

Opportunity Title:	State of Good Repair Bus and Bus Facilities Initiative
Offering Agency:	DOT/Federal Transit Administration
CFDA Number:	20.500
CFDA Description:	Federal Transit Capital Investment Grants
Opportunity Number:	FTA-2010-006-TPM-SGR
Competition ID:	FTA-2010-006-TPM-SGR
Opportunity Open Date:	05/07/2010
Opportunity Close Date:	06/18/2010
Agency Contact:	Darren Jaffe Office of Program Management (202) 366-4008 darren.jaffe@dot.gov A TDD is available at 1-800-877-8339 (TDD/FIRS)

This electronic grants application is intended to be used to apply for the specific Federal funding opportunity referenced here.

If the Federal funding opportunity listed is not the opportunity for which you want to apply, close this application package by clicking on the "Cancel" button at the top of this screen. You will then need to locate the correct Federal funding opportunity, download its application and then apply.

This opportunity is only open to organizations, applicants who are submitting grant applications on behalf of a company, state, local or tribal government, academia, or other type of organization.

\* Application Filing Name:

### Mandatory Documents

Move Form to Complete

Move Form to Delete

### Mandatory Documents for Submission

Application for Federal Assistance (SF-424)

### Optional Documents

Move Form to Submission List

Move Form to Delete

### Optional Documents for Submission

## Instructions

- 1** Enter a name for the application in the Application Filing Name field.

  - This application can be completed in its entirety offline; however, you will need to login to the Grants.gov website during the submission process.
  - You can save your application at any time by clicking the "Save" button at the top of your screen.
  - The "Save & Submit" button will not be functional until all required data fields in the application are completed and you clicked on the "Check Package for Errors" button and confirmed all data required data fields are completed.
- 2** Open and complete all of the documents listed in the "Mandatory Documents" box. Complete the SF-424 form first.

  - It is recommended that the SF-424 form be the first form completed for the application package. Data entered on the SF-424 will populate data fields in other mandatory and optional forms and the user cannot enter data in these fields.
  - The forms listed in the "Mandatory Documents" box and "Optional Documents" may be predefined forms, such as SF-424, forms where a document needs to be attached, such as the Project Narrative or a combination of both. "Mandatory Documents" are required for this application. "Optional Documents" can be used to provide additional support for this application or may be required for specific types of grant activity. Reference the application package instructions for more information regarding "Optional Documents".
  - To open and complete a form, simply click on the form's name to select the item and then click on the => button. This will move the document to the appropriate "Documents for Submission" box and the form will be automatically added to your application package. To view the form, scroll down the screen or select the form name and click on the "Open Form" button to begin completing the required data fields. To remove a form/document from the "Documents for Submission" box, click the document name to select it, and then click the <= button. This will return the form/document to the "Mandatory Documents" or "Optional Documents" box.
  - All documents listed in the "Mandatory Documents" box must be moved to the "Mandatory Documents for Submission" box. When you open a required form, the fields which must be completed are highlighted in yellow with a red border. Optional fields and completed fields are displayed in white. If you enter invalid or incomplete information in a field, you will receive an error message.
- 3** Click the "Save & Submit" button to submit your application to Grants.gov.

  - Once you have properly completed all required documents and attached any required or optional documentation, save the completed application by clicking on the "Save" button.
  - Click on the "Check Package for Errors" button to ensure that you have completed all required data fields. Correct any errors or if none are found, save the application package.
  - The "Save & Submit" button will become active; click on the "Save & Submit" button to begin the application submission process.
  - You will be taken to the applicant login page to enter your Grants.gov username and password. Follow all onscreen instructions for submission.

**Application for Federal Assistance SF-424**

<b>* 1. Type of Submission:</b> <input type="checkbox"/> Preapplication <input checked="" type="checkbox"/> Application <input type="checkbox"/> Changed/Corrected Application	<b>* 2. Type of Application:</b> <input checked="" type="checkbox"/> New <input type="checkbox"/> Continuation <input type="checkbox"/> Revision	<b>* If Revision, select appropriate letter(s):</b> <input type="text"/> <b>* Other (Specify):</b> <input type="text"/>
---	---	--

<b>* 3. Date Received:</b> Completed by Grants.gov upon submission.	<b>4. Applicant Identifier:</b> Ann Arbor Transp. Authority
--	--

<b>5a. Federal Entity Identifier:</b> <input type="text"/>	<b>5b. Federal Award Identifier:</b> <input type="text"/>
---	--

**State Use Only:**

<b>6. Date Received by State:</b> <input type="text"/>	<b>7. State Application Identifier:</b> <input type="text"/>
--	--

**8. APPLICANT INFORMATION:**

**\* a. Legal Name:** Ann Arbor Transportation Authority

<b>* b. Employer/Taxpayer Identification Number (EIN/TIN):</b> 38-2117978	<b>* c. Organizational DUNS:</b> 0506139000000
--	---

**d. Address:**

**\* Street1:** 2700 S. Industrial Hwy  
**Street2:**   
**\* City:** Ann Arbor  
**County/Parish:**   
**\* State:** MI: Michigan  
**Province:**   
**\* Country:** USA: UNITED STATES  
**\* Zip / Postal Code:** 48104-6260

**e. Organizational Unit:**

<b>Department Name:</b> <input type="text"/>	<b>Division Name:</b> <input type="text"/>
---	---

**f. Name and contact information of person to be contacted on matters involving this application:**

**Prefix:** Mr. **\* First Name:** G.  
**Middle Name:** Christopher  
**\* Last Name:** White  
**Suffix:**

**Title:** Manager of Service Development

**Organizational Affiliation:**

**\* Telephone Number:** (734) 794-1850 **Fax Number:** (734) 973-6338

**\* Email:** cwhite@theride.org

**Application for Federal Assistance SF-424**

**\* 9. Type of Applicant 1: Select Applicant Type:**

D: Special District Government

**Type of Applicant 2: Select Applicant Type:**

**Type of Applicant 3: Select Applicant Type:**

**\* Other (specify):**

**\* 10. Name of Federal Agency:**

DOT/Federal Transit Administration

**11. Catalog of Federal Domestic Assistance Number:**

20.500

**CFDA Title:**

Federal Transit\_Capital Investment Grants

**\* 12. Funding Opportunity Number:**

FTA-2010-006-TPM-SGR

**\* Title:**

State of Good Repair Bus and Bus Facilities Initiative

**13. Competition Identification Number:**

FTA-2010-006-TPM-SGR

**Title:**

**14. Areas Affected by Project (Cities, Counties, States, etc.):**

Areas Served by Ann Arbor Transportation Au

Add Attachment

Delete Attachment

View Attachment

**\* 15. Descriptive Title of Applicant's Project:**

Reconstruct the Blake Transit Center in downtown Ann Arbor.

Attach supporting documents as specified in agency instructions.

Add Attachments

Delete Attachments

View Attachments

**Application for Federal Assistance SF-424**

**16. Congressional Districts Of:**

\* a. Applicant

b. Program/Project

Attach an additional list of Program/Project Congressional Districts if needed.

**17. Proposed Project:**

\* a. Start Date:

\* b. End Date:

**18. Estimated Funding (\$):**

* a. Federal	<input type="text" value="1,013,000.00"/>
* b. Applicant	<input type="text" value="253,250.00"/>
* c. State	<input type="text" value="0.00"/>
* d. Local	<input type="text" value="0.00"/>
* e. Other	<input type="text" value="0.00"/>
* f. Program Income	<input type="text" value="0.00"/>
* g. TOTAL	<input type="text" value="1,266,250.00"/>

**\* 19. Is Application Subject to Review By State Under Executive Order 12372 Process?**

- a. This application was made available to the State under the Executive Order 12372 Process for review on
- b. Program is subject to E.O. 12372 but has not been selected by the State for review.
- c. Program is not covered by E.O. 12372.

**\* 20. Is the Applicant Delinquent On Any Federal Debt? (If "Yes," provide explanation in attachment.)**

Yes  No

If "Yes", provide explanation and attach

**21. \*By signing this application, I certify (1) to the statements contained in the list of certifications\*\* and (2) that the statements herein are true, complete and accurate to the best of my knowledge. I also provide the required assurances\*\* and agree to comply with any resulting terms if I accept an award. I am aware that any false, fictitious, or fraudulent statements or claims may subject me to criminal, civil, or administrative penalties. (U.S. Code, Title 218, Section 1001)**

\*\* I AGREE

\*\* The list of certifications and assurances, or an internet site where you may obtain this list, is contained in the announcement or agency specific instructions.

**Authorized Representative:**

Prefix:  \* First Name:   
Middle Name:   
\* Last Name:   
Suffix:

\* Title:

\* Telephone Number:  Fax Number:

\* Email:

\* Signature of Authorized Representative:  \* Date Signed:

# State of Good Repair Grant Proposal

## AATA Downtown Blake Transit Center Reconstruction

### Proposal Information

**Applicant's Name:** Ann Arbor Transportation Authority

**Contact Information:** Christopher White, Manager of Service Development

2700 S. Industrial Hwy.

Ann Arbor, MI 48104

(734) 794-1850 (voice)

(734) 973-9338 (fax)

[cwhite@theride.org](mailto:cwhite@theride.org)

Congressional Districts – MI-015 and MI-007

**Description of Services Provided by AATA:** Currently, the Ann Arbor Transportation Authority operates twenty-seven fixed routes of transit service within the urban area. General service hours are from 6:00 a.m. to 10:45 p.m. weekdays and 8:15 a.m. to 6:15 p.m. on Saturdays and Sundays. Most routes operate with service at least every 30 minutes weekdays, and with hourly service evenings and weekends. Service every 9-15 minutes is provided on six routes. Total annual ridership is over 6 million. Ridership has increased more than 40% in the last five years while the amount of service has increased less than 10%.

The AATA operates from a single maintenance, office, and administrative facility constructed in 1984. The facility features inside storage and circulation. The AATA also operates transit centers in downtown Ann Arbor constructed in 1987 and in downtown Ypsilanti constructed in 1991.

AATA provides special transportation services to meet the particular transportation needs of area residents--including commuters, senior citizens, persons with disabilities, and elementary and secondary students. These services include:

*Park and Ride.* The AATA operates direct bus service between five park and ride lots and downtown Ann Arbor and the University of Michigan campus. Parking is free.

*A-Ride.* A-Ride provides door-to-door service for persons with a disability which makes them unable to use fixed-route service. This service is provided by a combination of small buses, accessible vans and taxicabs operated by a private company under contract to AATA.

*Senior Taxi.* Also known as Good as Gold, Senior Taxi provides door-to-door service for persons age 65 and older within the City of Ann Arbor and Pittsfield Township. This service is operated by a private company under contract to AATA.

*Night Ride.* Night Ride is a shared-ride taxi service for the general public that operates from 11:00 p.m. and 6:00 a.m. Monday through Friday; 7:00 p.m. to 7:30 a.m. on Saturday and Sunday within the City of Ann Arbor. This service is operated by a private company, under contract to AATA.

*Holiday Ride.* Holiday Ride is a shared-ride taxi service for the general public that provides service within the City of Ann Arbor on the six holidays when the AATA does not operate bus service. This service is operated by a private company, under contract to AATA.

**Technical, Legal, and Financial Capacity:** The AATA is an experienced FTA grantee. Every three years, the FTA conducts a comprehensive assessment of grantee's compliance with Federal requirements, called a Triennial Review. The review specifically includes the areas of technical, legal, and financial capacity. In the AATA's most recent Triennial Review in June, 2009, there were no deficiencies in any of these areas. No corrective action was required in any of the 23 areas examined.

## **Project Information**

### **Project Description:**

The AATA owns and operates a transit center in downtown Ann Arbor at 331 S. Fourth Ave. called the Blake Transit Center. This transit center was constructed in 1987 on 0.375 acres owned by the AATA. This project is to demolish the existing transit center and construct a new transit center on the same site. The existing transit center is a single story with 2,060 square feet of enclosed space. It includes a public waiting room, 2 public restrooms, an area for customer

service staff, a small police office, janitors closet, furnace room, 2 driver restrooms, and a driver breakroom.

Sixteen of the twenty-seven AATA routes serve the transit center. As many as fourteen buses are scheduled to arrive and depart at the same time to facilitate transfers between buses. The bus operation will remain the same with the new building. AATA ridership has increased by more than 60% since the transit center was built, from 3.7 million riders per year to more than 6.0 million riders per year. There are now more than 5,000 passenger boardings at the transit center on an average weekday. The space available in the current transit center is now inadequate to accommodate the increase in riders and drivers in the public waiting room, customer information and sales area, customer and driver rest rooms, and driver breakroom.

The new transit center will have two floors to effectively double the enclosed space. The first floor will be devoted to passenger facilities including an enlarged waiting room, an enlarged ticket office to accommodate two staff to increase service capability, 3 restrooms (men, women, family), a police office, janitor's closet, and storage for customer information materials. The second floor will include driver restrooms, a driver break room, an information technology room, an office, and a public meeting space.

Downtown Ann Arbor has also changed in the last 23 years with an increase in activity, downtown residents, and development. The reconstruction of the transit center is an opportunity for the AATA to provide a attractive, positive image for transit as part of this downtown redevelopment.

**Evaluation Criteria:**

The evaluation criteria are addressed separately in the section below.

**Line Item Budget , Federal Amount, Matching Funds, and Support Documentation:**

A total of \$1,013,000 in federal funds are requested for this project as follows:

	Federal Share	Local Share	Total Cost
Reconstruct new downtown transit center on existing site	\$ 1,013,000	\$ 253,250	\$ 1, 266,250

This is the single line item for the application. As described below, this is only a portion of the cost for this project. If only some of the \$1,013,000 federal share is available, the AATA will

continue to seek additional funds to complete the project, or if unsuccessful, scale down the project to match the available funds and complete the remainder when funds become available.

The local share for this project (\$253,250) will come from either the State of Michigan or AATA. The Michigan Department of Transportation (MDOT) issued guidance to transit agencies concerning local share for this program on May 11, 2010. The guidance indicates that MDOT will provide the local share, if possible. However, the guidance states that “MDOT cannot guarantee that state funds will be available for match. MDOT will provide matching funds to the degree possible.” If State funds are not available, the AATA will provide the local share. The Ann Arbor City Charter includes a property tax millage dedicated to transit for the AATA. This millage provides more than \$9 million per year to fund operating and capital costs of the AATA. The AATA has unencumbered net assets from this millage sufficient to fund the local share of this project, if needed.

A copy of the audited financial statements for the fiscal year ended September 30, 2009 is attached which includes documentation of unrestricted net assets sufficient for the local share. The statements also document AATA’s sound financial management practices.

The total cost of the transit center reconstruction including design, engineering, demolition of the existing building, construction and construction management is estimated to be \$4,200,000. The remaining \$2,933,750 will be provided by:

1. Approved grant MI-03-0221 (\$2,015,000 total, \$1,612,000 federal, \$403,000 state)
2. Pending grant MI-04-0037. (\$918,750 total, \$735,000 federal, \$183,750 state) Grant approval expected in FY 2010.

### **Project Time Line**

The AATA has completed conceptual design and solicited proposals for architecture and engineering. A contract for A/E has been executed with DLZ Design of Lansing, Michigan and design of the facility is underway

Complete design	October, 2010
Begin construction bid process	December, 2010
Issue notice to proceed to contractor	February, 2011
Substantial Completion	November, 2011
Building occupancy	January, 2012
Project close-out	March, 2012



# Project Evaluation Criteria

## **Planning and Prioritization at the Local/Regional Level:**

The MPO, the Southeast Michigan Council of Governments (SEMCOG) recently completed the 2035 long-range plan. Replacement of the AATA downtown transit center is included in the long-range plan. The attached letter of support from SEMCOG confirms that this project conforms to the goals, objectives, and policies of the 2035 plan. The TIP a project for the replacement of the downtown transit center, but the amount of funding only includes the funds in the FY 2008 earmark (project MI-04-0037) due to fiscal constraint.

The local match was discussed in detail in the Project Information section of the application, above. The local match for this project will come from the State of Michigan or AATA. If State funds are not available, the AATA will provide the match, in cash.

Letters of support are attached.

In addition to AATA, there is one other public transit operator in the Ann Arbor urbanized area: the University of Michigan (UM) operates a limited amount of public transit service between campus locations. The AATA and UM cooperate closely to coordinate service and operations. The AATA and UM share a transit center on campus to facilitate transfers between the services.

## **Ready to Implement:**

Documentation for a categorical exclusion for this project was submitted to the FTA Chicago Regional office in February, 2010 in conjunction with pending project MI-04-0037. This project involves the replacement of the current transit center building on the existing site, with no change in overall bus operations. Based on discussions with FTA regional staff, the CE is expected to be approved for the pending project to be approved this fiscal year.

Implementation plans are in preparation. Conceptual design is complete and architecture/engineering is underway.

The TIP can be amended. A letter from the MPO, the Southeast Michigan Council of Governments is attached to confirm this.

### **Technical, Legal, and Financial Capacity:**

The current transit center building was constructed in 1987, and is currently 23 years old. Transit buildings have an expected useful life of 20 years, before major renovation/rehabilitation is anticipated.

### **For Bus Facility Projects:**

Age of asset: The current transit center was constructed in 1987, and is 23 years old.

Demonstrated and verifiable backlog of deferred maintenance: In 2008, the AATA engaged National Building Inspections Inc. to conduct an assessment of the condition of the transit center. Their report detailed specific concerns including

- Several of the concrete pillars are cracking with noticeable deterioration. In particular, there is evidence of water erosion around the pillars on the south corner of the building
- The heating, ventilation, and air conditioning units are the original units and are experiencing increasing failures. The heat exchangers in these units are heavily rusted.
- The metal roof is heavily rusted. Aggregate is missing in numerous areas and there is standing water after rains. Water stained ceiling tiles in the office area and communications closet indicate that the roof is leaking. The walls in the communication closet have water stains and evidence of a black substance. A moisture content of 25% was found in areas on the closet walls.
- The lighting is outdated and should be replaced with more energy-efficient fixtures.
- The carpeting in the office area is heavily worn and there are concerns about mold from water damage.
- The outside electrical outlets which are exposed to the public are not weather tight GFCI receptacles.
- The window walls in the customer waiting area are leaking. The window frame structure is rusted and the gaskets/glazing material around the windows needs to be replaced.
- Restrooms are not ADA compliant. Only one entrance is ADA compliant.
- Gutters and downspouts need to be replaced.
- Ceiling tiles, paint and wallpaper is damaged and needs to be replaced.

The estimate to make repairs was \$150,000 – \$200,000. However repairs would extend the life of the facility by only 3-5 years, would not provide expanded space required for the ridership growth which had occurred, and would not provide for upgrades in energy efficiency and technology. As a result, the AATA decided to develop a program and develop funding for replacement of the transit center.

It should be noted that the condition of the transit center is not due to negligence of the AATA. The transit center was scheduled to be demolished and replaced as part of a joint development project. The City of Ann Arbor acquired a larger parcel of land adjacent to the transit center in 2005. The intention was combine the two parcels and for a joint development project to provide a new, expanded transit center at ground level with a ten-story development above. The City solicited proposals from developers, and a developer was selected to undertake the project. The original project schedule called for completion of the project in 2008. There were numerous delays, probably due to the fact that the developer was having difficulty with the financing in the deteriorating Michigan economy. The City declared the developer in default in 2008. Until the end of this period, the AATA was performing only necessary maintenance on the transit center in anticipation of its demolition. The assessment cited above by National Inspections was undertaken to determine the scale of the problems to provide for a considered decision on what was the best course of action.

Supports emerging or advanced technologies for transit facilities:

The current facility was designed 24 years ago, and does not include provisions for advanced electronics and does not have space to house electronics. We do have a small screen showing bus real-time bus arrival times, but it is only visible within a few feet. The AATA currently provides real-time information for all buses on all routes on the internet. The new building will have a room to accommodate network equipment, computers, routers, and other technology. The AATA intends to provide wi-fi, real-time information displays for each route, and interactive trip planning.

Evidence of project compliance with “Green Building” certification:

Design of the building is underway, and the AATA has informed the architectural/engineering firm of our intention to seek LEED certification. They are considering elements to incorporate into the design, but we do not yet know the level of certification (bronze, silver, gold) we will be able to achieve. The amount of funding we are able to put together for this project is likely to affect how far we are able to go.

June 7, 2010

Mr. Christopher White, Manager/Service Development  
Ann Arbor Transportation Authority  
2700 S. Industrial Highway  
Ann Arbor, MI 48104-6272

Dear Mr. White:

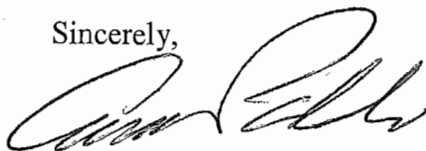
SEMCOG has recently reviewed several projects that your staff indicated that you are most likely to request special transportation funding from the State of Good Repair, and Clean Fuels programs. This letter is to inform you that if selected for funding, SEMCOG would be happy to work with your staff to ensure that these be placed into the Transportation Improvement Program expeditiously.

The following projects conform to the goals, objectives, and policies of **Direction2035**: Regional Transportation Plan for Southeast Michigan.

- Incremental cost of 10 hybrid electric replacement buses; and
- Addition funds for reconstructing the downtown transit center.

Should you have any questions or concerns, please contact Jeffrey Tumidanski of my staff at 313.324.3320 or [Tumidanski@semco.org](mailto:Tumidanski@semco.org).

Sincerely,

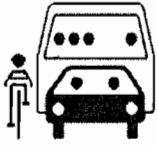


Carmine Palombo, P.E.  
Director  
Transportation Programs

CP:jt

CC: Eric Bombery, Washtenaw Area Transportation Study  
Olatunbosun Williams, Michigan Department Of Transportation

W  
A  
T  
S



## WASHTENAW AREA TRANSPORTATION STUDY

---

705 NORTH ZEEB ROAD 2ND FLOOR  
ANN ARBOR, MICHIGAN 48103-1560  
PHONE: (734) 994-3127 FAX: (734) 994-3129  
WEBSITE: WWW.MIWATS.ORG  
E-MAIL: WATS@MIWATS.ORG

June 7, 2010

Federal Transit Administration

Re: Ann Arbor Transportation Authority Grant Request for Replacement of Blake Transfer center

To whom it may concern:

The Washtenaw Area Transportation Study (WATS) is the Transportation Management Area (TMA) staff for Washtenaw County within the Southeast Michigan MPO. WATS and the Ann Arbor Transportation Authority (AATA) work closely to complete both long and short term planning requirements and ensure the maximum value of both federal and local investments in transportation. The AATA has been a leader in pursuing efficient transportation options and partnering with local agencies and non-profits.

AATA has multiple transfer centers with the Blake Transfer Center in downtown Ann Arbor as their primary center. More than 25 years old, the Blake Transfer Center is in need not only of updating for code changes and ADA accessibility changes, but needs to accommodate a much larger number of transit patrons.

The reconstruction and updating of this facility will provide an opportunity for AATA to compliment the increasing density and the community's quality transportation choices in downtown Ann Arbor.

The Blake Transit facility is in the WATS 2035 Transportation Plan for Washtenaw County and added to the Transportation Improvement Programs as soon as awarded.

Sincerely,

Terri Blackmore  
Executive Director

---

#### POLICY COMMITTEE MEMBERS

- CITY OF ANN ARBOR • ANN ARBOR TRANSPORTATION AUTHORITY • ANN ARBOR TOWNSHIP • CITY OF CHELSEA • VILLAGE OF DEXTER •
- DEXTER TOWNSHIP • EASTERN MICHIGAN UNIVERSITY • MICHIGAN DEPARTMENT OF TRANSPORTATION • NORTHFIELD TOWNSHIP • PITTSFIELD TOWNSHIP •
- CITY OF SALINE • SCIO TOWNSHIP • SOUTHWEST WASHTENAW COUNCIL OF GOVERNMENTS • SUPERIOR TOWNSHIP • UNIVERSITY OF MICHIGAN •
- WASHTENAW COUNTY BOARD OF COMMISSIONERS • WASHTENAW COUNTY ROAD COMMISSION • CITY OF YPSILANTI • YPSILANTI TOWNSHIP •
- EX OFFICIO: FEDERAL HIGHWAY ADMINISTRATION • SOUTHEAST MICHIGAN COUNCIL OF GOVERNMENTS •

AN INTERMUNICIPALITY COMMITTEE ORGANIZED UNDER ACT 200 OF PUBLIC ACTS OF MICHIGAN (1957)  
REPRESENTING WASHTENAW COUNTY



## CITY OF ANN ARBOR, MICHIGAN

100 North Fifth Avenue, P.O. Box 8647, Ann Arbor, Michigan 48107-8647

<http://www.ci.ann-arbor.mi.us>

Public Services Area  
Systems Planning Unit

June 11, 2010

To Whom It May Concern:

The City of Ann Arbor is pleased to provide this letter of support for AATA's application under the State of Good Repair (Bus and Bus Facilities) for improvements to the Blake Transit Center. A renewed and reinvigorated Blake Transit Center will allow AATA to maintain a proper transit center supporting our sustainable, multimodal transportation system.

The City of Ann Arbor has adopted several policies and plans addressing sustainability through the provision of a multimodal transportation system. Our local transit provider, Ann Arbor Transportation Authority (AATA) is one of our strongest partners in advancing multimodal and sustainable transportation services in our city. AATA is a leader in developing and delivering high quality public transportation service in the Ann Arbor area. The Blake Transportation Center, built in 1987, serves as the key downtown hub for this regional transit service.

The Blake Center is in need of investment to assure it properly serves as an attractive and effective downtown hub for our region's transit system. Located in the heart of Ann Arbor's downtown, the Blake is the central hub for the entire AATA system. It serves over 5,000 boardings per day, with 50% of those trips accessing the transit service by walking on. The other riders are transfers due to the nature of the transit system.

We see the opportunity for the Ann Arbor Transportation Authority (AATA) to renew and reinvigorate this heavily utilized transit center as a primary investment in offering our riding public the type of facilities in the proper locations. It is only by providing high quality infrastructure in combination with quality transit service that AATA can continue to be seen as an effective transportation provider for the community. We provide our unequivocal support for Ann Arbor Transportation Authority's application to the FTA State of Good Repair (Bus and Bus Facilities): Additional funding for replacement of downtown transit center building.

Sincerely,

Eli Cooper, AICP  
Transportation Program Manager