 annual element used for state application submitted February, 2013
 - Early submission required by Act 51
 - We can revise in FY2014 consistent with federal applications

Revised Program – December 2014

- Will determine federal applications for FY14
- Will be used as basis for FY15 State application
- Will form the basis for required approval of applications by RTA

Revised Program – Connection to Urban Core

- Revised Capital and Categorical Grant Program includes capital and operating grant funding for continuation of current service.
- Does not include operating funds for Urban Core service expansion.
- Does not include capital funding for buses for Urban Core Service Expansion
- Does not include funding for rail service or service outside urban area

Major Changes from Adopted Program

page 1

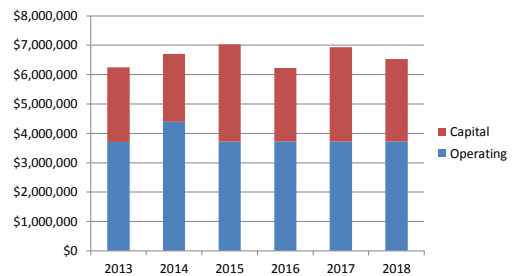
- Purchase of small buses in 2014 offset by reduction in capital cost of contracting
- Decrease in van purchase offset by increase in preventive maintenance
- Increase in operating assistance offset by reduction in preventive maintenance
- Construct one superstop on Washtenaw Ave.

Major Changes from Adopted Program

page 2

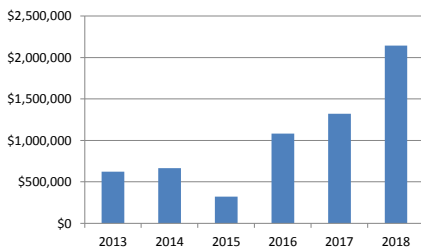
- Increased funding for on-board systems for fixed-route and paratransit
- Change in the number of vans per year for vanpool based on replacement needs + estimated expansion
- Spread out the replacement of 2003 buses over 4 years
- Purchase management system software and business intelligence software

Federal Formula Funds Programmed for Operating/Capital



Federal Formula Funds Balance at Year End

Column1





To: Board of Directors
From: Michael Ford, Chief Executive Officer
Date: January 10, 2014
Re: Monthly Report

Board Meeting Follow-Up and Preview

Two issues had been raised during last month's public time. We are in the process of conducting an investigation into concerns raised last month about the provision of ARide service. Specifically, we are working with the service provider to make certain that they are in compliance with the stipulations in passenger profiles with regard to the type of vehicle to be used to transport individuals, if a given profile has a specification. The second issue raised during public time was pertaining to the ARide application process. There appears to have been a misunderstanding about requirements for the application. The situation was addressed and resolved to the satisfaction of the individual who brought the concern to the Board's attention.

This month's Board meeting agenda includes one action item; consideration of approval of the Urban Core Five-Year Transit Improvement Program. We are planning a presentation on the Program for the Board meeting.

We will also have the privilege of receiving an update from Dusty Fancher of Midwest Consulting Group, and Clark Harder, Executive Director of the Michigan Public Transit Association. Dusty and Clark will make a presentation on the State of Transportation in the State of Michigan.

Planning and Development Committee Meeting

The Planning and Development Committee (PDC) met on January 7 and welcomed Larry Krieg to the committee. The Committee provided extensive feedback on the draft Service and Fare Equity Policy, particularly on the definition of federal terms. We originally intended to seek Board adoption of the Policy this month. Due to magnitude of the modifications requested by the committee, adoption was deferred until such time as the requests from PDC members can be incorporated. In the meantime, staff will use the draft policy until the policy is formally adopted.

Committee members also discussed the Urban Core Five-Year Transit Improvement Program at length. The Committee provided excellent feedback on how to improve the document. The document was modified to incorporate committee member recommendations and is included in New Business for the Board's consideration.

Staff provided updates on the Blake Transit Center and Connector Study projects which are detailed in the meeting summary included in the Board packet.

Performance Monitoring and External Relations Committee

The Performance Monitoring and External Relations (PMER) Committee is scheduled to meet on January 14. We are preparing to report the financial and performance data for the first quarter and calendar year ended December 31, 2013. A preliminary report on the annual audit is also scheduled. Representatives from Plante Moran, who conducted the audit, will make a presentation of the complete audit report at the February Board meeting.

Staff will report on the Five-Year Transit Improvement Plan, and make the first quarter report on the expanded annual Work Plan. Several updates are included on the meeting agenda; of note, information on results of the community survey. There are no action items for the committee to consider this month.

Urban Core

We completed work on the Urban Core Five-Year Transit Implementation Program and presented the report to PDC as noted above. The final version of the Program document is included in the Board packet and we will ask for your approval of the Program on January 16.

I continue to meet with community leaders to discuss the merits of improving transit options in Ann Arbor, Ypsilanti and Ypsilanti Township. Discussion has been around the level of funding needed to make meaningful improvements, timing of a possible initiative, and public input. We continue to be met with positive responses from members of the community and have presentations scheduled this month to: the Ann Arbor Convention and Visitors Bureau, Town Center Place and Pittsfield Township.

Y-Lot

The Board Y-Lot Committee is scheduled to meet for the first time next week. We will keep you apprised of the committee's work.

Meetings and External Projects

City of Ann Arbor

I recently met with Steve Powers, City of Ann Arbor Administrator, to discuss ongoing opportunities for collaboration between the City and AAATA. We have offered to hold additional meetings with Ann Arbor City Council members with an interest in further discussing the specifics of the Urban Core service plans for their wards. We also discussed the impending sale of the former Y-Lot which is expected to be completed in February or March 2014.

University of Michigan

Late last month staff and I met with Steve Dolen and Grant Winston from the University of Michigan (UM) to discuss ExpressRide service. UM is willing to continue contributing funding to the Canton and Chelsea services at a rate similar to last year. UM's contribution, along with the federal and state funding that AAATA brings to the table, will still result in a shortfall in revenue needed to pay for the cost of service. We will be looking to identify a combination of fare increases and local community contributions to cover the shortfall. We also discussed VanRide,

the new parking structure at Wall Street and plans for service changes on the UM intercampus route.

MDOT US23 Proposal

We received an official invitation to comment on the Michigan Department of Transportation's (MDOT) advanced traffic control project on US23. As previously reported, MDOT offered to acquire land for park and ride facilities from which bus service might be operated. We are considering how AAATA might fit in to the project. MDOT hosted a public meeting on the project last month with over 200 people in the audience. Attendees ranged from supporters, opponents and the just-curious. MDOT officials made several references to AAATA and MDOT's desire for the possibility of bus or commuter train service in the corridor.

This week it was announced that MDOT has decided not to seek a Categorical Exclusion for the project. They are now planning to conduct an Environmental Assessment. This pushes the proposed project back to FY2017.

WINGMAN

"Washtenaw Integrated Next Generation Multimodal Arterial Network" (WINGMAN) is the new name for a project by the Washtenaw County Road Commission to include the study of transit signal priority for AAATA buses. Staff has been included in discussions about the project. The Road Commission is preparing a grant application for the project and we supplied a letter of support.

Work Plan Projects

Blake Transit Center

Work on the interior of the new Blake Transit Center is progressing. The second floor is nearly complete with the installation of doors and carpet expected next week. The recent inclement weather conditions have caused delays in the outside work. The canopy structure is in place installation of the glass has begun. Work on the snow melt system has been delayed while the plumbing contractor works to acquire the necessary materials. It appears likely that concrete work will be deferred until spring, unless there is a major break in the weather. If this is the

case, temporary walkways will be installed so that the new building can be opened before the concrete work is complete. Early February is the target for opening the facility.

Connector Alternatives Analysis

The Connector Governance Committee is scheduled to meet next week. The project consultant is expected to share ridership estimates to inform the decision for preferred alignments and vehicle technology.

AirRide

AirRide reached an all-time high for ridership in one week with 2,375 passengers for the week of December 15, 2013. This surpassed the previous record, set in December 2012, by more than 23%.

Service was strong in the other three weeks of the past month with average ridership of 1,634 over the four week period.

Over the holidays, TheRide, in partnership with Michigan Flyer, increased staffing with volunteers at boarding locations to provide extra customer service by aiding with boarding and responding to questions and other inquiries. Additional buses were also deployed to meet the extra demand for reservations, which can be attributed to the University of Michigan’s winter break and increased awareness of AirRide.



2013 – The Year in Review

Calendar year 2013 was a monumental year for TheRide. The next section of this report outlines some of the many successes achieved. Together, we are moving forward. My thanks to the Board and staff for your continued hard work and dedication.

Fiscal Responsibility

TheRide had a clean audit and operated within the budget approved by the Board. When our state funding was reduced due to a formula change, we worked successfully with legislators and our peers to ultimately lead to a restoration of funds.

Provided Outstanding Public Transportation Service

Providing outstanding public transportation service is the core of everything we do. Ridership remained strong; near calendar year 2012 levels which was a record-setting year. Year-end figures will be reported next week at PMER.

Launched a New and Improved Website

The new and improved TheRide.org website launched in August. The site has many enhanced features for our customers, including real-time applications (also accessible on mobile devices) and integration of the MyAirRide.com, MovingYouForward.org, and BlakeTransitCenter.com mini-sites. We are continuing to make improvements to the functionality, aesthetics, design, and navigation of the new site, based on the valuable user feedback we continue to receive. Calendar year 2013 also marked the year that TheRide.org surpassed one million visits. The 1,157,544 visits marked a 19% increase over the 973,477 we had during calendar year 2012.

Successful Transition from Transit Master Plan to Five-Year Transit Improvement Program

The transition from the Transit Master Plan to the Urban Core/Five-Year Transit Improvement Program and subsequent developments is a significant achievement realized in the past year. This major change in course resulted in a revamping of our outreach efforts which included volumes of meetings with board members, community members and elected officials.

We established an “Urban Core Working Group” and met in each urban core community to collect input on preferences for the service plans. As a result of the collaboration, service plans were developed and reviewed at public meetings on a 13-stop public input tour.

Established New Transit Authority Governance

Through two amendments to the Articles of Incorporation, the Authority’s governing structure was expanded to support our plans for continued growth. The City of Ypsilanti and Ypsilanti Township were officially added to the organization.

Connector Alternatives Analysis

Over the course of the year, members of our staff provided management support on the Connector Alternatives Analysis project. Staff also provided administrative and technical support to the subcommittees formed by the management committee.

Added Service for Ann Arbor Public Schools

Existing AAATA bus routes replaced three additional school bus routes in August for a total of six routes. We are in ongoing communication with officials from the Ann Arbor Public Schools, as discontinuation of all high school bus service may be considered in the future.

Expanded Park and Ride

We negotiated an agreement with the City of Ypsilanti for the use of 22 additional spaces for Park and Ride in the lot adjacent to the Ypsilanti Transit Center. A new Park and Ride lot was established with 22 spaces of the parking area at the Meijer store on Carpenter Road.

Expanded VanRide Program

VanRide continued growth in its second year and we now have 46 vanpools in use. We continue to add new vehicles with partners such as the VA hospital and UM, as well as adding vans as UM replaces existing vanpools.

Improved AirRide Service

In mid-November an additional AirRide round trip was added for a total of 13 daily round trips. This has further enhanced the service offering for Washtenaw County residents traveling

to Detroit Metropolitan Airport (DTW) and those traveling from DTW to Ann Arbor and further points west. AirRide ridership levels have consistently been above last year's levels. The annual cost of service was also reduced significantly between 2013 and 2014; from \$672,300 in 2013 to \$264,996 in 2014.

In June, AirRide received the "Exemplary Innovation" award from Transportation Riders United (TRU). TheRide's work with Michigan Flyer on AirRide has proven to be an outstanding example of a successful public-private partnership.

Developed a New Work Plan Process

As a result of the Board's annual retreat, we developed a new Work Plan process which increased transparency through adding detail on the projects to be accomplished during the 2014 Fiscal Year. There is more depth to the description of projects, the project managers are identified and we expanded cross-functional teams for the work this year.

New Blake Transit Center Nearing Completion

Construction began on the new Blake Transit Center with the bulk of the project completed in 2013. The new facility is fully accessible and offers amenities for our customers aimed at improving the total transit experience. The building was also designed to provide a more comfortable space for employees to work and take breaks. In addition, the building will be very environmentally-responsible, with a goal of qualifying for LEED (Leadership in Energy & Environmental Design) Gold Certification.

ReImagine Washtenaw Project

We continued our participation in the ReImagine Washtenaw project over the past year. In addition to an agreement on recommended cross sections and a development standard, the consultants developed public space design guidelines which included the design of a "superstop." The latest information on the project can be found at <http://www.washtenawavenue.org/>.

WALLY and East/West Rail Projects

We participated in the WALLY Station Location and Design Study, which is nearly complete. In addition to the study work, we participated in static rail car displays at three public events in 2013.

Public Engagement

Our process for responding to suggestions and inquiries from members of the public was enhanced in the past year. For each inquiry made at board meetings (from Board members or members of the public) that required follow-up, a response was provided in a timely manner.

We added a 'Website Feedback' tab to the new website, allowing customers to provide comments, questions, and/or suggestions as they become more familiar with using the enhanced functionality and design. We've received hundreds of pieces of feedback through the tab thus far, to which we've directly replied.

Our social media engagement efforts are reaching current and prospective riders, supporters, and elected officials in growing numbers. Over the past year, our Facebook "Likes" have grown by 7%, our Twitter followers have grown by 51%, and views of our YouTube videos have increased by nearly 104%. We also launched an Instagram account, which shares unique photos of our services, riders, and community. Each of these services reaches a slightly different demographic, broadening our communications reach. They share a common username – 'CatchTheRide' – and I encourage you to follow the conversation and participate if you are active on these channels.

Our community outreach efforts have increased, with many of you assisting the Community Relations department at the dozens of events and meetings we participated in in 2013. Having face-to-face conversations with the public is an important part of the process of ensuring that the services we provide (and plan to provide) match those that are needed most. Thank you to all who have helped us communicate in some fashion with our growing population. Your continued enthusiasm and service will help more riders reach more places, more frequently and conveniently in the years ahead.

Ann Arbor Area Transportation Authority Board of Directors
Planning and Development Committee
Proposed Meeting Summary
January 7, 2014 – 3:00 p.m.

Present: Committee – Eli Cooper, Gillian Ream Gainsley (telephone), Sue Gott (Chair), Larry Krieg, Eric Mahler (telephone),

Staff – Michael Benham, Jan Black, Terry Black, Ron Copeland, Bill De Groot, Michael Ford, Dawn Gabay, Sarah Pressprich Gryniowicz, Julia Roberts, Ed Robertson, Mary Stasiak, Elizabeth Tibai, Phil Webb, Karen Wheeler, Chris White, Michelle Whitlow

Committee Chair Sue Gott called the meeting to order at 3:00 p.m.

1.0 *Communications and Announcements*

There were no announcements or communications.

2.0 *Public Time – Comment on Agenda Items*

There were no public comments.

3.0 *Action Items*

3.1 *Transit Service & Fare Equity Policy: Chris White*

Chris White reported on a proposed Transit Service and Fare Equity Policy designed to comply with Title VI regulations. The FTA issued a circular in October 2012 increasing the level of analysis needed to demonstrate compliance with Title VI. The new regulations require board adoption of a policy with set thresholds for disparate impact and disproportionate burden.

The proposed policy was distributed to committee members for review. Chris suggested approving the policy as an “interim standard”. The policy could then be revisited by the committee in May or June for additional revisions. Committee members requested further clarity on some issues and more fully developed definitions before the policy is adopted. The proposed draft will be considered a work in progress and the guidelines in it will be used until a policy is formally adopted.

Chris noted that the public comment period for the *Transit Service & Fare Equity Policy* will end on Tuesday, January 14. The policy will be revisited by the PDC at a future date and will include more clarity regarding definitions and policy language, incorporation of committee and public comments, and footnotes to further elucidate the source of policy language.

3.2 *Five Year Transit Improvement Program: Michael Benham*

Michael Benham provided the committee with a draft report of the Five Year Transit Improvement Program. The document included changes that were brought forward into the program as a result of the public comment period. Michael B. agreed to add more language regarding the range, breadth and depth of those public comments for additional clarity.

The bulk of the document is a narrative of the proposed plan documents and is a reuse of older materials that were previously presented to the public. The committee decided that board approval is not needed for those portions of the plan. It was requested to utilize and enhance the final page of the document (detailing proposed service improvements) along with an executive summary, to bring to the board for their approval at the January 16, 2014 Board meeting. The requested materials will be revised to include specifics and figures relating to each year of the plan.

Chris White noted that the Service Equity Analysis for the Five Year Transit Service Plan has been completed utilizing the earlier proposed draft policy. He did not find any instances of disparate impact or disproportionate burden with the plan.

The policy will be revised and presented to the committee at a future date.

4.0 *New Business*

4.1 *Washtenaw Super Stops: Chris White*

Chris White provided the committee with a concept of a super stop, developed by the project consultant Smith Group JJR. The concept includes a menu of different amenities that could be added to the Washtenaw super stops depending upon their physical environments and proposed uses. The consultant will be producing new design concepts for further consideration. Chris noted that the project group is interested in adding art to each super stop.

5.0 *Continuing Business*

There was no continuing business up for discussion.

6.0 *Updates*

6.1 *BTC Project: Terry Black*

Terry Black reported that the interior of the new BTC building is progressing nicely. The second floor of the BTC is nearing completion and contractors will be installing doors and carpeting next week. The canopy structure is up and glass will be installed soon. The concrete work, however, is not expected to be complete until spring due to the early onset of hard winter weather conditions. The building itself is slated for

completion by the second week in February and will become available for public use while the concrete work on the drive is being completed. Terry reported that the project still remains within budget.

6.2 *BTC Art Project: Dawn Gabay*

Dawn Gabay reported that two finalists have been selected to develop draft concepts for the BTC Art Project. The concepts are to be submitted by January 17 and will be on public display at the Ann Arbor District Library from January 20 through February 3. Public comments will be accepted during this time. The winning artist will then be awarded a contract to create the actual art work for the building.

6.3 *Connector Study: Chris White*

Chris White reported that the next Connector Management Committee meeting is Tuesday, January 14. The consultant is working on ridership forecasting to assist with project alignment and vehicle technology. The committee is awaiting the consultant's submission of this information.

7.0 *Public Time*

With no one appearing, Ms. Gott declared public time closed.

7.0 *Future Meetings*

Tuesday, February 11, 2014 at 3:00 p.m.

8.0 *Adjourn*

There being no further business, Ms. Gott adjourned the meeting at 4:43 p.m.

Respectfully Submitted,

Elizabeth Tibai

MEMORANDUM

To: Planning and Development Committee

From: Michael Ford
Chief Executive Officer



Re: Final Proposed 5-Year Transit
Implementation Program

Date: January 9, 2014

This memo offers a final proposed 5-Year Transit Implementation Program (5YTIP) for consideration by the PDC, and ultimately, adoption by the full AAATA Board. A resolution for this purpose is also included.

The proposed 5YTIP is the result of a year-long planning and public outreach process with included conversations with public officials, civic organizations and many of the area's citizens. In particular, a 13-meeting series of public outreach sessions were held throughout Ann Arbor, Ypsilanti and Ypsilanti Township in October and November of 2013 to review and comment on a draft version of the 5YTIP. Because of significant prior public outreach which helped create the program, the program was found to be acceptable by the overwhelming majority of those attending the sessions.

Many useful comments were collected however, including a number that caused staff to modify the program. These are depicted in Table 1, and staff was able to make changes to the program without significantly changing the bottom line cost of the program.

The actual proposed 5YTIP is represented by Tables 2, 3 and 4.

Table 2 "Change in Service Hours, Proposed Program versus Current, by Route and Time Period" provides a basic measure of the level of service being provided on each route, and also shows how some routes have been re-configured into new routes. Overall, the proposed 5YTIP offers an additional 90,000 service hours per year, compared to the current level of service – an overall increase of 44%.

Table 3 "Change in Start Times, End times and Frequency, Proposed Program versus Current, by Route and Time Period" provides basic operational data for the 5YTIP, again in comparison with the current level of service

Table 4 "Proposed 5YTIP Budget, Annual Costs" summarizes costs and revenues associated with the program, noting specifically that additional funding is needed in order for AAATA to implement the proposed services. The budget includes 19 new buses. A funding proposal will be provided by staff in a separate action.

Meantime, it is requested that PDC forward this recommendation to adopt the final 5YTIP to the full Board, with the understanding that the creation of a funding mechanism is still needed to complete the overall plan.

Table 1: Changes Made to the 5YTIP Based on Public Input

Route #1 Pontiac	<ul style="list-style-type: none"> ○ Begin 1st trip at Plymouth Mall at 6:22 a.m. rather than at 6:34 am as originally programmed. ○ Extend Sunday service to entire route (Sunday service currently ends at Food Gatherers).
Route #2C Plymouth (south neighborhood)	<ul style="list-style-type: none"> ○ Increase the frequency of weekday service midday (between 9 and 3) to every 30 minutes. ○ Add weekday evening service to 8:40 pm rather than current 7:40 pm. ○ Extend route to the BTC. ○ Continue last trip of route 2A in service from the Green Rd. park and ride lot to Glazier Way/Earhart to provide later trip to Green Rd. south of Baxter Rd. and to Glazier Way and Earhart.
Route #3 Huron River	<ul style="list-style-type: none"> ○ Extend evening service which will provide direct service between WCC and both BTC and YTC in the evening.
Route #4 Washtenaw	<ul style="list-style-type: none"> ○ Begin Saturday westbound service with a 7:30 a.m. trip from the Ypsilanti Transit Center (YTC)
Route # 6 Ellsworth:	<ul style="list-style-type: none"> ○ Add hourly Sunday service between Ypsilanti Transit Center and Meijer store at Ellsworth and Carpenter. ○ Continue current 6B routing on Hewitt and Congress Streets (planned, but not included on proposed route map).
Route #M Whittaker-Huron River Dr	<ul style="list-style-type: none"> ○ Add Sunday service to Ypsilanti Township library in the first year of implementation instead of second year as originally planned. ○ Continue route on Huron River Dr. to Textile rather than turning on Tuttle Hill Rd. ○ Change route to use Dean Rd. to improve access to Paint Creek Shopping Center (Kroger).
Route #N First-Congress:	<ul style="list-style-type: none"> ○ Pull into Walmart (already planned but not shown on route maps - requires approval of shopping center).

Table 2

Proposed 5-Year Transit Improvement Program

1/3/2014

Change in Service Hours, Proposed Program versus Current, by Route and Time Period

		Peak	Midday	Evening	Weekday Total	Saturday	Sunday	Annual Total
Local Service								
1	Pontiac	0.20		1.00	1.20	5.00	5.50	847
1U	Pontiac University							0
2	Plymouth		12.00	3.00	15.00	5.52	1.00	4,163
3	Huron River	6.00	6.00	4.00	16.00	0.00		4,080
4	Washtenaw			2.25	2.25	15.00	3.00	1,507
5	Packard			1.50	1.50	6.00	1.00	746
6	Ellsworth	24.25	24.00	1.73	49.98	6.52	6.62	13,422
7	S. Main - East			1.17	1.17	3.98	2.00	607
8	Pauline			0.50	0.50	2.50	0.50	283
9	Jackson				-14.34	-7.84	-5.34	-4,346
609	Jackson University							0
10	Ypsilanti Northeast				-11.96	-6.00		-3,371
11	Ypsilanti South				-8.50	-5.50		-2,462
12A/B	Miller Liberty				-27.41	-10.45	-10.45	-8,092
13	Newport			1.00	1.00	5.00		515
14	Geddes - E. Stadium			1.50	1.50	8.70		835
15	Scio Church - W. Stadium				-10.45	-5.00	-4.95	-3,188
16	Ann Arbor - Saline Rd.			0.75	0.75	2.25	0.75	347
17	Amtrak - Depot			0.50	0.50	0.75	0.25	179
18	Miller-University				-19.08			-4,780
20	Ypsilanti Grove - Ecorse				-10.90			-2,789
22	North - South Connector			0.67	0.67	4.50		405
33	EMU Coll. of Busines Shuttle				-14.34			-1,985
36	Wolverine Tower Shuttle							0
A	Liberty - Scio Ridge	5.75	6.00	2.22	13.97	6.97	5.22	4,190
B	Jackson - Zeeb	9.83	9.00	4.50	23.33	12.00	8.25	6,994
C	Dexter	5.75	6.00	2.50	14.25	7.25	5.25	4,279
D	Miller - Skyline	18.33	12.25	2.50	33.08	7.50	5.50	9,106
E	W. Stadium - Oak Valley	8.58	9.00	4.17	21.75	10.92	8.67	6,556
F	Scio Church	5.75	3.00	1.75	10.50	7.25	0.00	3,055
G	N. Maple Connector	5.25	6.00	3.00	14.25	7.00	5.00	4,253
H	LeForge	5.33	6.00	4.00	15.33	10.00		4,429
I	Forest-MacArthur	9.00	9.00	3.75	21.75	11.25	8.25	6,552
J	E. Michigan Ave.	6.00	6.00	3.00	15.00	7.00	5.50	4,470
K	Ecorse - W. Willow	6.00	6.00	3.00	15.00	7.50	5.00	4,470
L	Grove Rd.	9.00	9.00	3.75	21.75	10.50	7.50	6,475
M	Huron - Whittaker	12.63	12.00	6.00	30.63	13.00	9.00	8,946
N	First - Congress	6.00	6.00	3.00	15.00	7.00	5.50	4,470
O	Harris - Ford Connector	5.50	6.00	0.50	12.00	0.00	0.00	3,060
P	Platt - Michigan Ave.	4.50	6.00	1.00	11.50	11.50	0.00	3,531
Q	Saline - Ann Arbor	4.50	6.00	0.00	10.50	10.50	0.00	3,224
	Local Service subtotal	158.15	165.25	68.21	274.63	178.07	78.52	84,978
Event Service								
	Senior Ride				0.00	0.00	0.00	0.00
	Football Ride				0.00	0.00	0.00	0.00
	Art Fair Shuttle				0.00	0.00	0.00	0.00
	Event Service subtotal							
Express Service								
710	ExpressRide - Chelsea				0.00	0.00	0.00	0.00
711	ExpressRide - Canton				0.00	0.00	0.00	0.00
720	ExpressRide - Belleville/Ypsilanti Twp.	8.5	0.00	0.00	8.50	0.00	0.00	2,168
730	ExpressRide - Saline	12.3	0.00	0.00	12.30	0.00	0.00	3,137
787	AirRide				0.00	0.00	0.00	0.00
	Express Service subtotal				20.80	0.00	0.00	5304.00
	TOTAL				295.43	178.07	78.52	90,282

Table 3

Proposed 5-Year Transit Improvement Program

Change in Start Times, End times and Frequency, Proposed Program versus Current, by Route and Time Period

CURRENT SCHEDULE (Fall 2013)											PROPOSED CHANGES - 5-Year Transit Improvement Program										
Rte. #	Route Name	Weekday			Saturday			Sunday			Rte. #	Route Name	Weekday			Saturday			Sunday		
		Start Time (a.m.)	End Time (p.m.)	Freq. (min.)	Start Time (a.m.)	End Time (p.m.)	Freq. (min.)	Start Time (a.m.)	End Time (p.m.)	Freq. (min.)			Start Time (a.m.)	End Time (p.m.)	Freq. (min.)	Start Time (a.m.)	End Time (p.m.)	Freq. (min.)	Start Time (a.m.)	End Time (p.m.)	Freq. (min.)
1	Pontiac	6:34	10:45	30-60	8:18	6:45	60	8:18	6:27	60	1	Pontiac	6:22	11:15	30-60	8:18	11:15	60	8:18	7:45	60
1U	Pontiac University	6:59	6:26	35-40							1U	Pontiac University	6:59	6:26	35-40						
2	Plymouth	6:22	10:46	5-30	8:13	6:15	30-60	8:48	6:13	60	2	Plymouth	6:22	11:46	5-30	8:13	11:13	30-60	8:48	7:13	60
3	Huron River	6:30	10:15	30-60							3	Huron River	6:30	11:15	30-60						
4	Washtenaw	6:08	11:30	5-30	8:00	7:00	30-60	8:30	6:30	60	4	Washtenaw	6:08	12:30 a.m.	5-30	8:00	11:30	30	7:48	7:30	60
5	Packard	6:10	11:00	7-60	8:30	6:30	60	8:48	6:15	60	5	Packard	6:10	11:45	7-60	8:30	10:30	60	8:48	7:15	60
6	Ellsworth	6:28	11:01	30-60	8:25	6:45	30-60	9:00	6:55	60	6	Ellsworth	6:15	11:45	15-60	8:25	10:45	30-60	9:00	7:55	60
7	S. Main - East	6:05	10:52	30-60	8:11	6:46	60	8:18	6:15	60	7	S. Main - East	6:05	11:22	30-60	8:11	9:45	60	8:18	7:39	60
8	Pauline	6:11	10:45	15-60	8:18	5:45	60	8:18	5:45	60	8	Pauline	6:11	11:45	15-60	8:18	10:45	60	8:18	7:45	60
9	Jackson	6:25	10:15	30-60	7:55	6:15	60	7:55	6:15	60	9	Jackson	Replaced by routes B and C								
											B	Jackson-Zeeb	6:05	11:30	30-60	7:48	11:30	60	8:48	7:30	60
											C	Dexter	6:15	11:30	30-60	8:18	10:30	60	9:18	7:30	60
10	Ypsilanti Northeast	6:02	10:00	45-60	7:30	7:00	60				10	Ypsilanti Northeast	Replaced by routes I and J								
											I	Forest - MacArthur	6:00	11:00	30-60	7:15	10:00	60	8:15	7:00	60
											J	E. Michigan Ave.	6:00	11:30	30-60	8:00	10:30	60	9:00	7:30	60
11	Ypsilanti South	6:00	10:30	60	8:00	6:30	60				11	Ypsilanti South	Replaced by routes L, M, N								
											L	Grove Rd.	6:00	10:45	30-60	8:00	9:45	60	9:00	7:45	60
											M	Huron - Whittaker	6:05	11:15	30-60	8:15	10:15	60	9:15	7:15	60
											N	First - Congress	6:00	11:00	30-60	8:30	10:00	60	9:30	7:00	60
12	Miller Liberty	6:30	10:15	30	8:18	6:45	30	8:18	6:45	60	12	Miller Liberty	Replaced by routes A, D, G								
											A	Liberty - Scio Ridge	6:28	11:15	30-60	7:48	10:15	60	8:48	7:15	60
											D	Miller - Skyline	6:22	11:03	7-60	8:28	10:03	60	9:30	6:45	60
											G	N. Maple Connector	6:45	11:15	30-60	8:15	10:15	60	9:15	7:15	60
13	Newport	6:48	6:45	30-60							13	Newport	6:48	8:45	30-60	9:18	6:45	60			
14	Geddes - E. Stadium	6:36	6:15	30							14	Geddes - E. Stadium	6:36	7:45	30-40	9:00	5:40	40			
15	Scio Church - W. Stadium	6:48	10:15	30-60	8:48	6:15	60	8:48	6:15	60	15	Scio Church - W. Stadium	Replaced by routes E, F								
											E	W. Stadium - Oak Valley	6:25	10:55	30-60	8:03	10:25	60	9:03	7:25	60
											F	Scio Church	6:30	11:00	30-60	7:48	9:00	60			
16	Ann Arbor - Saline Rd.	6:18	10:45	30-60	8:03	6:45	60	8:03	6:45	60	16	Ann Arbor - Saline Rd.	6:18	11:45	30-60	8:03	9:45	60	8:03	7:45	60
17	Amtrak - Depot	6:48	10:00	30-60	8:48	5:48	60	9:48	6:00	60	17	Amtrak - Depot	6:48	11:59	30-60	8:48	9:00	60	9:48	7:00	60
18	Miller-University	6:22	7:04	17-30							18	Miller - University	Replaced by route D (above)								
20	Ypsilanti Grove - Ecorse	6:21	8:15	60							20	Ypsilanti Grove - Ecorse	Replaced by routes K (below), and L (above)								
											K	Ecorse - W. Willow	6:00	11:15	30-60	7:45	10:15	60	8:45	7:15	60
											O	Harris-Ford Crosstown	6:30	6:30	30						
22	North - South Connector	6:30	10:45	30-60	8:15	6:25	60				22	North - South Connector	6:30	11:45	30-60	8:15	9:25	60			
33	EMU Coll. of Bus. Shuttle	7:38	9:58	20							33	EMU Coll. of Bus. Shuttle	Replaced by routes H								
											H	EMU- LeForge	6:40	10:10	20						
36	Wolverine Tower Shuttle	6:42	10:15	9-30							36	Wolverine Tower Shuttle	6:42	10:15	9-30						
609	Jackson University	6:30	6:02	30-40							609	Jackson University	6:30	6:02	30-40						
											P	Platt - Michigan Ave.	8:00	7:30	60	8:00	7:30	60			
											Q	Saline - Maple Rd.	8:30	7:00	60	8:30	7:00	60			
710	ExpressRide - Chelsea	6:00	5:57	72-98							710	ExpressRide - Chelsea	6:00	5:57	72-98						
711	ExpressRide - Canton	6:08	5:47	67-93							711	ExpressRide - Canton	6:08	5:47	67-93						
												ExpressRide - Belleville/Ypsilanti	6:04	5:53	30						
												ExpressRide - Saline	6:17	7:02	30						
787	AirRide	4:45	10:40	60-130	4:45	10:40	60-130	4:45	10:40	60-130	787	AirRide	4:45	10:40	60-130	4:45	10:40	60-130	4:45	10:40	60-130

Times highlighted in yellow indicate changes to existing service

Table 4: Proposed 5YTIP Budget, Annual Costs

Cost of Services and Revenues	Scenarios - 2019		
	2012 Existing Service	Increment Implementation Plan	Implementation Plan
	A	E-A	E
Annual Expenditures			
Operating Costs			
Urban Bus Fixed Route Network	\$ 22,396,820	\$ 11,521,904	\$ 33,918,724
Expanded A-Ride			
ADA Service	\$ 4,134,051	\$ 1,013,635	\$ 5,147,686
Non-ADA Service	\$ 880,551	\$ 256,936	\$ 1,137,487
Expanded Night ride	\$ 213,660	\$ 277,265	\$ 490,925
Express Services			
AirRide	\$ 710,793	\$ (435,793)	\$ 275,000
Saline Express		\$ 319,000	\$ 319,000
'New Partnership' services:			
Chelsea / Canton Express	\$ 323,737	\$ (42,541)	\$ 281,196
Ypsilanti Express		\$ 329,000	\$ 329,000
3 Month Reserve Requirement		\$ 800,000	\$ 800,000
Operating Costs, Average Annual	\$ 28,659,611	\$ 14,039,407	\$ 42,699,018
Annual Capital Investment Included			
Vehicles			
Full size transit coaches (19 buses over 5 years)		\$ 1,710,000	\$ 1,710,000
A-Ride Vehicles (5 demand response vehicles over 5 years)		\$ 80,000	\$ 80,000
Park and Ride facilities - *predominantly included in the CCG		\$ 20,000	\$ 20,000
Bus stops, hubs and shelters - *predominantly included in the CCG		\$ 20,000	\$ 20,000
System Support (Real time info, CAD/AVL, Ticketing, Bus Priority) - *predominantly included in the CCG		\$ 20,000	\$ 20,000
Capital Costs, Annualized	0	\$ 1,850,000	\$ 1,850,000
Total Expense = Capital Cost plus Operating Costs	\$ 28,659,611	\$ 15,889,407	\$ 44,549,018
Revenues, Annual			
"Ongoing" revenues, as follows:			
Federal formula	\$ 4,143,839	\$ 363,651	\$ 4,507,490
State formula	\$ 8,470,315	\$ 4,440,570	\$ 12,910,884
Passenger Fares	\$ 5,852,775	\$ 2,948,425	\$ 8,801,200
Third Party contributions (Expressride Local Support)		\$ 1,204,196	\$ 1,204,196
Advertising	\$ 120,000	\$ 255,000	\$ 375,000
2.056 AA millage	\$ 9,019,447	\$ 1,960,812	\$ 10,980,259
.9789 Ypsi millage	\$ 292,978	\$ 20,820	\$ 313,798
Total Revenues, Annual	\$ 28,681,965	\$ 10,410,863	\$ 39,092,828
Estimated Funding Gap			
Amount (dollars)	\$ 22,353	\$ (5,478,544)	\$ (5,456,191)
Estimated millage rate to close gap (All Communities)	0.000		0.700
Ann Arbor City Millage - 0.70			\$ 3,387,910
Ypsilanti City Millage - 0.70			\$ 202,730
Ypsilanti Township Millage - 0.70			\$ 778,207
POSA (based on increased service hours in Pittsfield, Saline, and Superior)			\$ 1,087,344
Total Local Revenue			\$ 5,456,191

Resolution 10/2014

Urban Core Five-Year Transit Improvement Program

WHEREAS, the Ann Arbor Area Transportation Authority (AAATA) has developed a 5-Year Transit Improvement Program (5YTIP) for the Urban Core of Washtenaw County, and

WHEREAS, the 5YTIP is the result of more than three years of a concerted effort to reach out and engage the public, community leaders, and elected officials on the future of transit in Washtenaw County, and

WHEREAS, the 5YTIP is designed to respond to identified needs and desire for increased transit service, and

WHEREAS, the AAATA staff developed public information to describe the service plan including route maps and timetables for new and revised routes, and

WHEREAS, AAATA staff disseminated information to riders, the public, community leaders and organizations, and elected officials about the proposed service change, solicited comments and questions, provided multiple and diverse opportunities for people to understand the proposed changes and to their input, and

WHEREAS, AAATA staff considered the public input, analyzed specific suggestions, and revised the services in the plan to incorporate many of the suggestions, and

WHEREAS, AAATA staff analyzed the 5YTIP consistent with the draft Service Equity Analysis Policy and provided the analysis to the AAATA Board of Directors for review,

NOW, THEREFORE, BE IT RESOLVED that the Ann Arbor Area Transportation Authority Board of Directors hereby adopts the Five-Year Transit Improvement Program for implementation when local funding is secured.

Charles Griffith, Chair

January 16, 2014

Anya Dale, Secretary

January 16, 2014