

ORGANIZATION

The following is a description of the Washtenaw Area Transportation Study (WATS) organization:

POLICY COMMITTEE – Composed of elected or appointed officials of each member unit or agency, the Policy Committee is charged with adopting and amending a balanced transportation plan for Washtenaw County (previously the urbanized area), as part of a coordinated, continuing, comprehensive planning process. (More specific duties may be found in the P.A. 200 resolution and in the Bylaws.) The Committee meets on a monthly basis.

TECHNICAL ADVISORY SUBCOMMITTEE – Composed of technical staff members of the various member units or agencies, the Technical Advisory Subcommittee reviews technical aspects of the planning process and coordinates the work of member agencies and units that participate in the work of the Agency. (More specific information about the duties and membership of the Committee may be found in Article VI of the Bylaws.) The Technical Advisory Subcommittee meets on a monthly basis.

FEDERAL AID COMMITTEE – URBAN AND RURAL - Established under federal and state guidelines, they are composed of both Policy and Technical representatives. These committees are charged with formulating and submitting to the Policy Committee for approval on a prioritized basis, transportation projects in the urbanized area that are eligible for Federal Aid funds. The FAC Subcommittees meet on an ad hoc basis, as necessity requires.

Relationship to SEMCOG

For transportation planning and programming purposes, WATS may be viewed as a mini SEMCOG for the Washtenaw County (previously three city, six township Study Area). With the consent of federal and state transportation agencies, WATS performs the required transportation planning and programming functions for Washtenaw County. The results of these activities are sent to SEMCOG for incorporation into regional plans and programs. Coordination is also achieved through SEMCOG representation in the WATS Committee structure and WATS representation on the SEMCOG Transportation Advisory Council, Transportation Improvement Program Development Committee, GIS Regional Committee, and Data Advisory Council.

The relationship between WATS and SEMCOG is described in two important documents:

Memorandum of Understanding of Planning Responsibilities
Memorandum of Understanding Regarding Pass-Through Procedures

These two documents may be obtained upon request.

ORIGINAL
RESOLUTION TO ESTABLISH
AN INTERMUNICIPALITY COMMITTEE
UNDER PUBLIC ACT 200 OF 1957

WHEREAS, pursuant to the Federal Highway Act of 1962 (Title 23, Chapter 1, Section 134, United States code), the Secretary of Transportation, acting through the Department of Transportation, Federal Highway Administration, shall not after July 1, 1965, approve any Federal Aid Highway projects in Urbanized Areas unless such projects are based upon a continuing, comprehensive, coordinated transportation planning process carried on cooperatively by states and local communities; and

WHEREAS, the Ann Arbor-Ypsilanti Urban Area Transportation Study Committee, hereinafter referred to as UATS, was established in 1965 in response to the requirements of the Federal Highway Act of 1962; and

WHEREAS, UATS has been designated through the Southeast Michigan Council of Governments as the agency responsible for transportation planning in the Ann Arbor-Ypsilanti Urbanized Area; and

WHEREAS, pursuant to Section 112 of the Federal Highway Act of 1973, certain planning funds are to be allocated among State designated planning organizations for the purpose of carrying out the requirements of Section 134 of Title 23 of the U.S. code; and

WHEREAS, Act 200 of the Public Acts of 1957 provides for the creation by two or more municipalities of an Intermunicipality Committee for the purpose of studying area problems; and

WHEREAS, the Intermunicipality Committee may accept gifts and grants from the federal government, state government and local governments, also from private individuals, foundations or agencies, if the grants are made for furtherance of the objectives for which the Committee is established.

NOW THEREFORE BE IT RESOLVED

THAT _____ together with the Cities of Ann Arbor, Ypsilanti and Saline; the Charter Township of Pittsfield, the townships of Ann Arbor, Scio, Superior, Ypsilanti and Lodi and the County of Washtenaw, do hereby jointly and mutually agree to establish and organize an Intermunicipality Committee under Act 200 of Public Act of 1957 for the purpose of studying area transportation problems of mutual interest and concern.

BE IT FURTHER RESOLVED THAT:

1. The Intermunicipality Committee established by this Resolution shall be that organization presently established as a voluntary association and operating under the name Ann Arbor –Ypsilanti Urban Area Transportation Study Committee (UATS).

2. In addition to the municipalities herein named, voting membership on the Committee shall include a duly appointed representative from the Washtenaw County Metropolitan Planning Commission, Washtenaw County Road Commission, Ann Arbor Transportation Authority, Michigan Department of State Highways and Transportation, and other such units, agencies, or commissions of government that may in the future be included in accordance with the Bylaws and Rules of Procedure.
3. The Bylaws and Rules of Procedure as adopted by UATS and attached hereto shall be the Bylaws and Rules of Procedure of the Committee.
4. The Committee (UATS) shall operate and act in compliance with and under the authority of Act 200 of Public Acts of 1957 (copy attached)
5. All funds shall be received and disbursed in accordance with the Bylaws and Rules of Procedure of the Ann Arbor-Ypsilanti Urban Area Transportation Study Committee.
6. The Committee (UATS) shall develop a comprehensive, balanced transportation plan for the Ann Arbor –Ypsilanti Urbanized Area compatible with local, county, regional and state plans; said plans to be based on a coordinated, continuing, comprehensive planning process. In addition, the Committee’s duties shall encompass but not be limited to the following:
 - A. Development of operational procedures and the administrative organization necessary to provide a sound basis for collecting, analyzing and projecting data needed to develop comprehensive transportation plans.
 - B. Inform the decision-making bodies of the Urbanized Area and the general public of significant developments in the comprehensive transportation planning process.
 - C. Preparation of recommendations for implementation of transportation plans agreeable to the parties concerned.
 - D. Review, comment, and make determinations on proposed state and federally-aided urban highway system and transportation projects in the urbanized area.
 - E. Establishment of the procedures for the periodic review and updating of the basic data from which alternative transportation plans are developed as changing conditions dictate.

To provide a foundation for the cooperative efforts envisaged by this Resolution, the organizational structure, the operating procedures and the assignments of responsibilities to the cooperating agencies for specific phases of the planning program and process shall be those detailed in, or developed from, the UATS annual operations plan/work program.

Signatories to this Resolution jointly and mutually agree to cooperate in the comprehensive transportation planning for the Ann Arbor-Ypsilanti Urbanized Area in fulfillment of the requirements of the Federal Highway Act of 1962, the Federal Highway Act of 1973, and other pertinent acts and directives pertaining to Federal and State participation in transportation programs and projects contemplated in the Ann Arbor-Ypsilanti Urbanized area after July 1st 1965.

This resolution was passed by the following units of government:

City of Ann Arbor
City of Ypsilanti
City of Saline
Ypsilanti Township
Pittsfield Township
Ann Arbor Township
Scio Township
Superior Township
Lodi Township
County of Washtenaw

NOTE: In July of 1974, the Michigan Department of State Highways and Transportation requested that its status on the Committee (Policy) be changed from voting to ex-officio. The Committee approved this request on August 21st 1974. In 1992, the Michigan Department of Transportation requested that its status on the Policy Committee be returned to voting per the Intermodal Surface Transportation Efficiency Act of 1991.

Since its origin, the following communities, agencies and educational institutions have passed similar resolutions and joined WATS:

Ann Arbor Transportation Authority
City of Chelsea
Village of Dexter
Dexter Township
Northfield Township
SWWCOG (Village of Manchester, Bridgewater Township, Freedom Township and Manchester Township)
Eastern Michigan University
University of Michigan