

2022 Annual Report and Listing of Obligated Projects for Washtenaw County



Roundabout
North Territorial Road and Pontiac Trail

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Ex officio Members:

Andy Pickard	Federal Highway Administration
Michele Fedorowicz	Southeast Michigan Council of Governments

WATS STAFF:

Ryan Buck	Director
Nick Sapkiewicz	Senior Transportation Planner
Anton Schauerte	Transportation Planner
Maggie Huntley	Associate Transportation Planner

WATS MEMBERSHIP

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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 2022 calendar year. In addition, this document showcases the annual listing of obligated projects that received federal funding during the 2022 Federal Fiscal Year (FY) (October 1, 2021 - September 30, 2022).

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 WATS Director

Ryan C. Buck

Transportation planning involves answering the question, “What will people’s travel needs look like moving forward?” Our decisions reflect our most data-educated predictions for how transportation will connect people, communities, and economies. To do so, we consider a variety of factors, including changes in travel habits, emerging technologies, and economic trends.

The period from the onset of the pandemic to now has brought more changes to the way people travel than any time since the creation of the interstate highway system. With such significant changes to travel habits, it’s difficult to forecast future transportation needs. The term “new normal” acknowledges the uncertainty of the future.

Despite the changes, we’ve seen a dramatic increase in new funding at the local, state, and federal levels. New programs have bolstered infrastructure investment during the pandemic, funding has targeted harmful emissions, safety, and pavement quality, while significant increases from the state and federal government have helped replenish local agency coffers. However, increasing costs are already reducing the impact of this funding.

To ensure our transportation system meets the needs of all users, we must prioritize safety, access to opportunity, preservation of our communities, and improving existing travel corridors with safe, efficient travel options for all. We must also consider the needs of vulnerable populations, such as low-income residents, seniors, and people with disabilities. These are the values that currently drive our decision-making process.

As we develop our 2050 Long Range Transportation Plan, WATS will continue to promote these priorities. We recognize the road to the future may take a different path than expected, but our destination remains the same. By working together and planning for the long term, we can build a transportation system that serves everyone and helps to build stronger, more resilient communities.

Ryan C. Buck
Director, Washtenaw Area Transportation Study



Regional Coordination

Michele Fedorowicz - SEMCOG

SEMCOG and WATS work cooperatively on the SEMCOG Regional Transportation Plan (RTP) and the Transportation Improvement Program (TIP) for Washtenaw County. SEMCOG staff, elected officials, and our transportation planning partners – the Michigan Department of Transportation, St. Clair County and Washtenaw Area Transportation Study (SCCOTS and WATS, respectively), major transit operators, and other key planning and implementation agencies – participate in the RTP and TIP processes. Additionally, the region coordinates a Unified Work Program which highlights the planning activities to be carried forth with WATS and our other regional partners.

The following are some additional transportation highlights from the region:

- SEMCOG developed and approved the FY23-26 Transportation Improvement Program, which included over \$4.2 billion of transportation projects that maintain and enhance the system.
- Through coordination with the region's 8 federal aid committees, including WATS, we ensured the additional \$21 million recently allocated to the SEMCOG region could be utilized for needed transportation improvements.
- SEMCOG launched the Carbon Reduction Program, awarded \$9.4 million for FY23, and announced funding and emphasis areas for FY 24-26.
- Coordinated and awarded \$74 million in funding for the FY23-26 CMAQ program on projects that improve air quality and reduce traffic congestion.
- Collected and released the pavement condition for the region's roadways and developed key findings and ways to ensure continued asset management. Check the SEMCOG website for the most recent road and bridge condition information.

We continue to provide training and informational content to our local government members, offering a host of services through our website: www.semco.org. SEMCOG focuses on opportunities to present our region's challenges, showcase successes, and share experiences in transportation in our region. Webinars, in person events, and resources for local governments on the myriad of federal and state funding streams made available as part of the response to the COVID-19 pandemic. We look forward to increasing these efforts in 2023. We are always open to questions and feedback.

Michele Fedorowicz
Transportation Planning and Program Manager, SEMCOG

Building The Future of TheRide

Matt Carpenter - TheRide

In 2022, TheRide focused on its future within the Greater Ann Arbor – Ypsilanti area, while still providing crucial service to its community. TheRide operated at full-service levels, after previously reducing service due to the pandemic. This allowed TheRide to help our community get moving more; getting riders to work, appointments, shopping and more.

TheRide had the opportunity to meet with the community and gather their feedback on their priorities related to TheRide 2045, which is TheRide's Long-Range Plan. TheRide 2045 provides a vision for long-term system planning and shorter-term implementation steps for public transit in the greater Ann Arbor – Ypsilanti area. Based on the community's feedback on priorities, TheRide presented to their board a recommended Long-Range Plan, which was approved by TheRide's Board of Directors in the summer of 2022.

In August, TheRide was proud to have their millage request approved by voters. While approved in 2022, the tax and services associated will not go into effect until 2024. The new millage allows enhancements to TheRide's offerings including:

- Maintaining current service
- Ann Arbor – Ypsilanti Express Route
- Increased frequency of service
- Longer hours of service
- Expanded Overnight service
- Customer service agents at the Ypsilanti Transit Center
- Capital improvements

We thank the voters for their support in improving our transit system.

In August 2022, TheRide lowered pass prices and introduced a new half-fare day pass. The lower pass prices allowed for more equity, while enhancing the benefits of using transit over the higher costs associated with driving.

TheRide also began a propulsion study, looking at the future of Zero Emission Buses. TheRide presented their findings to the community and TheRide's Board of Directors. Conversations about Zero Emission Buses will continue in 2023.

To stay up to date on information from TheRide, visit www.TheRide.org

Matt Carpenter
CEO, TheRide



WATS 2022 Highlights

PROGRAMMING WASHTENAW COUNTY TRANSPORTATION IMPROVEMENTS FOR 2023 - 2026

Every three years, WATS works with federal, state, and local agencies; partner agencies; the public; and other key stakeholders to develop a list of planned transportation improvements to carry out over the next four years. This list is included in a document called the Transportation Improvement Program (TIP). In order for a project to be selected for inclusion into the TIP, it must first be documented in the WATS Long Range Transportation Plan (LRTP), the latter of which outlines the anticipated growth and development in Washtenaw County through 2045. For each transportation improvement included in the TIP, detailed information is provided, such as project location (if applicable), project costs, and the year(s) that federal funds are anticipated for obligation.

In 2022, WATS finalized the list of transportation improvements to be included into the Fiscal Year (FY) 2023-2026 TIP. To view an interactive map and a detailed list of these projects, please visit <http://www.miwats.org/tip/>.

Although a new TIP is only created once every three years, the document is modified more regularly. Typically, there are about three modifications per year, which occur because the projects within the document have changed. Project modifications result from changes to anticipated revenues, community priorities, economic factors (e.g. inflation), or for other reasons. When this occurs, WATS staff will present the proposed project adjustments to the WATS Technical Committee and Policy Committee for approval. If approved, the changes are then presented to multiple SEMCOG committees for final approval. All members of the public are encouraged to comment on the proposed changes at any WATS and/or SEMCOG committee meeting.

In 2022, WATS continued to manage the currently active TIP, which included assisting local agencies in navigating the transportation planning process, monitoring federal and state legislation, and keeping up-to-date on changes to the statewide database of transportation projects (JobNet). On October 1st, 2022, which marked the beginning of federal fiscal year 2023, the FY 2023-2026 TIP replaced the FY 2020-2023 TIP as the currently active TIP.

FY 2022 PROJECTS BY THE NUMBERS

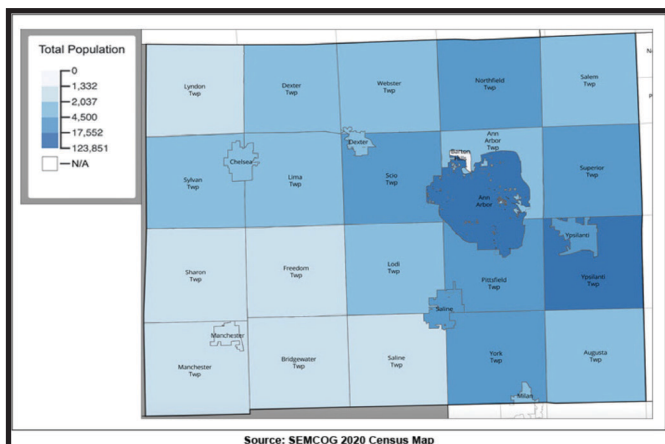


WATS 2022 Highlights

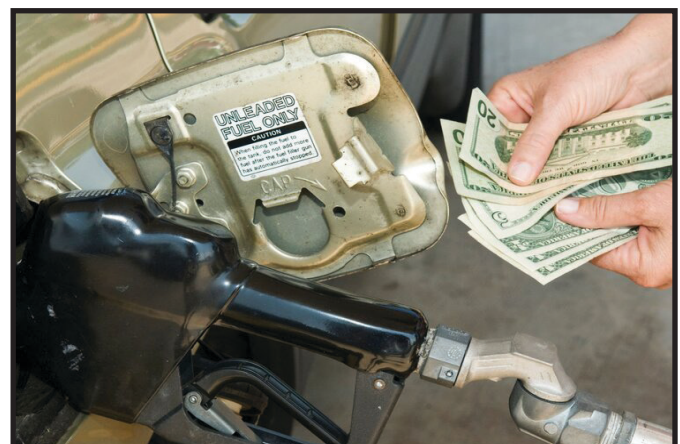
WATS BLOG

Like many public agencies, WATS has worked to garner a greater level of public input since the beginning of the COVID-19 pandemic by expanding its online engagement efforts. To aid in these efforts, WATS continues to publish blog posts, which are written by both WATS staff and regional partners. The following blog posts were published in 2022:

- An Excellent Display of Regional Cooperation
- Census Releases 2019 ACS Commute Patterns Data
- Completing Bike Networks Using Road Resurfacing Projects
- Out of Quarantine and into Equitable, Sustainable Improvements
- Data Driving Equity - WATS and the Opportunity Index
- Route Ypsilanti Happening This Summer
- Do Bold Things That Are Cheap to Try
- 2020 U.S. Census Data
- Developing transportation projects that Shape the Future: for a safer, more inclusive, and more sustainable transportation system
- 2020 Crash Report & 2016-2020 5-Year Crash Trends
- 2021 Pavement Condition Data
- Farewell Suzann!
- Two New Hires
- WATS Goes to the MTPA Conference
- U-M/RSQE Releases "The Economic and Demographic Outlook for Michigan Through 2050"
- WATS Safety Performance Measures
- New Staff Member
- Chelsea POP - A Tactical Urbanism Project, IS BACK!!!



Cover Photo for "2020 U.S. Census" Blog Post



Cover Photo for "Out of Quarantine and Into Equitable, Sustainable Improvements" Blog Post

THE "WATS UP" E-NEWSLETTER

This monthly newsletter allows subscribers to receive WATS updates and news straight to their inbox. To sign up for the newsletters, please visit the WATS homepage at:

<http://www.miwats.org/>

WATS 2022 Highlights

2021 TRAFFIC CRASH REPORTING

As part of the WATS 2045 Long Range Transportation Plan, 20% 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.

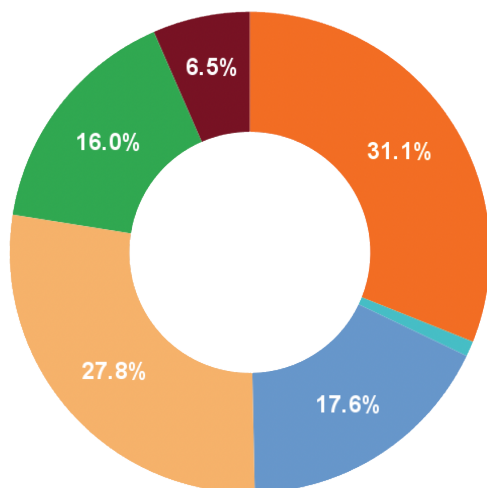
The WATS traffic crash report is updated annually and includes information on traffic crashes, fatalities, and serious injuries for communities within Washtenaw County. The report is provided as information to help guide transportation improvement decisions and policy. Since 2020, WATS updated the annual 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, crashes with young and older drivers, and crashes where the hazardous action in the Michigan Traffic Crash database was categorized as "speed too fast".

In 2022, WATS updated the annual crash report intersection ranks using a different method from previous years. Due to the time it takes for all crashes to be reported, compiled, and analyzed, WATS developed the 2021 Annual Traffic Crash Report in late 2022 and published the document in January 2023.

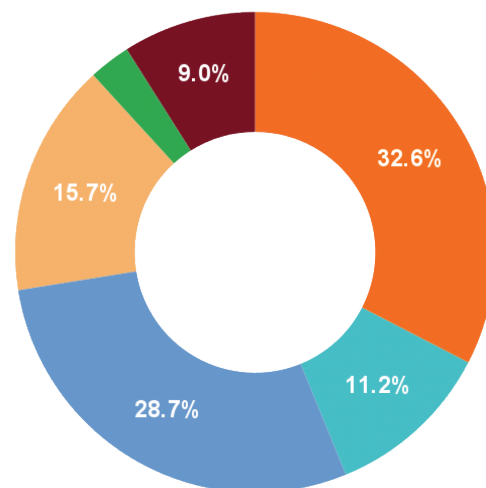
Key observations in the 2021 Annual Traffic Crash Report include:

- There were 8,664 total reported crashes in 2021, up 20.9% from the 7,174 crashes in 2020.
- There were 28 fatal crashes and 118 serious injury crashes in 2021.
- There were 79 crashes involving pedestrians, up 17.9% from 2020.
- There were 62 crashes involving bicyclists, up less than 1% from 2020.

CRASH TYPE BY PERCENT OF CRASHES (2021)



FATALITIES + SERIOUS INJURIES BY CRASH TYPE (2021)



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

WATS 2022 Highlights

NON-MOTORIZED REPORTING AND DASHBOARD

In 2022, WATS continued the non-motorized counting program with a combination of mobile and permanent counts.

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 in 2020. These counters collect non-motorized data 24/7/365. 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.

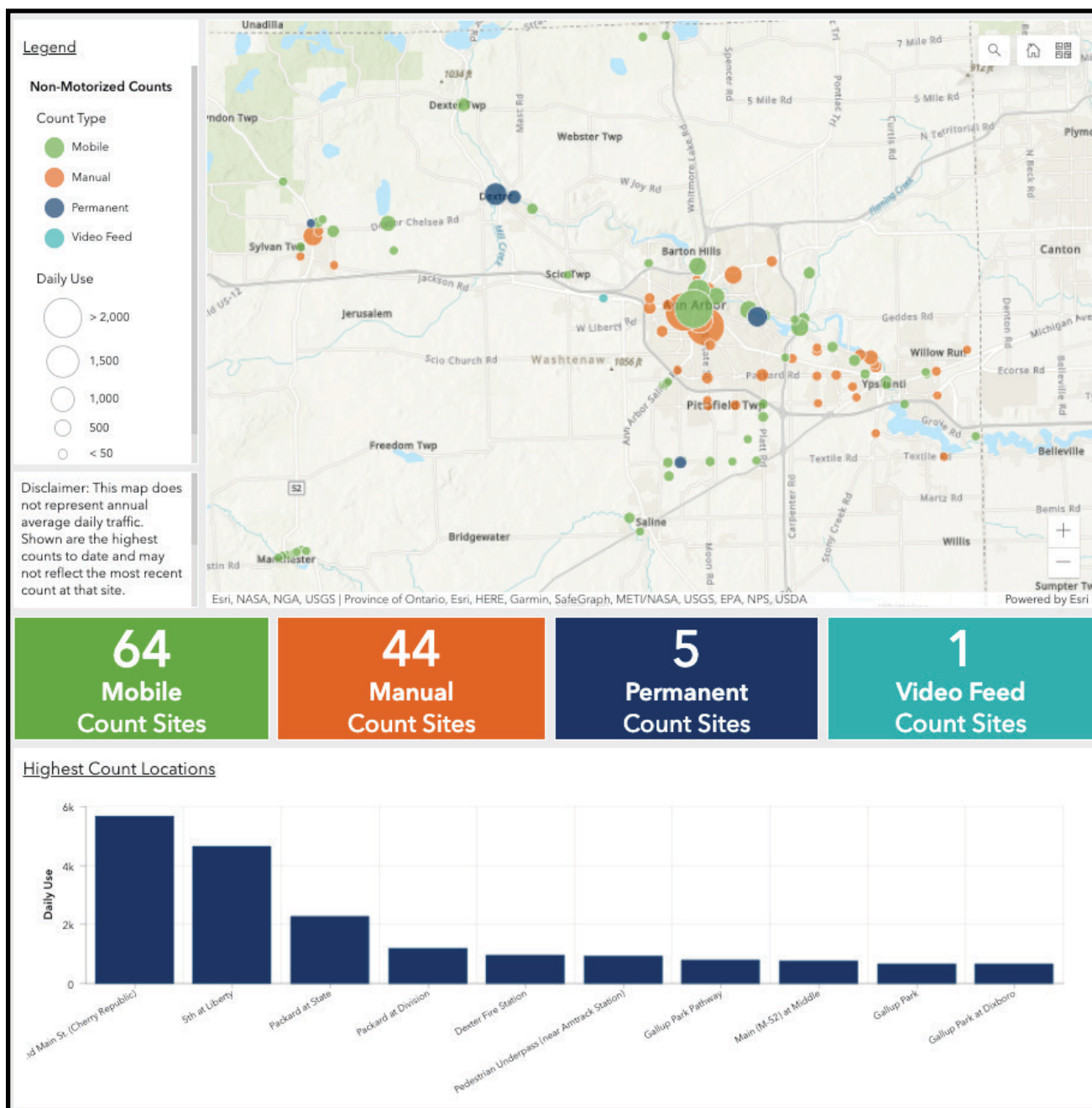
WATS has collected pedestrian and bicycle count data in over 100 locations throughout Washtenaw County since 2016. In 2022, WATS continued to manage an interactive dashboard for the non-motorized counting program. This tool allows users to visualize and compare data at a glance by interacting with the 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 dashboard features 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 2022 Highlights

NON-MOTORIZED REPORT AND DASHBOARD (CONT.)

In 2022, non-motorized counters included the placement of two permanent counters and three mobile counters. Permanent counter locations included the Gallup Park Pathway (City of Ann Arbor) and Chelsea Timbertown (City of Chelsea). Mobile counter locations included along the pedestrian underpass near Amtrak Station (City of Ann Arbor), Chelsea Library StoryBook Trail (City of Chelsea), and at Liberty St. and Main St. (City of Ann Arbor).

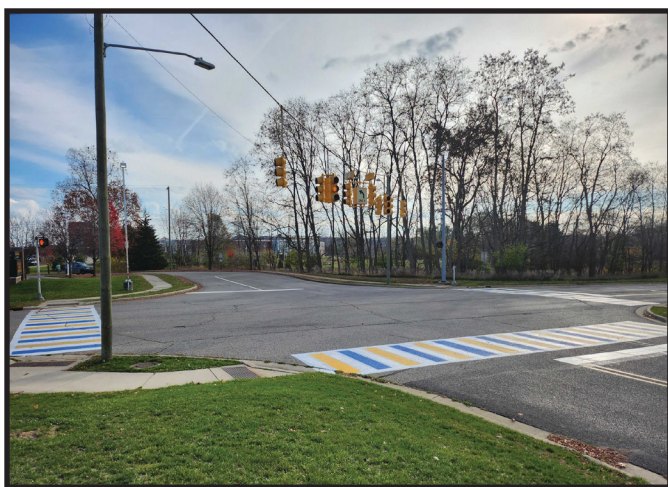
To view the dashboard, visit <http://www.miwats.org/nonmotorized-count-program/>



WATS 2022 Highlights

TACTICAL URBANISM

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



Crosswalk enhancements at the intersection of Freer Rd. and Darin/Mayer Dr. in Chelsea



Wave Delineators on Freer Rd., south of Dexter-Chelsea Rd.

In 2021, Middle St., East St., Washington St., and Madison St. saw the following improvements: shared lane markings, medians, striped parking, weighted pedestrian cones, removable speed cushions, and wayfinding signs. These improvements were aimed at slowing traffic and increasing safety for pedestrians and bicyclists.

In 2022, WATS, the City of Chelsea, and the Chelsea Transportation Work Group implemented Chelsea POP treatments for the third year in a row. Treatments were implemented in the fall of 2022 which included the re-painting /enhancement of crosswalks, a vehicle-bicycle separation barrier, and temporary speed cushions. Chelsea school district colors were used in the development of the crosswalk enhancements, which were placed at the intersection of Freer Rd. and Darwin/Mayer Dr., one block east of Beach Middle School. The vehicle-bicycle separation barriers (known as “wave delineators”) were placed on Freer Rd., just south of the intersection of Dexter-Chelsea Rd.

WATS 2022 Highlights

PLANNING AND ENVIRONMENTAL LINKAGES (PEL) STUDIES

WHAT IS A PEL STUDY?

A PEL study is part of a collaborative and integrated process to transportation planning decisions which consider the environmental community, and economic goals and uses the information, analysis, and products developed from the study to inform a environmental review process. This study is part of the process for the National Environmental Policy Act (NEPA). This study is important as it helps shape the recommendations of the project implementation.

M-14 AND BARTON DRIVE PEL

The current interchange was intended as a short-term solution as there was the intended extension of Huron Parkway to M-14, but did not happen. Over the years, the temporary solution for this space has a history of crashes at the interchange and operational challenges. One of the more recent events at this interchange included a truck crash resulting in a fuel spill to the Huron River. In 2021, the City of Ann Arbor resolved to re-examine the interchange initiating the MDOT PEL study.

The PEL study was necessary as the target area includes various environmental aspects of the community. This includes the Huron River, parks, recreational trail, streams and waterways, wetlands/marsh areas, and numerous trees. The project kick off was in January 2022, followed by numerous public and stakeholder engagement opportunities, with the alternatives delivered in October, and finishing in December of 2022.

WASHTENAW AVENUE PEL

This study focuses on the 3-mile stretch of Washtenaw Ave (M-17) between the City of Ann Arbor and the City of Ypsilanti. The area also includes Pittsfield Township and Ypsilanti Township, as M-17 helps connect these communities and Eastern Michigan University (EMU), Washtenaw Community College (WCC), St. Joseph Mercy Hospital, historic neighborhoods, and other regional amenities.

The PEL study looks at the eastern half of M-17 from Summit St to the US-23 interchange. This PEL is also the next step in the 2014 Reimagine Washtenaw project to help create a multimodal corridor to help improve operations for travel and safety, and economic development. WATS served on the local advisory group as a stakeholder for this project.

WATS 2022 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 in which WATS participates.

TRANSPORTATION COORDINATING COUNCIL

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.

SOUTHEAST MICHIGAN COUNCIL OF GOVERNMENTS (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.

MICHIGAN DEPARTMENT OF TRANSPORTATION (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 the Michigan Transportation Planning Association (MTPA), a voluntary association of public organizations and agencies responsible for the administration of transportation planning activities throughout the state of Michigan. Currently, Ryan Buck serves as Chair of the Education Subcommittee and Transportation Asset Management Council (TAMC) Subcommittee and Anton Schauerte serves as the Secretary.

REIMAGINE 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.

WATS 2022 Highlights

WATS STAFFING CHANGES - PAST STAFF MEMBERS

SUZANN FLOWERS

In February 2022, Suzann left her role as Transportation Planner at WATS. Suzann joined WATS in 2014, after having previously worked for the Southwest Michigan Planning Commission (SWMPC) in Benton Harbor.

While at WATS, Suzann spearheaded the agency's efforts in tactical urbanism, institutionalized the non-motorized count program, conducted and promoted public participation efforts extensively, and improved the administration of the short-range plan (known as the Transportation Improvement Program) in order to guarantee implementation of numerous transportation improvements.

We are honored to have worked with Suzann. She brought an enthusiasm and pride to carrying out civic work, which made her an excellent co-worker, role model, and public servant.

Suzann now works as the Transportation Program Manager for the City of Ann Arbor, where she is working on implementing the City's Vision Zero Plan. Though no longer part of the WATS staff, Suzann serves on the WATS Technical Committee, as the City of Ann Arbor's representative. We are extremely fortunate to be able to continue working with her on various projects in the Ann Arbor area.

EMILY LAKE

After having joined WATS in October 2019, Emily left her position as an Associate Transportation Planner in early 2022. Before joining WATS, she worked as a Geographic Information Systems (GIS) Technician, a Teaching Assistant for the University of Toledo, and an Audit Assistant for Lake Brown Williams CPAs and Consultants.

During her time at WATS, Emily was responsible for managing the agency's GIS data, creating maps, and crafting articles for the WATS Blog and "WATS Up" e-newsletter.

Emily is a great problem-solver and presenter and we've greatly missed having her in the office.

WATS 2022 Highlights

WATS STAFFING CHANGES - NEW STAFF MEMBERS

MAGGIE HUNTLEY

Maggie joined the WATS team in May 2022. Previously, Maggie worked as an intern for Canton Township and the City of Charleston, West Virginia. During her time at Canton Township, Maggie performed site plan reviews, site and landscape inspections, parking lot analysis, and address assignments. She also conducted a sidewalk trails and gap analysis project and researched numerous community planning documents for best practices to apply to Canton Township's master plan. While at the City of Charleston, she assisted with site plan reviews, permits, and assigning addresses. She also researched vacant property information and zoning ordinances for city updates.

Maggie holds a Bachelor's and Master's degree in Urban and Regional Planning from Michigan State University (MSU). While attending MSU, she worked as a research assistant and was involved in a variety of programs, including Safe Routes to School, the Sustainable Built Environment Initiative, and the Michigan Climate and Health Adaptation Program.

At WATS, Maggie's primary responsibilities include administering the non-motorized count program, developing the annual Traffic Crash Report, mapping planned transportation improvements, tactical urbanism projects, and WATS social media and communications.

ANTON SCHAUERTE

Anton came aboard as the newest WATS staff member in October 2022. Prior to joining WATS, Anton managed the transportation program at the Metropolitan Planning Organizations (MPOs) in Jackson, MI (Region 2 Planning Commission) and Holland, MI (Macatawa Area Coordinating Council).

At WATS, Anton manages the Milan Small Urban and federal Transportation Performance Measure (TPM) programs, coordinates data collection for the Asset Management program, and processes minor changes to projects included in the Fiscal Year (FY) 2023-2026 Transportation Improvement Program (TIP).

List of Obligated Projects

BACKGROUND

As a recipient of federal funds, WATS must publish a list of federally funded transportation improvements approved for funding in the previous federal fiscal year (FY) every year. WATS published the FY 2022 list of federally funded transportation improvements (October 1, 2021 to September 30, 2021) in December 2022.

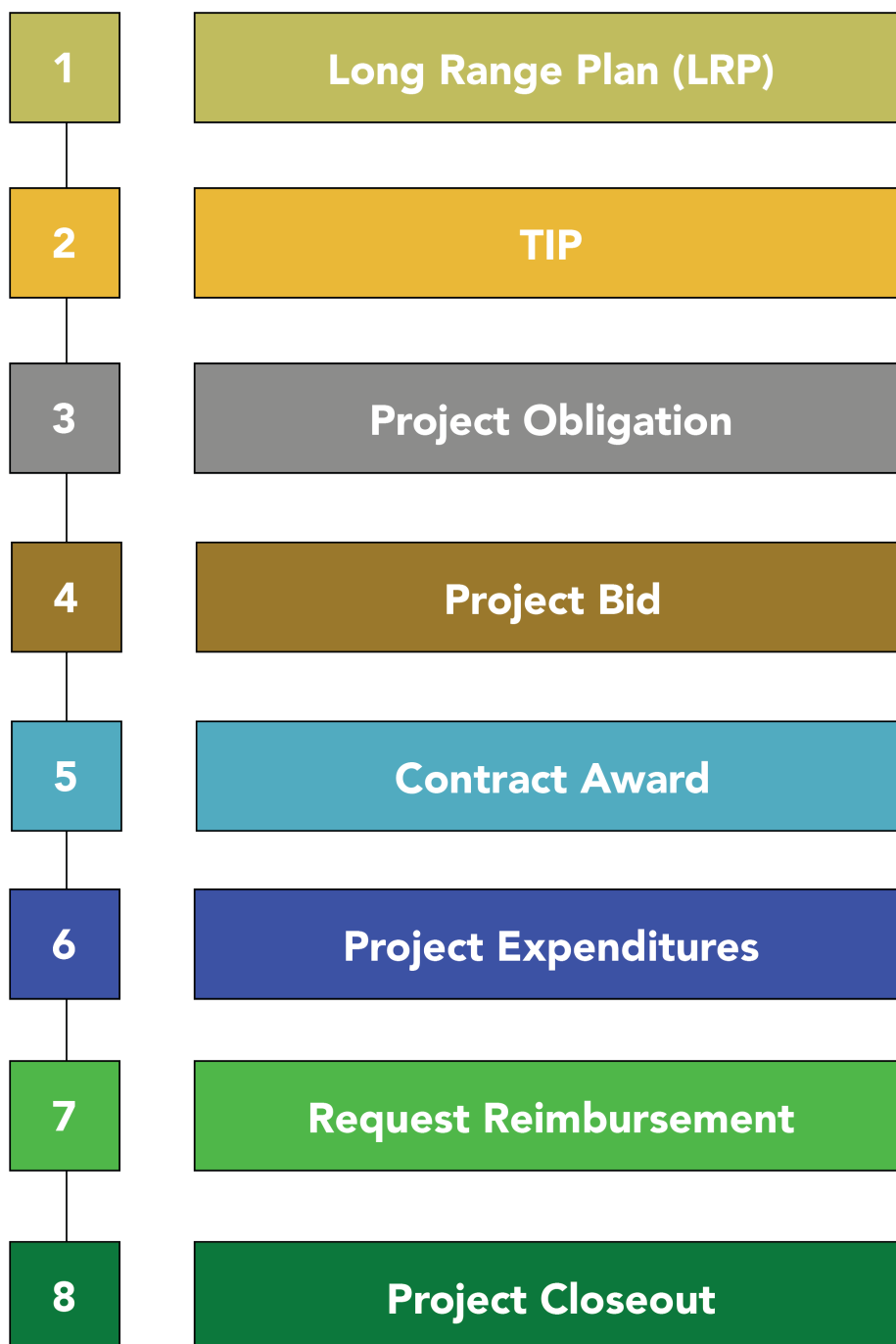
Investments for roads, highways, bridges, transit, bicycle transportation, and pedestrian walkways must all be reported. The Federal Highway Administration (FHWA) defines obligation as the federal government's legal commitment to pay or reimburse the project's federal share of eligible costs. WATS would 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 four-year listing of transportation projects in Washtenaw County lists all federally funded and locally funded projects. The chart on the following page illustrates the process highway projects go through from programming to implementation.

Roads and Highways

PLANNING PHASES OF A ROADS AND HIGHWAYS 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	\$6,531,381	8.5 %
National Highway Performance Program	\$349,230	0.5 %
Congestion Mitigation and Air Quality	\$556,689	0.7 %
Bridge Program	\$1,202,851	1.6 %
Surface Transportation Rural	\$1,319,811	1.7 %
Safety	\$1,023,971	1.3 %
Transportation Alternatives Program	\$2,761,228	3.6 %
Highway Infrastructure Program	\$301,771	0.4 %
Michigan Department of Transportation	\$62,990,839	81.8 %
Total Funds (Roads and Highways)	\$77,037,770	100%

Roads and Highways

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
205591	Scio Church Rd (7th to Maple)	Ann Arbor	Road Rehabilitation	\$1,112,459
205612	Newport Road	Ann Arbor	Sidewalk Improvement	\$524,408
205614	Platt (Huron Parkway to Packard)	Ann Arbor	Rehabilitate Road	\$1,324,250
205646	Barker (US-23 to end of Pavement)	WCRC	Rehabilitate Road	\$625,740
205668	Tuttle Hill (Martz to Textile)	WCRC	Rehabilitate Road	\$1,079,729
205675	Grove (Harris to Bridge)	WCRC	Rehabilitate Road	\$744,697
205679	LeForge (Clark to Geddes)	WCRC	Rehabilitate Road	\$411,260
212359	Huron (Fuller to Plymouth), Glazier Way (Green to Earhart)	Ann Arbor	Rehabilitate Road	\$647,655
213429	Packard Rd. (Ann Arbor City Limits to Carpenter Rd.)	WCRC	Rehabilitate Road	\$61,180
				Total: \$6,531,381

Roads and Highways

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
213429	Packard Rd. (Ann Arbor City Limits to Carpenter Rd.)	WCRC	Rehabilitate Road	\$349,230
				Total: \$349,230



Roads and Highways

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
211639	State St. at Various Intersections	WCRC	Traffic Signals	\$556,689
				Total: \$556,689

BRIDGE PROGRAM (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	Federal Obligation Amount
212304	E. Forest Ave. over Huron River (#11090)	City of Ypsilanti	Bridge Rehabilitation	\$1,202,851
				Total: \$1,202,851

Roads and Highways

SURFACE TRANSPORTATION RURAL (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
205632	North Territorial Rd at Pontiac Trail	WCRC	Construct Roundabout	\$1,319,811
				Total: \$1,319,811



Roads and Highways

SAFETY (HSIP, HRRR)

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
211835	Pleasant Lake Rd [Schneider Rd to Parker Rd (n. jct)]	WCRC	Pavement, Flashing Beacons, Signage Improvements	\$350,133
211925	Hill Street (Fifth Avenue to Washtenaw Ave)	Ann Arbor	Crosswalk, Lighting, Signage Improvements	\$71,890
211926	Dexter Pinckney Rd (Island Lk Rd to the north County Line)	WCRC	Rumble Strips, Traffic Signal, Signage Improvements	\$541,962
214659	N Zeeb Road at Miller Road	WCRC	Left Turn Lane, Traffic Signal	\$27,354
215261	N. Territorial (Mast Road to Webster Church Road)	WCRC	Left Turn Lane, Rumble Strips Improvements	\$32,633
Total:				\$1,023,971

Roads and Highways

HIGHWAY INFRASTRUCTURE PROGRAM

The Highway Infrastructure Program 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
205646	Barker (US-23 to end of Pavement)	WCRC	Rehabilitate Road	\$69,120
205614	Platt (Huron Parkway to Packard)	Ann Arbor	Rehabilitate Road	\$37,651
205675	Grove (Harris to Bridge)	WCRC	Rehabilitate Road	\$195,000
				Total: \$301,771



Roads and Highways

TRANSPORTATION ALTERNATIVES PROGRAM / NON-MOTORIZED TRANSPORTATION (TA, TAU)

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
204889	Huron River Dr. (Zeeb Road to Delhi Court)	WCRC	Border to Border Trail Improvements	\$2,000,000
210724	Platt Road (Waterfoul Blvd to Wall Park)	WCRC	Construct Shared Use Path	\$761,228
				Total: \$2,761,228



Photo Credit: Washtenaw County Parks & Recreation Commission, Huron Waterloo Pathways Initiative

Border to Border Trail Improvements Groundbreaking Ceremony

Roads and Highways

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 are also used by local agencies throughout Washtenaw County.

FUNDING CODE DESCRIPTIONS

BFP	Bridge Formula Program
CPM	Capital Preventative Maintenance
HIPU	Highway Infrastructure Program - Urban
HSIP	Highway Safety Improvement Program
IM	Interstate Maintenance
NH	National Highway Program
ST	Surface Transportation Program Any Area
STG	Surface Transportation Grant
STU	Surface Transportation Urban
TA, TAU	Transportation Alternatives (Urban) Program

Job Number	Project Name <i>Limits</i>	Agency	Work Type	Federal Obligation Amount
205652	Stony Creek Road & Willis Road over US-23	MDOT	Bridge Deck Replacement and Other Improvements	\$4,272,010
208857	Bemis Road over US-23	MDOT	Bridge Substructure and Other Improvements	\$232,208
209015	US-12 BR over I-94	MDOT	Epoxy Overlay	\$1,333,964
215769	Warren Road over over US-23	MDOT	Bridge Replacement	\$889,831
215788	Joy Road over US-23	MDOT	Bridge Replacement	\$880,528
207977	Various locations within Washtenaw Co.	MDOT	Intelligent Transportation Systems (ITS) Improvements	\$1,040,166
213129	US-23 interchange	MDOT	Add ramps, replace and widen bridge	\$15,650,096
208686	Maple to Industrial	MDOT	Resurface	\$698,047
216455	Washtenaw/Jackson County Line to Freer Rd	MDOT	Pavement Overlay	\$5,402,384
113542	Summit to Mich, I-94 to Mich, Hamilton to Huron River	MDOT	Resurface, Road Diet with bike lanes	\$4,740,674

Roads and Highways

MICHIGAN DEPARTMENT OF TRANSPORTATION (MDOT) (CONT.)

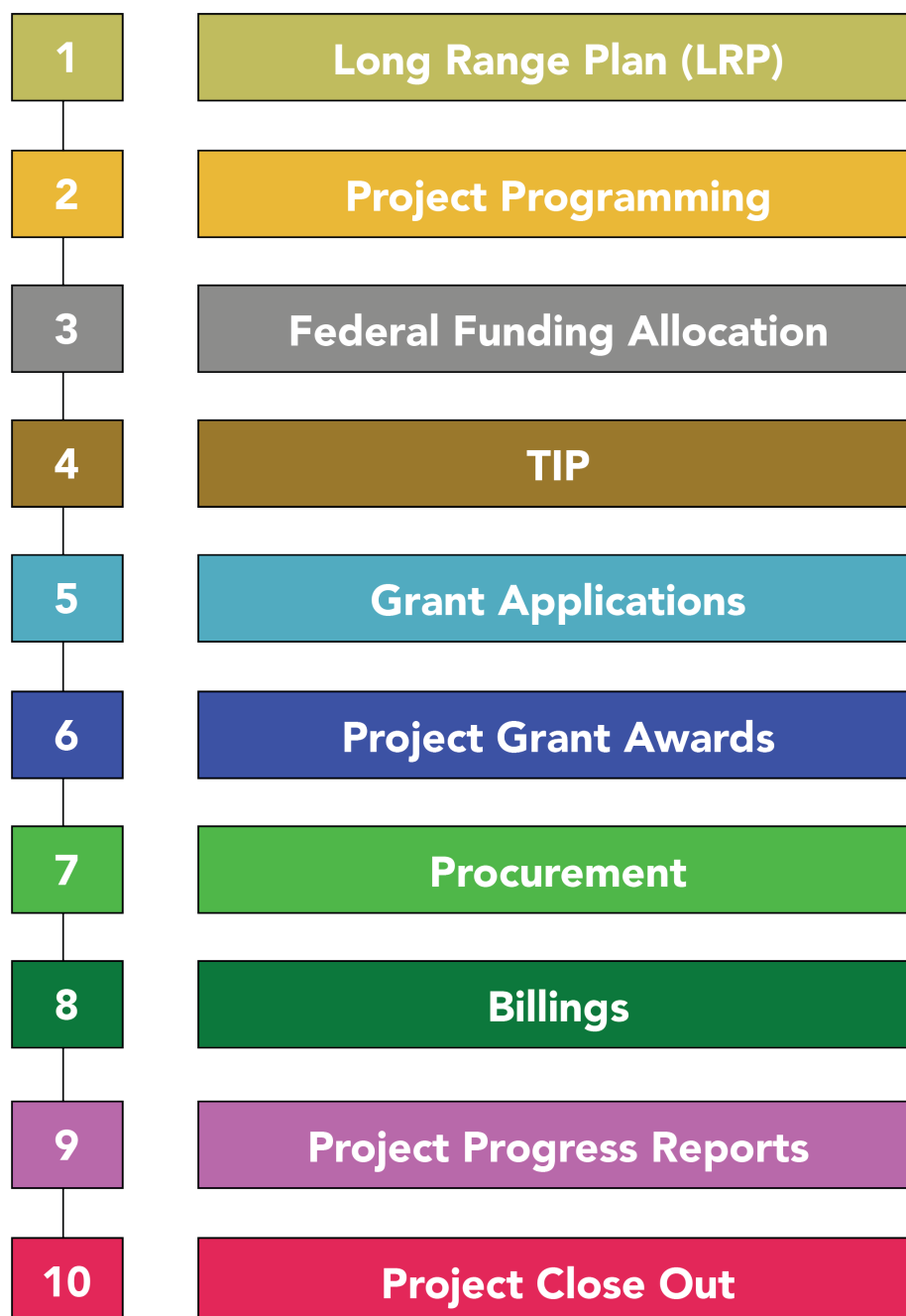
Job Number	Project Name <i>Limits</i>	Agency	Work Type	Federal Obligation Amount
210085	Stony Creek to Ellsworth	MDOT	Resurface	\$24,053,147
213128	Stony Creek to Ellsworth, US-12 from US-23 to Carpenter	MDOT	Tree Removal	\$136,839
205833	M-17 sidewalk gaps in Ann Arbor, Ypsilanti Twp & Ypsilanti	MDOT	Construct Sidewalk	\$154,094
206241	US-23 Geddes Rd to Ellsworth	MDOT	Construct Median Cable Barrier	\$1,077,478
211818	US-23 and M-14 Trilevel interchange ramps	MDOT	Pavement Improvements	\$28,120
214175	I-94 EB & WB off ramps at State St	MDOT	Modernize Signalized Intersections	\$103,898
214187	I-94 EB & WB off ramps at Ann Arbor, Saline	MDOT	Modernize Signalized Intersections	\$103,898
209612	Huron St Over I-94	MDOT	Construct Shared Use Path	\$2,193,457
Total:				\$62,990,839



Huron St. over Interstate-94
Construct Shared Use Path

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.



Transit

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.

Transit Funding Source	Federal Funds Obligated	Percent of Transit Program by Fund Category
5307	\$7,342,673	66.4%
5310	\$978,952	8.9%
5311	\$256,226	2.3%
5339	\$912,831	8.3%
Other	\$1,562,564	14.1%
Total Funds (Transit)	\$11,053,246	100%

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.

Job Number	Project Name	Agency	Work Type	Federal Funding
205911	Transit Capital	TheRide	Capital	\$7,342,673
				Total: 7,342,673

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
208453	Areawide	People's Express	Capital	\$32,340
208455	Areawide	People's Express	Operations	\$151,922
211588	Areawide	Western-Washtenaw Area Value Express	Capital - Add Replacement Vehicles	\$473,422
214977	Areawide	People's Express	Capital - Bus Replacements	\$175,579
205914	Areawide	TheRide	Capital	\$145,689
				Total: \$978,952

Transit

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
208444	Areawide	People's Express	Operations	\$95,476
208445	Areawide	People's Express	Capital	\$72,000
208467	Areawide	Western-Washtenaw Area Value Express	Operations	\$40,750
208469	Areawide	Western-Washtenaw Area Value Express	Capital	\$48,000
				Total: \$256,226

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.

Job Number	Project Name	Agency	Work Type	Federal Funding
205913	Areawide	TheRide	Facility Rehabilitations	\$912,831
				Total: \$912,831

Transit

TRANSIT - OTHER

The category includes STP Flex and CMAQ funded projects.

ELIGIBLE ACTIVITIES

Only capital projects are eligible for STP funds that are flexed to transit.

Job Number	Project Name	Agency	Work Type	Federal Funding
201329	Areawide	People's Express	Purchase Bus	\$29,181
215103	Areawide	People's Express	Purchase Bus	\$9,343
210487	Areawide	TheRide	Capital Pedestrian Improvements	\$189,808
208621	Areawide	TheRide	Capital Pedestrian Improvements	\$1,334,232
				Total: \$1,562,564



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