

# 2018 Annual and Obligation Report for Washtenaw County



# Policy Committee

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The Washtenaw Area Transportation Study (WATS) financed the preparation of this document through grants from the U.S. Department of Transportation in cooperation with the Michigan Department of Transportation and contributions from local government, public transit, and educational unit members of the Washtenaw Area Transportation Study. The views and opinions expressed herein do not necessarily state or reflect those of the U. S. Department of Transportation.

Obligation - the federal government's legal commitment to pay or reimburse states or other entities for the project's federal share of eligible costs.

# Introduction



Harris Rd. Reconstruction - Ypsilanti Township  
Photo courtesy of Washtenaw County Road Commission

## Introduction

The annual report for the Washtenaw Area Transportation Study (WATS) provides an overview of achievements for the 2018 calendar year (January 1, 2018 - December 31, 2018). In addition, this document showcases the annual listing of obligated projects that received federal funding during the 2018 fiscal year (October 1, 2017 - September 30, 2018).

## Background

WATS is an association of local governments, transit agencies, and educational institutions working together to solve regional transportation issues through cooperative action. WATS continually monitors the condition of the county's transportation system, including roads, bicycle and pedestrian paths, bridges, and public transit. WATS develops a regional transportation vision, the Long Range Transportation Plan, that guides transportation policy decisions and investments for the county. This plan spans a twenty-five year planning horizon. WATS implements this vision in the Transportation Improvement Program (TIP), which lists transportation projects with federal funding identified over the next four years.

WATS guides the expenditure of federal transportation funds in Washtenaw County through a committee process. The agency represents the perspectives of its local government members, facilitates continuous opportunities for public participation and coordinates planning efforts with the Southeast Michigan Council of Governments (SEMCOG), the Michigan Department of Transportation (MDOT), the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA) as well as other environmental and cultural entities.

# Letter from the Director

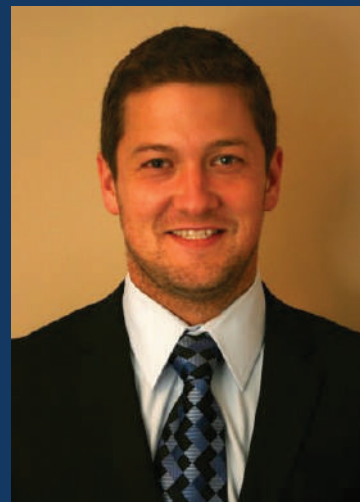
Dear friends of WATS,

Access to opportunity is essential to economic mobility. Local policy leaders have affirmed that neither race nor zip code should affect your chances of success in Washtenaw County. In 2018, WATS made this a guiding principle of the agency, its products. Some of these accomplishments include:

- Development of the 2045 Long Range Plan (approved March 2019)
- Adoption of the 2020-2023 Transportation Improvement Program
- Addition of an Equity special interest seat on the WATS Technical Committee

While discussion of the future of transportation focused largely on the rise of driverless vehicles, the unannounced arrival of new micro-mobility devices affected transportation in and around the downtown Ann Arbor and University of Michigan Campus areas overnight. Though understanding transportation and technology are changing the ways in which people travel, we perhaps failed to see how quickly a transformation could occur. While we may not be prepared for every possible scenario, communities must be prepared to adapt quickly and work towards shepherding innovation in a way that promotes both mobility and equity.

More than \$20 million was obligated for roadway projects in Washtenaw County in 2018. As we look to the future, WATS will continue work to improve the evaluation of transportation improvements in our efforts to improve the safety and quality of life for residents and visitors.



# Region Highlights - J. Thomas Bruff

## The Issues Facing the Region

Southeast Michigan's economy has emerged from its most catastrophic period in our lifetime. The region is regaining all of the jobs it lost over the prior decade; the unemployment rate has plummeted from over 13% in 2010 to under 5% today.

Population began growing again in 2012, and personal income per capita is now on par with the nation. However, where the regional economy goes from here will be determined in part by where the U.S. economy is headed, where the auto industry is headed, and by the investments local communities make, particularly in human capital, to diversify the economy into areas that show promise for future growth and prosperity, and for which the region has supporting assets.

According to the 2045 outlook for the region, growth will be sustained at a moderate pace for the population and labor market. There are a number of challenges on the horizon:

- Substantial labor shortages – particularly of workers with skills that mesh with the evolving knowledge and information-based economy
- Dramatic aging of the population as the baby-boomer generation enters retirement years
- Relatively low in-migration rates for young adults

The challenges highlighted above will hinder the region's ability to grow; further compounded by any legislation that significantly limits immigration into the United States. It is particularly critical for the region to invest in its human capital and, it is also important to seek out greater economic diversification into areas that show promise for future growth and prosperity.

### Framework for Regional Decision Making

These trends provide context for the importance of regional comprehensive planning, intergovernmental coordination, local

government assistance and the capacity building work at SEMCOG. These pillars provide the framework for SEMCOG's vision:

*All people of Southeast Michigan benefit from a connected, thriving region of small towns, dynamic urban centers, active waterfronts, diverse neighborhoods, premiere educational institutions and agricultural, recreational and natural areas.*

### 2045 Long Range Transportation Plan

The 2045 Regional Transportation Plan for Southeast Michigan, serves as the region's guiding policy document on how over \$36 billion in revenues will be invested to support the region's transportation system. The Plan provides the opportunity to assess where the region currently stands as well as identify solutions for creating a more sustainable and healthy region.

The following six guiding principles express the underlying regional values that set the framework for developing planning activities, policies, transportation projects, and performance management included in this plan:

- Provide planning solutions that support our unique and diverse region
- Drive a dynamic, talent-rich economy
- Steward environmental and cultural resources
- Connect people safely to jobs and essential services
- Promote coordinated, and effective public services
- Educate and engage local leaders and residents



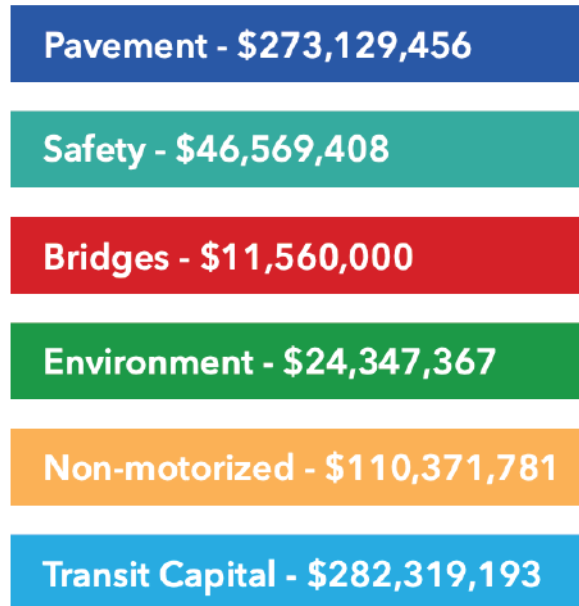
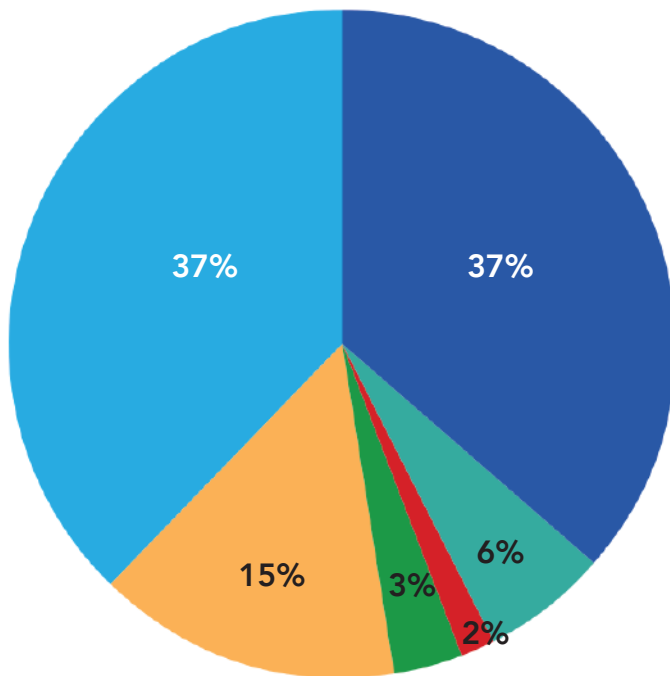
# WATS 2018 Highlights

## 2045 Long Range Transportation Plan

The 2045 Long Range Plan Goals serve as the foundation for the investment of federal funds in Washtenaw County and a starting point in guiding policy decisions. The Plan highlights the importance of a diversified transportation system that provides mode choice and access for all users above any one single mode.

Key changes to this plan include:

1. Equity - Using transportation funds to disrupt the effects of historic injustice through project funding.
2. Regional Priorities - These represent policy or project areas that are critically important to providing transportation access and choice in the county and must be addressed.
3. Performance Based Planning - These measures are linked to the goals of the Plan and gauge the progress on achieving local targets and federal requirements. The chart below highlights the proposed allocation of federal resources over the next 25 years.





# WATS 2018 Highlights

## Regional Transportation Model Development

During the development of the 2045 LRP, WATS developed the Regional Transportation Model to forecast future travel behavior. This provides a brief summary of the model. The entire model description can be found at [miwats.org/2045lrp/](http://miwats.org/2045lrp/).

### **Purpose of the Model**

To address federal requirements, WATS maintains a Regional Transportation Demand Model, a tool that forecasts future travel behavior. This model can be used to:

- Forecast congestion
- Estimate the growth in both traffic and transit ridership
- Study the impact of changing demographics on regional infrastructure
- Study the types of infrastructure that might meet the travel needs of the county
- How those changes will affect regional travel behavior

### **Models are Designed to Understand Capacity**

The primary task of the model is to explain the relationship between observed travel behavior, the capacity of the roadway and transit network, population, and employment. The forecast of travel behavior in the future is completely dependent on the decisions and factors that explain the current transportation system. New technologies, policy changes, and many of the other issues that are discussed when considering the future of transportation at a policy level are not considered in the model.

Washtenaw County is anticipated to add nearly 100,000 new residents and 40,000 jobs by 2045. These new residents and jobs will contribute to 6% more Vehicle Miles Traveled (VMT) in the AM Peak and 5% more VMT in the PM Peak. However, given that many roads in the county are already congested, this adds 44% more

delay to the morning peak and 38% more to the evening. WATS also evaluated the impact of two other scenarios on the transportation network, a High Growth Scenario and a Managed Demand Scenario. Please refer to the full plan to see the results of those model runs.

### **Recommendations**

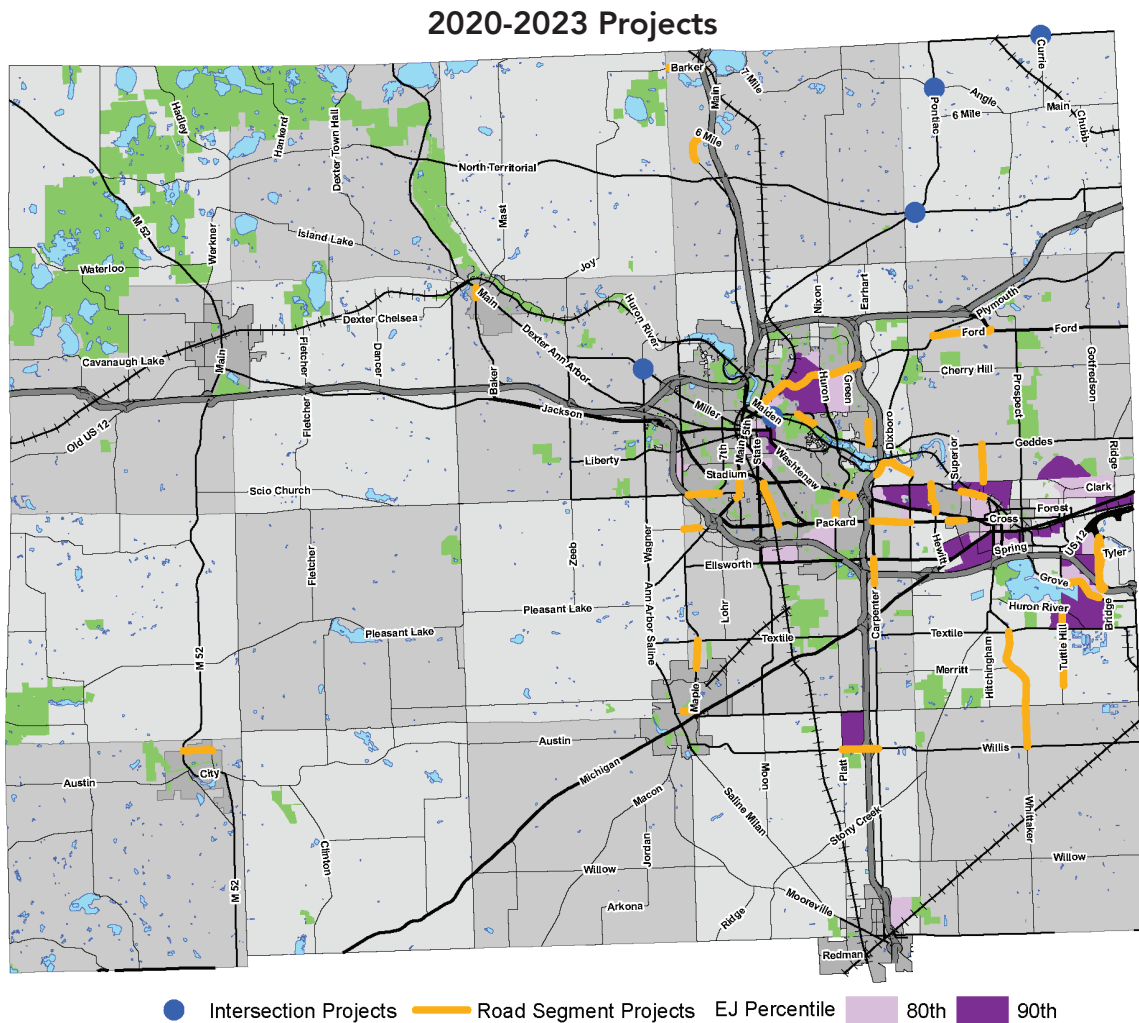
Washtenaw County has been, and is expected to continue growing over the next 25 years. New residents and employment will require some adjustment in the transportation system, either travelers will have to grow accustomed to greater levels of congestion or policymakers will need to choose to invest in a more effective system. Given the desire to provide a high quality of life in the county, WATS recommends the latter, but encourages the Policy Committee to consider a broad range of alternatives that could improve both quality of life and the operations of the transportation system. Managing traffic demand, investments that improve operations without widening, encouraging transit use, and encouraging non-motorized travel are viable alternatives to the costly last resort of capacity expansion.

# WATS 2018 Highlights

## 2020-2023 Transportation Improvement Program

The first four years of projects of the Long Range Transportation Plan are commonly known as the Transportation Improvement Program (TIP). The TIP provides a list of road and transit projects using federal funds in Washtenaw County. This listing is available to the public and provides details from all eligible agencies on what projects are anticipated to be built. Projects can change due to a change in funding targets or community priorities. Those changes are brought forth to the Technical and Policy Committees at WATS where the public has an opportunity to review the proposed changes as well.

The projects selected by the Policy Committee (map below) were reviewed for their potential impacts in environmental justice communities and their potential impacts to local performance targets. The map does not take into account funds that may be received through competitive processes such as: Bridge, Safety, Congestion Mitigation and Air Quality, or Transportation Alternative Program funds.



# WATS 2018 Highlights

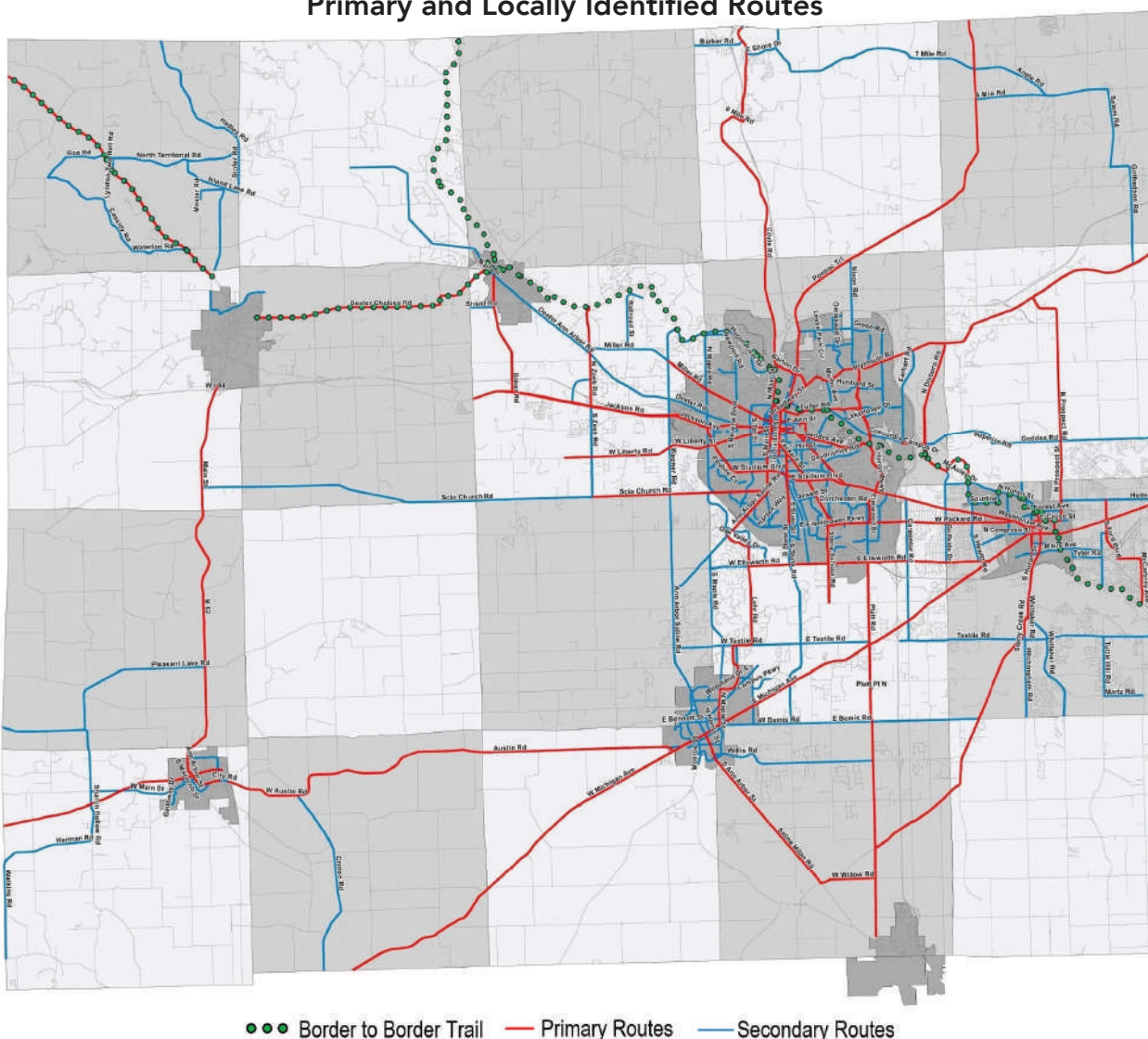
## Non-Motorized Transportation Plan

The 2018 Non-Motorized Transportation Plan establishes a vision of a non-motorized transportation system that supports and encourages safe, comfortable, and convenient ways for people to travel throughout Washtenaw County. The plan focused on:

- Building out this system throughout the county to increase mode choice for all users
- Reviewed the current conditions in the County
- Working with communities to implement this plan using the Six E's of the Safe Routes to School Program: Evaluation, Engineering, Education, Encouragement, Enforcement, and Equity,
- Monitor success over the short and long term
- Engaging with the public to ensure that their voices were heard

The Map below highlights the key corridors that provide the backbone for the non-motorized system connections to communities and neighborhoods across the county. The red lines are the priority regional connections and the blue offer additional routes identified in community planning documents.

**Primary and Locally Identified Routes**



# WATS 2018 Highlights

## Non-Motorized Annual Reporting

**COUNTING PROGRAM** - WATS continued its non-motorized counting program in 2018 with a combination of manual counts, mobile counts, and permanent counters. WATS completes its manual counts April-October. Mobile counts are done during the warm months and are repeated in the winter. Permanent counters collect data year round.

### Permanent Counters

226,438 pedestrians

83,113 bicyclists

### Mobile Counts

46 locations

49,735 passes

### Manual Counts

21 locations

777 bicycles

2,036 pedestrians

**NON-MOTORIZED PLAN TASKS** - As part of the 2018 WATS Non-Motorized Transportation Plan, tasks were identified to monitor the non-motorized system. These are a portion of the near term tasks outlined in the Plan. WATS has a policy that ensures at least 10% of programmed funds for the 4 year TIP program be spent on non-motorized projects.

### 2020-2023 TIP Investment

12%

### Funds Spent

\$5,051,806

### Miles Constructed

7.122

# WATS 2018 Highlights

## Washtenaw County Coordinated Plan Update

The Coordinated Plan is developed to ensure efficient and effective coordination of public transit and human services providers' resources and to find new strategies to address unmet needs and gaps in service. The coordinated plan serves as a guideline for successful grant applications in an effort to maintain existing service and help meet unmet needs.

Within Washtenaw County and throughout much of Michigan, the demand for public transportation and the requirements of riders with special needs has increased and will continue to do so. This can be attributed to:

- Our ability to live longer and with more independence than in the past
- Increased independence for individuals with disabilities through the Americans with Disabilities Act (ADA)
- Stricter work requirements for welfare recipients

The plan addresses both the Ann Arbor Urbanized Area and the Rural Areas of Washtenaw County, and the need to coordinate services between the areas.

Fifteen strategies were identified in the plan to address these needs, several are listed below.

- 1) Expand availability of fixed route and Inter-Urban transportation services in the Ann Arbor Urbanized Area, Small Urban, and Rural Areas.
- 2) Expand availability of demand-response and specialized services to provide additional trips for older adults, people with disabilities and people with low -incomes.
- 3) Expand access to private transportation providers.
- 4) Provide flexible transportation options and more specialized and one to one services through expanded use of volunteers.
- 5) Expand access to affordable Non-Emergency Medical Transportation

The full list and plan can be found at [miwats.org/coordinated-plan](http://miwats.org/coordinated-plan).

# WATS 2018 Highlights

## Partnerships

WATS collaborates with agencies countywide, taking a holistic view of issues that intersect with transportation. WATS regularly engages with these organizations to learn about ways that transportation can improve the lives of the citizens of Washtenaw County. This section highlights the current efforts that WATS is participating in.

### **Transportation Coordinating Council (TCC)**

WATS serves as the chair of this committee which assists TheRide on prioritizing 5310 transit funds for small transit agencies and private non profits in Washtenaw County.

### **SEMCOG**

SEMCOG provides many opportunities to participate in regional planning efforts, currently those efforts include updating the regional non-motorized transportation plan, implementing the regional safety plan, and the creation of the regional long range transportation plan.

### **MDOT**

WATS continues to partner with MDOT on statewide planning issues and policy discussions through the Michigan Transportation Planning Association. Additionally, WATS is working with MDOT on numerous projects such as the N. Main St. Corridor and Huron I-94 pedestrian crossing.

### **Greenways Advisory Committee (GAC)**

WATS works members from county parks, elected officials, and non-motorized advocates, to assist with the monitoring and development of policies for greenways and trails throughout Washtenaw County. One of the key functions of the group is to provide recommendations on County Parks Connecting Communities Grant requests.

### **Chelsea Area Planning Team and Dexter Area Regional Team (CAPT/DART)**

WATS continued its partnership with the communities and agencies in this portion of the county by providing technical assistance with topics such as regional transportation coordination, transit, and non-motorized transportation connectivity.

# 2018 Obligated Projects



## Background

In December 2015, President Obama signed the Fixing America's Surface Transportation Act (FAST Act). The FAST Act authorizes \$305 billion over fiscal years 2016 - 2020. By receiving federal funds, WATS must publish a list of federally funded transportation improvements approved for funding in the previous federal fiscal year, October 1, 2017 to September 30, 2018.

Investments such as improvements for roads, highways, bridges, transit, bicycle transportation, and pedestrian walkways must all be reported. The Federal Highway Administration (FHWA) defines obligation as the federal government's legal commitment to pay or reimburse the project's federal share of eligible costs. WATS would like members of the public to better understand the funds that are captured and invested in the county. This report reflects the commitment by WATS to make data and publications more accessible, easier to read and understand.

Transportation Planning has its own terminology. WATS has created a web page that calls out the various terms and definitions that are helpful in furthering one's understanding of transportation planning, find these These terms can be found at [miwats.org/whatswats](http://miwats.org/whatswats).

The project planning and funding process for roads/highways and transit have many similarities but also have some differences. The main similarity is the importance of project planning that takes place with the development of the Long Range Transportation Plan (LRP), which outlines the vision for the region over a 20-year planning horizon. In addition, all projects that are to be funded with federal transportation dollars are listed in the Transportation Improvement Program (TIP). This 4-year listing of transportation projects in Washtenaw County lists all federally funded and locally funded projects. The chart on page 15 illustrate the process highway projects go through from programming to implementation.

# Roads and Highways

## Planning Phases of a Federal Project

There are many steps to creating and completing a federally funded project. WATS has created the chart below, to illustrate the steps from planning to construction.





# Roads and Highways



Sidewalk Infill - Green Rd.  
Photo courtesy of City of Ann Arbor

Roads Funding Source	Total Funds Obligated	% of Road Program by Fund Category
STP Urban	\$4,396,171	22.82%
NHPP	\$427,212	2.22%
Safety	\$1,968,532	10.22%
Bridge	\$1,537,971	7.98%
STP Rural	\$843,082	4.38%
TEDF - Category D	\$163,367	0.85%
CMAQ	\$1,413,269	7.33%
TAP	\$3,079,439	15.98%
MDOT	\$5,439,378	28.23%
<b>Total Funds</b>	<b>\$20,109,796</b>	<b>100%</b>

# Surface Transportation Program - Urban

## Surface Transportation Program (STU)

The Surface Transportation Program for populations over 200,000 (STU) provides flexible funding that may be used by States and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals.

**Eligible activities:** Construction, reconstruction, rehabilitation, resurfacing, restoration, preservation, or operational improvements for highways.

Job Number	Project Name <i>Limits</i>	Agency	Work Type	Obligation Amount
201823	Green and Federal Blvd <i>Green: Gettysburg to Burbank Federal: Stadium to Commerce</i>	Ann Arbor	Multi-modal	\$152,455
201737	Pauline <i>W. Stadium to South 7th</i>	Ann Arbor	Pavement	\$571,561
201735	Scio Church <i>South 7th to South Main</i>	Ann Arbor	Pavement	\$814,502
201824	Seventh <i>Huron to Scio Church</i>	Ann Arbor	Pavement	\$411,859
201717	Baker <i>Dan Hoey to Grand</i>	Dexter	Pavement	\$166,657
203418	Baker Rd. <i>750' N of WB I-94 off ramp to Shield</i>	WCRC	Pavement	\$296,225
202828	7 Mile Road <i>Shore Dr. to Nollar</i>	WCRC	Pavement	\$10,916
201829	Ellsworth <i>Carpenter to Golfside</i>	WCRC	Pavement	\$319,057
131825	Harris <i>Michigan to Holmes</i>	WCRC	Pavement	\$1,426,404
203622	Willis <i>Platt to US 23 bridge</i>	WCRC	Pavement	\$2226,515
<b>Total:</b>				<b>\$4,396,171</b>

# National Highway Performance Program

## National Highway Performance Program (NHPP)

The NHPP provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS.

**Eligible activities:** Construction, reconstruction, resurfacing, restoration, rehabilitation, preservation, or operational improvement of segments of the NHS

Job Number	Project Name <i>Limits</i>	Agency	Work Type	Obligation Amount
201829	Ellsworth Rd. <i>Carpenter to Golfside</i>	WCRC	Pavement	\$427,212
				<b>Total: \$427,212</b>



Before



After

Ellsworth Rd. - Ypsilanti Township  
Photo courtesy of Washtenaw County Road Commission

# Congestion Mitigation and Air Quality

## Congestion Mitigation and Air Quality (CMAQ)

The CMAQ program helps meet the requirements of the Clean Air Act. Funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for former nonattainment areas that are now in compliance (maintenance areas).

**Eligible activities:** Traffic monitoring, signal upgrades to improve traffic flow, and non-motorized transportation facilities.

Job Number	Project Name <i>Limits</i>	Agency	Work Type	Obligation Amount
132794	Baker Rd. <i>Shield Rd. to Dan Hoey</i>	WCRC/City of Dexter	Roundabout	\$1,413,269
				<b>Total: \$1,413,269</b>



# Bridge Program

## Bridge Funds (BRO AND BHT)

The Surface Transportation Program provides funding for bridges that are monitored at the state level, funding is applied for and awarded at the state level.

**Eligible activities:** Preventative maintenance on bridges and the replacement of bridges.

Job Number	Project Name <i>Limits</i>	Agency	Work Type	Obligation Amount
129377	W. Austin Rd.	WCRC	Preventative Maintenance	\$212,141
129378	Sharon Valley Rd.	WCRC	Replacement	\$1,278,743
201676	McCollum Rd.	WCRC	Preventative Maintenance	\$47,087
				<b>Total: \$1,537,971</b>



Sharon Valley Rd. Bridge Replacement - Manchester Township  
Photo courtesy - Washtenaw County Road Commission

# Rural Funding

## Surface Transportation Rural Funds (STUL)

STUL provides flexible funding for populations under 200,000 that may be used by States and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals.

**Eligible activities:** Construction, reconstruction, rehabilitation, resurfacing, restoration, preservation, or operational improvements for highways.

Job Number	Project Name <i>Limits</i>	Agency	Work Type	Obligation Amount
202574	Rural Paving <i>Mast Rd and Arkona</i>	WCRC	Road Rehabilitation	\$583,285
202727	North Territorial <i>Various Locations</i>	WCRC	Crack Sealing	\$176,161
202739	Van Purchase	People's Express	Purchase 2 vans	\$83,636
<b>Total:</b>				<b>\$843,082</b>

## Transportation Economic Development - Category D (TEDF -D)

The TEDF - D Funds, provide funding for transportation projects which: complement the existing state trunkline system with improvements on connecting local routes that have high commercial traffic and that seek to minimize disruptions that result from seasonal load restrictions.

**Eligible activities:** Construction, reconstruction, rehabilitation, resurfacing, restoration, or preservation of eligible all season roadways.

Job Number	Project Name <i>Limits</i>	Agency	Work Type	Obligation Amount
202469	Plymouth Rd. <i>Gotfredson Rd. to Napier Rd.</i>	WCRC	Road Rehabilitation	\$163,367
<b>Total:</b>				<b>\$163,367</b>

# Safety Program

## Safety (STH, STG, HSIP, STR)

Federal funds for the Local Safety Program are to be used for safety improvements on the local roadway system. All locally controlled roadways, regardless of National Functional Classification, are eligible for the Local Safety Program. These funds may be used to carry out any highway safety improvement project on any public road or publicly owned bicycle or pedestrian pathway or trail; any project to maintain minimum levels of retro-reflectivity.

**Eligible actives:** Improving intersections, installing center turn lanes, construction of non-motorized pathways, pedestrian facilities to improve safe movement of pedestrians.

Job Number	Project Name <i>Limits</i>	Agency	Work Type	Obligation Amount
200284	Mast Rd. N. Territorial to Strawberry Lake Rd.	WCRC	Fixed object removal	\$495,840
203388	Ridge Rd. Ridge Rd. to Hack Rd.	WCRC	Intersection alignment	\$14,796
200509	N. Territorial Rd. Spencer Rd. to Gotfredson Rd.	WCRC	Target tree removal	\$357,403
200513	S. 7th St. Scio Church to Miller Ave.	Ann Arbor	Buffered bike lanes	\$71,923
202697	E. Madison St. At Ann Arbor Railroad	Ann Arbor	Pre-signal interconnect	\$130,762
203122	E. Madison St. At Ann Arbor Railroad	Ann Arbor Railroad	Install cantilever	\$282,337
203172	S. Main St. At Ann Arbor Railroad	Ann Arbor Railroad	Install cantilever	\$263,326
202005	Chubb Rd. At CSX in Salem Twp	CSX Transportation Inc	Upgrade flashers	\$108,316
202092	W. Morgan Rd. At Ann Arbor Railroad Pittsfield Twp.	Ann Arbor Railroad	Install flashing light signals	\$242,064
<b>Total:</b>				<b>\$1,968,532</b>

# Transportation Alternatives Program

## Non-Motorized Transportation (TA, TAU, and SRSI)

MAP-21 establishes a new program to provide for a variety of alternative transportation projects, including many that were previously eligible activities under separately funded programs. TAP replaces the funding from pre-MAP-21 programs including Transportation Enhancements, Recreational Trails, and Safe Routes to School, wrapping them into a single funding source.

**Eligible activities:** Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs, conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users.

Job Number	Project Name <i>Limits</i>	Agency	Work Type	Obligation Amount
133246	Huron River Dr. Pathway <i>Dexter-Huron Metropark to Zeeb Rd.</i>	WCRC	Non-Motorized Transportation	\$2,134,124
200645	E. Textile Rd. <i>Marton Rd. to Platt Rd.</i>	WCRC	Non-Motorized Transportation	\$841,375
<b>Total:</b>				<b>\$3,079,439</b>



Border to Border Trail - Huron River Dr.  
Photo courtesy - Washtenaw County Road Commission



# MDOT Investments

## Michigan Department of Transportation (MDOT)

MDOT utilizes a variety of funding sources to provide all the necessary funding for projects. Many of the funding sources will be the same as funding that agencies throughout Washtenaw County. We have provided a brief description of the new funding codes that MDOT projects use in the following pages.

## Funding Code Descriptions

HSIP - Highway Safety Improvement Program  
 NH - National Highway Program  
 NHG - National Highway System - Safety  
 ST - Surface Transportation Program Any Area

Job Number	Project Name Limits	Agency	Work Type	Obligation Amount
113501	US-23 BR I-94 to M-14	MDOT	Pavement rehabilitation	\$1,227,750
120362	NB US-23 I-94 in Pittsfield Twp.	MDOT	Wireless weigh in motion scale	\$24,555
201081	I-94 Several Structures	MDOT	Superstructure repair	\$998,402
132579	US-23 Milan City Limits to Bemis Rd.	MDOT	Pavement rehabilitation	\$1,258,947
132967	US-23 Plank Rd. to Norfolk Southern	MDOT	Pavement rehabilitation	\$235,030
202339	I-94 BL At Washtenaw Ave.	MDOT	Pedestrian signals	\$54,300
202569	US-12 BR Various Locations	MDOT	Non-freeway signs	\$120,000
132609	M-52 Old US-12 to Werkner Rd.	MDOT	Pavement rehabilitation	\$130,002
132128	US-23 8 mile at US-23 interchange	MDOT	New carpool lot	\$1,390,392
<b>Total:</b>				<b>\$5,439,378</b>

# Transit

## Transit

The Federal Transit Administration provides funding for the purchase and operation of public transportation in the county for agencies including TheRide, PEX, and WWAVE. Funding types are broken down with eligible expenses and expected projects. WATS uses a combination of both apportionment estimates and JobNet (state project management database) obligations. Apportionment estimates are denoted with an asterisk.

- 1) Project Programming
- 2) Federal Funding Allocation from Congress
- 3) Long Range Plan
- 4) Transportation Improvement Program
- 5) Grant Applications
- 6) Project Grant Award
- 7) Procurement
- 8) Billings
- 9) Project Progress Reports
- 10) Project Close Out

Transit Funding Source	Estimated Funds	% of Transit Program by Fund Category
*5307	\$6,981,917	72%
*5310	\$911,650	9%
5311	\$583,350	6%
*5339	\$992,370	10%
CMAQ	\$265,745	3%
<b>Total Estimated Funds</b>	<b>\$9,033,762</b>	<b>100%</b>

# Transit

## 5307 and CMAQ

### Transit 5307

5307 This program provides grants to Urbanized Areas (UZA) for public transportation capital, planning, job access and reverse commute projects, as well as operating expenses in certain circumstances. These funds constitute a core investment in the enhancement and revitalization of public transportation systems in the nation's urbanized areas, which depend on public transportation to improve mobility and reduce congestion.

**Eligible Activities:** Transit planning, preventative maintenance, and operations assistance.

Project Name <i>Limits</i>	Agency	Work Type	Estimated Funding
*AAATA Service Area	AAATA	Transit Capital and Operations	\$6,981,917
			<b>Total: \$6,981,917</b>

\*Estimated apportioned funds for 2018

### Congestion Mitigation and Air Quality (CMAQ)

The CMAQ program helps meet the requirements of the Clean Air Act. Funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (non-attainment areas) and for former non-attainment areas that are now in compliance (maintenance areas).

**Eligible Activities:** Operating assistance for new transit services, improved public transit, shared ride services, alternative fuels, transit vehicle acquisitions, construction of new facilities, improvements to facilities that increase transit capacity.

Job Number	Project Name <i>Limits</i>	Agency	Work Type	Estimated Funding
202867	AAATA Service Area	AAATA	Bus Replacements	\$265,745
				<b>Total: \$265,745</b>

# Transit 5311

## Transit 5311

5311 - Provides funding to States for the purpose of supporting public transportation in rural areas with population of less than 50,000.

**Eligible Activities:** Rural transit operations, mobility manager, office equipment.

Job Number	Project Name <i>Limits</i>	Agency	Work Type	Estimated Funding
204101	<i>Transit Operations Service Area</i>	AAATA	Operations	\$87,077
201327	<i>Operating Assistance and Mobility Management</i>	PEX	Operations	\$95,476
201336	<i>Transit Operations Service Area</i>	WWAVE	Operations	\$40,750
202168	<i>Vehicle Purchase and Mobility Management</i>	PEX	Operations	\$111,840
202172	<i>Mobility Management</i>	WWAVE	Operations	\$48,000
202297	<i>Transit Operations Service Area</i>	AAATA	Operations	\$39,000
203877	<i>Transit Operations Service Area</i>	AAATA	Operations	\$6,524
201745	<i>Transit Operations Service Area</i>	AAATA	Operations	\$154,683
				<b>Total: \$583,350</b>

# Transit 5310

## Transit 5310

The program aims to improve mobility for seniors and individuals with disabilities by removing barriers to transportation service and expanding transportation mobility options. This program supports transportation services planned, designed, and carried out to meet the special transportation needs of seniors and individuals with disabilities in all areas – large urbanized (over 200,000), small urbanized (50,000-200,000), and rural (under 50,000).

**Eligible Activities:** Buses and vans wheelchair lifts, ramps, and securement devices transit-related information technology systems, including scheduling/routing/one-call systems mobility management programs.

Nontraditional Section 5310 project examples: Travel training, volunteer driver programs, building an accessible path to a bus stop, including curb-cuts, sidewalks, accessible pedestrian signals or other accessible features improve signage, or way-finding technology incremental cost of providing same day service or door-to-door service.

Job Number	Project Name <i>Limits</i>	Agency	Work Type	Estimated Funding
200789	Transit Operations <i>Service Area</i>	PEX	Operations	\$57,750
202188	Mobility Management	PEX	Operations	\$30,000
NA	*5310 Formula	AAATA	Operations	\$210,380
203727	Vehicle Purchase	Manchester Senior Council	Vehicle Purchase	\$74,972
203736	Mobility Management and Vehicle Purchase	PEX	Vehicle Purchase	\$375,155
203733	Vehicle Purchase <i>Service Area</i>	Northfield Human Services	Vehicle Purchase	\$79,721
203749	Vehicle Purchase <i>Service Area</i>	WWAVE	Vehicle Purchase	\$83,672
				<b>Total: \$911,350</b>

\*Estimated apportioned funds for 2018

# Transit 5339

## Transit 5339

The program aims to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities including technological changes or innovations to modify low or no emission vehicles or facilities.

**Eligible Activities:** Capital projects to replace, rehabilitate and purchase buses, vans, and related equipment and to construct bus-related facilities.

Project Name <i>Limits</i>	Agency	Work Type	Estimated Funding
*AAATA Service Area	AAATA	Transit Capital	\$992,370
			<b>Total: \$992,370</b>

\*Estimated apportioned funds for 2018



Photo courtesy of TheRide

# Technical Committee

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