

2020 Annual Report and Listing of Obligated Projects for Washtenaw County



7 Mile and Pontiac Trail Roundabout
Photo Courtesy of the
Washtenaw County Road Commission

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Ob·li·ga·tion

/,äblə'gāSH(ə)n/

(noun)

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

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Introduction



INTRODUCTION

The annual report for the Washtenaw Area Transportation Study (WATS) provides an overview of achievements for the 2020 calendar year (January 1, 2020 - December 31, 2020). In addition, this document showcases the annual listing of obligated projects that received federal funding during the 2020 fiscal year (October 1, 2019 - September 30, 2020).

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 facilities, 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

On Tuesday, March 10, 2020 I finished up a meeting at our office with a handshake. Shortly after that, given the news stories about the novel coronavirus I thought that I probably shouldn't do that again until this "thing" quiets down. Less than a week later, on March 16 I sent an email to staff "Under advisement of County Administrator Dill and in consultation with the WATS Officers, the WATS office will be closed for at least one week."

As it turns out, that closure would end up lasting more than just one week.

Years prior, WATS began to update its office with hardware, software, and practices that would provide a more flexible workspace as well as the ability to work from home...on occasion. While that move was made to increase flexibility for WATS staff, we were fortunate that it made our move to a remote office possible. Though not without hiccups, we have been able to ensure the continuation of our essential programs, continue to move local agency projects forward and worked to make information to the public as accessible as practical.

The pandemic has changed the way we interact with people; friends, colleagues, even family members. Handshakes have morphed into awkward fistbumps and strange elbow taps - we're still, after well over a year, trying to figure out what the elusive "new normal" will look like.

Roads were quiet, sidewalks filled with runners, the few buses left ran nearly empty. Parking lots became spaces for kids to ride bikes and "eating out" meant going to get something to eat-in. After more than a year, cars have returned - even traffic, buses are returning to full service and parents are dropping off kids to school. Much like our office, transportation is just a bit...different than it was prior to March 2020. What hasn't changed is our local agencies commitment to creating a safe, efficient, and equitable transportation system.

While we weren't able to meet with our partners and colleagues face-to-face, video conferences provided us a hint of familiarity and camaraderie which made it possible to move forward with exciting initiatives across the county, region and state. Working with our partners made us feel that we were all in this together.

While it sometimes felt like the whole world stopped, transportation investment and improvements rolled on. More than \$24 million dollars of federal funds were obligated in FY 2020 for transportation improvements, many after the onset of the pandemic. New buses were purchased, sidewalk gaps filled, roads repaved and rebuilt, cars and bikes run up and down streets, and autonomous and electric vehicles are constantly in the news. Transportation technology moves fast, if you don't stop and look around once in a while, you could miss it.

Ryan C. Buck



WASHTENAW
AREA
TRANSPORTATION
STUDY

Regional Coordination - J. Thomas Bruff

REGIONAL REALITIES - THE NEW FUTURE OF SOUTHEAST MICHIGAN

SEMCOG is still working to understand everything we experienced in 2020 and the ongoing impacts of the coronavirus pandemic. At SEMCOG, we are in the business of bringing local governments together to make regional decisions and to address common issues. What does that mean given the COVID-19 crisis? It means we are connecting with you and the region in different ways. Our investments in technology and staff training allow us to be available to respond to emails and phone calls. Our website has a wealth of information and our Information Center staff are available to help. Communications will continue, but are more focused and timely in order to provide programming to assist you right now.

In order to understand everything we experienced in 2020 and the ongoing impacts of the coronavirus pandemic. In 2021, SEMCOG and its partner organization the Metropolitan Affairs Coalition (MAC) are partnering to take a closer look at the effects of the pandemic on several specific issues that are key to quality of life and prosperity in Southeast Michigan. For each topic, we will be assessing what we knew prior to the pandemic, the many ways in which this understanding has changed or accelerated because of the pandemic, and develop strategies and policies to prepare and respond to expected ongoing impacts in the near and longer-term future. The expertise and input of SEMCOG and MAC's membership as well as other regional stakeholders will be essential to this process, as there can be no substitute for the real-life, real-time experiences of facing and addressing challenges brought on by the pandemic.

While carrying out these conversations on the effects of the pandemic the foundation of SEMCOG's planning work is based upon sound data. Each of our plans start with an understanding of the people, economy, and physical characteristics. We collect and analyze this data for our work and spend time making it useful and available. While our data ranges from historical to current to future, we have to adjust and consider various scenarios due to the impacts COVID-19 has had to work/telework, access to broadband, travel, eCommerce and the list goes on.

Here are just a few of the projects we talked about this year:

Promoting Census 2020 – Through our outreach efforts, we'll encourage all the region's residents to complete the census questionnaire. It's important, it's easy, and it's confidential. Later this month, we'll release our Southeast Michigan Counts video and other promotional materials.

Southeast Michigan Counts: Members urged to use SEMCOG's Census toolkit to encourage participation in U.S. Census – The 2020 U.S. Census will count every resident in the United States. It also helps determine how more than \$675 billion of federal funding is distributed to states and communities each year. The information collected provides the population data necessary for Congressional apportionment and legislative redistricting. To help ensure that Southeast Michigan has an accurate and complete count, SEMCOG has assembled a variety of media products into a toolkit for your use (results from the are now available on our website).

Adopting Bicycle and Pedestrian Mobility Plan for Southeast Michigan – After 18 months of work, we will seek adoption in March. This plan has an increased focus on pedestrian travel and includes data on the region's network of sidewalks.

Convening Economic Development Strategy Task Force – Over the past year, we've engaged local officials, stakeholders, and others on what we'll need to do to ensure the region's prosperity. We'll use this information, along with research and data, as background for developing a new economic development strategy. A joint SEMCOG/MAC task force will begin work soon.

Regional Coordination - J. Thomas Bruff

Coordinating infrastructure improvements – Last year, we created the system to collect data on underground infrastructure. This year, underground infrastructure owners will be submitting this data. To emphasize the importance of this work, I'll continue to represent Southeast Michigan on the Michigan Infrastructure Commission.

Preparing the 2021-2022 Legislative Policy Platform – A task force of elected officials developed the platform that will provide the foundation for our advocacy efforts with the state and federal government.

Implementing SEMCOG plans – We'll use data, technical assistance, training, and public outreach to assist local governments and residents to understand and carry out activities necessary to improve our region.

Showcasing our region to the nation – We hosted the National Association of Regional Councils (NARC) annual meeting in June. We shared with them what makes our region unique and how we are collaborating regionally.

Introducing SEMCOG's New Broadband Tool – We are proud to share our newest tool, which provides information about broadband infrastructure availability and usage by population throughout Southeast Michigan. This tool displays digital connectivity, in terms of residential broadband availability, internet use, and computer usage throughout Southeast Michigan.

New asset management resources for your community: Participate in SEMCOG's regional water infrastructure asset management effort – SEMCOG continues to create a comprehensive summary of the region's underground water infrastructure. Please share your drinking water, sanitary sewer, and stormwater pipe information to help us demonstrate the need for investment in these systems. The data will be confidential and stored in a secured database. After the data collection, SEMCOG will analyze the water infrastructure metrics for the region and quantify the investment need.

Southeast Michigan transportation planning process meets federal requirements – Every four years, federal law requires the Federal Highway (FHWA) and Federal Transit Administrations (FTA) to jointly certify Southeast Michigan's transportation planning process. The review focused on compliance with federal regulations and was an opportunity to discuss our region's challenges, showcase successes, and share experiences of the process in our region. SEMCOG staff, elected officials, and our transportation planning partners – the Michigan Department of Transportation, St. Clair County and Washtenaw County Transportation Studies (SCCOTS and WATS, respectively), major transit operators, and other key planning and implementation agencies – participated in the review.

Please note that many of the items listed above have been, or will be, completed in 2021.

J. Thomas Bruff
Transportation Planning and Programming Manager, SEMCOG



Transit Coordination - Matt Carpenter

PROVIDING ESSENTIAL TRAVEL DURING A PANDEMIC

In 2020, TheRide, along with the rest of the world, faced many challenges due to the COVID-19 pandemic. The safety of TheRide's community and employees remained our number one priority. TheRide's team rose to the challenge, continuing to serve our community, and were willing and able to alter course as needed to provide essential services to the communities served. We are proud to have remained in operation for essential workers and those who need us the most.

At the onset of the pandemic, TheRide's staff quickly mobilized and introduced safety measures that ensured we were stopping the spread of COVID-19. In mid-March, before the "Stay at Home" orders were rolled out, any employee who could work from home was asked to do so. We ramped up our already high level of cleaning, ensuring each bus was thoroughly cleaned each night and at the endpoint of each trip. Plexiglass barriers were installed to separate drivers from riders on the bus. Mask requirements for both drivers and riders were put in place. Signs reminding riders to maintain physical distance from one another were posted, and capacity limits to reduce the number of riders on a bus at any time.

TheRide remained focused on essential travel only, ensuring those traveling to work, appointments or the grocery store could still be served. Early on, TheRide even temporarily suspended fares for four months and closed its transit centers. A dedicated page on [TheRide.org](https://www.theride.org/coronavirus) ([TheRide.org/coronavirus](https://www.theride.org/coronavirus)) continues to keep our community up to date on the efforts we are taking during the pandemic and includes rules and guidelines for traveling with TheRide. Face masks continue to be required while riding on the bus, per Federal Law.

TheRide continued to monitor and assess the situation of the pandemic, adding service as needed to better serve and support the community as it began to re-open. As of August 29, 2021, TheRide welcomed customers back and has returned to pre-pandemic full levels of service while continuing to instill safety precautions.

Matt Carpenter
CEO, TheRide



WATS 2020 Highlights

2020-2023 TRANSPORTATION IMPROVEMENT PROGRAM

The [Transportation Improvement Program \(TIP\)](#) is a four-year program of projects from the Long Range Transportation Plan (LRP) that outlines the schedule for obligating federal funds. The TIP 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 WATS Technical and Policy Committees where the public has an opportunity to review the proposed changes as well.

In 2020, WATS continued the daily management of projects in the FY 2020-2023 TIP to ensure the flow of funds to Washtenaw County, including:

- Actively monitor the status of projects and funding amounts to help address any issues that may arise.
- Navigating the many deadlines that local projects face. Local agencies must secure federal funding before the statewide obligation authority is committed, and projects must go out for bid letting in a timely manner for local agencies to receive the most competitive price from contractors.
- Monitoring the federal and state legislative processes to communicate with local agencies about the possibility of lapses in federal funding or new grant opportunities that are made available.
- Continued participation in technical development discussions and trainings with MDOT to ensure a seamless transition to the new JobNet database system.

FY 2020 TIP BY THE NUMBERS



WATS 2020 Highlights

ADAPTING TO THE COVID-19 PANDEMIC

When the COVID-19 pandemic brought unprecedented restrictions and the need to socially isolate in 2020, WATS turned to mostly virtual platforms. Without delays in the processes and procedures that guide WATS work, staff were able to quickly adapt to working from home. Committee meetings and efforts to engage the public also turned to virtual platforms and increased social media presence. In 2020, the number of active online engagements (measured by the number of public retweets, shares, mentions, likes, and comments on WATS social media) increased by 37 percent from the previous year.

WATS Committee Meetings

In accordance with the Governor's [Executive Order 2020-129](#), WATS held the Technical Committee and Policy Committee meetings virtually via ZOOM.

The WATS Blog

WATS began publishing blog posts written by staff and regional partners. The following blogs were published during the calendar year 2020:

- What's WATS?
- Tips for Understanding the TIP
- Using the Non-Motorized Count Map Dashboard
- Obligation and the Quest for the Golden Ticket
- The Allen Creek Berm Opening
- Chelsea POP - A Tactical Urbanism Demonstration Project
- Washtenaw County Freeway Crossing Non-Motorized Retrofit Report
- 8 Ways to Make Streets More Bike Friendly
- Public Engagement in the Era of COVID
- Temporary Street Improvements Popping Up in Chelsea this September
- COVID Impacts on Protecting and Enhancing the Environment
- ReImagine Washtenaw Increases Access and Mobility Along Washtenaw Avenue
- Seasons Change and So Do the Behavior of Pedestrians and Bicyclists
- Safety in Transportation
- Making Changes to the Transportation Improvement Program

The WATS Up E-Newsletter

This monthly newsletter allows subscribers to receive WATS updates and news straight to their inbox. [Archived newsletters](#) are available on the WATS website.

Public Engagement Meetings

WATS was unable to execute the in-person public engagement strategy planned for the Chelsea POP project. However, a series of virtual public engagement meetings and online public survey opportunities were held to collect feedback on proposed short-term solutions to improve transportation safety in the City of Chelsea.

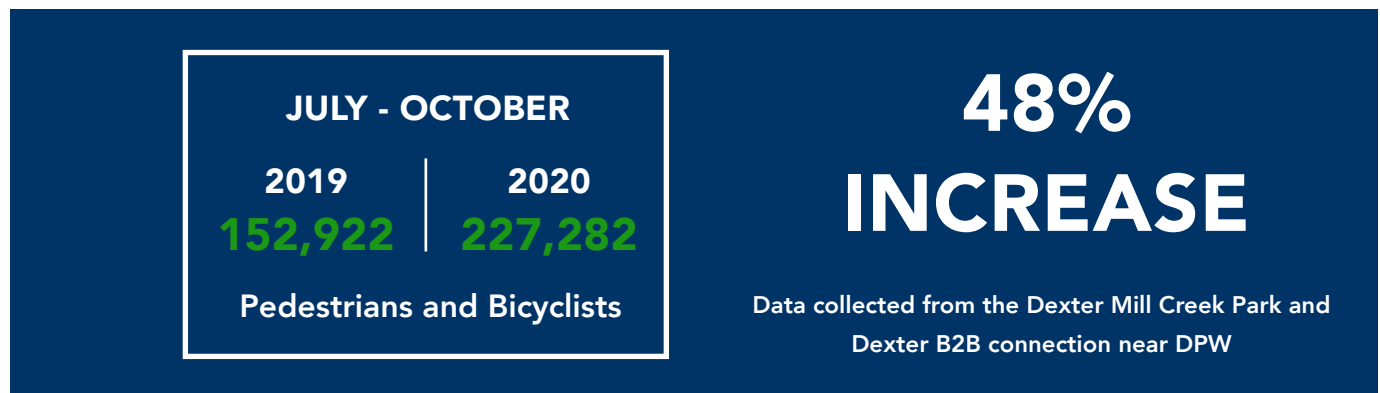
Collection of road condition data on federal aid roads

Data collection in 2020 was put on hold due to the inability to collect PASER data with appropriate social distancing. Annual training, or certification, required to comply with TAMC guidelines was also canceled.

WATS 2020 Highlights

NON-MOTORIZED REPORTING

In 2020, WATS continued the non-motorized counting program with a combination of mobile and permanent counts. With the COVID-19 pandemic, WATS saw a significant increase in non-motorized use in 2020. From the months of July through October, data collected from the Dexter Mill Creek Park and Border-to-Border trail permanent counters showed a 48 percent increase in pedestrians and bicyclists compared to the previous year.



Collection Methods

The type of counting method used for a location depends on factors such as facility type, location, and interaction with traffic.

- Mobile Counts - Collected with one of the two EcoCounter Pyro Box mobile counters owned by WATS. These counters track pedestrians and bicyclists as they pass by the Pyro Box sensor and are best placed next to a sidewalk or trail.
- Permanent Counts - WATS partnered with local communities to purchase three EcoCounter Urban Multi permanent counters. These counters collect non-motorized data year-round 24 hour a day. Directional flow of traffic is collected and they are able to differentiate between pedestrians and cyclists. These counters cannot be moved, and currently there is no differentiation between e-bikes, e-scooters, and bicycles.

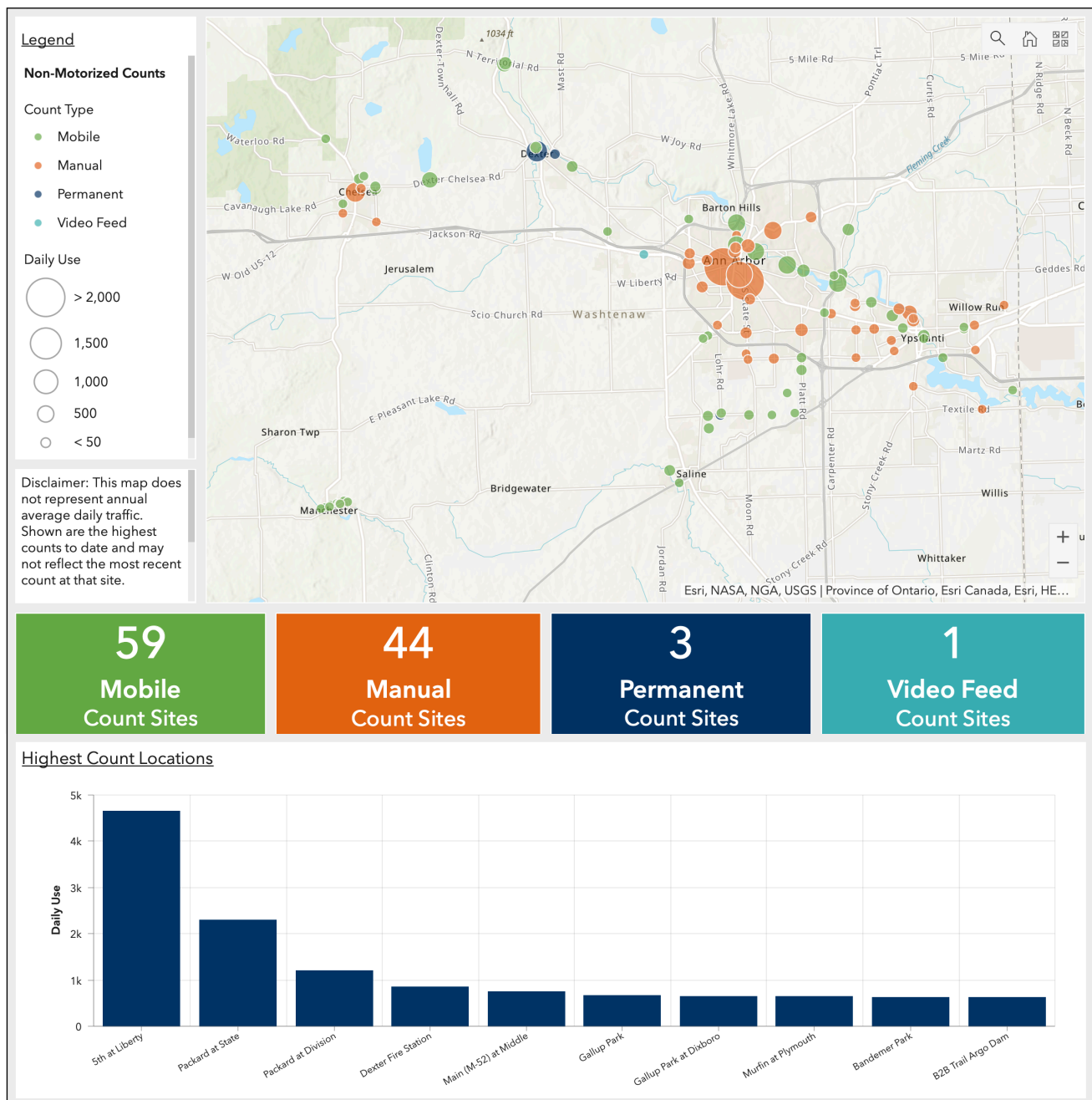
Program Goals

- Evaluate the impact of non-motorized improvements, before and after projects are constructed.
- Gather walking and bicycling data that is not available from Census data, including recreational and other non-work trips.
- Provide a tool to inform stakeholders and the public about travel patterns and non-motorized facility use.
- Assist local stakeholders with pedestrian and bicycle planning.
- Aid in prioritizing non-motorized infrastructure and planning projects.
- Secure additional funding for non-motorized facilities.
- Better inform winter maintenance plans.

WATS 2020 Highlights

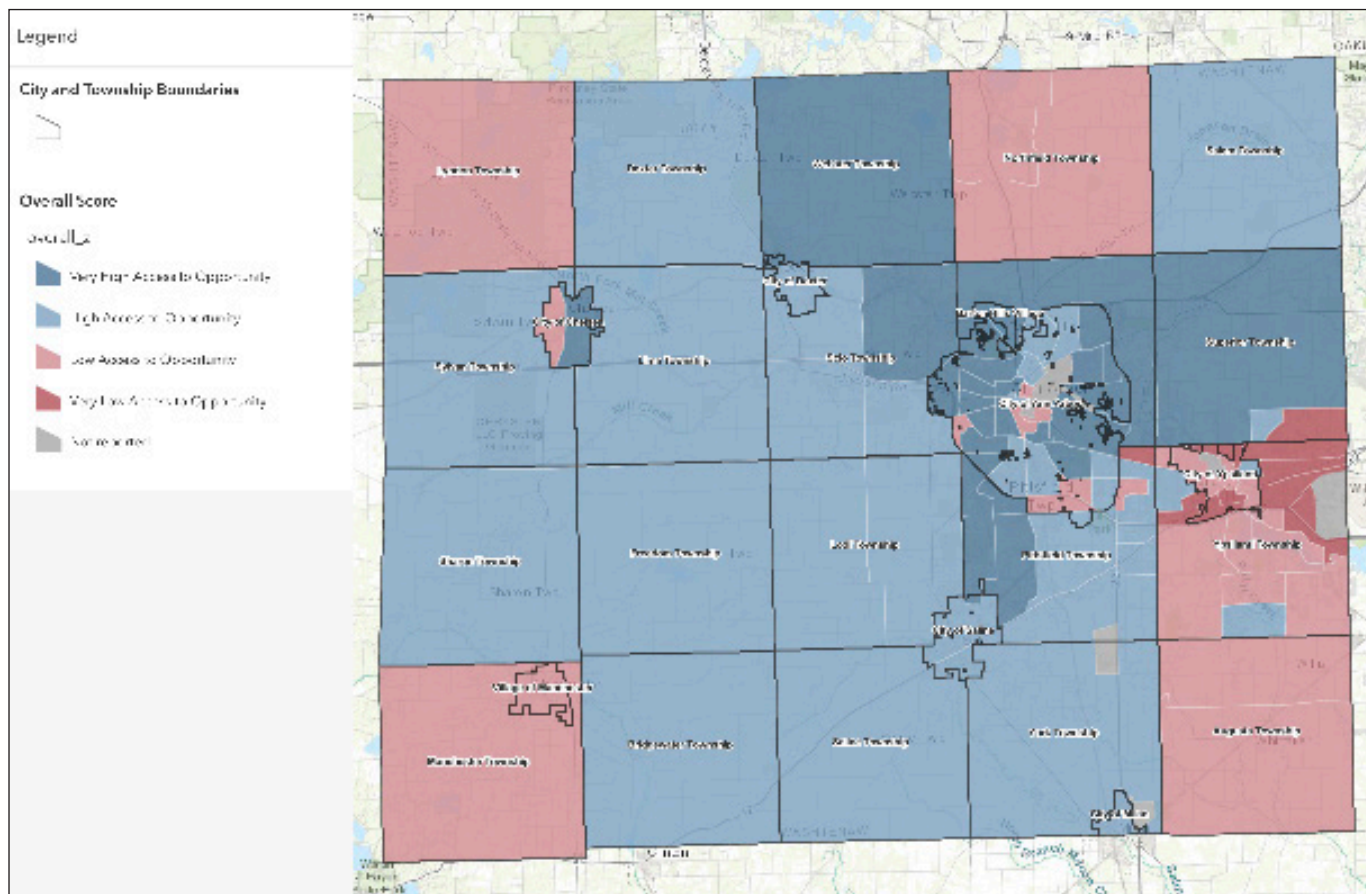
NON-MOTORIZED MAP DASHBOARD

WATS has collected pedestrian and bicycle count data in over 100 locations throughout Washtenaw County since 2016. In 2020, WATS released a new [map dashboard](#) for the non-motorized counting program. This tool allows users to visualize and compare data at a glance by interacting with the map. The map is configured to display locations by (1) the type of count method used and (2) average daily counts throughout the study period. The new dashboard features include a tool to filter counts by community, a pop-up window with more details about each location, and a dynamic bar chart to quickly view the highest count locations within the map extent.



WATS 2020 Highlights

EQUITY AND JUSTICE ANALYSIS



NEITHER YOUR RACE OR YOUR ZIP CODE SHOULD DETERMINE YOUR CHANCES IN LIFE

Washtenaw County is focused on upward mobility by improving equitable access to economic, education, and health opportunities for all residents. As part of this effort, WATS evaluates changes in the transportation landscape and its impacts on equity. In 2020, WATS was also an active participant in the development of Washtenaw County’s new [Opportunity Index](#) tool.

The pandemic substantially impacted the health and economic well-being of Washtenaw County residents in 2020. However, not all communities were equally affected and issues of equity became even more important in the transportation planning and decision-making processes.

The WATS 2045 Long Range Plan includes the goal of Equity and states that it should be a determining factor in the selection of projects. To facilitate this goal, WATS tracks the investment of transportation funds spent in both Environmental Justice and Low/Very Low Access to Opportunity areas. The amounts were reported to the Technical and Policy Committees as part of any update to project programming.

WATS 2020 Highlights

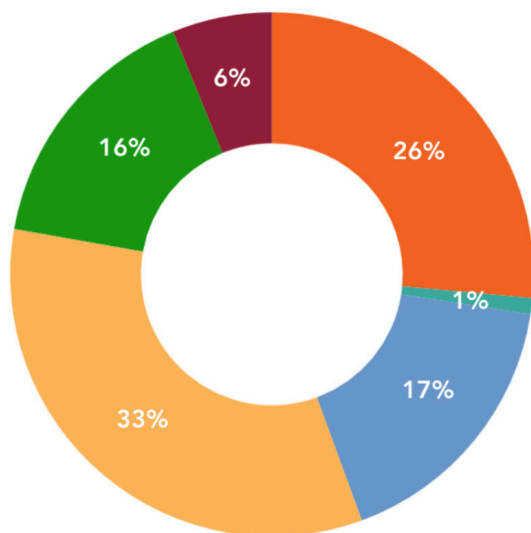
ANNUAL TRAFFIC CRASH REPORTING

As part of the WATS 2045 Long Range Transportation Plan, 20 percent of the funds over the life of the plan are being targeted at safety related projects in order to reach the goal of Vision Zero. This focus on safety will guide investment decisions with the goal of reducing fatalities and serious injuries for all users of the system, especially those that are most vulnerable, including pedestrians and bicyclists. The [WATS traffic crash report](#) is updated annually to include information on traffic crashes, fatalities, and serious injuries for communities in Washtenaw County. The report is provided as information to help guide transportation improvement decisions and policy. In 2020, WATS updated the annual crash report to include 5-year crash trends for fatal and serious injury crashes, and to evaluate five new crash factors including: lane departure crashes, intersections crashes, speeding related crashes, and crashes with young and older drivers.

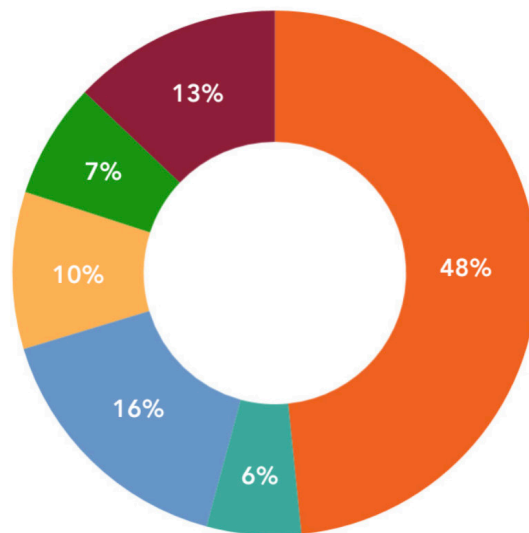
Key observations in the 2019 Annual Traffic Crash report:

- There were 11,353 total reported crashes in 2019, up 3% from 2018. While the number of crashes increased, the severe crash rate decreased 3% from 4.05 in 2018 to 3.92 in 2019.
- There were 24 fatal crashes and 115 serious injury crashes in 2019.
- There were 114 crashes involving pedestrians, up 2.6% from 2018. The majority (64%) of crashes involving pedestrians were injury crashes, and 14% were fatal or serious injury crashes.
- There were 87 crashes involving bicyclists, up 11% from 2018. The majority (69%) of crashes involving bicyclists were injury crashes, and 8% were serious injury crashes.
- Lane departures were involved in 12 fatal crashes, or 50% of all fatal traffic crashes.

CRASH TYPE BY PERCENT OF CRASHES (2019)



FATALITIES AND SERIOUS INJURIES BY CRASH TYPE (2019)



● Single Motor Vehicle ● Angle or Head On / Left Turn ● Sideswipe
● Head On ● Rear End ● Other / Unknown

WATS 2020 Highlights

NON-MOTORIZED FREEWAY RETROFIT STUDY

In 2020, WATS released [Washtenaw's Freeway Crossing Non-Motorized Retrofit](#) report. This new resource for the County takes inventory of each freeway crossing and proposes short-term, intermediate, and optimum solutions for each crossing or type of crossing.

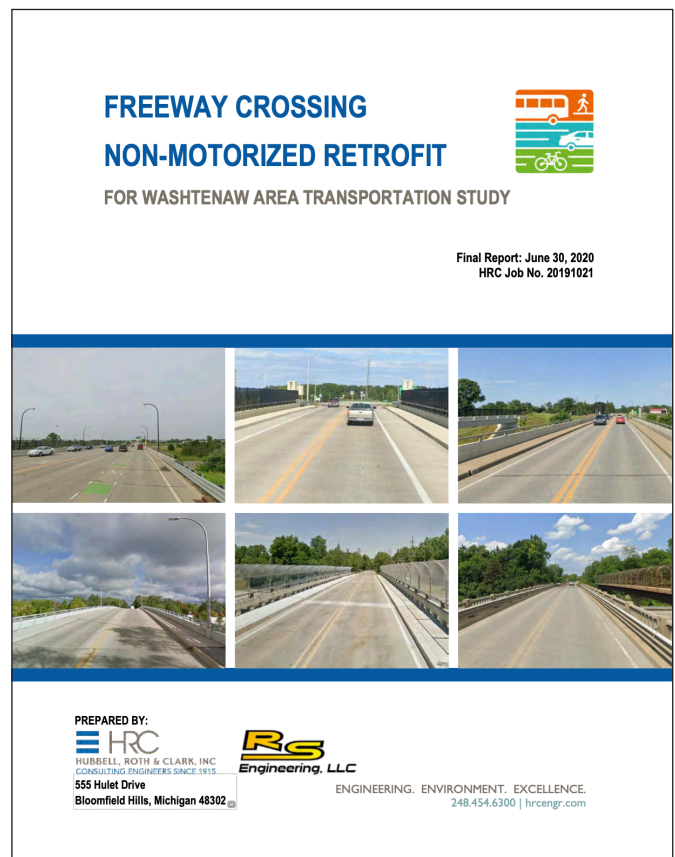
WATS focuses frequently on non-motorized travel and the need for a complete transportation system. One of the challenges to implementing an ideal transportation network is the remaining service life of existing infrastructure, in particular bridges. Width constraints, maintenance of traffic, and high costs make bridges a challenge for deploying contemporary, complete streets oriented accommodations. However, improvements to adjacent roads more and more frequently include non-motorized facilities, leaving a disconnect for non-motorized travelers at bridges.

Roads and bridges are in various states of connectivity, ranging from fully integrated non-motorized and automobile accommodations, to partially implemented (partially connected) non-motorized features, to no provisions. As WATS and other transportation agencies continue to plan and implement improvements to the transportation network, the Retrofit report provides a vetted suite of improvements that can be drawn from. The recommendations provided in the report can be included at the investment level of future adjacent projects, up to and including bridge replacement.

The retrofit report evaluates each of Washtenaw's unique crossings for:

- Short-term improvements such as bike/shared lanes, and warning signage.
- Intermediate improvements, such as lighting, fencing, and barriers.
- Long-term recommendations such as shared paths, barrier separations, fencing, and lighting.

WATS' work with local agencies to implement and secure funding for transportation improvements will be enhanced with this bridge specific guide to non-motorized transportation needs and proposed improvements.



WATS 2020 Highlights

TACTICAL URBANISM

In 2020, WATS worked with the City of Chelsea to deploy innovative techniques towards transportation and livability. The Chelsea POP project was developed as a 30-day tactical urbanism, or “pop-up” project, designed to demonstrate low-cost pedestrian and bicycle treatments in the City of Chelsea. The goal of this demonstration project was to install short-term improvements that focus on the safety of non-motorized travelers. From concept to post-installation of the project, WATS provided coordination and technical planning assistance, and worked with the City to collect feedback from local residents and system users.



Chelsea POP treatments implemented in 2020 included: conventional bike lanes, shared lane markings, painted curb extensions, enhanced crosswalks, striped parking, and wayfinding signs.

WATS 2020 Highlights

REGIONAL PARTNERSHIPS

WATS collaborates with agencies county wide, 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 implementing the regional long range transportation plan.

MDOT

WATS continues to partner with MDOT on statewide planning issues and policy discussions. Additionally, WATS is working with MDOT on numerous projects such as the Huron I-94 non-motorized crossing and US-12 interchange project.

Michigan Transportation Planning Association (MTPA)

WATS continued to play an active role in this voluntary association of public organizations and agencies responsible for the administration of transportation planning activities throughout the state of Michigan.

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.

Relmagine Washtenaw

Relmagine Washtenaw is a coalition of organizations that seek to make Washtenaw Ave. a corridor that supports a high quality of life with walkable shopping options, housing choices, efficient transit service, great public spaces, bike paths, and access to educational, cultural and employment centers.

List of Obligated Projects

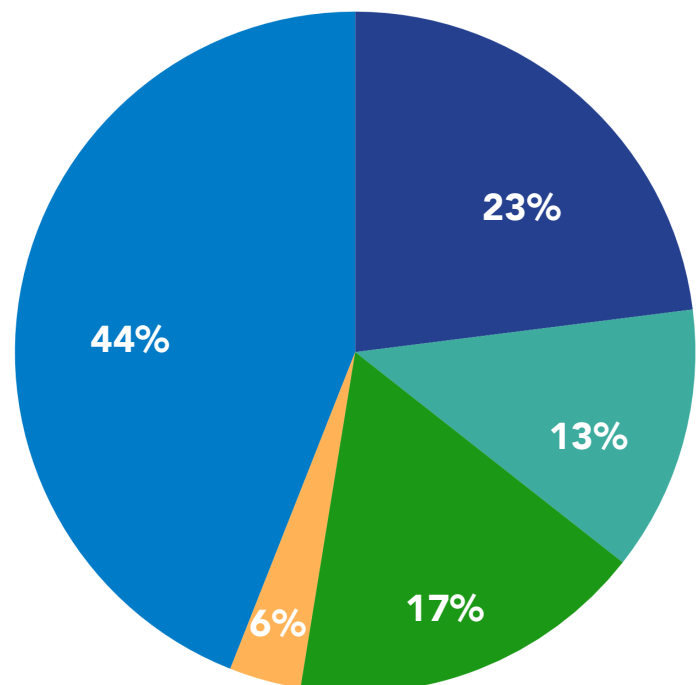
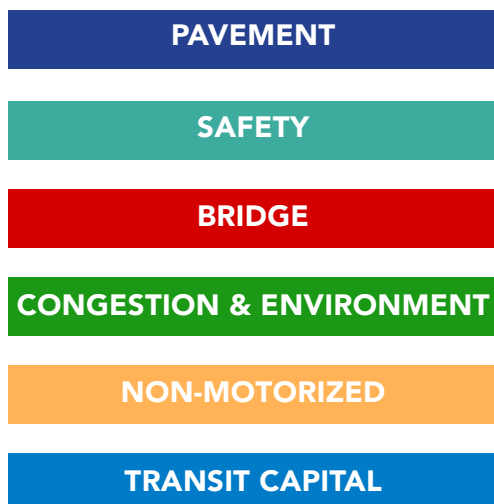
BACKGROUND

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, 2019 to September 30, 2020.

Investments 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. These terms can be found at 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 20 illustrates the process highway projects go through from programming to implementation.

FY 2020 POLICY BINS



Roads and Highways

PLANNING PHASES OF A ROADS AND HIGHWAY 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



Roads Funding Source	Total Federal Funds Obligated	% of Road Program by Fund Category
Surface Transportation Block Grant (STBG)	\$4,528,533	41.4%
National Highway Performance Program (NHPP)	\$353,086	3.2%
Congestion Mitigation and Air Quality (CMAQ)	\$2,139,874	19.6%
Surface Transportation Rural Funds (STL)	\$799,780	7.3%
Safety (HSIP and STRH)	\$426,726	3.9%
Transportation Alternatives Program (TAP)	\$313,693	2.9%
Highway Infrastructure Program (HIPU)	\$61,323	0.6%
Michigan Department of Transportation (MDOT)	\$2,312,024	21.1%
Total Funds	\$10,935,039	100%

Surface Transportation Block Grant

SURFACE TRANSPORTATION BLOCK GRANT (STBG)

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	Federal Obligation Amount
203579	Fuller Ct <i>0.237 miles</i>	Ann Arbor	Non-Motorized Improvements	\$147,183
203561	N Hewitt Rd <i>Washtenaw to Huron River Dr</i>	WCRC	Pavement	\$441,095
203568	Whitmore Lake Rd <i>Six Mile from Whitmore Lake Rd to US-23</i>	WCRC	Pavement	\$163,346
203568	Whitmore Lake Rd <i>Five Mile to Six Mile</i>	WCRC	Pavement	\$138,985
203572	W Waters Rd <i>Township Line to Oak Valley</i>	WCRC	Pavement	\$386,041
203574	Whittaker Rd <i>Willis to Textile</i>	WCRC	Pavement	\$531,457
122652	Stone School Rd <i>I-94 to Ellsworth</i>	Ann Arbor	Reconstruction	\$751,239
203564	Miller Rd <i>Miller Road at Wagner Road</i>	WCRC	Reconstruction	\$806,637
203583	W Cross St <i>Courtland to Wallace</i>	Ypsilanti	Reconstruction	\$877,529
205954	N Maple St <i>Saline City Limits to Textile</i>	WCRC	Pavement	\$285,021
Total:				\$4,528,533

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	Federal Obligation Amount
203639	Plymouth Rd Murfin Ave to Nixon Rd	Ann Arbor	Pavement	\$353,086
				Total: \$353,086



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 (non-attainment areas) and for former non-attainment 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	Federal Obligation Amount
202916	Countywide Signal Optimization <i>Countywide</i>	WCRC	Traffic Safety	\$1,052,824
202926	SCOOT signal control <i>Citywide (Ann Arbor)</i>	Ann Arbor	Traffic Safety	\$1,087,050
				Total: \$2,139,874

Rural Funding

SURFACE TRANSPORTATION RURAL FUNDS (STL)

STL 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	Federal Obligation Amount
202702	Dutch Dr <i>Hibbard to M-52</i>	Manchester	Pavement	\$227,823
202674	7 Mile Rd <i>Pontiac Trail at 7 Mile</i>	WCRC	Reconstruction	\$571,957
				Total: \$799,780



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 ACTIVITIES

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	Federal Obligation Amount
207447	Huron Parkway <i>Glazier Way and Baxter St</i>	Ann Arbor	Non-Motorized Improvements	\$89,100
207448	Hewitt Road <i>Burns Ave and Harding Ave</i>	WCRC	Non-Motorized Improvements	\$262,667
207449	Wagner Road <i>S of Liberty Rd to Huron River Dr</i>	WCRC	Signal Modernization	\$21,318
207451	Wagner Road <i>Ann Arbor-Saline Rd to S of Liberty Rd</i>	WCRC	Left Turn Lane	\$33,215
209643	S Ashley St <i>at Ann Arbor Railroad</i>	Ann Arbor Railroad	Upgrade flashing light signals	\$14,175
209644	W Jefferson St <i>at Ann Arbor Railroad</i>	Ann Arbor Railroad	Upgrade flashing light signals	\$6,251
Total:				\$426,726

Highway Infrastructure Program - Urban

HIGHWAY INFRASTRUCTURE PROGRAM - URBAN (HIPU)

The Highway Infrastructure Program for populations over 200,000 (HIPU) 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	Federal Obligation Amount
203639	Plymouth Rd <i>Murfin Ave to Nixon Rd</i>	Ann Arbor	Pavement	\$61,323
				Total: \$61,323

Transportation Alternatives Program

NON-MOTORIZED TRANSPORTATION (TA, TAU, 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	Federal Obligation Amount
204934	Grand St <i>Mill Creek Trail - Phase II</i>	Dexter	Shared-Use Path and Trailhead	\$313,693
				Total: \$313,693



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 used by local agencies throughout Washtenaw County.

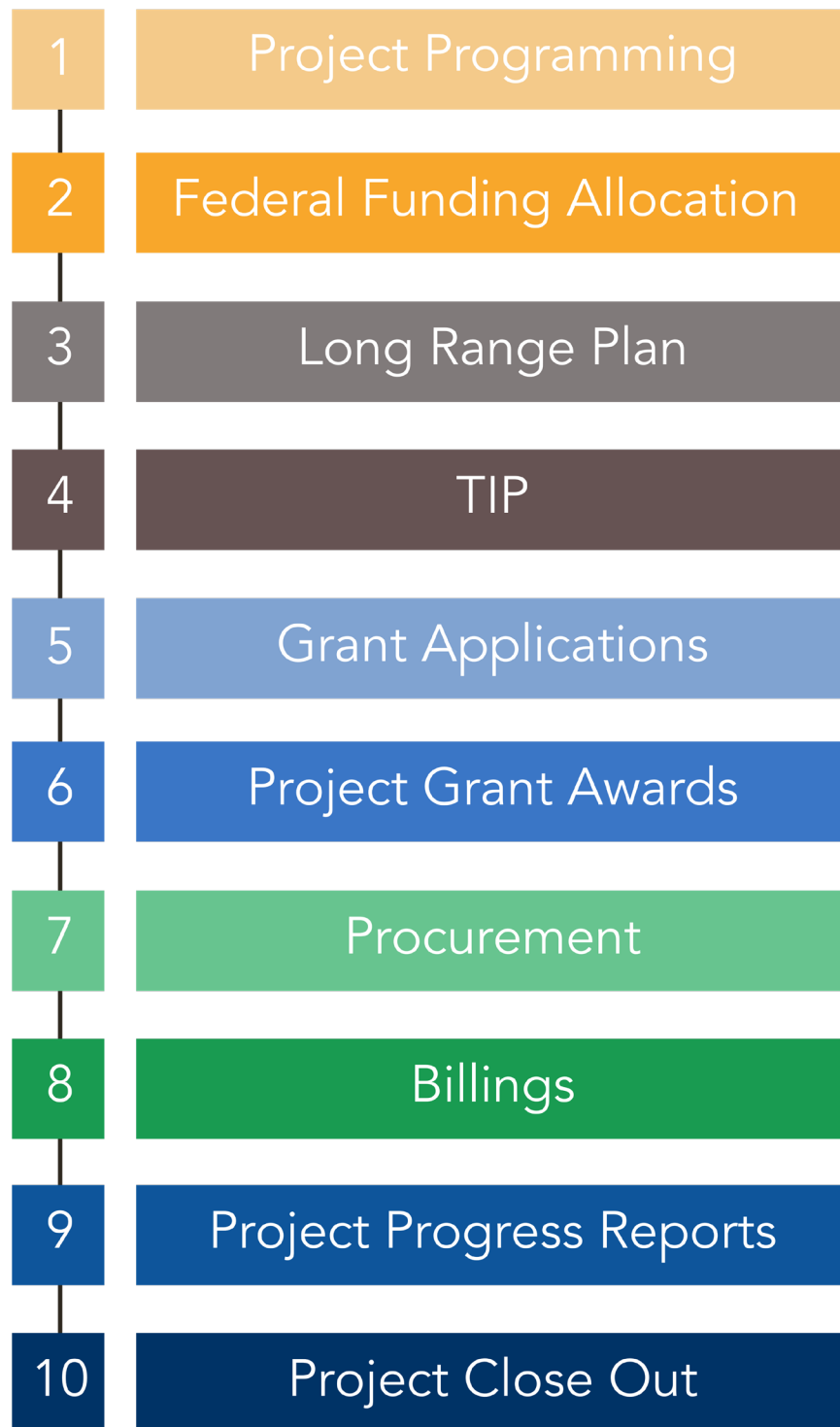
FUNDING CODE DESCRIPTIONS

HSIP	Highway Safety Improvement Program
NH	National Highway Program
TA	Transportation Alternatives Program - Urban
ST	Surface Transportation Program Any Area

Job Number	Project Name <i>Limits</i>	Agency	Work Type	Federal Obligation Amount
209344	I-94 <i>Chelsea Rest Area</i>	MDOT	Septic Field Replacement	\$452,709
209612	US-12BR <i>Huron St Over I-94</i>	MDOT	Non-Motorized Improvements	\$240,000
204781	US-23BR N <i>M-14 EB and US-23 NB/M-14 WB</i>	MDOT	ITS Applications	\$409,340
204901	M-14 E <i>M-14 EB (US-23 BR)</i>	MDOT	ITS Applications	\$580,215
205833	M-17 <i>Ann Arbor, Ypsilanti Twp & Ypsilanti</i>	MDOT	Non-Motorized Improvements	\$67,500
206241	US-23 N <i>Geddes Rd to Ellsworth</i>	MDOT	Traffic Safety	\$351,465
207977	Countywide <i>Various Locations</i>	MDOT	ITS Applications	\$210,795
Total:				\$2,312,024

PLANNING PHASES OF A TRANSIT 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.



BACKGROUND

The Federal Transit Administration (FTA) provides funding for the purchase and operation of public transportation in the county for agencies including TheRide, Peoples Express (PEX), and Western Washtenaw Area Value Express (WAVE). 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. Apportionment estimates are denoted with an asterisk.

Transit Funding Source	Estimated Federal Funds Obligated	% of Transit Program by Fund Category
*5307	\$9,867,938	72.8%
5310	\$787,499	5.8%
5311	\$652,297	4.8%
*5339	\$1,113,809	8.2%
CMAQ	\$1,137,205	8.4%
Total Funds	\$13,558,748	100%

*Estimated apportioned funds for 2020

Transit - 5307

TRANSIT 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	Agency	Work Type	Estimated Federal Funding
Transit Capital	TheRide	Bus Stop Improvements	\$124,000
Transit Capital	TheRide	Bus Replacement	\$180,600
Transit Capital	TheRide	Hardware and Software	\$1,529,062
Transit Capital	TheRide	Preventative Maintenance	\$40,000
Transit Capital	TheRide	Office Equipment	\$60,000
Transit Capital	TheRide	Maintenance Equipment	\$80,000
Transit Capital	TheRide	Contracting	\$608,000
Transit Capital	TheRide	Bus Replacement	\$960,000
Transit Capital	TheRide	Bus Purchase	\$950,191
Transit Capital	TheRide	Architect and Engineering	\$464,000
Transit Capital	TheRide	Van Replacement	\$465,295
Transit Operating	TheRide	Operations Assistance	\$4,406,790
			Total: \$9,867,938

*Estimated apportioned funds for 2020

Transit - CMAQ

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	Agency	Work Type	Federal Funding
202805	Transit Capital	TheRide	Bus Replacement	\$1,137,205
				Total: \$1,137,205



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	Agency	Work Type	Federal Funding
203222	Transit Capital	TheRide	Van Replacement	\$52,800
203222	Transit Capital	TheRide	Preventative Maintenance	\$20,000
203222	Transit Capital	TheRide	Small Vehicles	\$20,581
203222	Transit Capital	TheRide	Bus Replacement	\$80,000
208449	Transit Capital	People's Express	New Freedom Projects	\$30,000
209065	Transit Capital	People's Express	New Freedom Projects	\$473,775
210633	Transit Capital	Western-Washtenaw Area Value Express	Bus Purchase	\$18,125
211123	Transit Capital	People's Express	Misc Equipment	\$11,474
211138	Transit Capital	Western-Washtenaw Area Value Express	Misc Equipment	\$8,400
208448	Transit Operating	People's Express	New Freedom Projects	\$72,344
				Total: \$787,499

Transit - 5311

TRANSIT 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	Agency	Work Type	Federal Funding
208439	Transit Capital	PEX	Mobility Management	\$72,000
203225	Transit Operating	TheRide	Operating Assistance	\$324,071
208077	Transit Operating	PEX	Operating Assistance	\$95,476
208094	Transit Operating	WAVE	Operating Assistance	\$40,750
210653	Transit Operating	WAVE	Mobility Management	\$48,000
210727	Transit Operating	PEX	Mobility Management	\$72,000
				Total: \$652,297

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	Agency	Work Type	Estimated Federal Funding
Transit Capital	TheRide	Bus Replacement	\$937,809
Transit Capital	TheRide	Bus Replacement	\$176,000
			Total: \$1,113,809

*Estimated apportioned funds for 2020

WATS Technical Committee

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