



FY 2025

Unified Planning Work Program (UPWP)

Washtenaw Area Transportation Study,
Ann Arbor Area Transportation Authority

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Washtenaw County
Unified Planning Work Program
Fiscal Year (FY) 2025

For the Period July 1, 2024 – June 30, 2025

Washtenaw Area Transportation Study

Ann Arbor Area Transportation Authority

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The WATS UPWP represents a portion of the Southeast Michigan Metropolitan Planning Organization's Work Program for transportation planning. The entirety of the Work Program for Southeast Michigan is available on the SEMCOG website at <http://www.semco.org/>

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Background

For nearly fifty years, the federal "continuing, coordinated and comprehensive" (3C) urban transportation planning process in Washtenaw County has occurred at two levels. The Washtenaw Area Transportation Study Committee (WATS), is primarily responsible for conducting transportation planning and maintaining the federal eligibility of communities and transportation providers within Washtenaw County. 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, serves as the Metropolitan Planning Organization (MPO). WATS, in coordination with SEMCOG focuses on a holistic approach to transportation planning. This includes integrating transportation planning and community planning while engaging a diverse group of members, stakeholders and the public.

The Washtenaw Area Transportation Study's membership covers approximately half of the County's townships; the Cities of Ann Arbor, Chelsea, Dexter, Milan, Saline, and Ypsilanti; the Village of Manchester; the Ann Arbor Area Transportation Authority; the University of Michigan and Eastern Michigan University; the Washtenaw County Board of Commissioners, Washtenaw County Road Commission, and Ann Arbor Downtown Development Authority.

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. Three Memorandums of Understanding including a Pass-Through of Funds Agreement exist between WATS and the Southeast Michigan Council of Governments (SEMCOG). As a result, the Washtenaw Area Transportation Study functions as an independent, yet coordinated sub-study with SEMCOG's Unified Planning Work Program (UPWP).

UNIFIED PLANNING ACTIVITIES

SUMMARY

The Unified Planning Work Program (UPWP) provides details of the WATS and AAATA (THE RIDE) planning work scheduled for the July 1 to June 30 fiscal year, and proposed expenditures by work element. The Program seeks to reflect the WATS Committee goals, roles, and responsibilities, using available resources in the context of both state and federal emphasis areas. The Program will undergo periodic reevaluation with amendments made if necessary. The Program is designed to be flexible enough to allow planning tasks to evolve based on changing regulations, policies, and directives while remaining clear in the major program work tasks for a given year.

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

1. Plan Monitoring: These activities involve the collection, maintenance, and analysis of local or area wide planning data. Using new and established data files and accepted and experimental data collection procedures; WATS monitors the influence of land use, transportation system changes, employment, demographic and environmental indicators, on the area wide transportation system. WATS structures the monitoring work tasks to facilitate their use in the development and periodic reappraisal of comprehensive plan elements and plan implementation activities, including performance measurement and management. WATS also handles local data requests that contribute to the agency's policies and programs.

2. Plan Development and Detailing: Consistent with policy directives and monitoring activities, WATS researches, reviews, and revises sub-elements of the Washtenaw County Metropolitan Transportation Plan (MTP) and other planning documents when appropriate or when deemed necessary by the Policy Committee. Activities may focus on a specific geographic area, such as a particular transportation corridor or sub-region, center on a specific aspect of an existing or developing plan, or be topic focused. This task also involves strategic discussions regarding priorities including a greater Countywide focus on the issues of equity and economic segregation.

3. Planning Services: WATS performs planning service tasks to ensure broad understanding and consistent use of the planning program's goals, policies and findings by the public, stakeholders and partners. This also allows for strategic partnerships where the overlap of monitoring, development or implementation activities promotes agency policy goals and direction. This section includes participation in relevant committees, task forces, special projects and studies to integrate WATS Plans and Policies as broadly as possible. This section also includes many of the agency's ongoing public involvement activities including online and printed publications and social media curation.

4. Plan Implementation: Incorporating the Washtenaw Area Transportation Study Policy Committee's goals and focus areas into 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 and management of a Transportation Improvement Program (TIP) and related administrative products, and planning and programming of urban and rural Surface Transportation Program (STP) funds, National Highway Performance Program (NHPP), and other state and federal transportation funds. This task also includes the ongoing tracking of active projects and available resources. This task also includes special coordination with the state and federal government regarding technical and policy implementation of work in JobNet, the state's project management program.

5. Program Administration: The purpose of this element is to develop and administer, within the requirements of the Unified Planning Work Program, responsible program and contract management activities. This section ensures efficient and compliant operation of the agency including but not limited to accounting, payroll, transparency and efficient collaboration with SEMCOG, the Michigan Department of Transportation (MDOT), the Federal Highway Administration (FHWA), and local partners.

The five major program elements provide a framework for WATS and The Ride Planning activities. The Federal Highway Administration sets Planning Emphasis Areas to provide added focus on particular elements for planning agencies. A description of those emphasis areas is included below. These emphasis areas provide specific tasks as well as guidance on implementing the Unified Planning Work Program and were provided by the Michigan Division of the Federal Highway Administration.

Emphasis Areas

For the Washtenaw County Fiscal Year (FY) 2024 Unified Planning Work Program Development, the Federal Highway Administration and Michigan Department of Transportation provided emphasis areas for regional transportation planning agencies to focus on in FY 2024 and beyond. If not explicitly stated in individual work tasks, both the federal and state emphasis areas listed below will shape the planning work of WATS, The Ride and other partners.

Federal Emphasis Areas

Tackling the Climate Crisis – Transition to a Clean Energy, Resilient Future

Federal Highway Administration divisions and Federal Transit Administration (FTA) regional offices should work with State departments of transportation (State DOT), metropolitan planning organizations (MPO), and providers of public transportation to ensure that our transportation plans and infrastructure investments help achieve the national greenhouse gas reduction goals of 50-52 percent below 2005 levels by 2030, net-zero emissions by 2050, and increase resilience to extreme weather events and other disasters resulting from the increasing effects of climate change. Field offices should encourage State DOTs and MPOs to use the transportation planning process to accelerate the transition toward electric and other alternative fueled vehicles, plan for a sustainable infrastructure system that works for all users, and undertake actions to prepare for and adapt to the impacts of climate change. Appropriate Unified Planning Work Program work tasks could include identifying the barriers to and opportunities for deployment of fueling and charging infrastructure; evaluating opportunities to reduce greenhouse gas emissions by reducing single-occupancy vehicle trips and increasing access to public

transportation, shift to lower emission modes of transportation; and identifying transportation system vulnerabilities to climate change impacts and evaluating potential solutions. We encourage you to visit FHWA's Sustainable Transportation or FTA's Transit and Sustainability webpages for more information.

[See Executive Order (EO) 14008 on "Tackling the Climate Crisis at Home and Abroad," EO 13990 on "Protecting Public Health and the Environment and Restoring Science to Tackle the Climate Crisis." EO 14030 on "Climate-Related Financial Risk," See also FHWA Order 5520 "Transportation System Preparedness and Resilience to Extreme Weather Events," FTA's "Hazard Mitigation Cost Effectiveness Tool," FTA's "Emergency Relief Manual," and "TCRP Document 70: Improving the Resilience of Transit Systems Threatened by Natural Disasters"]

Equity and Justice⁴⁰ in Transportation Planning

FHWA Division and FTA regional offices should work with State DOTs, MPOs, and providers of public transportation to advance racial equity and support for underserved and disadvantaged communities. This will help ensure public involvement in the planning process and that plans and strategies reflect various perspectives, concerns, and priorities from impacted areas. We encourage the use of strategies that: (1) improve infrastructure for non-motorized travel, public transportation access, and increased public transportation service in underserved communities; (2) plan for the safety of all road users, particularly those on arterials, through infrastructure improvements and advanced speed management; (3) reduce single-occupancy vehicle travel and associated air pollution in communities near high-volume corridors; (4) offer reduced public transportation fares as appropriate; (5) target demand-response service towards communities with higher concentrations of older adults and those with poor access to essential services; and (6) consider equitable and sustainable practices while developing transit-oriented development including affordable housing strategies and consideration of environmental justice populations.

Executive Order 13985 (Advancing Racial Equity and Support for Underserved Communities) defines the term "equity" as the consistent and systematic fair, just, and impartial treatment of all individuals, including individuals who belong to underserved communities that have been denied such treatment, such as Black, Latino, and Indigenous and Native American persons, Asian Americans and Pacific Islanders and other persons of color; members of religious minorities; lesbian, gay, bisexual, transgender, and queer (LGBTQ+) persons; persons with disabilities; persons who live in rural areas; and persons otherwise adversely affected by persistent poverty or inequality. The term "underserved communities" refers to populations sharing a particular characteristic, as well as geographic communities, that have been systematically denied a full opportunity to participate in aspects of economic, social, and civic life, as exemplified by the list in the preceding definition of "equity." In addition, Executive Order 14008 and M-21-28 provides a whole-of-government approach to advancing environmental justice by stating that 40 percent of Federal investments flow to disadvantaged communities. FHWA Division and FTA regional offices should work with State DOTs, MPOs, and providers of

public transportation to review current and new metropolitan transportation plans to advance Federal investments to disadvantaged communities.

To accomplish both initiatives, our joint planning processes should support State and MPO goals for economic opportunity in disadvantaged communities that have been historically marginalized and overburdened by pollution and underinvestment in housing, transportation, water and wastewater infrastructure, recreation, and health care.

Complete Streets

FHWA Division and FTA regional offices should work with State DOTs, MPOs and providers of public transportation to review current policies, rules, and procedures to determine their impact on safety for all road users. This effort should work to include provisions for safety in future transportation infrastructure, particularly those that exclude automobiles.

A complete street is safe, and feels safe, for everyone using the street. FHWA and FTA help Federal aid recipients plan, develop, and operate streets and networks that prioritize safety, comfort, and access to destinations for people who use the street network, including pedestrians, bicyclists, transit riders, micro-mobility users, freight delivery services, and motorists. The goal is to provide an equitable and safe transportation network for travelers of all ages and abilities, including those from marginalized communities facing historic disinvestment. This vision is not achieved through a one-size-fits-all solution – each complete street is unique and developed to best serve its community context and its primary role in the network.

Per the National Highway Traffic Safety Administration's 2019 data, 62 percent of the motor vehicle crashes that resulted in pedestrian fatalities took place on arterials. Arterials tend to be designed for vehicle movement rather than mobility for non-motorized users and often lack convenient and safe crossing opportunities. They can function as barriers to a safe travel network for road users outside of vehicles.

To be considered complete, these roads should include safe pedestrian facilities, safe transit stops (if present), and safe crossing opportunities on an interval necessary for accessing destinations. A safe and complete network for bicycles can also be achieved through a safe and comfortable bicycle facility located on the roadway, adjacent to the road, or on a nearby parallel corridor. Jurisdictions will be encouraged to prioritize safety improvements and speed management on arterials that are essential to creating complete travel networks for those without access to single-occupancy vehicles.

Public Involvement

Early, effective, and continuous public involvement brings diverse viewpoints into the decision making process. FHWA Division and FTA regional offices should encourage MPOs, State DOTs, and providers of public transportation to increase meaningful public involvement in transportation planning by integrating Virtual Public Involvement (VPI) tools into the overall public involvement approach while ensuring continued public

participation by individuals without access to computers and mobile devices. The use of VPI broadens the reach of information to the public and makes participation more convenient and affordable to greater numbers of people. Virtual tools provide increased transparency and access to transportation planning activities and decision making processes. Many virtual tools also provide information in visual and interactive formats that enhance public and stakeholder understanding of proposed plans, programs, and projects. Increasing participation earlier in the process can reduce project delays and lower staff time and costs.

Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD) Coordination

FHWA Division and FTA regional offices should encourage MPOs and State DOTs to coordinate with representatives from DOD in the transportation planning and project programming process on infrastructure and connectivity needs for the Strategic Highway Network (STRAHNET) routes and other public roads that connect to DOD facilities. According to the Declaration of Policy in 23 U.S.C. 101(b)(1), it is in the national interest to accelerate construction of the Federal-aid highway system, including the Dwight D. Eisenhower National System of Interstate and Defense Highways, because many of the highways (or portions of the highways) are inadequate to meet the needs of national and civil defense. The DOD's facilities include military bases, ports, and depots. The road networks that provide access and connections to these facilities are essential to national security. The 64,200-mile STRAHNET system consists of public highways that provide access, continuity, and emergency transportation of personnel and equipment in times of peace and war. It includes the entire 48,482 miles of the Dwight D. Eisenhower National System of Interstate and Defense Highways and 14,000 miles of other non-Interstate public highways on the National Highway System. The STRAHNET also contains approximately 1,800 miles of connector routes linking more than 200 military installations and ports to the primary highway system. The DOD's facilities are also often major employers in a region, generating substantial volumes of commuter and freight traffic on the transportation network and around entry points to the military facilities. Stakeholders are encouraged to review the STRAHNET maps and recent Power Project Platform (PPP) studies. These can be a useful resource in the State and MPO areas covered by these route analyses.

Federal Land Management Agency (FLMA) Coordination

FHWA Division and FTA regional offices should encourage MPOs and State DOTs to coordinate with FLMAs in the transportation planning and project programming process on infrastructure and connectivity needs related to access routes and other public roads and transportation services that connect to Federal lands. Through joint coordination, the State DOTs, MPOs, Tribal Governments, FLMAs, and local agencies should focus on integration of their transportation planning activities and develop cross-cutting State and MPO long range transportation plans, programs, and corridor studies, as well as the Office of Federal Lands Highway's developed transportation plans and programs. Agencies should explore opportunities to leverage transportation funding to support access and transportation needs of FLMAs before transportation projects are programmed in the Transportation Improvement Program (TIP) and

Statewide Transportation Improvement Program (STIP). Each State must consider the concerns of FLMAs that have jurisdiction over land within the boundaries of the State (23 CFR 450.208(a)(3)). MPOs must appropriately involve FLMAs in the development of the metropolitan transportation plan and the TIP (23 CFR 450.316(d)). Additionally, the Tribal Transportation Program, Federal Lands Transportation Program, and the Federal Lands Access Program TIPs must be included in the STIP, directly or by reference, after FHWA approval in accordance with 23 U.S.C. 201(c) (23 CFR 450.218(e)).

Planning and Environment Linkages (PEL)

FHWA Division and FTA regional offices should encourage State DOTs, MPOs and Public Transportation Agencies to implement PEL as part of the transportation planning and environmental review processes. The use of PEL is a collaborative and integrated approach to transportation decision making that considers environmental, community, and economic goals early in the transportation planning process, and uses the information, analysis, and products developed during planning to inform the environmental review process. PEL leads to interagency relationship building among planning, resource, and regulatory agencies in the early stages of planning to inform and improve project delivery timeframes, including minimizing duplication and creating one cohesive flow of information. This results in transportation programs and projects that serve the community's transportation needs more effectively while avoiding and minimizing the impacts on human and natural resources.

Data in Transportation Planning

To address the emerging topic areas of data sharing, needs, and analytics, FHWA Division and FTA regional offices should encourage State DOTs, MPOs, and providers of public transportation to incorporate data sharing and consideration into the transportation planning process, because data assets have value across multiple programs. Data sharing principles and data management can be used for a variety of issues, such as freight, bike and pedestrian planning, equity analyses, managing curb space, performance management, travel time reliability, connected and autonomous vehicles, mobility services, and safety. Developing and advancing data sharing principles allows for efficient use of resources and improved policy and decision making at the State, MPO, regional, and local levels for all parties.

State Emphasis Areas

MDOT's MPO Planning Emphasis Areas for FY 2024/2025

1. Maintenance of the new FY2023-2026 TIP
 - Performance-based planning utilized in project selection
 - Correct Utilization of GPAs
 - Ensure that the public notification for TIP amendments aligns with the MPO's Public Participation Plan
2. Continued involvement and feedback in JobNet application enhancements.
3. Continue to ensure transit projects are accurately shown in the TIP and fiscally constrained, through coordination with local transit agencies and MDOT Office of Passenger Transportation.
4. Clear identification in the UWP of the utilization of a minimum of 2.5% of PL funds and any 5303 funds to be utilized on any specified planning activities to increase safe and accessible options for multiple travel modes for people of all ages and abilities (Complete Streets)
 - 2.5% PL funding needs to be its own task in UWP
 - Any 5303 funds need to be a separate contract
5. As needed, continue to review, evaluate, and update public participation plan (PPP) including consideration of virtual options for public participation.
6. Ensure compliance with Transportation Performance Measures (TPM) requirements, including working with MDOT on data needed to identify how the MPO is working to meet the adopted targets within the MPO planning area.
7. Enhanced Long Range Plan Coordination between MDOT and MPOs
 - Increased coordination and collaboration between MTPs and the SLRTP.
 - Discussion of the next series of MTPs and travel demand models being adopted in the next few years. Several MPOs have MTPs that will need to be adopted between November 2026 and June 2028.
 - SUTA would like to work with MPOs during the FY2024 program to review, approve base year socio-economic data for the models, review in road/transit network updates, etc. and have all these attributes ready for CY2025, when many of these models will begin development.
8. Continue to focus on partnerships utilizing a continuing, cooperative, and comprehensive (3C) approach to transportation planning.
9. Participate in MDOT's TAP TMA Lean Process Improvement (LPI) and facilitate outreach and implementation of the updated process for project selection and programming.

Expanding upon the emphasis areas listed above, additional work tasks for FY 2025 are included below. These tasks are designed to provide guidance on major activities while allowing flexibility based on changing local and regional needs, requirements or unforeseen circumstances. The objectives of each task are included, with a description of the method used to conduct the task, the overall impact of the task, and the proposed products. In addition, work tasks provide the estimated person weeks needed for staff and the estimated budget and funding distribution. A summary of the budget is included at the end of the document.

SUMMARY OF PAST YEAR ACCOMPLISHMENTS

During FY 2023, the Washtenaw Area Transportation Study and Ann Arbor Area Transportation Authority (AAATA) accomplished major activities including:

PLAN MONITORING

- Continued analysis of productivity and performance of fixed route services.
- Completed evaluation of FlexRide microtransit expansions and demand response services via internal review.
- Completed monthly, quarterly, and annual reports incorporating data on ridership, on-time performance, vehicles, and service quality.
- Reviewed bus stop locations for potential changes and accessibility improvements based on ridership and customer requests.
- Ongoing data and information reporting methodologies.
- Worked with internal and external stakeholders to ensure collection and consideration of feedback on service plans and changes.
- Continued collection and analysis of non-motorized count data from mobile and permanent counters
- Calculate traffic growth rates upon request to aid in the development and reviewing of developments and traffic studies.
- Coordination of Highway Performance Monitoring System (HPMS) data collection efforts with local agencies and MDOT.
- Worked with internal and external stakeholders to ensure collection and consideration of feedback on service plans and changes.
- Compilation of annual crash report for Washtenaw County

PLAN DEVELOPMENT AND DETAILING

- Contributed to plan development for significant capital project planning including replacement of the Ypsilanti Transit Center, expansion of the Blake Transit Center, redesigning 4th Avenue between William and Liberty Streets to be more pedestrian and transit friendly, construction of a new bus garage facility, and a future Bus Rapid Transit system.
- Participated in plan detailing efforts for fixed-route Motor Coach Operator employment for upcoming 2024 millage expanded service plan.
- Participated in ReImagine Washtenaw, a multi-jurisdictional effort to redevelop Washtenaw Avenue as a transit/pedestrian/multiple land use corridor, and related planning discussions with Washtenaw County and the Washtenaw Area Transportation Study on sidewalk infill and bus stop accessibility.
- Participated in street design and multimodal planning projects with local municipalities.
- Updated service plans for purchase-of-service and purchase-of-fare partner organizations.
- Continued ridership mapping, route/service zone testing, and development of new schedules.
- Communicated with the public, internal staff, and operators on potential service changes.
- Participated in ReImagine Washtenaw, a multi-jurisdictional effort to redevelop Washtenaw Avenue as a transit/pedestrian/multiple land use corridor, and related planning discussions between WATS and Washtenaw County regarding sidewalk infill and bus stop accessibility.
- Participated in street design and multimodal planning projects with local municipalities.

SERVICES

- Participation of external committees, including the Michigan Transportation Planning Association (MTPA).
- Planning for Statewide MTPA conference
- Planning for 3rd phase of Chelsea POP tactical urbanism project.
- Coordination of SEMCOG's Transportation Coordinating Council.
- Participation on State Transportation Asset Management Council (TAMC) and committees
- Provided technical transportation planning expertise to the public and local technical and elected officials.

PLAN IMPLEMENTATION

- Continued planning for public engagement support of 2024 millage expanded service plan implementation, including launch of a new paratransit services contract, late night fixed route/microtransit service adjustments, and fixed route express service in the Washtenaw corridor, and expanded hours fixed-route services.
- Finalized study to work with vendors and interdepartmental teams on purchased transportation services.
- Utilized Remix online software to enhance service planning.
- Continued data preparation and validation to support TransTrack online planning/operational/financial monitoring software deployment.
- Continued to work with the University of Michigan to assist faculty, staff, and students in using AAATA service in coordination with UM transit service development.
- Updated plans to address road construction projects and the related bus stop amenity improvement opportunities and service disruptions on fixed routes.
- Continued monitoring of CAD/AVL (GIS vehicle tracking), APC (passenger tracking), GFI fare systems, and mobile ticketing in partnership with IT staff.
- Provided planning support for Transit Signal Priority with local partners within the Washtenaw Corridor.
- Implementation and maintenance of FY 2023-2026 Transportation Improvement Program (TIP)
- Review and refinement of Environmental Justice and Opportunity Index evaluation
- Secured greater than 100% of target allocation of Surface Transportation Block Grant (STBG-Urban) funds.
- Tracking of remaining obligation authority and target balance and coordinate project timelines to ensure the maximum amount of funds available are realized by local agencies.
- Local coordination of Congestion Mitigation and Air Quality (CMAQ) and Carbon Reduction Program (CRP) Projects.

PROGRAM ADMINISTRATION

- Prepared inputs and analysis for AAATA operating and capital budgets, including multi-year ridership projections.
- Compiled data for annual audits and National Transit Database (NTD) reporting.
- Updated fixed route planning, scheduling, ridership, on-time performance, and fare revenue systems.
- Coordinated with Fleet and Finance Departments on identifying and documenting peak fixed route vehicle requirements.

- Contributed to Title VI program updates and federally required service and fare impact analyses.
- Ongoing administrative requirements during significant staff turnover.
- Collaboration with county and regional partners to ensure the continuing, comprehensive, and cooperative transportation planning process in Washtenaw County and the Region.
- Fulfilled required reporting and documentation for agency operations
- Prepared inputs and analysis for AAATA operating and capital budgets, including multi-year ridership projections.
- Compiled data for annual audits and National Transit Database (NTD) reporting.
- Updated fixed route planning, scheduling, ridership, on-time performance, and fare revenue systems.
- Coordinated with Fleet and Finance Departments on identifying and documenting peak fixed route vehicle requirements.
- Contributed to Title VI program updates and federally required service and fare impact analyses.

PLAN MONITORING

1.1 WATS DATA RESEARCH, COLLECTION AND ANALYSIS

Purpose:

This task maintains, collects for and expands upon data on Washtenaw County's transportation system, land use, demographic, and other characteristics. Data collected contributes to local, regional and national planning and implementation activities. This task provides a historical basis for comparative analysis of the transportation system with past years, and identifies needed adjustments to the implementation of Metropolitan Transportation Plan projects and the selection of projects for federal funding. This task also provides some of the necessary inputs to travel demand models, the WATS data dashboard, and the performance management process. This task also provides for collection of non-motorized counts data, HPMS data, crash data and asset management data. This also provides for participation on the Michigan Transportation Asset Management Council (TAMC) and related activities. As resiliency, climate change and greenhouse gas continue to shape our policy, this task provides for the collection and analysis of any such data.

This work task provides plan reviews in accordance with P.A. 168 of 1959, which provides for plan reviews by adjacent communities. Regional transportation planning agencies play a significant role in this process as outlined in the task assignments below. This task also provides for the continued research and understanding of regional, state and national planning initiatives. This work task improves and coordinates 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 links land use development and the transportation impacts associated with the land use decisions. This task provides for a review of the regional and statewide initiatives, documents, and processes. This task will also provide for reviewing changes put into place by the Infrastructure Investment and Jobs Act (IIJA) and future rulemaking processes. With preparation for the 2050 MTP to begin in earnest in FY 2024, research into implementation of other agencies and best practices will increase and continue through FY 2023.

Note this task and associated budget includes the 2.5% set aside required for complete streets planning.

Method:

In cooperation with local communities, transportation agencies and planning staffs, WATS develops or obtains updated information on demographics, land use, system usage, and all aspects of the transportation system. Examples include but are not limited to population, dwelling units, employment, Master Plans and Zoning Ordinances, and traffic counts and information. WATS analyzes and participates in short and long range planning efforts and evaluates the WATS Long-Range Transportation Plan objectives, assumptions, and recommendations using this data. WATS also works with the AAATA to collect and analyze transit data, such as, service hours, routes; fixed route stop locations, ridership, needs, vehicles, and expenditures from the appropriate public and private agencies. In addition, WATS inventories sidewalk and bikeway facilities and bicycle

crashes and is creating a non-motorized count program which builds on the data already being collected by three permanent counters and two mobile counters. A critical component to major data sets is cooperation with SEMCOG. As WATS continues to work with SEMCOG to define a future for travel demand modeling in Washtenaw County, staff will continue to evaluate alternative data sources, structures, and needs. WATS continues to work with local agencies to transition all traffic counts to a regional traffic count database, which will streamline the HPMS process. WATS will continue to track and update data points related to local, regional and statewide performance measures. This task also includes research related to new planning tools, techniques and best practices related to data collection, management and analysis. Analysis and research will continue into resilience, climate change and related policy and programmatic efforts. Additionally the results and the continuing impacts of the pandemic on economics, land use, growth forecasts and travel patterns will continue to be analyzed. Asset Management tasks, both data collection as well as those that support the strategic vision of the Transportation Asset Management Council are included in this task. This task will provide for ACUB updates and the process to update National Functional Classification map following final ACUB approval.

WATS also routinely looks for ways to enhance staff capacity and skills as well as best practices at other agencies. This task also includes research related to new planning tools, techniques and best practices in the field of Transportation. Additionally, WATS is working to administer the program with specific care to issues of equity. This is a collaborative effort with Washtenaw County and The Ride. WATS will participate in sessions, trainings and webinars to increase knowledge of data, tools, process, and best practices.

1.1 DATA COLLECTION AND ANALYSIS

PRODUCTS:

1. New, expanded and updated data files
2. Updated FHWA data files with field data
3. HPMS count coordination
4. Classification and Non-trunkline Federal Aid Count Coordination
5. Updates to online data sources
6. Management of data sets for the WATS travel demand model
7. Modeled traffic projections as requested
8. Annual Washtenaw County Traffic Crash Report and Crash analysis upon request
9. Discussion, research and inclusion of various safety and security related issues in WATS plans and products
10. Asset Management training, ratings, data processing and PASER ratings on the WATS website
11. Continuously monitored and updated data dashboard
12. Archive record of previous data points and historical data management
13. Monitoring of data trends related to local and state performance measurement and target setting
14. Evaluation of new data sets and tools
15. National Functional Classification (NFC) update process
16. Copies or links of plans reviewed
17. Copies or links to plan comments

- 18. Provision of Asset Management Data, National Functional Classification, and other requested or critical data to local units of government for inclusion in plan updates
- 19. Participation in best practice webinars
- 20. Review and consideration of a wide range of best practice documents and processes
- 21. List of webinars and virtual conferences attended

FY 2025

PERSON/WEEKS:

17

BUDGET:

Personnel	\$40,647
Indirect	<u>\$8,452</u>
	\$49,099

WATS DISTRIBUTION:

Consolidated Planning Grant	\$40,188
Local match	\$8,912
Total	\$49,099

1.2 COMPLETE STREETS PLANNING

Purpose:

This task calls out 2.5% of funding dedicated to complete streets planning as required by federal law. Complete streets planning includes but is not limited to, non-motorized data collection and analysis, multi-modal best practice discussions with regional partners and education on complete streets best practices.

Method:

In cooperation with local agencies WATS will promote complete streets best practices and work with interested communities to consider various options. WATS will review project applications to insure complete street treatments are considered.

PRODUCTS:

- 1. Review of Complete Streets best practices
- 2. Review of non-motorized count data
- 3. Coordination of discussion of updated bicycle/non-motorized map

FY 2025

PERSON/WEEKS:

6

BUDGET:

Personnel	\$14,346
Indirect	<u>\$2,983</u>
	\$17,329

WATS DISTRIBUTION:

Consolidated Planning Grant	\$14,184
Local match	\$3,145
Total	\$17,329

PLAN MONITORING

1.3 AAATA RIDERSHIP AND SERVICE DATA COLLECTION AND COMPILATION

PURPOSE

To collect, organize, and compile data on the directly-operated and subcontracted services of the Ann Arbor Area Transportation Authority. This data and the reports produced will be used for monitoring and evaluating services and operations, developing and analyzing solutions to improve services and operations, and planning for short and long-range service modifications and enhancement.

METHOD

Data will be collected on an ongoing basis on all aspects of AAATA's operations. Operators providing services under contract to AAATA will also provide data on their operations to AAATA. AAATA will organize and compile the data and prepare regular reports for use by management and the AAATA 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 AAATA 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 AAATA's operations relative to these standards. The data will also be organized and compiled to prepare reports on AAATA operations 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 and trip patterns on fixed route service, and the level of satisfaction, trip 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 AAATA management and Board of Directors.

Analysis of the capabilities of existing information systems will be compared with AAATA requirements in management information, customer information, fare collection, vehicle systems, automatic vehicle location, driver and vehicle scheduling and geographic information systems. AAATA will analyze the need for new and updated hardware and software to fulfill unmet requirements, as well as to maintain and improve existing information systems. AAATA will procure software and develop programs to meet the requirements, develop and upgrade web-based information, and explore the ability to extend customer information to new electronic media.

PRODUCTS

1. Quarterly reports of operating statistics.
2. Annual service report.
3. Annual Federal National Transit Database report.
4. Annual State report.
5. Quarterly State and Federal grant reports.
6. Survey results.
7. Development and maintenance of databases for ridership, on-time performance, service delivery, personnel, operations, and finance.
8. Integration of data including real-time information for presentation on the AAATA website and other electronic media.

PLAN MONITORING:
AAATA RIDERSHIP AND SERVICE DATA COLLECTION AND COMPILATION

PERSON-WEEKS: **FY 2025**
15

BUDGET:
Personnel \$29,100
Fringes \$2,200
Total **\$31,300**

AGENCY DISTRIBUTION:
Federal
5303 \$12,583
AAATA \$18,717
Total **\$31,300**

PLAN DEVELOPMENT

2.1 WATS TRANSPORTATION PLANS DEVELOPMENT AND REFINEMENT

OBJECTIVES:

This Work Task allows for the development, monitoring and update of WATS Transportation Plans. This Work Task promotes the use of the WATS long-range transportation planning process and the Metropolitan Transportation Plan in the development of transportation improvement and maintenance programs and projects. This task will focus on ongoing maintenance of the 2050 LRP. Significant support will be necessary for ongoing transit planning efforts including TheRide's Master Plan, Regional transit efforts, and transit service in rural and small urban portions of the county.

METHOD:

A long range, financially constrained, transportation plan allows for efficient prioritization of necessary projects throughout Washtenaw County, regardless of jurisdiction. This work task includes the necessary public meetings and staff effort to manage plan amendments including adjusting required fiscal constraint, continued public involvement, engagement and education, and any necessary updates to environmental justice or environmental mitigation analyses. This task also provides for staff research and practice incorporating planning tools and strategies to support the US DOT ladders of opportunity and other equity initiatives. Additionally, will provide significant support to local and regional transit planning efforts. Staff will continue performance based planning efforts as they relate to targets from the 2050 MTP. WATS will partner with SEMCOG to incorporate and help implement the findings of regional documents such as the Access to Core Services and other regional and state plans.

PRODUCTS:

1. Documents related to the implementation of the 2050 Long Range Plan including working papers and related data files
2. Updated Transportation Revenues and fiscal constraint demonstration as needed
3. Updates and changes to planned improvement maps and project information
4. Updated Plan related items on the WATS Website
5. Enhanced consultation with partners and stakeholders
6. Metropolitan Transportation Plan Amendments
7. Metropolitan Transportation Plan Environmental Justice Analysis and Equity Analysis
8. Metropolitan Transportation Plan Environmental Mitigation Analysis as coordinated with SEMCOG
9. Participation and data provision necessary to feed the National Environmental Policy Act (NEPA) process.

10. Review and update as necessary other planning documents

2.1 TRANSPORTATION PLAN DEVELOPMENT AND REFINEMENT (CONTINUED)

FY 2025

PERSON/WEEKS:

12

BUDGET:

Personnel	\$28,692
Indirect	<u>\$5,966</u>
	\$34,658

WATS DISTRIBUTION:

Consolidated Planning Grant	\$28,368
Local match	\$6,290
Total	\$34,658

2.2 WATS TRANSPORTATION DATA TOOLS AND SEMCOG COLLABORATION

Purpose:

Transportation analysis tools and the data behind them is critical for efficient transportation planning. The Washtenaw Area Transportation Study is moving to use SEMCOG's Travel Demand model to help analyze impacts on the supply and demand side of transportation, however, many other tools are critical in analyzing the changing transportation system. This marks a departure from a separately calibrated, redundant countywide model. This task provides for further collaboration with SEMCOG to evaluate and purchase new tools across the multiple facets of transportation planning including but not limited to travel demand, safety, resiliency and equity.

METHOD:

This Work Task allows for the purchase, maintenance, management and continued improvement of data sources and tools to aid in the analysis of the transportation system. It supports the model network maintenance and development for the future. The future of local travel demand modeling will require increased coordination with SEMCOG to ensure the inputs and outputs of travel forecasting and other data tools are aligned between the two agencies. Even with a unified model, WATS will be able to perform independent runs and operate the model internally. It allows continued refinement of the travel demand modeling process, and other analysis tools used for the long-range transportation plan periodic update for Washtenaw County and for local/regional impact analysis. This task also allows for additional modeling work necessary to fulfill public and local agency requests. WATS will work with SEMCOG, MDOT and other partners to determine needed data sets and coordinate timelines. Local modeling and other data analysis capabilities are critical to future long range planning and scenario planning efforts and the analysis of the regional transportation system. These essential capabilities contribute to the success of Intelligent Transportation Systems (ITS), travel demand projections, safety analysis, project selection and responsive site impact analyses, general economic and land development analysis for communities in Washtenaw County.

Note that direct costs to SEMCOG for their staff time and any funding towards a transportation messaging campaign with a focus on safety are provided separately.

PRODUCTS:

1. Working papers and data files
2. Computer files of model attributes
3. Updated highway networks as needed or requested
4. Updated transit networks as needed or requested
5. Updated model resource code as needed
6. Additional model runs as requested
7. Participation in regional discussions on direction and needs for updating the WATS model
8. Evaluation of additional tools including those for travel demand, safety, resiliency and equity
9. Scoping of model improvements and refinements with SEMCOG
10. Review of state of the modeling practice and best practices
11. Data purchases and coordination with SEMCOG if necessary.

2.2 WATS TRANSPORTATION DATA TOOLS AND SEMCOG COLLABORATION

FY 2025

PERSON/WEEKS:

15

BUDGET:

Personnel	\$35,865
Indirect	<u>\$7,458</u>
Direct (SEMCOG)	<u>67,000</u>
	(WATS Total) \$43,323

WATS DISTRIBUTION:

Consolidated Planning Grant	\$35,460
Local match	\$7,863
SEMCOG Local Match	\$14,857
Total	(WATS Total) \$43,323

2.3 PERFORMANCE MEASURES, PERFORMANCE BASED PLANNING

OBJECTIVE:

This Work Task continues the development and refinement of performance measurement as WATS implements its performance-based planning process. This task also collects, updates and maintains data related to the goals and objectives of WATS planning documents for implementation of dashboard style metrics on the WATS website. These analyses and visualizations will focus on performance measures to gauge the success of planning efforts. This will allow staff to refine performance measures. This work task may also evaluate performance measures in a series of topic papers which will frame policy and planning issues by analyzing measures both individually and as logical groups. The ultimate goal of better tying WATS products and prioritization to their influence on Long Range Plan goals. This task also helps ensure transportation planning and implementation efforts are geared towards enhancing livability and promoting equity. This task also collects data which will be used towards measurement against national performance goals including those related to safety, infrastructure, congestion, system reliability, freight movement and economic vitality, environmental sustainability and project streamlining.

METHOD:

WATS will use information collected for the data dashboard and other data sets to monitor progress towards adopted targets as well as to measure trends for measures that do not have specific targets set. Topic papers, if necessary, which frame issues in a logical way will be developed and distributed. This will also involve creative visualizations of information. WATS will coordinate with SEMCOG, MDOT and other MPO partners to establish targets in accordance with both the Bipartisan Infrastructure Law (BIL) as well as local performance measures. Pandemic related information, when available, will also be referenced and considered as part of planning related products.

PRODUCTS:

1. Topic papers/memos framing planning and policy issues
2. Management and update of the performance measurement section of the WATS website
3. Involvement in national and state discussions of performance-based planning
4. Maintaining 2050 LRP Measures

2.3 PERFORMANCE MEASURES, PERFORMANCE BASED PLANNING (CONTINUED)

FY 2025

PERSON/WEEKS: 7

BUDGET:

Personnel	\$16,737
Indirect	<u>\$3,480</u>
	\$20,217

WATS DISTRIBUTION:

Consolidated Planning Grant	\$16,548
Local match	\$3,669
Total	\$20,217

2.4 CHELSEA AREA TRANSPORTATION STUDY

OBJECTIVE:

The City of Chelsea and neighboring jurisdictions will engage in a regional transportation study to understand the current and future motorized and non-motorized transportation infrastructure needs of the area. The study will be a collaborative effort designed to understand the existing and future transportation needs of the region. The study should be based on the communities' goals and long-term land use plans. The results of this study will help inform decision makers in local municipalities and agencies with jurisdiction over transportation facilities. The study should provide strategies and direction focused on planning for future growth and prioritizing resources needed for maintaining existing or developing new transportation infrastructure.

METHOD:

WATS, in coordination with the City of Chelsea and other interested regional stakeholders will develop an RFP for consultant service to perform the work outlined in this task. WATS, in coordination with the City of Chelsea and other stakeholders will serve as a steering committee during plan development.

BUDGET:

WATS BUDGET DISTRIBUTION:

Consolidated Planning Grant	\$67,000
Local match	\$14,857
Total	\$81,857

2.5 AAATA STRATEGIC SERVICE PLAN

PURPOSE

To monitor TheRide’s 2045 Long-Range Plan implementation, update AAATA capital programs, and review and update AAATA service standards and guidelines.

METHOD

AAATA completed its long-range plan “TheRide 2045” in 2022. AAATA will continue working with all internal and external stakeholders and the public to monitor the progress of the plan’s implementation and make updates to the capital program and timelines as new information becomes available. Separately, AAATA service standards/guidelines will be reviewed and updated based on the agency’s long-term vision, community expectations, existing service analysis, and industry best practices.

PRODUCTS

1. TheRide 2045 Long-Range Plan monitoring reports.
2. Updated capital plans.
3. Updated service standards and guidelines.

PLAN DEVELOPMENT AND DETAILING: AAATA STRATEGIC SERVICE PLAN

	<u>FY 2025</u>
<u>PERSON-WEEKS:</u>	5

<u>BUDGET:</u>	
Personnel	\$9,700
Fringes	<u>\$700</u>
Total	\$10,400

<u>AGENCY DISTRIBUTION:</u>	
Federal	
5303	\$1,000
AAATA	<u>\$9,400</u>
Total	\$10,400

2.6 AAATA TRANSPORTATION PROGRAM DEVELOPMENT AND DETAILING

PURPOSE

Working within the framework outlined by AAATA's "TheRide 2045" Strategic Service Plan, conduct the planning and analysis necessary to develop medium- and longer-range plans which provide the basis for the development of capital, planning, and operating program development. Coordinate development of AAATA's transportation plans with other units of government, and public and private agencies. Examine the potential for service coordination, expansion, and privatization and develop alternative financing techniques. Involve and inform the public of medium and long-range plans in coordination with other planning entities. This program element will result in the further development of medium and longer-range plans by the AAATA 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 AAATA in compliance with federal and state regulations.

METHOD

Perform analyses 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 AAATA. Develop current and future service costs to monitor cost-effectiveness and provide analysis of service alternatives. Coordinate AAATA's efforts with governmental bodies, planning organizations, civic and business groups, organizations representing seniors, persons with disabilities, and public and private transportation providers. AAATA will work with local agencies to increase the regional coordination of transportation services for persons with disabilities and seniors. Develop solicitations for service operations as required, prepare contract documents, monitor services and contract compliance, and maintain liaison with private operators. AAATA will develop plans 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.

In coordination with WATS, this program will include projects to explore, evaluate, develop, pilot, and implement the future of public transportation options to improve overall mobility of our community. AAATA will review innovative technologies, approaches, tools, and best practices related to mobility, identify opportunities to apply these new forms of transportation, explore and develop smart partnerships and alternatives to traditional bus network systems that complement and better serve different aspects of our community's travel. Additional joint regional efforts will include alternative service design and delivery, intermodal connections, first- and last-mile solutions, technological industry advancements, and partnership with other transportation service providers and technology firms.

This program will also include a bus stop accessibility plan to improve overall access to AAATA's fixed-route network including connections to other transportation modes. A bus stop inventory is to be updated and maintained to document the status of all existing bus stops and passenger amenities. Bus stop standards and guidelines are to be reviewed and updated to ensure compliance to the regulatory requirements with consideration of best practices. A gap analysis will be conducted against updated stop standards to identify areas for improvement related to accessibility. The final plan would also include technology recommendations and cost estimates. In addition, AAATA will

identify locations adjacent to transit stops where gaps in sidewalk infrastructure inhibit or prevent easy access to and use of public transportation.

Finally, this program will include an ongoing analysis of park and ride services in the greater Ann Arbor area and develop plans to address those needs. Key tasks of this project would include a review of existing park and ride services provided by the AAATA, an analysis of existing and projected demographic information and travel patterns in the region, an assessment to identify gaps and needs for park and ride services, and a detailed plan to address such needs. The plan would identify locations, required facilities and services, as well as associated costs for the recommended plan.

PRODUCTS

1. 3- to 5-year service plans.
2. Bus stop accessibility review and planning.
3. Sidewalk to transit access gap infill planning in coordination with WATS.
4. Park and Ride service review.
5. Mobility innovation and integration.
6. Long-range capital and operating forecasts for Regional Transportation Plan input.
7. Unified Planning Work Program (UPWP).
8. Transportation Improvement Program (TIP).
9. Coordinated public transportation plans with other regional agencies.
10. Operating agreements with local units of government.
11. Analysis of potential for service coordination/expansion/privatization.
12. Solicitations and contracts for service operated by private companies.

**PLAN DEVELOPMENT AND DETAILING:
AAATA TRANSPORTATION PROGRAM DEVELOPMENT AND DETAILING**

	<u>FY 2025</u>
<u>PERSON-WEEKS:</u>	10

<u>BUDGET:</u>	
Personnel	\$19,400
Fringes	<u>\$1,500</u>
Total	\$20,900

<u>AGENCY DISTRIBUTION:</u>	
Federal	
5303	\$2,000
AAATA	<u>\$18,900</u>
Total	\$20,900

2.7 AAATA DETAILED SHORT-TERM SERVICE PLAN

PURPOSE

To use a clearly defined set of service standards to provide the framework for a detailed analysis of current service delivery, structure, and performance as community needs and expectations for service evolve. Resources available to AAATA change over time, driving the need to optimize the system efficiency, while maintaining or improving the quality of AAATA services.

Using medium-ranged, 5-year service plans as a framework, analyses will be performed using service performance data and feedback from service users and other internal/external stakeholders to develop an annual service plan including detailed service recommendations and associated resource requirements. Service standards will be used to balance the social benefits and equity of service characteristics such as geographic coverage, demographic opportunities, and length-of-travel-time against environmental effects, and financial constraints.

METHOD

AAATA will use ridership and other service performance data to complete detailed analyses of existing services. AAATA will review best practices for use in updates of service standards and other criteria used for evaluation of service operations. AAATA will perform such analyses to review compliance with service standards, to respond to changing operating, financial, and organizational conditions, and to address concerns expressed by internal and external stakeholders. AAATA will develop service alternatives based on this analysis and solicit feedback from internal and external stakeholders as necessary using channels such as public hearings, meetings, and online/printed communications to help in the evaluation of alternatives. AAATA will evaluate and organize service alternatives into a one- to two-year service plan which outlines priorities for implementation and perform internal planning work necessary to implement service changes including development and analysis of operator and vehicle scheduling. AAATA will create informational materials for both staff and the public such as brochures, schedules, timetables, and information displays.

PRODUCTS

1. 1- to 2-year service plans.
2. Detailed analysis of existing services.
3. Detailed service recommendations.
4. Estimates of vehicle requirements, service hours, and operating expenses.
5. Vehicle scheduling and operator work assignments.
6. Communications materials.
7. Public and stakeholder engagement sessions.

**PLAN DEVELOPMENT AND DETAILING:
AAATA DETAILED SHORT-TERM SERVICE PLAN**

PERSON-WEEKS: FY 2025
20

BUDGET:
Personnel \$47,730
Fringes \$3,701
Total \$51,431

AGENCY DISTRIBUTION:
Federal
WATS PL 112 \$31,731
5303 \$5,000
AAATA \$14,700
Total \$51,431

PLANNING SERVICES

3.1 WATS PARTICIPATION AND COLLABORATION

OBJECTIVES:

This task includes WATS' participation in other federal, state, regional, or local transportation studies, activities, and initiatives not incorporated directly in the Unified Work Program. This work task ensures that local studies and initiatives consider a regional transportation perspective. This task ensures that transportation planning in Washtenaw County is regional and coordinated. In addition to providing technical planning assistance, WATS staff gain insight through participation in special studies, committees, conferences, and board and commission meetings. This task also seeks to educate the public on the transportation system, its use, and how to stay involved in the planning process. Additionally, this task provides for assistance to local communities interested in deploying innovative techniques toward transportation and livability such as tactical urbanism. This task will also emphasize participation with planning and environmental linkages (PEL) processes and the NEPA process.

METHOD:

Staff participates in committees, conferences, studies, and meetings that relate to transportation and land use or sustainable practices. Examples include: SEMCOG's Transportation Coordinating Council, SEMCOG's TIP Development Committee, the Michigan Transportation Planning Association, Michigan Transportation Technical Committee, Washtenaw County Greenways Advisory Committee, etc. This also includes newly formed committees or groups based on changing regulations and priorities such as SEMCOG's Access to Core Services effort. Staff also informs member agencies of training available to their staff as well as the Committee Members.

PRODUCTS:

1. Monthly summary of activities included in WATS' progress reports
2. Reporting of meetings and external participation.
3. Important legislation and upcoming meetings for both Technical and Policy Committees as needed
4. Written comments on other studies as appropriate
5. Preparation and distribution of various maps, program guidelines and other transportation or land use materials for outside groups or agencies
6. Support and planning for innovative solutions including tactical urbanism
7. Public presentations as requested
8. Record of participation in internal and external meetings related to general and special interest planning
9. PEL study and process involvement and meeting attendance

3.1 WATS PARTICIPATION AND COLLABORATION (CONTINUED)

FY 2025

PERSON/WEEKS: 27

BUDGET:

Personnel	\$64,557
Indirect	\$13,424
	\$77,981

WATS DISTRIBUTION:

Consolidated Planning Grant	\$63,827
Local match	\$14,154
Total	\$77,981

3.2 WATS EDUCATION, PUBLICATIONS, AND ELECTRONIC COMMUNICATIONS

Purpose:

This work task provides information and public comment opportunities on WATS transportation activities to interested citizens, elected officials, other transportation planning agencies, local agencies, communities, and interest groups. WATS will focus on producing education tools for a variety of audiences based on transportation plans, locally defined needs, and explaining issues related to local, state and federal regulations. The focus on education will improve the communication and cooperation between local citizens, elected officials, and local agencies relating to transportation issues.

METHOD:

This task includes the publication of WATS reports such as Funding Transportation in Washtenaw County, newsletters/blog posts, educational brochures and the development and update of the WATS' website. Newsletters and blog posts contain current information on transportation projects, studies, and transportation and land use activities nationally and of WATS and its member agencies. The WATS Website is a focus area for information dissemination about WATS, meetings, transportation data, previous plans and products, current and previous unified planning work programs as well as an information request function. WATS manages the website, weblog and social media in house. WATS uses electronic communications and social media to educate the public, disseminate information and request feedback as well as provide links and information to transportation related news. WATS will also utilize new visualization programs to help facilitate this task. Additionally WATS will participate with SEMCOG as they develop and implement transportation information campaigns with a focus on safety.

PRODUCTS:

1. Online news articles and website postings
2. Transportation information and educational brochures/electronic media
3. Maintain and update educational brochures Website, weblog, twitter and Facebook updates
4. Update of Public Participation Plan as needed
5. General marketing
6. General public involvement
7. Enhanced and expanded SEMCOG messaging campaign for safety and other transportation issues (PL provided from WATS to SEMCOG, budget called out separately)

3.2 WATS EDUCATION PUBLICATIONS AND ELECTRONIC COMMUNICATIONS (CONTINUED)

FY 2025

PERSON/WEEKS:

27

BUDGET:

Personnel	\$64,557
Indirect	\$13,424
	\$77,981

WATS DISTRIBUTION:

Consolidated Planning Grant	\$63,827
Local match	\$14,154
Total	\$77,981

PLAN IMPLEMENTATION

4.1 WATS TRANSPORTATION IMPROVEMENT PROGRAM AND FEDERAL FUND MANAGEMENT

OBJECTIVES:

This task prepares, amends, and documents a four-year Transportation Improvement Program (TIP) aiding in the orderly implementation of the WATS Metropolitan Transportation Plan in conformance with applicable rules and regulations from the Bipartisan Infrastructure Law (BIL). The TIP includes documentation ensuring compliance with federal, state, and regional requirements regarding fiscal constraint, the planning process as well as Title VI compliance, Environmental Justice Analysis and other analysis as required. This task will focus on the continued development and maintenance of the WATS TIP and its interface with other documents, goals, and processes. This task also develops and manages federal funds including the Surface Transportation Urban, Small Urban, and Rural Programs as well as Transportation Economic Development Funds Category D (TEDF-D) program in Washtenaw County. This task periodically reviews and updates the WATS Federal Funding Policies. The long-range plans and management systems are consistent with the intent of MAP-21 and the FAST Act and the Bipartisan Infrastructure Law. This work task provides assistance to local agencies and units of government in completing planning studies and implementing projects and programs which relate to transportation issues in Washtenaw County. This assistance includes researching funding options, assisting with and processing funding applications, providing supportive data and analysis, serving on planning and project advisory committees, or managing contracts. This Project Assistance Work Task allows WATS staff, the Technical, and the Policy Committees to respond in an appropriate amount of time to local concerns and transportation analysis needs. Significant work will go into the updating and implementation of the FY 2026-2029 TIP. With the passage of the Bipartisan Infrastructure Law (BIL), this task will include the planning and programming of new funding sources and programs with an added emphasis on the impacts of climate change and the importance of resiliency in planning. This task will seek to include review and analysis of the Justice 40 initiative and both the quantitative and qualitative impacts of transportation investment and policy.

METHOD:

In cooperation with local implementing agencies, WATS develops a comprehensive TIP for Washtenaw County that includes transportation projects for all surface transportation modes, including locally funded projects that are regionally significant. The WATS TIP is developed and maintained as consistently with regional partners as possible while maintaining the detail requested by the WATS Policy Committee as they influence transportation's effects on the County. The WATS TIP is incorporated into SEMCOG's Regional TIP and the State TIP. WATS also processes any necessary amendments or administrative changes to the adopted TIP throughout the fiscal year.

WATS maps and analyzes the TIP and any amendments for compliance with Title VI and Environmental Justice requirements using GIS and the public involvement process. WATS also reviews project's impact on areas of low and very low opportunity based on the County's Opportunity Index. WATS posts notices of the development of the TIP and TIP amendments on the WATS website for the

30-day public comment period. Additional opportunities for public involvement are created based on the WATS Public Participation Plan. In compliance with MAP-21 and FAST-Act, WATS produces and posts lists of obligated projects at the end of the calendar year. With an increased focus on equity in Washtenaw County, WATS will work with local partners to evaluate the impacts of programmed projects through an equity lens.

WATS staff monitors potential funding sources, informs, and assists local agencies and member units of government in obtaining transportation funds for eligible transportation activities. In addition, WATS provides 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. WATS' involvement (project assistance) in previous studies has promoted the coordination and prioritization of multi-modal transportation alternatives and sustainable funding relating to the Metropolitan Transportation Plan.

Staff will work with the local communities and the public to identify and coordinate opportunities to implement the WATS Long Range Plan, visionary plans and other planning documents. WATS will also coordinate discussions with local communities, the Ann Arbor Area Transportation Authority, and other transit service providers. WATS will meet with local communities as needed to coordinate local plans and policies related to both land use and transportation. Of special consideration throughout all Implementation activities are considerations for people with disabilities, rural and paratransit service, and towards a goal of equity. Staff will continue to support local planning efforts underway in the county. Some of these studies include the AAATA (THE RIDE) Master Plan, AAATA (THE RIDE) route analysis, the ReImagine Washtenaw effort. WATS will also assist with MDOT led studies initiated in Washtenaw County or at the State level.

PRODUCTS:

1. Maintain Washtenaw County TIP with subsequent amendments or administrative modifications as necessary
2. Continued refinement and analysis of FY 2023-2026 TIP
3. Supplemental TIP documentation as necessary
4. Documentation of public involvement and engagement process
5. Environmental Justice and Environmental Mitigation Analysis process review and documentation
6. Equity analysis for low and very low opportunity areas as defined by the Washtenaw County Office of and Community and Economic Development's Opportunity Index
7. Annual Listing of Obligated Funds
8. Participation in regional and state discussions to develop methods to streamline the TIP process
9. Projects entered to regional/state project tracking systems
10. Adopted STP Urban, STP Rural, and TEDFD priority programs including project description
11. Minutes of Federal Aid Committee meetings
12. Memorandums and correspondence
13. Prioritization process for CMAQ
14. Project evaluations using WATS criteria
15. Continued refinement of project evaluation process and WATS federal funding policies
16. Record of technical assistance provided to partners

- 17. Letters of support for grant applications
- 18. Memos and other communications
- 19. Record of participation in internal and external meetings related to the TIP and federal funding

FY 2025

PERSON/WEEKS: 69

BUDGET:

Personnel	\$164,979
Indirect	\$34,306
	\$199,285

WATS DISTRIBUTION:

Consolidated Planning Grant	\$163,115
Local match	\$36,170
Total	\$199,285

4.2 AAATA SHORT RANGE PLAN ANALYSIS AND OPERATIONS EVALUATION

PURPOSE

This project will provide the analytic underpinnings for the implementation and assessment of AAATA's annual service plans, for the evaluation of changes to operations, and for informing and involving service users and other interested parties about changes to operations and plans.

METHOD

To communicate changes to operations as outlined by annual service plans, AAATA will conduct public information activities including public meetings, mailings, and online postings along with the development and distribution of informational materials such as schedules, timetables, and brochures.

AAATA will collect information from service users and internal/external stakeholders on service usage along with concerns and requests for improvements/changes to services operated directly by or under contract to the agency. This information and other operational data (such as ridership, on-time performance, etc.) will be used to provide detailed analyses of implemented service changes and other service characteristics. Such analyses will be performed on an on-going basis as well as in response to expressed concerns of service users and other internal/external stakeholders.

Operational analyses will be used to prepare recommendations for service alternatives in response to changing operating, financial, and organizational conditions. These alternatives will be used to guide updates to annual, medium-, and long-range plans.

AAATA will continually assess bus stops and boarding areas (including locations and amenities) to develop plans for the maintenance and improvement of safety, convenience, and accessibility of boarding locations. Concerns and requests for improvements at bus stops and boarding areas will be collected from service users and other internal/external stakeholders.

PRODUCTS

1. Database for internal/external stakeholder service requests and concerns.
2. Database for internal/external stakeholder bus stop requests and concerns.
3. Databases for ridership, on-time performance, and other operational characteristics.
4. Service change alternatives/reports.
5. 1- to 2-year boarding area/bus stop improvement plans.
6. Public information materials.
7. User guides.

**PLAN IMPLEMENTATION:
AAATA SHORT RANGE PLAN ANALYSIS AND OPERATIONS EVALUATION**

PERSON-WEEKS: **FY 2025**
45

BUDGET:
Personnel \$87,200
Fringes \$6,700
Total \$93,900

AGENCY DISTRIBUTION:
Federal
WATS PL 112 \$35,000
5303 \$25,000
AAATA \$33,900
Total \$93,900

PROGRAM ADMINISTRATION

5.1 WATS UNIFIED PLANNING WORK PROGRAM, GENERAL PROGRAM MANAGEMENT

PURPOSE:

The primary purpose of this work task is to conduct those activities necessary for the efficient operation of WATS, its Committees and the planning process. This task also documents work accomplished and funds expended to ensure that such expenditures are in conformance with the appropriate regulations. This work task ensures that the transportation planning process for Washtenaw County is comprehensive, coordinated, and continuing, meeting all state and federal requirements. This task also develops a Washtenaw County Unified Work Program for FY 2025, monitors and amends the implementation of this, the FY 2024 Unified Work Program as necessary. The Unified Work Program is the document that guides the work of WATS, staff, and consultants. The work program addresses the local, State, and federal priorities for transportation planning. Additionally, compliance, and other administrative requirements are monitored and implemented as part of this task. This task also documents the improvements to the planning process implemented together by the Michigan Department of Transportation (MDOT), the Southeast Michigan Council of Governments (SEMCOG), and WATS. This work task ensures that the transportation planning process for Washtenaw County is comprehensive, coordinated, and continuing. This task also provides for any human resources issues, hiring process, and other administrative issues of the agency as necessary.

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 and between WATS, SEMCOG, SCCOTS, Transit Agencies, and MDOT. Additionally staff will Meet with local, State, and Federal officials to review the status of the current and the development of the future Unified Work Program. Include special interest topics as identified by MDOT, FTA, EPA, HUD, or FHWA staff. Meet with local technical staff and committee members for input into the work program development.

Staff carries out routine financial transactions in accordance with adopted WATS procedures and approved accounting standards. Staff prepares and WATS Policy Committee approves the quarterly financial statements summarizing these transactions. Staff prepares and provides information to a payroll company which then files quarterly and annual tax filings and unemployment reports as required. Staff works with an auditor each year to ensure financial accountability and accuracy.

Monthly progress reports and billings summarizing activities and expenditures are prepared and distributed to SEMCOG and MDOT. WATS contracts with auditors to conduct audits every year to determine the fiscal integrity of financial transactions and the compliance with laws, regulations, and administrative requirements. These audits are sent to the Michigan Department of Treasury.

5.1 WATS UNIFIED PLANNING WORK PROGRAM AND GENERAL PROGRAM MANAGEMENT (CONTINUED)

Additionally, the method for the planning process is outlined in the three-signed Memorandum of Understandings of Planning Responsibilities between MDOT, SEMCOG, and all regional planning agencies and between SEMCOG, WATS, and AAATA (THE RIDE) as well as with the Pass-Through Agreements with SEMCOG.

The WATS staff attends the Regional Planning Partners meetings and other coordination meetings with SEMCOG and MDOT staff.

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. Quarterly and annual tax filings (via payroll company)
6. Annual Administrative Budget
7. Annual project completion report
8. Reviewed and updated as necessary STP funding applications
9. FY 2024 Unified Work Program amendments as necessary
10. Draft FY 2025 Unified Work Program and Budget
11. Adopted FY 2025 Unified Work Program and Budget
12. FY 2024 Administrative Budget and amendments as necessary
13. Audit Report
14. Memorandums of Understanding and amendments as necessary
15. Comprehensive Transportation Improvement Program
16. Comprehensive Metropolitan Transportation Plan
17. Comprehensive Planning Process
18. Participation in Certification process

FY 2025

PERSON/WEEKS: 22

BUDGET:

Personnel	\$52,602
Indirect	\$10,938
	\$63,540

WATS DISTRIBUTION:

Consolidated Planning Grant	\$52,008
Local match	\$11,533

Total	\$63,540
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5.2 AAATA REGULATORY PLANNING AND GRANTS MANAGEMENT

PURPOSE

To perform the necessary regulatory coordination and grants management functions to maintain the planning program. To document Unified Planning Work Program activities and expenditures. To provide for coordination of the planning program with regulatory agencies and planning partners, and to insure conformance with federal and state requirements using proper documentation of grant administration and other governmental requirements.

METHOD

Perform record keeping, personnel, education and training activities, as well as organizational coordination and administration functions of the planning and program management units. Attend planning agency meetings and workshops. Participate in regulatory transportation planning committees such as the TIP Development Committee, RTA, SEMCOG, and WATS technical and planning committee meetings.

Develop and maintain agreements, proposals, invoices, expenditure approvals, and other documents related to regulatory compliance and grants. Prepare reimbursement requests and progress reports for appropriate organizations and planning projects. Provide for the effective expenditure of grant funds in keeping with Federal and State requirements.

PRODUCTS

1. Unified Planning Work Program timesheets and annual completion report.
2. Regional collaboration on planning and funding opportunities.
3. Grant applications.
4. Grant reimbursement requests.
5. Grant progress reports.
6. Project completion reports.
7. Oversight of 5310 subrecipient projects and awards process.
8. Plans and reports required by Federal, state, and regional regulations such as Title VI, DBE, TAM, RTA provider plans and reports, and transit partner progress updates.
9. Certifications required by federal and state regulations such as drug testing, anti-lobbying, and civil rights assurances.

**PROGRAM COORDINATION:
AAATA REGULATORY PLANNING AND GRANTS MANAGEMENT**

PERSON-WEEKS: **FY 2025**
15

BUDGET:
Personnel \$29,100
Fringes \$2,200
Total **\$31,300**

AGENCY DISTRIBUTION:
Federal
5303 \$5,000
AAATA \$26,300
Total **\$31,300**

WATS COST ALLOCATION PLAN

July 1, 2024 – June 30, 2025

Labor (salary, benefits, consultant contracts managed by WATS)	<u>Total</u>	<u>Direct</u>	<u>Indirect</u>
Monitoring	\$69,339	\$69,339	\$0
Development	\$148,294	\$148,294	0
Services	\$129,114	\$129,114	0
Implementation	\$164,979	\$164,979	0
Administration	\$52,602	\$52,602	0
Subtotal	\$497,328	\$497,328	\$0
	Total	Direct	Indirect
Rent and Utilities	25,665	0	25,665
Printing	3,000	0	3,000
Supplies & Equipment	12500	0	12500
Travel and Training	15000	0	15000
Postage	250	0	250
Insurance	4,500	0	4,500
Licenses/subscriptions	15,000	0	15,000
Professional Services(includes Audit, banking, bookkeeping, design)	27,500	0	27,500
Subtotal	103,415	0	103,415
Total	\$667,743	\$497,328	103,415
Indirect percentage			17.2

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

Note: \$67,000 is included in Development as direct cost however the indirect rate is not applied to that contract. Pass through's to The Ride and SEMCOG are not included in this table.

TECHNICAL ADVISORY COMMITTEE

Nathan Voght, Chair Washtenaw County OCED
Bonnie Wessler, 1st Vice-Chair City of Ypsilanti
Tessa Humphris, 2nd Vice-Chair City of Saline

Forest Yang Ann Arbor Area Transportation Authority
Raymond Hess City of Ann Arbor
Paul Montagno City of Chelsea
Justin Breyer City of Dexter
Dieter Otto Eastern Michigan University
Meredith Fryer Michigan Department of Transportation
Steve Dolen University of Michigan
Matt MacDonnell Washtenaw County Road Commission Engineering
Vacant Ypsilanti Township
John Waterman Disabled Community Representative
Evan Pratt Environmental Representative
Vacant Freight Representative
Sarah Walsh Non-motorized Representative
Vacant Senior Representative

Ex officio Non-voting Members:

Andy Pickard Federal Highway Administration
Michele Fedorowicz Southeast Michigan Council of Government