



THE VEHICLE

Washtenaw Area Transportation Study

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LACK OF TRANSPORTATION FUNDING LIMITS THE COMPETITIVENESS OF THE MICHIGAN ECONOMY

For several years now, Michigan has struggled to balance its budget while employers, employees and graduating students leave the state. The State is working hard to retain and attract businesses but is not investing in the infrastructure critical for businesses', employees' and students' success and quality of life.

As of May 2007, Michigan ranked 34th in the country in the users fees (gas taxes) for autos and 47th in the country for truck diesel user fees according to www.taxadmin.com. Michigan's gas tax is nineteen cents per gallon and diesel tax is fifteen cents per gallon making up only approximately 5 percent of the total cost of the fuel. The Michigan fuel taxes are significantly lower than Ohio's yet the gas and diesel prices paid do not vary that much. In fact over the 2007 Memorial Day holiday weekend, Michigan was reported as having the highest gas price in the country including those that have much higher gas taxes such as California and Hawaii. As we near the end of September, the price that Michigan residents pay at the pump is still more than the national average even though the state is considerably lower than average in funding the transportation system.

In addition to the low gas tax, Michigan is one of many states that does not allow toll facilities (except the toll bridges to Canada) or any local options for transportation funding except a millage.



Businesses and residents pay a high price for under funding the transportation system. The May 2007 Road Information Program (TRIP) of Washington, DC report titled "Paying the Price for Inadequate Roads in Michigan" estimates that the State's lack of investment in the transportation system costs the State \$7 billion annually. That is \$7 billion due to traffic crashes, lost time and wasted fuel as a result of traffic congestion and additional vehicle operating costs as a result of deteriorated roads. And that \$7 billion does not include the loss of creative class jobs and the young educated employees that regularly leave the state for locations where choices such as public transit are fast, efficient and fully invested in.

The amount that consumers of the state's highway and road transportation system pay for the cost of fuel has increased dramatically the past two years. This does not in any way equate to how much they pay for the use of the transportation infrastructure and services. The average consumer only pays roughly \$150 per vehicle annually if they average 20 miles per gallon and drive 15,000 miles a year for the maintenance, operations and improvement of the system. That works out to approximately \$12.50 per month for a system that provides them with access to work, school, food, goods, health care and other necessities in addition to recreational, cultural and other quality of life opportunities. This same \$12.50 also covers the State's portion of the cost of public transit in addition to an earmark from a portion of the sales tax on motor fuels, motor vehicles and motor vehicle-related products.

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MICHIGAN FLYER – BUS SERVICE TO METRO AIRPORT AND MEGABUS –BUS SERVICE TO CHICAGO

Michigan Flyer will begin direct bus service from Ann Arbor to Wayne County Detroit Metropolitan Airport's Smith and McNamara terminals starting October 1. The service will offer 11 round trips daily, and will extend to Jackson and East Lansing. The Ann Arbor/ Metro Airport connection will begin operating at a cost of \$10. The cost from East Lansing to Metro Airport will be \$25, while couples will pay \$40 and \$50 for families. Passengers will board at the Four Points Sheridan located at 3200 Boardwalk, and will have overnight parking available in a designated Michigan Flyer lot for a rate of \$2.50 per day. Service will be provided using 48 seat motor coaches equipped with complementary WiFi service. Additionally, AATA, which has been a key agency in helping coordinate Michigan Flyer service in Ann Arbor, will be providing at least one connection to the Four Points Sheridan via bus route 36, Wolverine Tower Shuttle, with additional connections to be developed.

Michigan Flyer Schedule

Coach #	Leave East Lansing	Leave Jackson	Arrive Ann Arbor	Leave Ann Arbor	Arrive DTW McNamara	Arrive DTW Smith
8002	3:00 a.m.	3:40 a.m.	4:25 a.m.	4:30 a.m.	5:00 a.m.	5:05 a.m.
8004	5:30 a.m.	6:10 a.m.	6:55 a.m.	7:00 a.m.	7:30 a.m.	7:35 a.m.
8006	7:00 a.m.	7:40 a.m.	8:25 a.m.	8:30 a.m.	9:05 a.m.	9:10 a.m.
8008	8:30 a.m.	9:10 a.m.	9:55 a.m.	10:00 a.m.	10:30 a.m.	10:35 a.m.
8012				11:00 a.m.	11:30 a.m.	11:35 a.m.
8010	10:30 a.m.	11:10 a.m.	11:55 a.m.	12:01 p.m.	12:30 p.m.	12:35 p.m.
8014				2:00 p.m.	2:30 p.m.	2:35 p.m.
8016	1:30 p.m.	2:10 p.m.	2:55 p.m.	3:00 p.m.	3:30 p.m.	3:35 p.m.
8018				4:00 p.m.	4:30 p.m.	4:35 p.m.
8020	3:30 p.m.	4:10 p.m.	4:55 p.m.	5:00 p.m.	5:35 p.m.	5:40 p.m.
8022				7:00 p.m.	7:30 p.m.	7:35 p.m.

Coach #	Leave DTW Smith	Leave DTW McNamara	Arrive Ann Arbor	Leave Ann Arbor	Arrive Jackson	Arrive East Lansing
8001	6:15 a.m.	6:25 a.m.	6:55 a.m.	7:00 a.m.	7:45 a.m.	8:25 a.m.
8003	8:45 a.m.	8:55 a.m.	9:25 a.m.			
8005	10:45 a.m.	10:55 a.m.	11:25 a.m.	11:30 a.m.	12:15 p.m.	12:55 p.m.
8007	11:45 a.m.	11:55 a.m.	12:25 p.m.			
8009	12:45 p.m.	12:55 p.m.	1:25 p.m.	1:30 p.m.	2:15 p.m.	2:55 p.m.
8011	2:45 p.m.	2:55 p.m.	3:25 p.m.			
8013	3:45 p.m.	3:55 p.m.	4:25 p.m.	4:30 p.m.	5:15 p.m.	5:55 p.m.
8015	4:45 p.m.	4:55 p.m.	5:30 p.m.			
8017	5:45 p.m.	5:55 p.m.	6:30 p.m.	6:35 p.m.	7:20 p.m.	8:00 p.m.
8019	7:45 p.m.	7:55 p.m.	8:25 p.m.	8:30 p.m.	9:15 p.m.	9:55 p.m.
8021	10:20 p.m.	10:30 p.m.	11:00 p.m.	11:05 p.m.	11:50 p.m.	12:30 a.m.

Although the Ann Arbor connections to this service will be new, the East Lansing portion has been operating since November 2006, and carried more than 30,000 passengers to Detroit Metropolitan Airport. Tickets from Ann Arbor to Jackson and East Lansing will cost \$15, and feature 7 daily round trips. For more information contact Michigan Flyer at 888-643-5937. The schedule for metro airport service is above.

Megabus.com, a transit provider in the Midwest initiated service between Ann Arbor and Chicago on April 2nd. Megabus.com requires riders to reserve tickets online at prices as low as one dollar for a one-way ticket between regional locations. Tickets for the Ann Arbor-Chicago trip can be reserved up to 6 weeks in advance. Each ride offers the first 10 tickets at 1 dollar per ride. The maximum ticket price is 24 dollars per trip depending on availability.

The bus departs from the U of M parking lot on State Street north of Eisenhower at 9:00am and 5:00pm each day. Buses from Chicago depart for Ann Arbor at 8:30am and 4:45pm each day from Union Station. The travel time on the Megabus is less than 5 hours each way. Megabus.com recently announced the addition of 17 new 79 passenger double-decker buses that will be in service on routes to and from Chicago by the end of the year. For more information or to reserve a ticket visit www.megabus.com.

Megabus Schedule

Schedules for Detroit to Chicago		
Location	Times	
Detroit, Grand Circus Park leave	8:00 AM	4:00 PM
Detroit, Cass & Warren WSU leave	8:15 AM	4:15 PM
Ann Arbor, U of M State St Park & Ride	9:00 AM	5:00 PM
Chicago, Union Station arrive	12:40 PM	8:40 PM
Schedules for Chicago to Detroit		
Location	Times	
Chicago, Union Station leave	8:30 AM	4:45 PM
Ann Arbor, U of M State St Park & Ride	2:10 PM	10:25 PM
Detroit, Cass & Warren WSU arrive	2:55 PM	11:10 PM
Detroit, Grand Circus Park arrive	3:10 PM	11:20 PM
Note: All times shown are local time in that city.		

DRAFT RECOMMENDATIONS FOR COUNTY TRANSIT PLAN

WATS, in coordination with the Washtenaw County Transit Plan Steering Committee, developed the following recommendations for the County Transit Plan. The public will have an opportunity to comment on the recommendations at the public involvement meetings listed on page 4 or online at www.miwats.org. The recommendations for the County Transit Plan are as follows:

- Establish fixed route service linking cities and villages to the Ann Arbor urbanized area.
- Establish park and ride lots within each city/village as appropriate to serve as an intermodal connection and to consolidate trips for fixed route services.
- Increase frequency, direct routes and expanded service hours for existing fixed route service, particularly in the eastern portion of the Ann Arbor Urbanized area (the City of Ypsilanti and parts of Ypsilanti and Superior Townships and western Wayne County).
- Establish demand response/lifeline service throughout the County centered around cities and villages where it does not currently exist.
- Increase the span of service and reduce the response time of existing demand response service outside of the urbanized area.
- Provide service linking adjacent counties with the Ann Arbor urbanized area within Washtenaw County particularly for employment and health services.
- Provide improved service between major human services providers; between health service facilities; connecting housing and employment opportunities.
- Establish a mobility management function as referenced in both the Urban and Rural Coordinated Human Services Plans, to provide information, referrals and coordination of transportation options.
- Advocate for increased capital and operating funding at the State level to provide a funding source to address the needs identified by the State Long Range Plan.
- Provide service to residents linking intermodal connections, particularly intercity bus, rail stations and Wayne County Metropolitan Airport service.
- Establish a county wide program to promote and assist commuters providing information about a full range of commuter choices.
- Encourage local land use decisions that support existing and future transit service such as concentrating development and providing non-motorized facilities that link to transit.
- Create the organizational framework that enables the implementation of the preceding recommendations.
- Establish local, equitable, sufficient and long term dedicated funding to expand service as identified in these recommendations.



WASHTENAW COUNTY TRANSIT PLAN PUBLIC MEETINGS

The Washtenaw Area Transportation Study will be conducting public input meetings throughout the county as part of the development of a countywide transit plan. Below are the date, time and location of the currently scheduled meetings. Additional meetings may be added.

Ypsilanti – City Hall Chambers
1 S. Huron St, Ypsilanti City
October 1, 6:00 – 8:00 pm
Presentation at 6:30 pm

Pittsfield Township
6201 W. Michigan Avenue, Pittsfield Township
October 17, 6:00 – 8:00 pm
Presentation at 6:30 pm

Manchester – Village Hall
912 City St, Manchester Village
October 2, 6:00 – 8:00 pm
Presentation at 6:30 pm

Saline – City Hall
100 N. Harris St, Saline City
October 18, 6:00 – 8:00 pm
Presentation at 6:30 pm

Northfield Township
8350 Main St, Northfield Township
October 3, 6:00 – 8:00 pm
Presentation at 6:30 pm

Ypsilanti Township – Township Offices
7200 S. Huron River Dr., Ypsilanti Township
October 22, 6:00 – 8:00 pm
Presentation at 6:30 pm

Ann Arbor – Ann Arbor DDA
150 S. 5th Ave, Ann Arbor City
October 9, 6:00 – 8:00 pm
Presentation at 6:30 pm

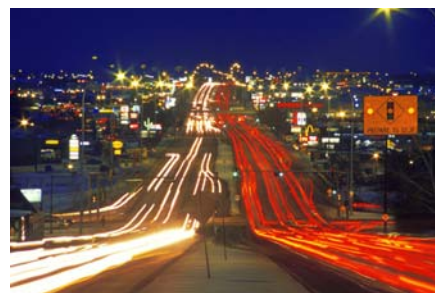
Milan – City Hall
147 Wabash St, Milan City
October 23, 3:00 – 5:00 pm
Presentation at 3:30 pm

Superior Township – Board Room
3040 N Prospect Rd, Superior Township
October 10, 6:00 – 8:00 pm
Presentation at 6:30 pm

Chelsea – Washington Street Educational Center
500 Washington Street, Chelsea City
October 24, 6:00 – 8:00 pm
Presentation at 6:30 pm

WASHTENAW COUNTY ACCESS MANAGEMENT PLAN PUBLIC WORKSHOPS

The Michigan Department of Transportation will be hosting two public workshops on access management of the I-94 BR (Jackson Rd, Huron St, Washtenaw Ave), M-17 (Washtenaw Ave, Michigan Ave, Ecorse Rd), and US-12 BR (Michigan Ave) corridor. Access management emphasizes techniques that improve safety, promote business vitality, maintain traffic flow, and enhance corridor aesthetics. The first meeting will present the overall project and preliminary recommendations and the second will present a draft plan. Below are the date, time and location of the meetings.



Thursday, September 27
4:00 – 5:00 pm & 7:00 – 8:30 pm
Washtenaw Community College
Morris Lawrence Building, Room 101
4800 E Huron River Drive
Presentations at 4:30 & 7:30 pm

Monday, October 29
5:15 – 6:30 pm & 7:15 – 8:45 pm
Washtenaw County Service Center Library,
Room A
NE corner of Hogback and Carpenter Roads
Presentations at 5:30 & 7:45 pm

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Consumer Spending for Services

Service	Average Monthly cost	Annual Cost
Cell phones	\$40.00	\$480.00
Cable TV	\$70.00	\$840.00
High Speed Internet Access	\$70.00	\$840.00
Communication Bundles	\$116.00	\$1,392.00
Transportation Services (fuel taxes)*	\$12.50	\$150.00

* Note that this includes only the portion of the fuel costs that support the transportation system.

The public is used to paying for services that they value, but in order to do that the legislature has to act. When transportation funding is compared to other monthly family costs, it is not surprising that the State's transportation systems are grossly under funded and demand exceeds the capacity and transportation choices are lacking. Unfortunately, under funding the State's transportation system has not kept gas prices lower for the citizens. Michigan is trying desperately to compete in the 21st Century national and global economy while investing in a 20th Century transportation system.

The public is crying for improved roads for autos and freight movements, personal transportation choices such as commuter rail, light rail, improved local bus service, better bike facilities and improved pedestrian path ways. All of these systems will be critical for the State to be able to compete economically and to provide the quality of life that is expected.

The problems of under funding the transportation system only increase with the passage of time. As the population continues to age and the costs for making the road, highway and non-motorized systems increase, the system's ability to provide quality service will decline.

By 2030 the Washtenaw County population 65 and older will make up 16 percent of the total population, an increase of more than 176 percent. What is even more compelling, however, is that the increases of population 65 and older that are more than the county average are going to take place in the villages and townships of Ann Arbor (200%), Bridgewater (187%), Dexter Village (211%), Manchester Township (198%), Northfield (254%), Pittsfield (365%), Salem (289%), Saline Township (201%), Scio (266%), Superior (270%), Sylvan (320%), Webster (393%), York (286%) and Ypsilanti Township (199%). Maintaining a quality of life for residents in the townships as they lose the ability to drive will require improvements to the existing transit systems.

While the funding for transportation from fuel taxes declines or remains stagnant (2.6% decline in 04-05 and declines of less than 1% since), the cost of construction continues to increase. Since October of 2002, the average prices for highway and street construction have jumped by more than 33 percent. Asphalt paving costs have risen more than 46 percent. Waiting to complete maintenance that needs to be done will increase costs. As shown in the graph on page 6, funding pavement improvements and maintenance using the current revenues will result in a more deteriorated system in 10 years. As much as 60 percent of the Washtenaw County major road pavements will be in poor or failing condition while less than 5 percent will be in good condition.

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For the first time in years, the Michigan Legislature is extremely supportive of increasing transportation funding to provide a first class transportation system including public transit. However, the State Representatives and Senators say that they have not heard from their constituents that transportation is a priority. Ann Arbor and Southeast Michigan have a lot to offer to help rebuild the State's economy but we need a first class transportation infrastructure to do it. We need to keep the educated young professionals in Michigan by providing a transportation system including a comprehensive public transit system that can get them to their job regardless of whether they drive, ride the bus, ride a bike or walk. Michigan needs jobs, transportation choices and a fully funded transportation infrastructure and all three could be provided through fully funding our transportation system. Let your elected officials know that you are willing to pay for a first class transportation system to connect people with jobs and put the economy back on track.

