



# Transit Master Plan for Washtenaw County

Washtenaw County Board of Commissioners

Working Session

April 7, 2011



# Our services

*We currently operate or support*

- **Fixed Route services: over 6 million rides/year**
  - Ann Arbor and Ypsilanti; Superior Township, Ypsilanti Township and Pittsfield Township (POSA)
- **Door-to-door services (150,000+ rides/year)**
  - Good As Gold: Seniors around Ann Arbor
  - A-Ride: People with disabilities in Ann Arbor and Ypsilanti
- **A2Express:** commuter routes to Chelsea and Canton
- **Night Ride** in Ann Arbor (now expanded to Golfside!)
- **Park and Rides** with over 900 regular parkers/riders
- **Partnerships:** getDowntown! RideConnect, MRide, WCC, EMU

**Also: Working on initiatives to improve services now:**

- *Airport Service*
- *More frequent/late service on Washtenaw Ave*
- *East Medical Center*
- *Vanpools*

# About the Authority

- **Established** under Act 55 in the City of Ann Arbor in 1979 as an *independent* authority.
- **Funded** with combination of Federal, State, Local dollars, Purchase of Service Agreements and fares.
  - Have achieved many efficiencies over last several decades despite rising health care and fuel costs:
    - UM provides funds for faculty, staff, and students to ride which has helped increase ridership by over 40% to over 6 million riders
    - We've switched to a defined contribution health and pension plan, reducing the unfunded liability of \$10.5 million to a very manageable \$1.7 million (14 employees grandfathered in and budgeted, plan not open to new members)
    - Audit comparing us to Peer Organizations found we have low cost increases, a high ridership per service hour for our size city.
- **Financial Outlook Healthy:** We have rising ridership and steady revenues. In addition, we do not rely on earmarks and rely less on State funding than many other transit authorities.

# Building a Transit Master Plan, Step-by-Step

Shared Community Vision

What **COMMUNITY GOALS** must a county-wide transit system serve?



Transit Audit and Needs Assessment

What **UNMET NEEDS** must a county-wide transit system address?



Transit Options

What **PROJECTS and SERVICES** can a county-wide transit system contribute to meeting unmet needs?



Scenarios

In what ways can a county-wide transit system help achieve community goals?  
**(ALTERNATIVE NETWORKS)**



Transit Master Plan

What is the *best* way a county-wide transit system can help achieve community goals?  
**(PREFERRED SCENARIO)**

# Key Transit Issues in the County

Insufficient access to vital  
lifeline destinations

Increase in congestion on  
highway corridors

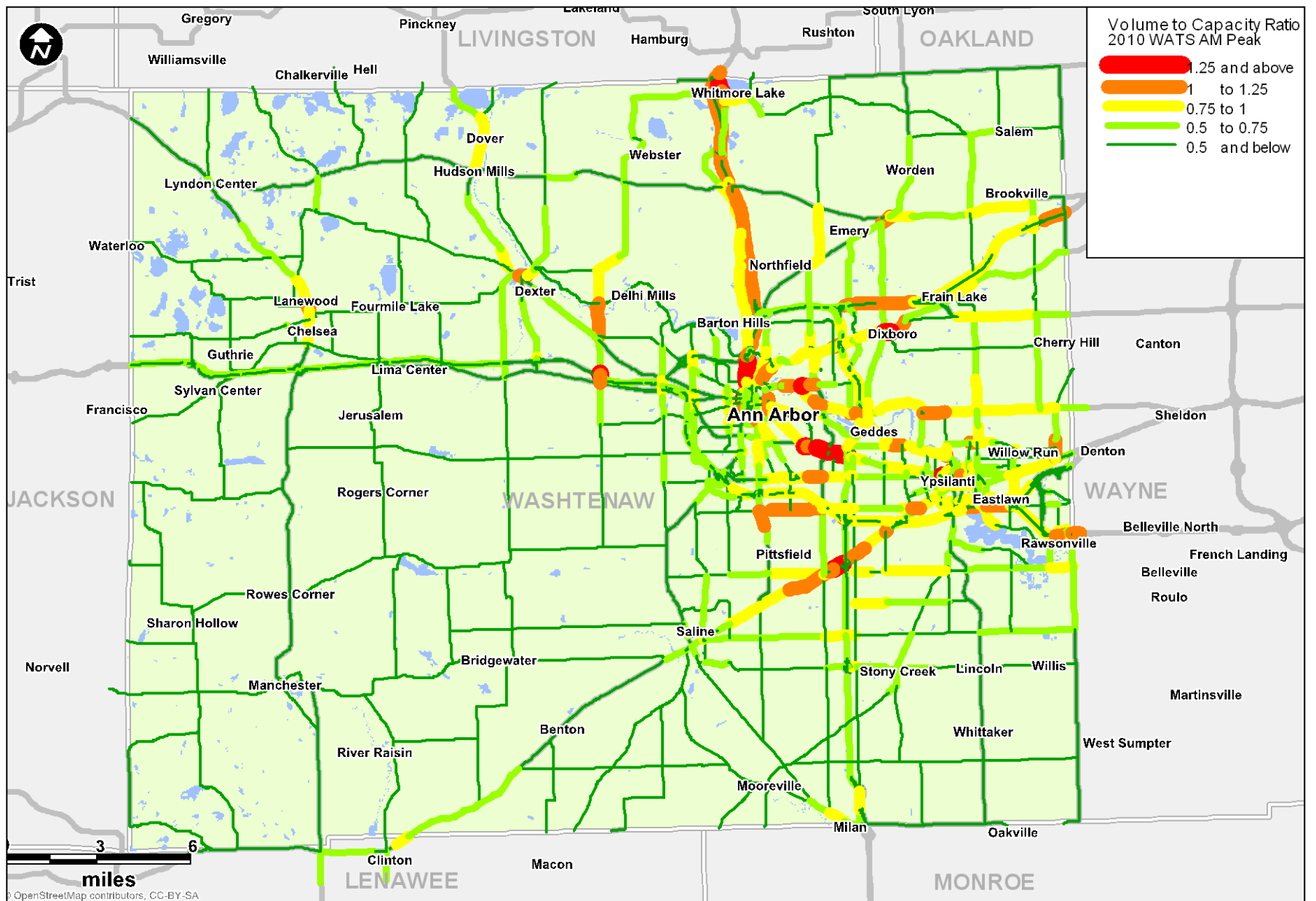
Increase in mobility needs  
due to an aging population

Transit currently has a  
limited appeal to 'choice  
riders'

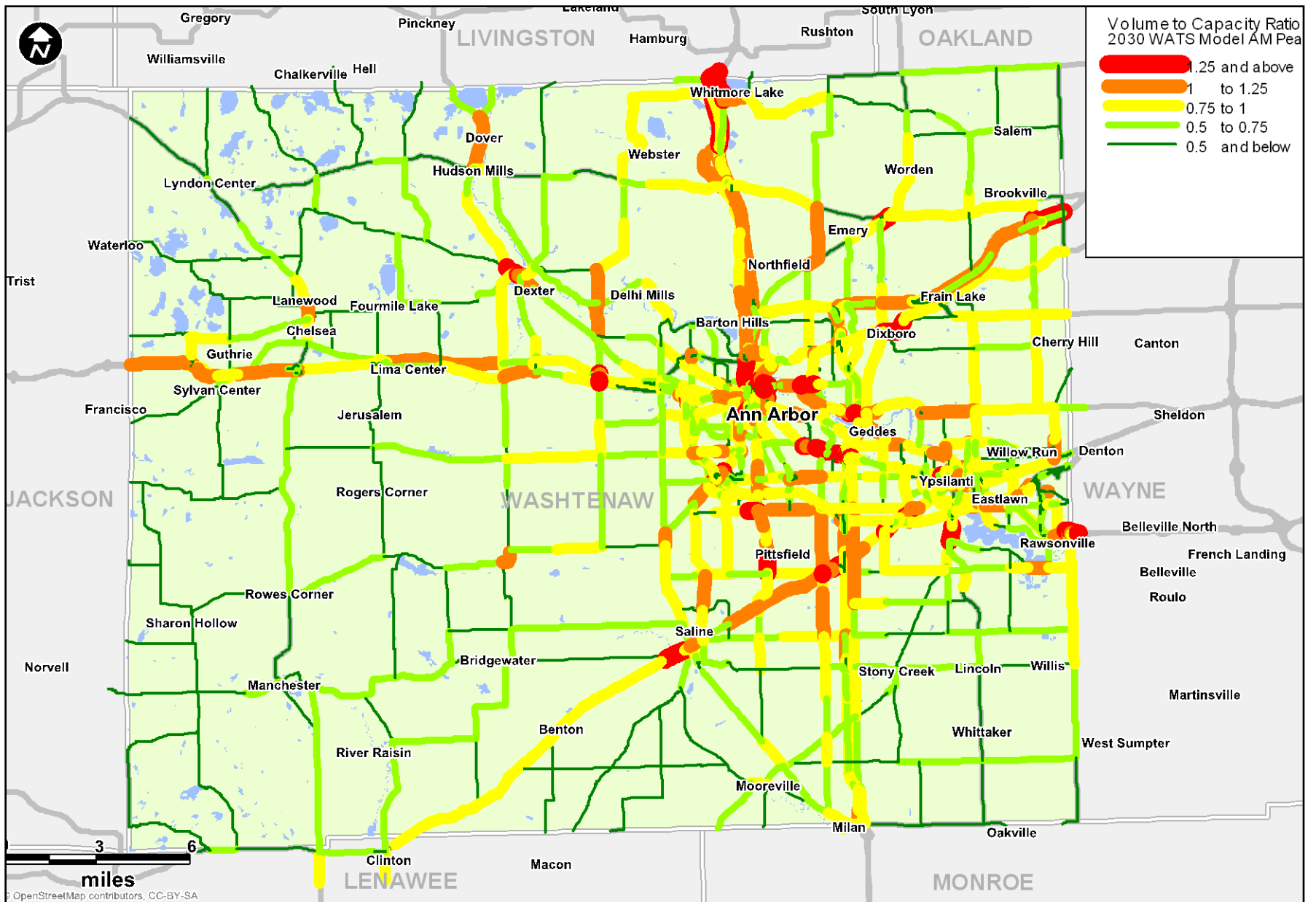
Lack of transit connectivity  
throughout the county to  
support the economic  
relationships among the  
different areas

Transit needs of youth /  
Retaining young talent





Traffic congestion across Washtenaw County in 2010  
WATS Model

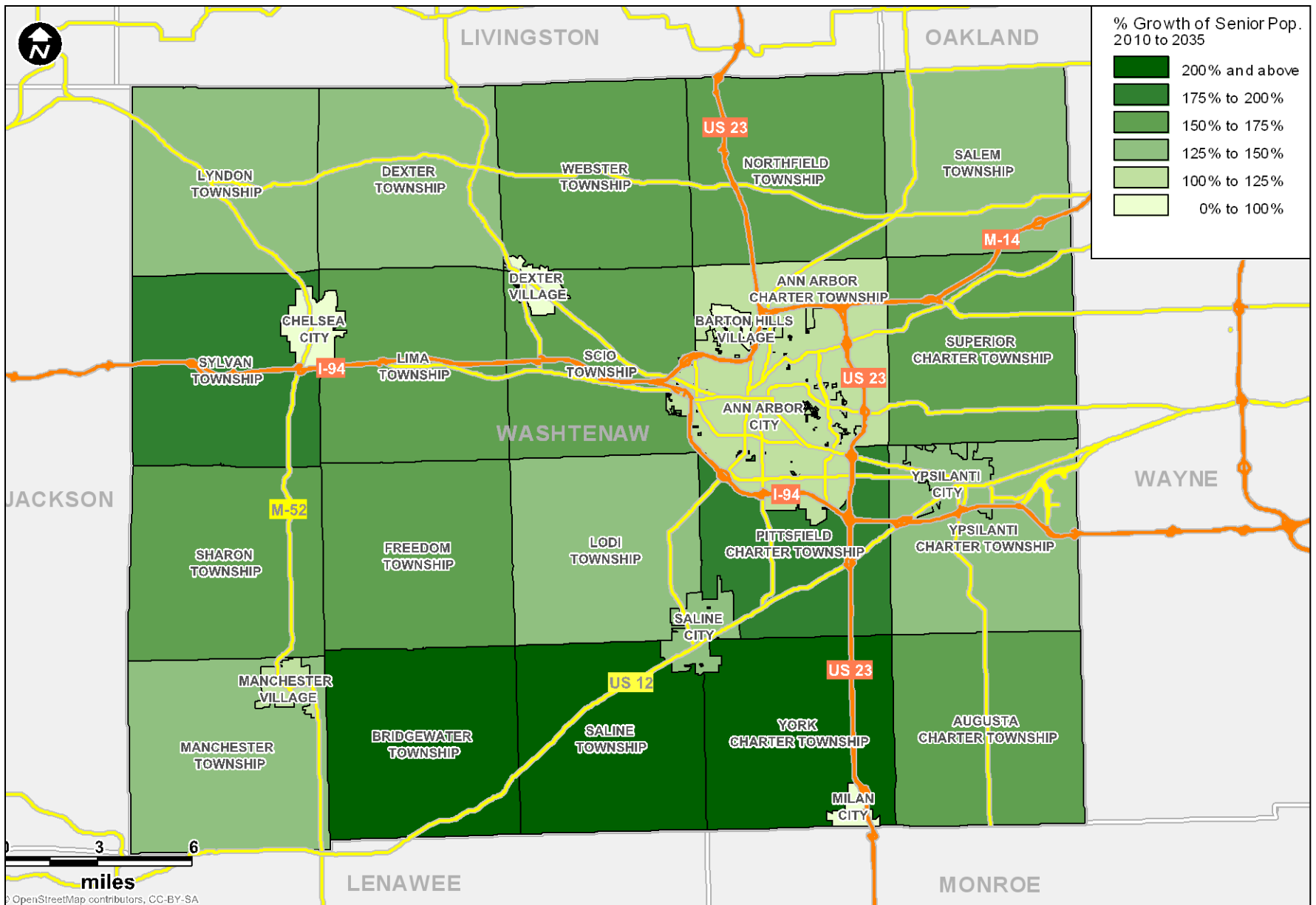


Forecast traffic congestion across Washtenaw County in 2030  
WATS Model

# In Washtenaw County...

- We have an aging population with increasing mobility needs:
  - Every hour 10 more Michiganders turn 65  
(Oct 3<sup>rd</sup> 2010 - Detroit Free Press)
  - Today there are approximately 36,100 seniors in Washtenaw County
  - By 2035 it is expected that there will be around 86,400
  - This is an increase of approximately 139%  
(SEMCOG forecasts)
  - According to the National Institute on Aging, more than 600,000 American seniors stop driving every year



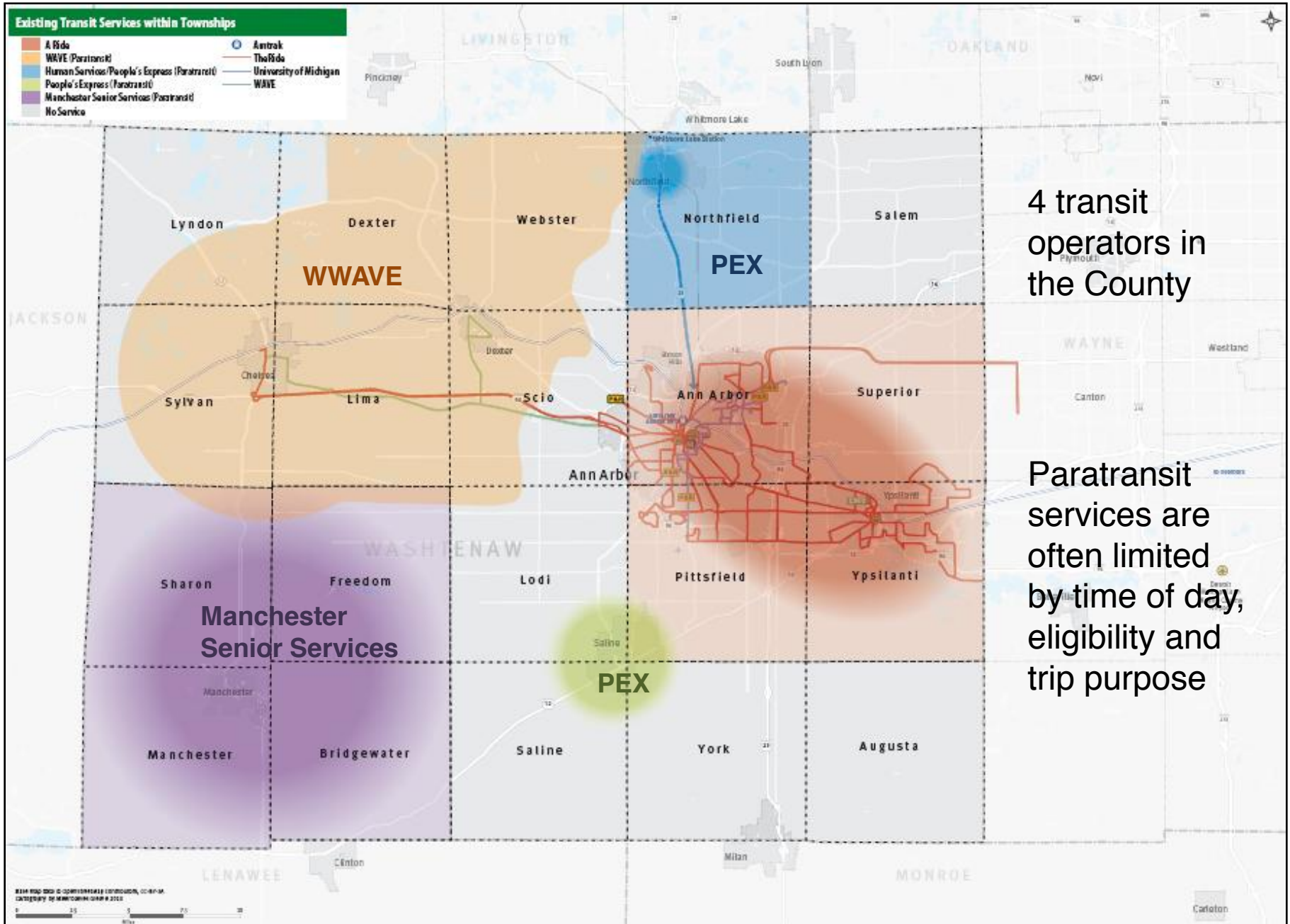


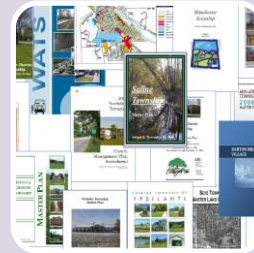
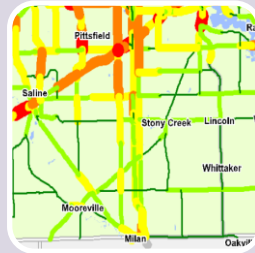
# Forecast growth in Washtenaw County seniors, 2010 to 2030

SEMCOG



# Existing Transit Services in Washtenaw County





Public involvement and open discussion

Research on how transit serves our community today

Research on how our community and our needs may change in future

Studies of transit options and experiences worldwide

Input from our existing community plans

Combinations of options designed to meet our community's needs and help us achieve our wider goals



**DEVELOPMENT OF SCENARIOS**  
 Designed to help:

- Achieve our Goals;
- Address our Key Transit Needs; and
- Maintain an efficient and sustainable transit system.

# Scenario Concepts & Public Input: Frameworks for the Future



## “Lifeline Plus”

- Improves lifeline services where they exist today
- Provides essential door-to-door connections for seniors , the vulnerable and people with disabilities across the County



## “Accessible County”

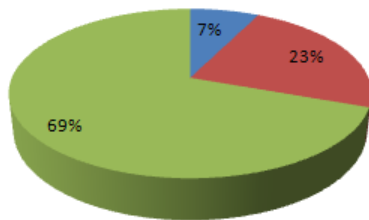
- Builds on the Lifeline Plus Scenario
- Establishes transit as an integral part of the County transportation system



## “Smart Growth”

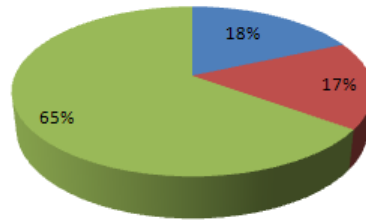
- Adds to the Accessible County Scenario
- Stimulates job creation, focuses development in areas that best accommodate it, and preserves green space

Preferred Scenarios - Public Meetings



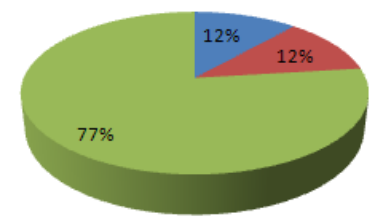
■ Lifeline Plus ■ Accessible County ■ Smart Growth

Preferred Scenarios - MYF Web Site

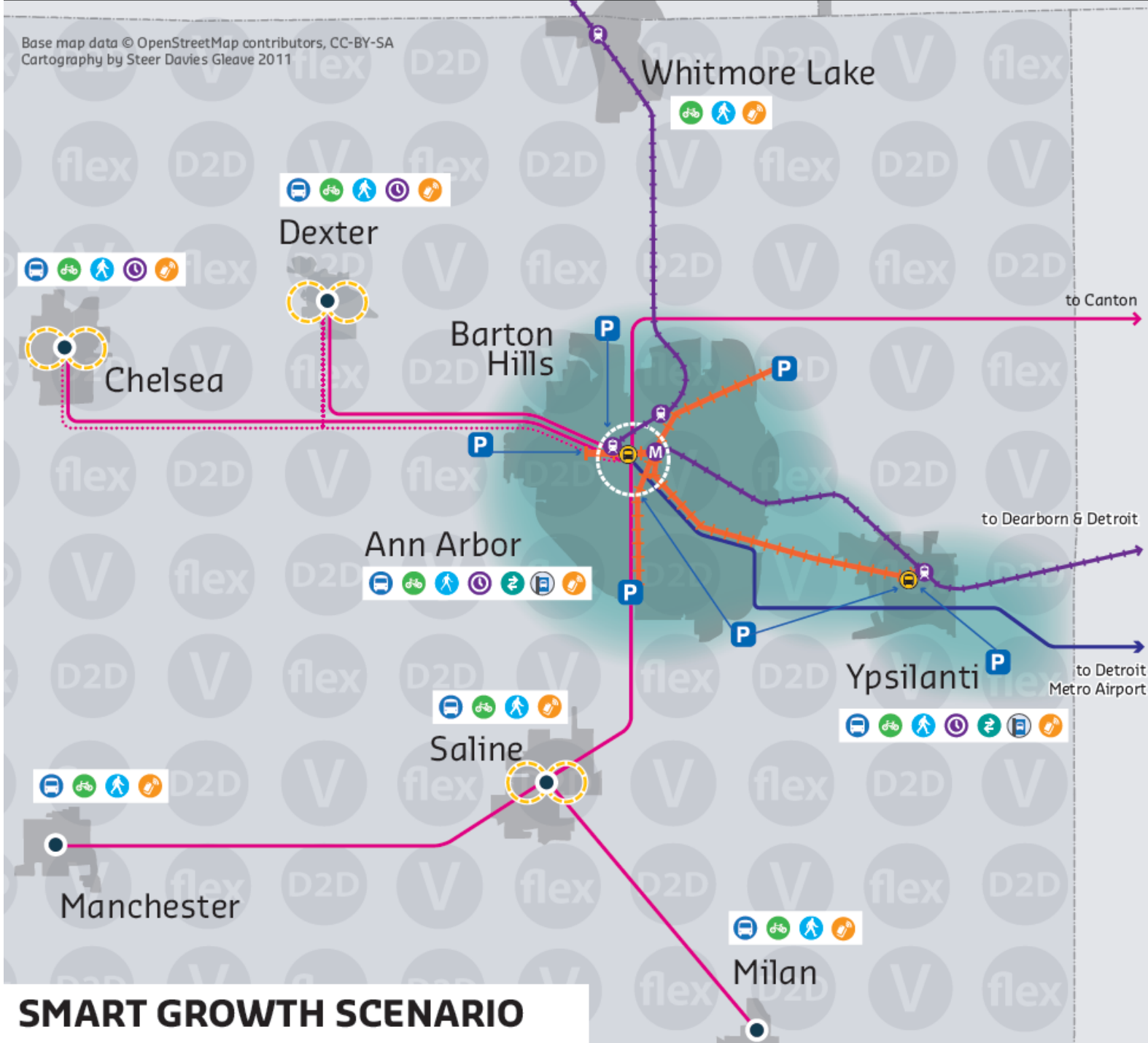


■ Lifeline Plus ■ Accessible County ■ Smart Growth

Preferred Scenarios - Ann Arbor.COM



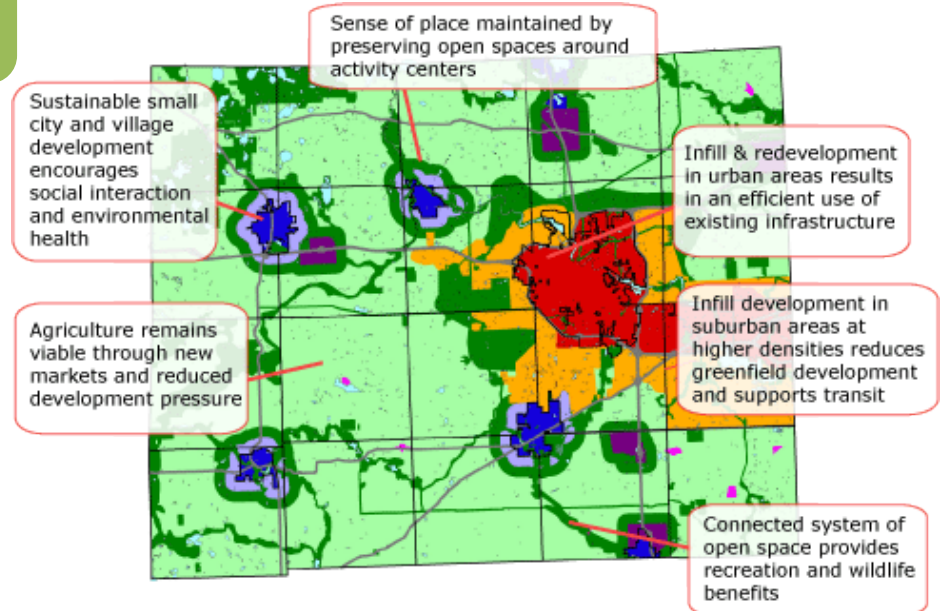
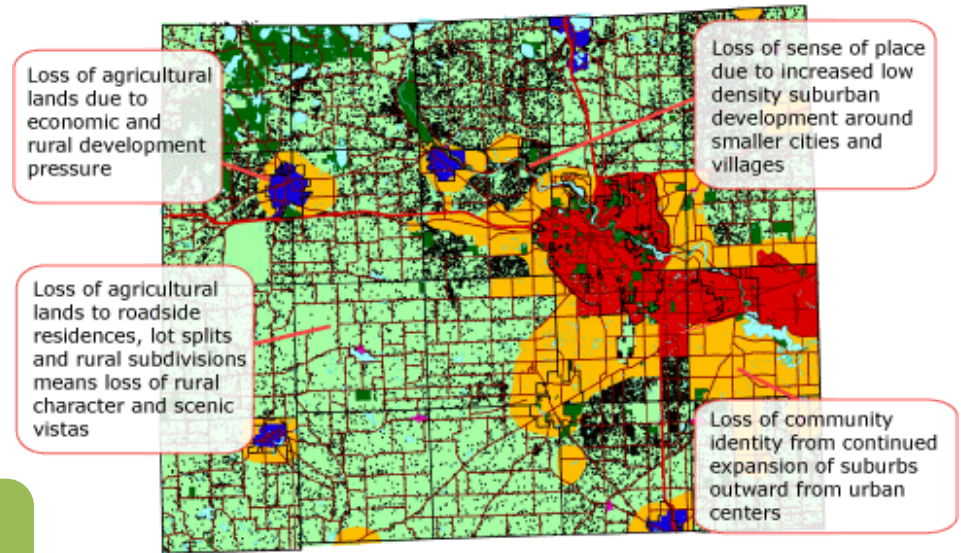
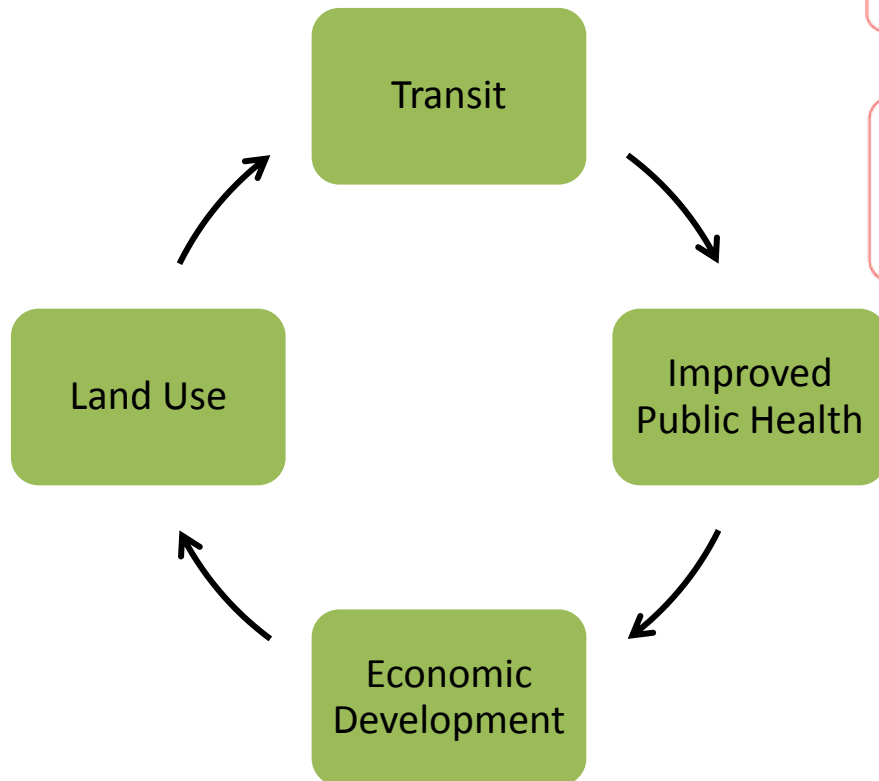
■ Lifeline Plus ■ Accessible County ■ Smart Growth



- Countywide express
- - - - Enhanced WAVE
- Local transit hubs with parking
- P New intercept lots
- Local circulators
- Urban bus service enhancements & route extensions
- ⊖ Transit center upgrade
- M New Multi-modal Interchange (Fuller Rd)
- High capacity transit
- ⌚ Extended hours of operation
- 🚌 Bus vehicle improvements
- 🚏 Stop quality & facilities
- Downtown circulator
- D2D Door to door countywide
- V Vanpool/carpool
- flex Flex-ride service
- 🚊 New regional rail service & station
- 🚲 Expansion of bicycling network
- 🚶 Improved walkability
- Airport shuttle plus taxi
- ⤵ Bus priority measures
- 🎫 Integrated ticketing
- Travel planning programs with employers & households
- Strategic alliances - public & private service providers

# SMART GROWTH SCENARIO

# Smart Growth Vision supports Washtenaw County Comprehensive Plan



Concentrating development  
where it is appropriate...



...and leaving our open  
spaces open.



# Public Transportation supports Mobility in Rural Areas





# Public Transportation supports Economic Development and Quality of Place



**Oakland California**

# Vision to Reality: Local Community Impacts

| Impact   | Smart Growth |
|--|--------------|
| Year   | 2040         |
| Urban Transit Mode Share (peak period) 2010 Base = 6.2%                            | 12.2%        |
| Rural Transit Mode Share (peak period)<br>2010 Base = 0.3%                         | 5.5%         |
| Car trips taken off the road in the peak (annual)                                  | 5.4m         |
| Transit trips (annual)<br>2010 Base = 12.2m  | 32.2m        |
| Additional new jobs created  | 1830         |
| Reduction in number of serious road accidents (annual)                             | -111         |
| Senior population within 10 minutes walk of fixed route transit 2010<br>Base = 66% | 94%          |
| Reduction in emissions (annual tons CO, NOx, VOC)                                  | -701         |

# Vision to Reality: Local Community Benefits

| \$ millions, 2040   | Smart Growth |
|---|--------------|
| Value of new, local jobs created  | 58.5         |
| Road decongestion benefit to existing road users (from people switching to transit and bicycling)                                   | 26.2         |
| Accessibility and livability benefits to existing and new riders, people with disabilities, rural communities, students and seniors | 96.0         |
| Accident saving benefits from reduction in car miles travelled  | 5.0          |
| Reduced emissions benefit from reduction in car miles travelled   | 2.3          |
| Health benefits from increased walking and bicycling (in part associated with transit use)  | 4.4          |
| <b>Total additional community benefits</b>  | <b>192</b>   |
| <b>Base community benefit</b>   | <b>83</b>    |
| <b>Total community benefit</b>  | <b>275</b>   |

# Vision to Reality: Breakdown of Capital Costs over 30 Years

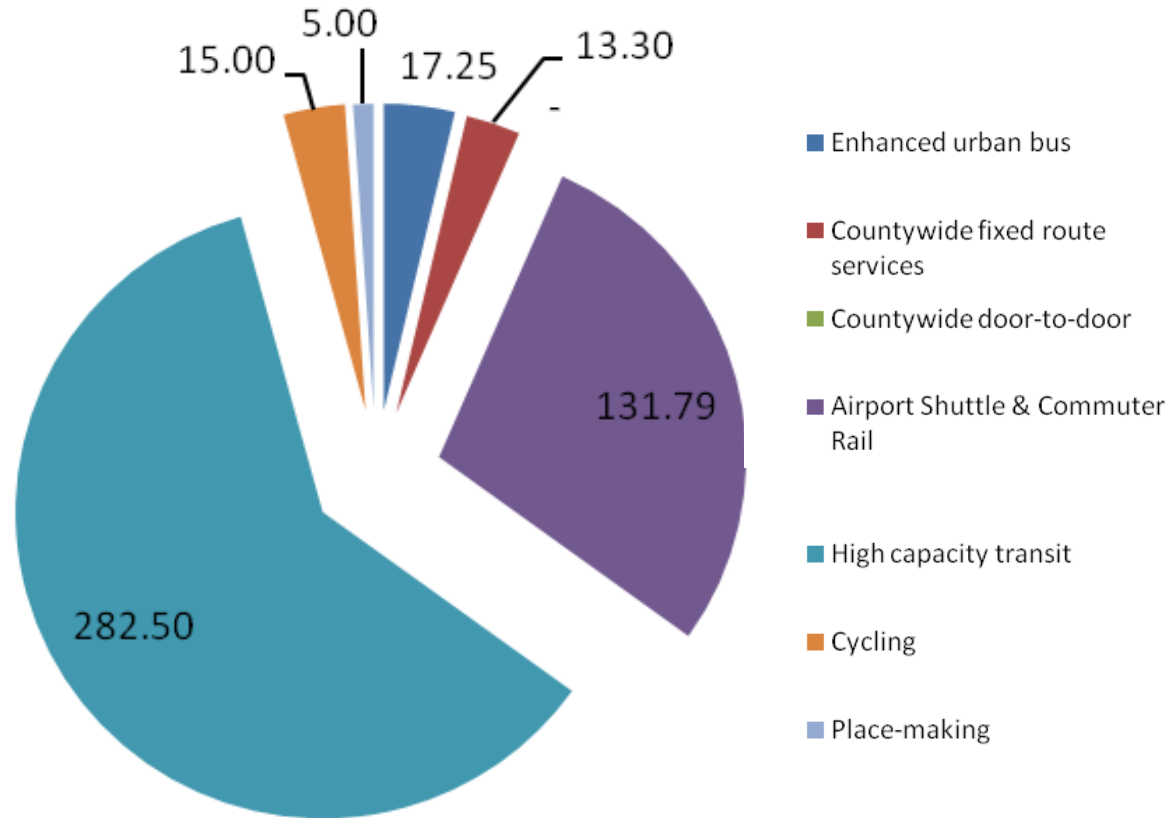
## Investment Partners:

### *State and Federal Assistance*

- New Start Program
- Grants
- Loans
- I-Bank

### *Local Partners in Capital Funding:*

- E-W Rail: Wayne County
- N-S Rail: Livingston County
- AA Connector: UM, Private contributions (e.g. M-1 Rail)  
--already 30,000 riders on Fuller Road!
- Federal dollars for High Speed Rail Improvements help Regional Rail

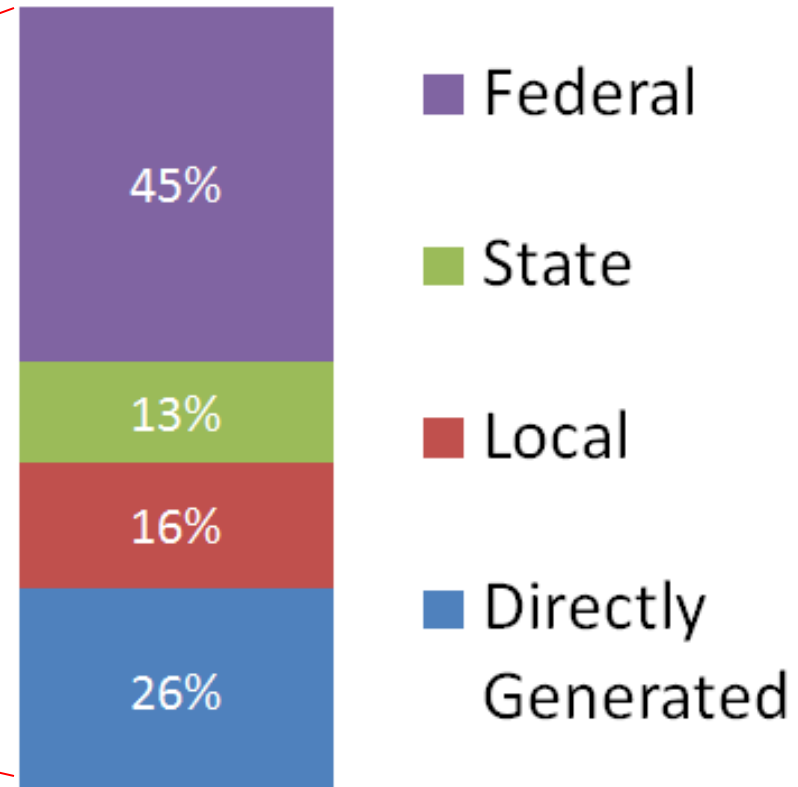
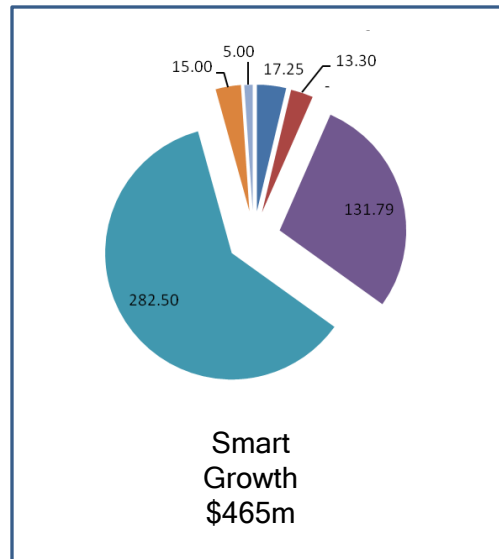


Smart Growth  
\$465m

# Vision to Reality: How Might Capital Costs be Paid For?

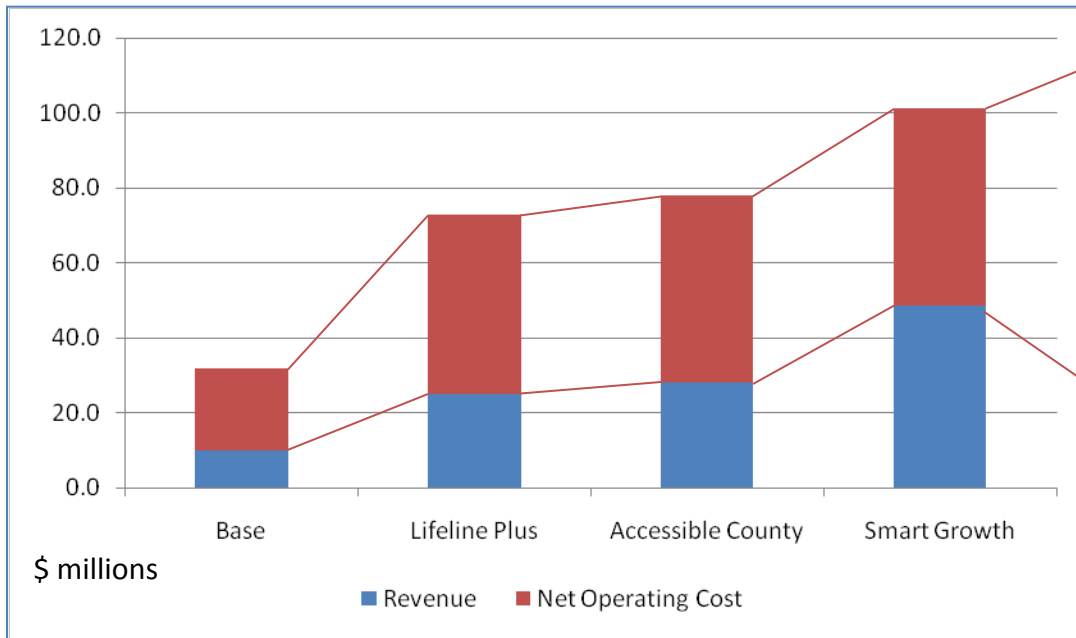
## Historical Shares of Transit Capital Funds

Twenty Year Average, 1989 - 2008



# Vision to Reality: Overall Operating Costs, 2040

Historical Shares of Transit  
Operating Funds  
Fifteen Year Average, 1994 - 2008

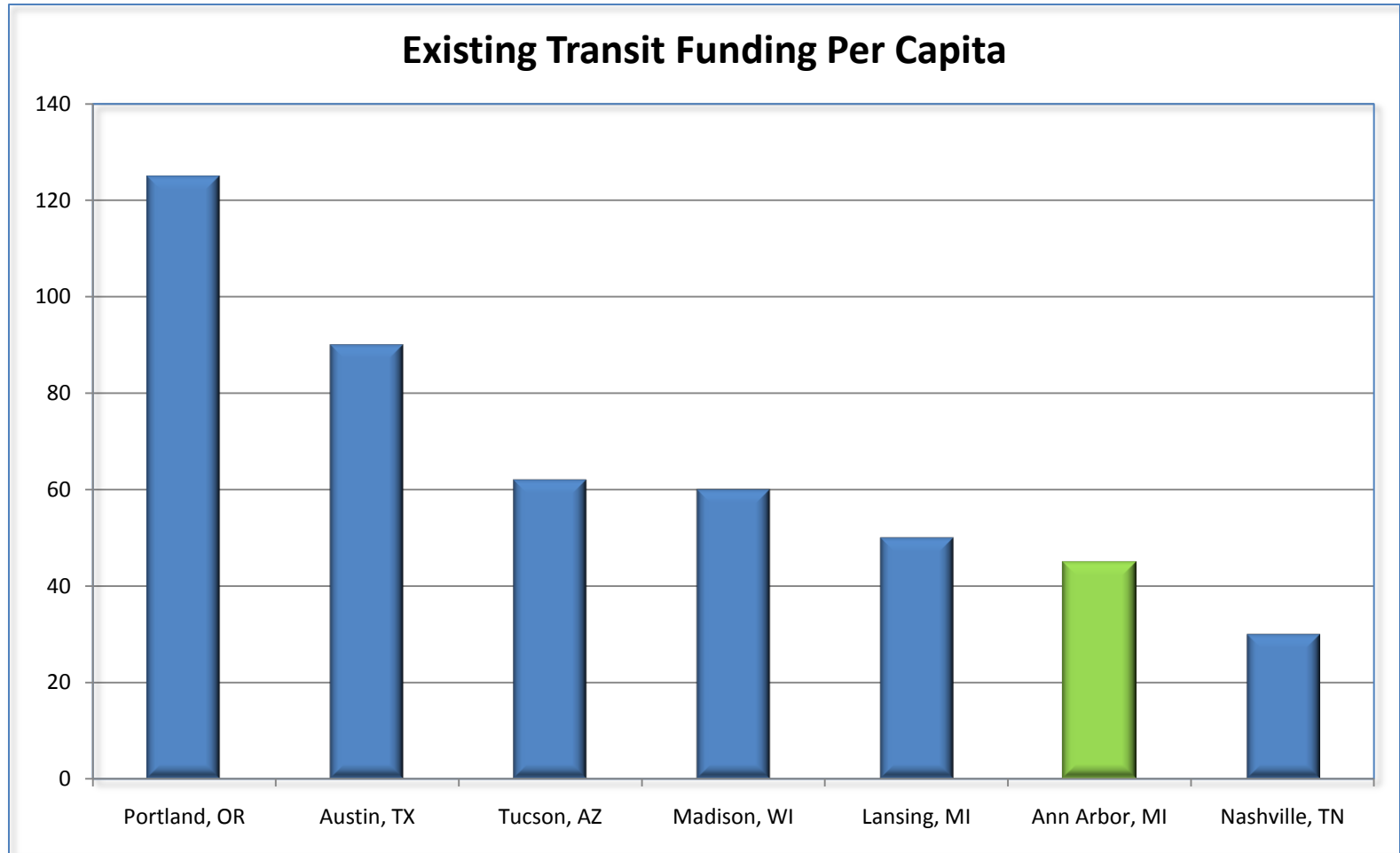


# Vision to Reality: Benefit by Expenditure

- There's a strong case for transit investment in Washtenaw County, **for every \$1 spent, \$3.2 benefits are generated** within the community
- Smart Growth delivers the greatest economic growth and could provide an additional 1,800 new jobs. This is a conservative estimate.

| \$ millions , 2040       | Smart Growth |
|--------------------------|--------------|
| Total community benefits | 275          |
| Total operating cost     | 101          |
| Total fare-box revenue   | 49           |
| Net operating cost       | 52           |

# Vision to Reality: Where are our peers?



Source: 2008 National Transit Database (adapted from The Rapid "Transit Master Plan")



# Vision to Reality: TheRide needs partners

- Service operators
  - WAVE
  - People's Express
  - Manchester Senior Services
  - Private Operators
- Local Governments
- Providers of services and facilities
  - Bikeways, Sidewalks, Roadways
- Major employers
- Public institutions (education, health care, etc)
- Land Use Planners
- Community Advocates

# Vision to Reality:

## Transit, Washtenaw County, and the Region

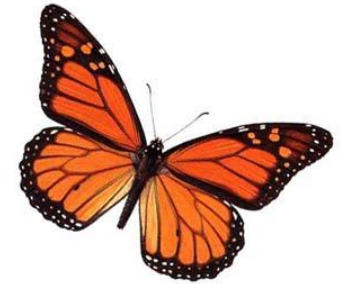
- Transit can play a fundamental role in the future **economic growth and stability** of the County
- Transit helps deliver **wider community goals** and address **key needs**
- Transit can support the creation of **new, local jobs**
- Policies associated with **land use and traffic restraint** will support the achievement of the Plan
- All three scenarios will require **working together** with local authorities, operators and key stakeholders
- Opportunities for **strategic alliances** need to be explored to deliver economies of scale and efficiencies
- **Community input is vital** – what do **we** want the future to look like?

We'll come back to present  
on complete Funding and  
Implementation Analysis  
in June!

# AATA to Countywide

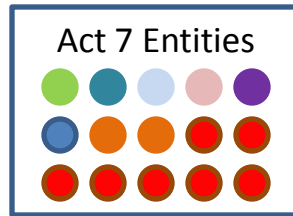
Establishing Governance

# Metamorphosis: Transition to Countywide Transit



Organization

Community  
Leader  
Discussions



Unincorporated  
196 Board



Act 196 Authority  
*"Washtenaw Transit"*

Activities

- Establish Governance for Board Representation
- Draft MOU for 196 Board

- Define service plan
- Detail governance (articles, bylaws)
- Explore funding options

- Adopt implementation Strategy
- Pursue Funding
- Phase-in and Operate Services

Support

AATA and WATS

- AATA , small providers, and WATS
- Service Planning Committee of community experts and advisors

- AATA staff transfer to "WT"
- Assets transfer to "WT"
- Additional staff as needed

# Board Selection Process



Communities meet to agree to Act 7



Communities approve Act 7



Selection Committees vet and recommend applicants to Community Boards

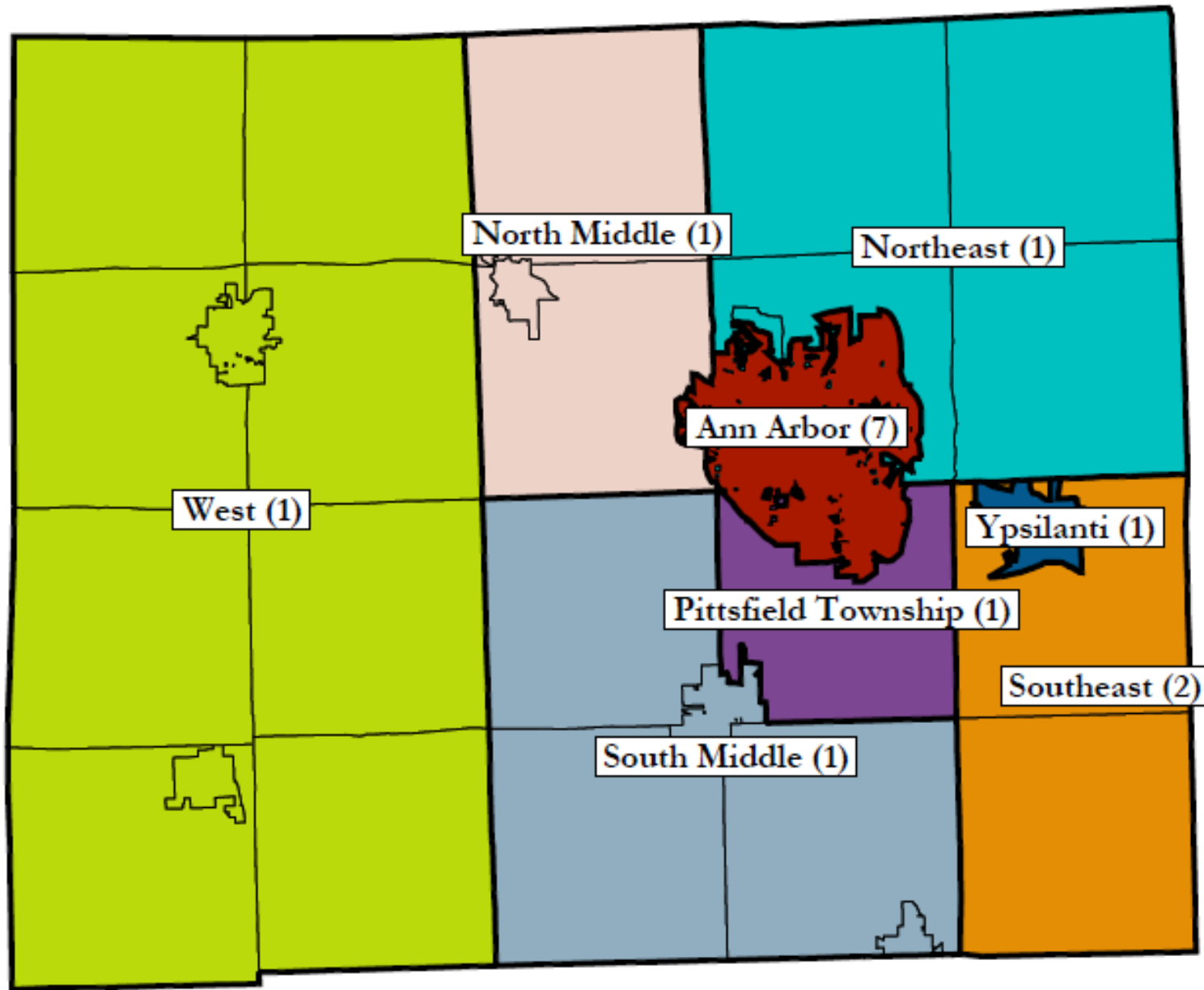


Community Boards approve local representative and send to Countywide Board



County Board ratifies board members





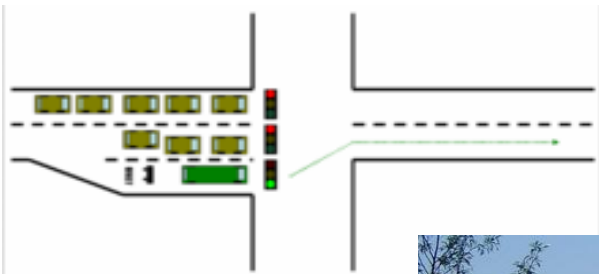
# WATS

Terri Blackmore, Executive Director



# WATS Complete Streets Plan

- Partnering with Washtenaw County Health Department
  - Treatments appropriate for area type
  - Toolbox for local communities



# Sustainable Transportation Improvements

- Partnering with WC Water Resource and SEMCOG Environmental Section
  - Putting Green Streets Components in Project Selection Criteria
  - Providing examples of Water Management/Green Streets Treatments



# Reimagine Washtenaw



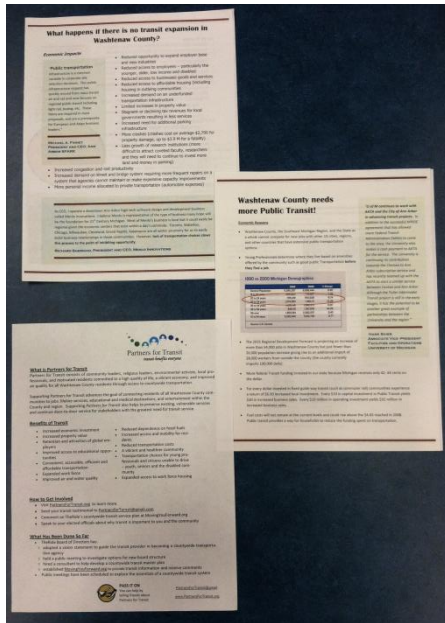
- WATS updated Website
- Staffed the effort during Fall 2010
- Set up social media
- Assisting with legislation



# Partners for Transit



- Providing Education support for transit efforts
  - Newsletters
  - Fact Sheets
  - Coordinating volunteers



W  
A  
T  
S



# WATS Federal Responsibilities

- 25 Year Transportation Plan
- 4 Year Transportation Improvement Program
- 4+ Year Transportation Funding allocation
  - \$4.5 Urban Funds
  - \$0.425 Rural Funds
- Prioritize Projects
  - \$400,000 in Safety funds and up to \$400,000 CMAQ

