



Local Needs Legislative Meeting Washtenaw Area Transportation Study (WATS)

June 17, 2011

Executive Summary

Existing Issues

All Modes

- State funding less than necessary to simply maintain existing facilities
- Revenues for all modes will continue to decline as fuel prices increase and automobiles become more efficient
- If Michigan is unable to match federal dollars, we will fund other states' needs with \$700-\$800 million of our federal taxes annually
- Funding does not provide needed flexibility for capital and operations needs

Roads and Bridges

- 42% of the entire county's roads are in poor condition
- Six county bridges are closed and 24 are weight restricted, Ann Arbor's Stadium Bridge is partially closed



Non-Motorized

- MDOT maintains its roads and bridges, but does not fund maintenance for its non-motorized system
- The WATS Non-Motorized Plan identified over 1000 miles of deficient pedestrian facilities, 1400 miles of deficient bicycle facilities, and 17 bridge crossings with deficient non-motorized facilities

Transit

- The current state formula is structurally deficient, if one community substantially increases service, it reduces operating funding for every other community in the state, particularly rural agencies
- Despite higher gas prices and 40% growth in local transit demand over six years, dollars available for public transit are decreasing

Recommendations

State

- Local governments need funding mechanisms enabled beyond property tax for road, transit, and non-motorized improvements. Pursue alternative funding recommendations explored by the TF2 Report, including local gas taxes, local vehicle registration fees, and local sales taxes
- Increase and stabilize transportation revenues through a short term gas tax increase and a long term transition to a vehicle miles travelled tax
- Increase funding to the State's Local Bridge Program to at least \$173 million from the current \$40 million, as recommended by TF2's "Good" scenario
- Fund additional modes of transit, such as commuter rail and high capacity transit, without jeopardizing existing transit services
- Provide a sustained funding source for capital intensive transit projects
- Allow funding flexibility that accommodates both capital and operations needs
- Position Michigan in the top of the regional economy by funding implementation of the "Better Scenario" in the Draft Michigan Rail Plan
- MDOT should pay to maintain its non-motorized facilities just as it funds maintenance for roads and bridges

Federal

- Adopt new transportation legislation that increases funding available for all modes of transportation, while increases the share of funding dedicated to transit, high speed rail, and non-motorized transportation
- Prioritize all users and all modes by adopting the proposed Federal Complete Streets Legislation
- Allow funding flexibility that accommodates both capital and operations needs
- Increase and stabilize transportation revenues through a short term gas tax increase and a long term transition to a vehicle miles travelled tax

About WATS

Background

For over 35 years, the federally mandated "continuing, coordinated and comprehensive" (3C) urban transportation planning process in Washtenaw County has occurred at two levels: the Washtenaw Area Transportation Study (WATS), comprising governmental units and related agencies within Washtenaw County; and the Southeast Michigan Council of Governments (SEMCOG), the Metropolitan Planning Organization (MPO) for seven-county southeast Michigan. WATS continually monitors the current condition of the county's transportation system, including roads, bicycle and pedestrian paths, bridges, and public transit.

The Ann Arbor-Ypsilanti Urban Area Transportation Study (UATS) was formed in 1965 to fulfill federal and state transportation planning requirements. The agency changed its name to WATS in 2001 to reflect a membership and planning area extending beyond the Ann Arbor-Ypsilanti Urban Boundary. WATS members include 24 local community, university, and Downtown Development agencies.

Required Responsibilities

WATS is responsible for performing the federally required transportation planning functions for Washtenaw County and submits the results to the Southeast Michigan Council of Governments (SEMCOG) for incorporation into regional plans and programs. These functions include

- Development and maintenance of a Long Range Transportation Plan
- Transportation programming
- Transportation modeling
- Allocation and prioritization of federal funding for the study area under the Surface Transportation Program (STP)
- Local assistance to Washtenaw Communities and Agencies

Member Agencies



Not Pictured

Northfield Township, Scio Township, Superior Township, and the Village of Dexter

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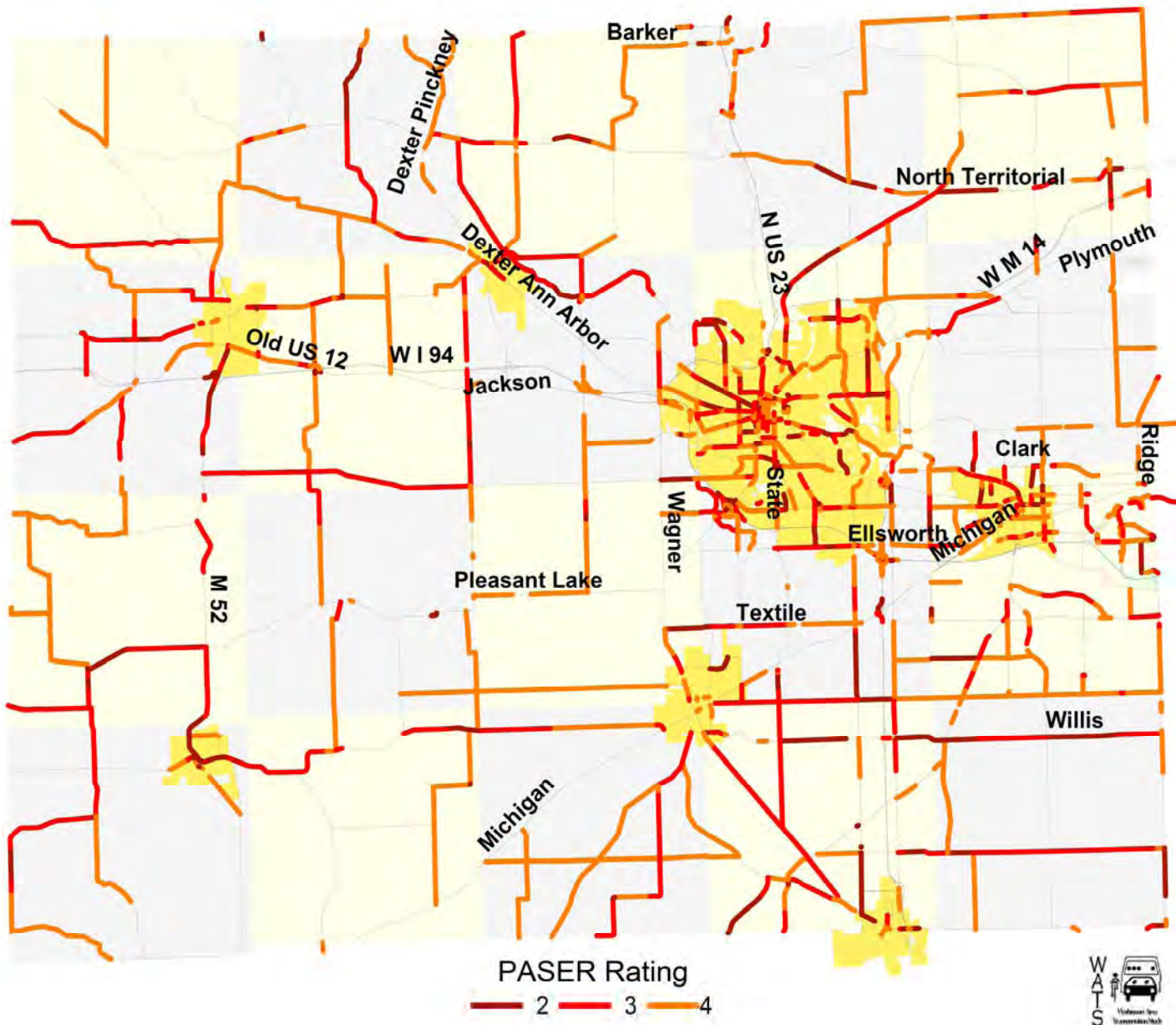
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Roadways

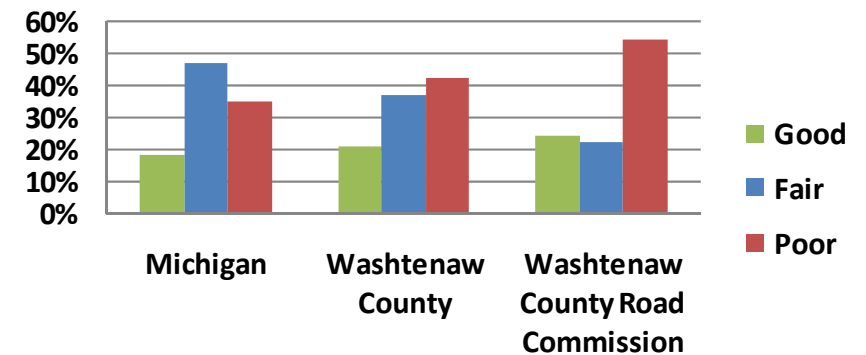
Washtenaw County Federal Aid Roads in Poor Condition (2010)



Conditions

- Over 50% of the Washtenaw County Road Commission's federal aid roads are in poor condition, the 4th worst in the state
- 42% of the entire county's roads are in poor condition
- State funding less than necessary to simply maintain existing roads
- Washtenaw County Road Commission identified \$125 million of current road resurfacing needs
- WATS Long Range Plan identified \$35 million annual unfunded operations expenses between 2010 and 2015

Federal Aid Road Conditions 2010

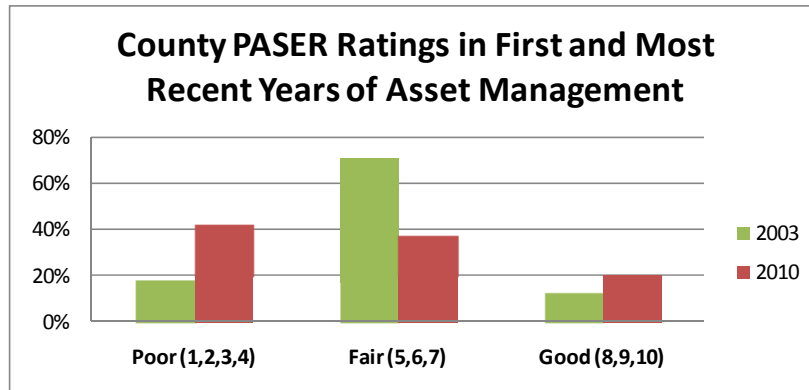


"Assuming current funding trends... The number of roads rated in poor condition could double within the next ten years"

-2010 Transportation Asset Management Council Report

Conditions (Continued)

- Pavement conditions have deteriorated since the state implemented the Asset Management program



- Over half of the Federal Aid roads in the City of Ann Arbor, Village of Dexter, and Village of Manchester are in poor condition
- The City of Chelsea is the only local agency with more than 25% of its Federal Aid roads in good condition

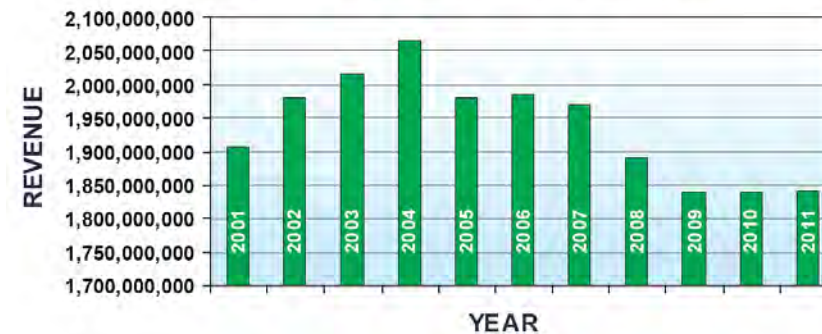
Federal Aid Road Conditions of All Local Agencies

	Poor	Fair	Good
Ann Arbor	57.5%	31.1%	11.4%
Chelsea	28.4%	26.0%	45.6%
Dexter	50.3%	30.8%	18.9%
Milan	30.5%	45.5%	24.1%
Manchester	60.0%	19.7%	20.3%
Ypsilanti	39.2%	52.4%	8.4%
Saline	33.3%	50.8%	15.9%
WCRC	54.0%	22.0%	24.0%
Washtenaw County Total	42.4%	37.2%	20.4%

Funding

- Michigan has been stuck in the bottom ten states for per capita state and local transportation funding since the 1960's
- Michigan has "donated" \$1.72 billion to improve roads in other states since 1956
- Annual State gas tax revenues for roads and bridges have declined \$200 million since 2004

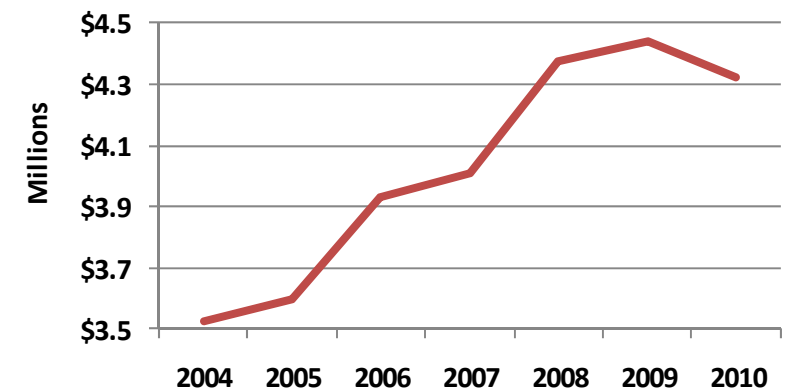
2001-2011 MTF Total Gross Revenue



Source: 2010 Annual Transportation Asset Management Council Report

- \$120-\$160 million MDOT budget shortfall annually between 2012 and 2015
- If Michigan is unable to match federal dollars, we will fund other states' needs with \$700-\$800 million of our federal taxes annually
- STP Funding has stagnated for the past 3 years

STP Funding 2004-2011



Funding Recommendations

State

- Gas tax revenues will continue to decline as fuel prices increase and cars become more efficient. A short term increase in the gas tax accompanied by a long term transition to a vehicle miles travelled tax would increase and stabilize revenues
- Local governments need funding mechanisms enabled beyond property tax for transportation improvements
- Pursue alternative funding recommendations explored by the TF2 Report, including local gas taxes, local vehicle registration fees, and local sales taxes



- Allow funding flexibility that accommodates both capital and operations needs
- Fund transportation at levels to match all Federal dollars

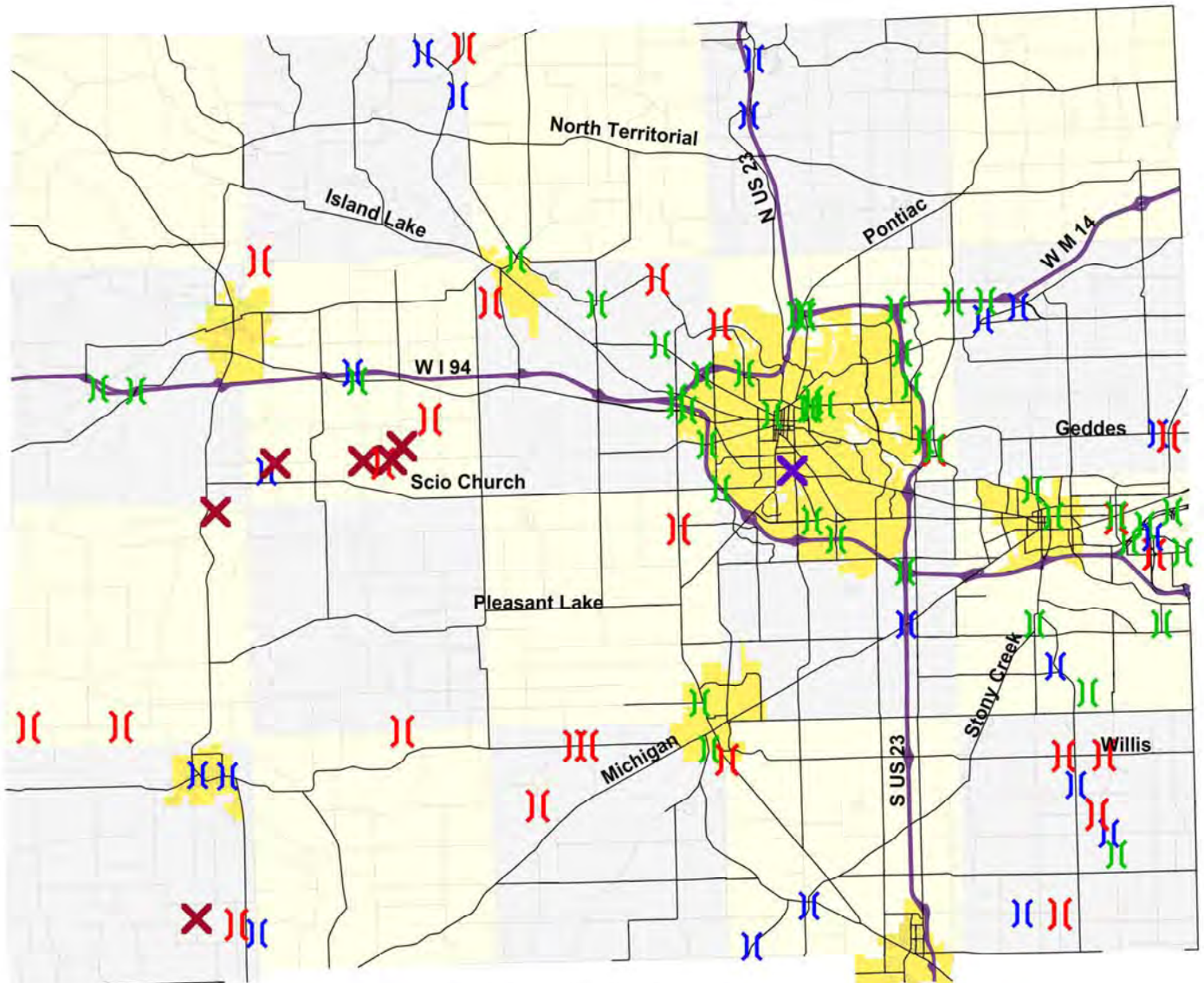
Federal

- Return Michigan's fair share of funding
- Adopt new transportation legislation
- Provide funding flexibility that accommodates both capital and operations needs
- Increase the amount of transportation funding
- A short term increase in the gas tax accompanied by a long term transition to a vehicle miles travelled tax would increase and stabilize transportation revenues



Bridges

Washtenaw County Bridge Deficiencies



Bridge Deficiencies

- ✗ Closed
- ⌘ Weight Restricted
- ⌘ Functionally Obsolete
- ✕ Partially Closed
- ⌘ Structurally Deficient



Conditions

- Six Road Commission bridges are closed and 24 are weight restricted, Ann Arbor's Stadium Bridge is partially closed



Angela Cesere | AnnArbor.com

- 13.2% of Michigan's bridges are structurally deficient
 - Washtenaw County Road Commission: 33%
- 101 of Washtenaw County's bridges are Structurally Deficient or Functionally Obsolete



Funding

- FHWA bridge funding covers less than 10% of backlogged needs
- Cost of Bridge replacement: \$1 million per bridge
- Road Commission alone identified \$91 million in bridge needs



- MDOT Local Bridge Program Funding in 1992 was \$38 million, in 2012 it is expected to be \$40 million
- Need to replace 2 or more bridges per year to prevent closures
- Received funding for less than one bridge annually for the past three years



Source: A2Politico

Funding Recommendations

State

- Provide Local Funding alternatives
- Increase total annual local bridge funding to at least \$173 million from the current \$40 million, as recommended by TF2's "Good" scenario

Federal

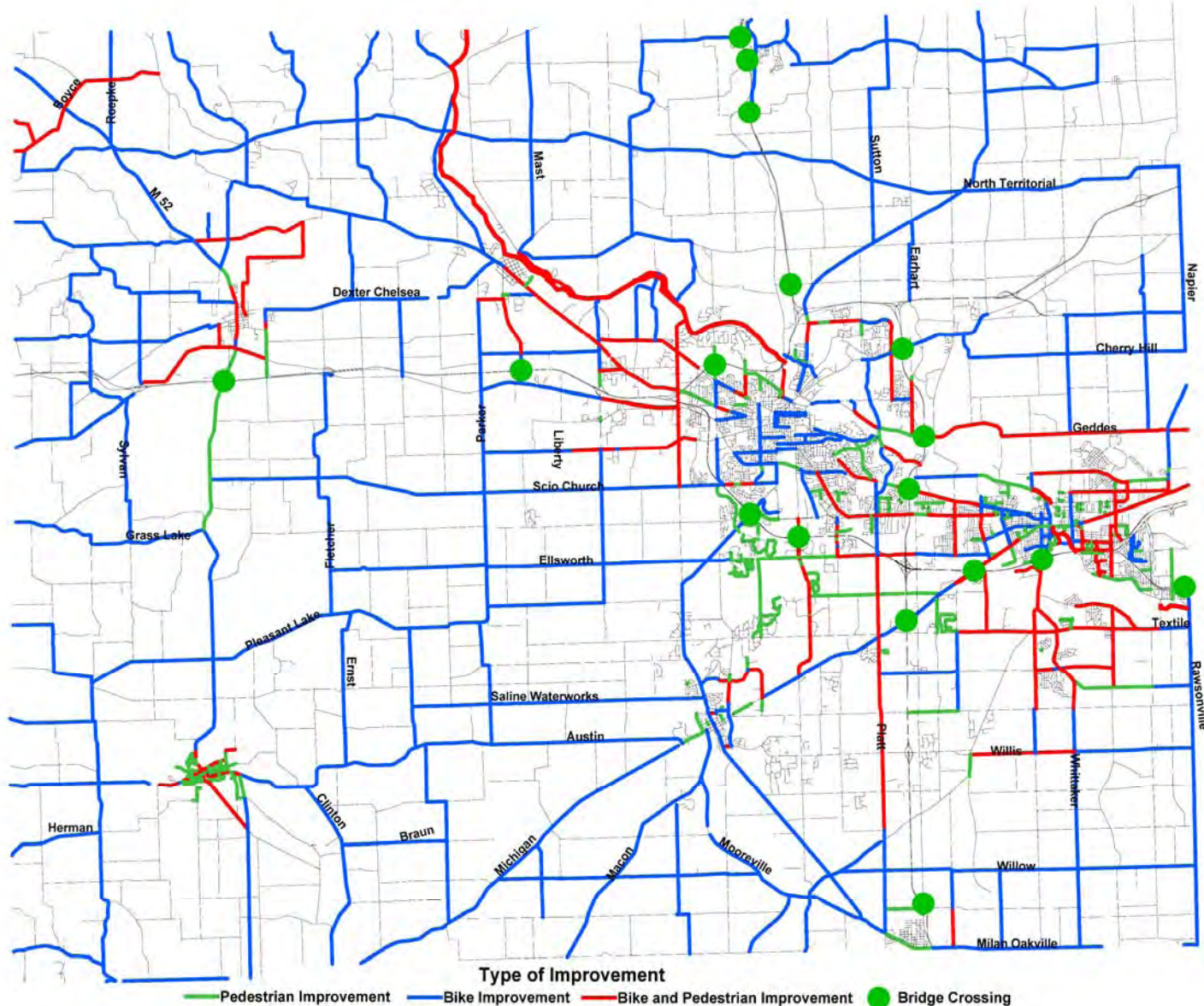
- Provide flexible funding that reflects capital and operations needs of transportation agencies
- Fund maintenance to extend bridge life



Source: Matt Kazmierski

Complete Streets and Non-Motorized

Improvements Identified in the Washtenaw County Non-Motorized Plan



Non Motorized Conditions

- The WATS Non-Motorized Plan identified over 1000 miles of deficient pedestrian facilities and 1400 miles of deficient bicycle facilities
- The Plan also identified 17 highway crossings in need of Non-Motorized improvements

Complete Streets

- The National Complete Streets Coalition recognized Michigan's Complete Streets legislation as one of the best state policies nationwide
- The WATS Non-Motorized Plan and Dexter Complete Streets Ordinance were recognized by the same report
- MDOT owns 77 miles of non-expressway roadways in Washtenaw County, many lack adequate Non-Motorized Facilities



Non-Motorized Funding

- MDOT maintains its roads and bridges, but does not fund maintenance for its non-motorized system
- Total revenue available for Non-Motorized enhancements will fall with improvements in fuel efficiency

Funding Recommendations

State

- Michigan's Complete Streets legislation is a model for other states, and should be retained
- Prioritize projects that accommodate all users and all modes
- WATS has a policy to direct 10% of federal transportation funding to non-motorized projects and 10% to transit – MDOT should make a commitment to the entire network not just roads and bridges



- Require MDOT improvements to consider local Complete Streets ordinances and plans
- MDOT should be as inclusive in funding non-motorized improvements (including sidewalks) as FHWA allows
- MDOT should pay to maintain its non-motorized facilities just as it funds maintenance for roads and bridges

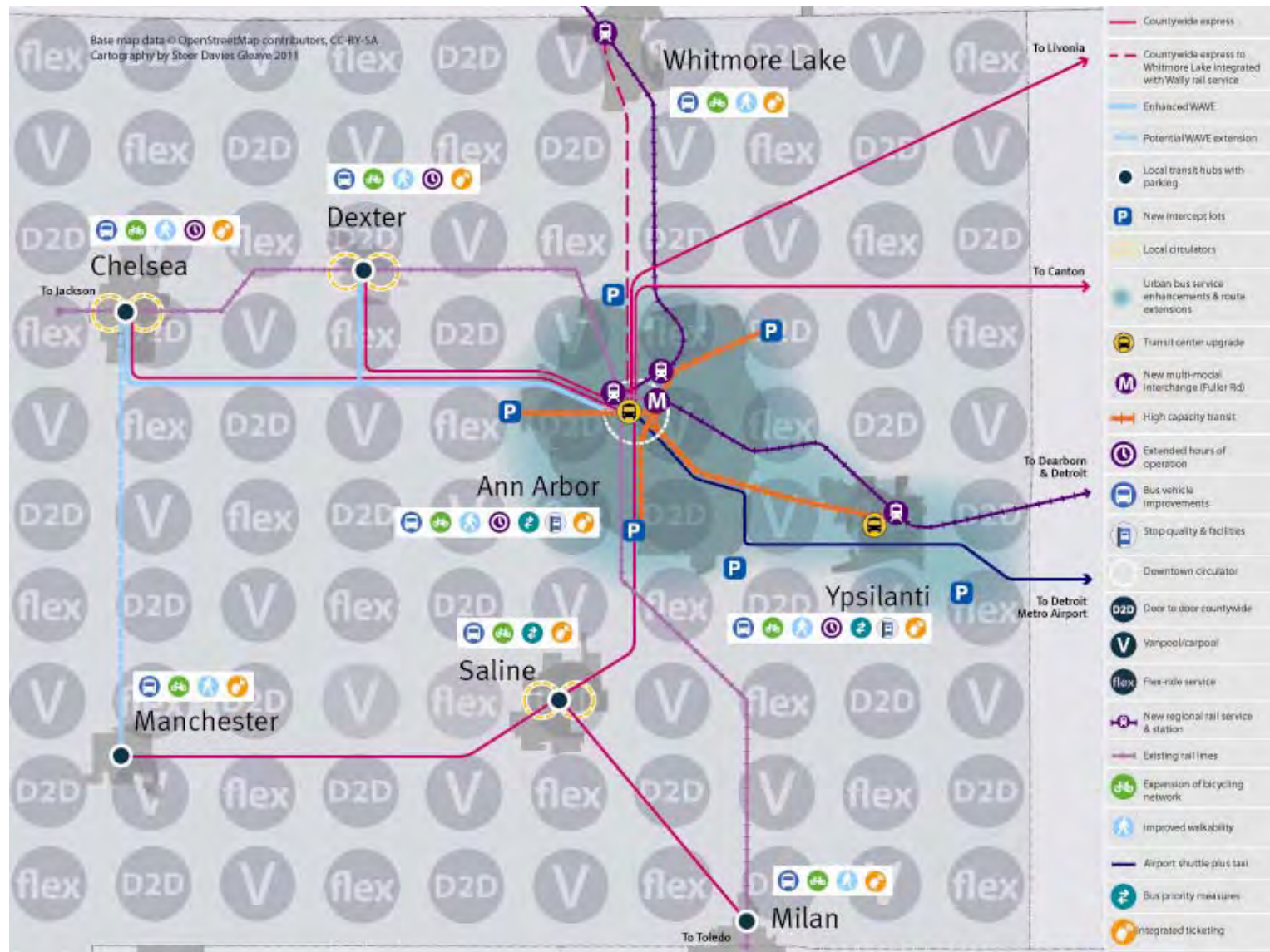


Federal

- Adopt Federal level Complete Streets Legislation that prioritizes funding to projects that accommodate all users and all modes
- Adopt new transportation legislation that allocates a larger share of funding to active transportation

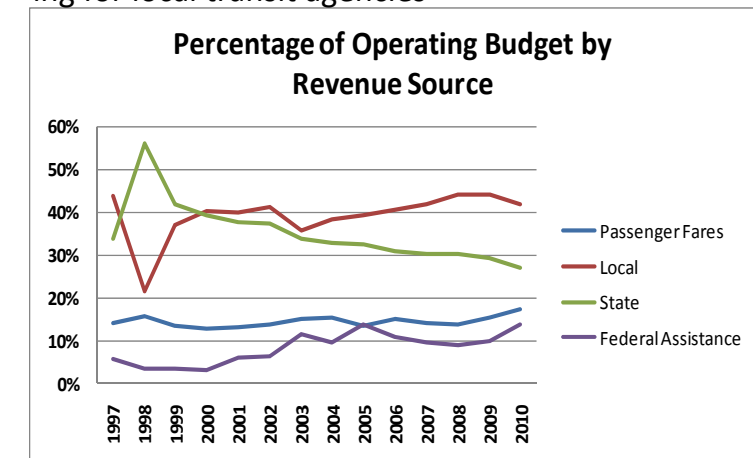
Transit and Rail

30 Year Countywide Transit Master Plan Service Enhancements



Funding

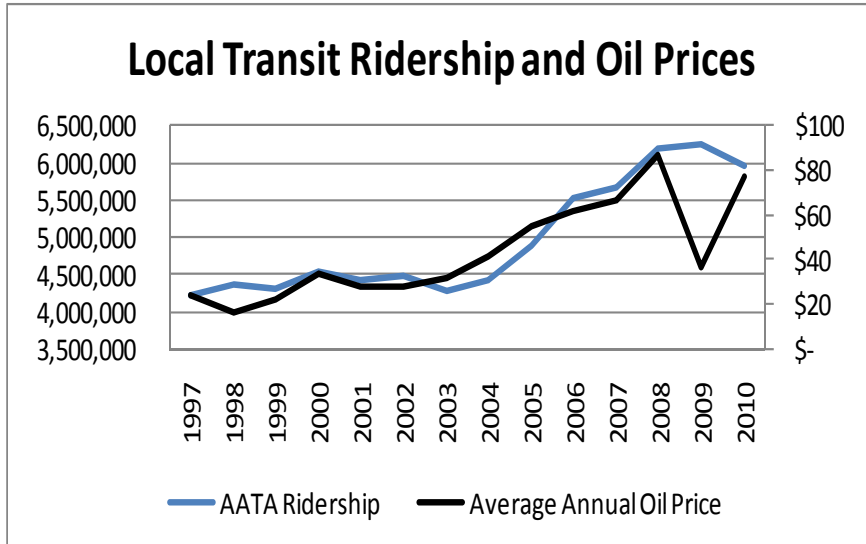
- The current state formula is structurally deficient, if one community substantially increases service, it reduces operating funding for every other community in the state, particularly rural agencies
- State funding represents a diminishing share of funding for local transit agencies



- AATA's 30 Year Master Plan identifies \$283 million in capital costs for its adopted Smart Growth scenario
- Implementation of the AATA Master Plan is conservatively estimated to add 1,830 jobs to the region
- Little state funding exists for capital intensive projects
 - Ann Arbor-Detroit Commuter Rail: \$99.2 million
 - WALLY Commuter Rail Capital Cost: \$32 million
 - Washtenaw Avenue Capital Cost: \$168 million
 - Ann Arbor Connector Capital Cost: \$114.5 million
- Starting 2013, Amtrak will need \$25 million from the State annually to operate Detroit to Chicago Service

Funding (Continued)

- Despite higher gas prices and 40% growth in local transit demand over six years, dollars available for public transit are decreasing
- ARRA funding, which financed numerous capital intensive transit needs, is depleted



State (Continued)

- Allow funding flexibility that accommodates both capital and operations needs
- Increase state funding levels to transit agencies to represent a larger share of total budgets
- Fund transportation at levels to match all Federal dollars
- Fund implementation of the “Better Scenario” identified in the Draft Michigan Rail Plan, which would complete a high speed Detroit-Chicago corridor and connect feeder services to Grand Rapids and Port Huron



Federal

- Adopt new transportation legislation that increases funding and allocates a larger share to transit
- Provide funding flexibility that accommodates both capital and operations needs
- A short term increase in the gas tax accompanied by a long term transition to a vehicle miles travelled tax would increase and stabilize transportation revenues
- Increase funding targeted towards Transit Oriented Development

Funding Recommendations



State

- Fund additional modes of transit, such as commuter rail and high capacity transit without jeopardizing existing transit services
- Provide a sustained funding source for capital intensive transit projects
- Provide Local Funding alternatives that enable communities to pursue their transit visions



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