



## FY22 Budget Discussion

Presented by Marti Praschan

April 20, 2021 Transportation Commission Meeting

The following questions were submitted by Commissioners via email, as follow-up to the FY22 budget discussion.

Commissioner questions and staff responses are noted below:

1. **Dedicated funding in the budget doesn't appear to reflect the Strategic Plan Metrics shared, (examples):**
  - **Transit: by 2023, achieve 15-minute effective frequency on signature corridors.**
  - **Active Transportation: by 2023, install 10 miles of low-stress bicycle network and upgrade additional 10 miles.**

**Response:** In support of the Strategic Plan Metrics the FY 22 proposed Transportation-Other capital budget includes \$120,000 in funding for Arterial Traffic Operation Improvements; as well as; \$75,000 for Intelligent Transportation System (ITS) Master Plan (Budget Book Page 404).

Installation of bike lanes occurs on a regular basis in coordination with City projects and in partnership with projects that occur in the City. Planned FY 2022 & FY 2023 bike lane installations include Plymouth Rd. to Maiden Lane/Moore, Washington, and a cycle track on Catherine/Miller.

While the City does not control transit frequencies and will not contribute to transit operations from City funds (beyond the voter approved transit millages), this is a strategy identified in the A2Zero Carbon Neutrality Plan and similarly the draft Transportation Plan. As such, the City will monitor and coordinate with theRide on progress on this metric.

2. **Dedicated funding in the budget doesn't appear to reflect the CIP for some Active Transportation items, (examples):**
  - **TR-AT-22-21: Transportation Plan Update Implementation Strategy, (\$150,000: 2022)**
  - **TR-AT-22-24: Traffic Calming Major Streets Analysis, (\$100,000: 2022 / \$100,000: 2023)**
  - **TR-AT-22-20: Road Reconfiguration Projects, (\$100,000: 2022 / \$100,000: 2023)**
  - **TR-AT-22-19 and TR-AT-20-24: Elmwood Bicycle Boulevard and Bicycle Network Gaps (\$90,000)**

### **Response:**

It is important to note that the CIP and City Budget are different in their purpose. The CIP is a **programming** document which identifies projects and priorities and *possible* funding sources – but is not fiscally constrained. Consequently, there are many projects in the CIP which may not advance in the time frame identified unless and until funding for those projects can be programmed. The City budget on the other hand is directly tied to the funds anticipated to be received and disbursed. It is by definition fiscally constrained and tied to 'real dollars.' With this in mind, there are projects in the CIP which were not funded in the City's budget. This is especially true with the FY22-23 budget which shows a structural deficit and a lean fiscal forecast. This necessitated difficult choices about what could be funded



- TR-AT-22-21: This project was not moved forward in the City's proposed FY 22 budget. The intent behind this project was to hire a consultant to help the City identify the most impactful projects from the Transportation Plan to advance in the short term. Internal staff efforts will be allocated to this effort.
- TR-AT-22-24: The City's General Fund was proposed funding source. Due to lack of funding available, this project was not moved forward in the FY 22 budget. The CIP is reviewed annually and is considered for funding going forward.
- TR-AT-22-20: This specific project is included in the FY 22 Major Street Fund capital budget (\$100,000).
- TR-AT-22-19/TR-AT-20-24 is included in the Alternative Transportation Capital Budget as listed on page 403 of the recommended budget (\$100,000)

**3. What is the overall Transportation Budget for Ann Arbor (2022-2023) and what are the funding sources?**

- **What percentage of the Transportation Budget comes from ACT 51 funds?**
- **What percentage of Act 51 funds are dedicated to Active Transportation?**
- **What funds outside of Act 51 are typically dedicated to Active Transportation?**
- **How has COVID impacted budget projections and why does "Pavement Repair and Maintenance" show a sharp increase for 2023?**

**Response:**

- 100% of Act 51 funding is budgeted in support of and including activities within the public right-of-way.
- The Act 51 budget is budgeted at the activity level by Service Unit as represented in the Administrator's proposed budget on pages (pages 307-308 and 317-319). Active Transportation costs are imbedded in these activity budgets; therefore, is difficult to isolate specific Active Transportation costs.
- In addition to Act 51, typical other sources that contribute to Active Transportation projects and activities include the Street Bridge and Sidewalk Millage, the Sidewalk Construction Millage, the Alternative Transportation Fund, and the General Fund.
- There has not been a significant impact on budget projections for Act 51 or any millage funding. Significant General Fund revenue shortfalls are projected. The sharp increase in FY 2023 for Pavement Repair is reflective of the planned use of fund balance, allowing for appropriate design and project plan development.

**4. Quick calculations suggest \$717,000 in the current budget is dedicated to Street Lighting:**

- **Is this accurate and how does it compare to previous years?**
- **What processes were in place to decide such levels of funding for this category?**
- **What percentage of street light funding is budgeted from Active Transportation and labeled as "Pedestrian Safety" as opposed to other sources?**

**Response:**

- If you are referencing specifically funding associated with streetlight replacements and crosswalk lighting upgrades; \$717,000 is approximately the amount included in the recommended budget and includes funding from both the General Fund and the County Mental Health Millage and is consistent with the last biennium budget. Additional



operating costs of \$2,140,954 including electricity and repair costs are included in the General Fund recommended budget.

- The City completed an Asset Management Plan for our Streetlight infrastructure. The plan calls for replacing and funding of \$530,000 annually. Funding from the County Mental Health Millage (\$500,000) is to be directed to Pedestrian Safety per policy and has been programmed as follows:
 

○ Streetlight Replacement Contribution per Asset Mgmt. Plan	\$232,000
○ Major Street Uncontrolled Crosswalk Lighting Upgrades	\$135,000
○ Pedestrian Safety Outreach/Education	\$133,000
- The funding for Streetlight Replacements, maintenance, and installations is funded by the General Fund and the County Mental Health Millage. Installations or replacement does occur as part of streetscape and/or reconstruction projects which have various other funding sources.

- 5. Can you clarify Downtown Development Authority spending as well as AAATA spending on Transportation as it relates to this budget and presentation?**
- **Does the Strategic Plan Metrics include contributions made from outside City budget funded resources?**

**Response:**

The Strategic Plan does/may include contributions made from outside City budget funded resources.

- 6. The budget presentation and the proposed budget calls out pedestrian safety and street resurfacing as budgeting priorities— is there a reason these two transportation priorities are highlighted vs. our carbon neutrality/vision zero priorities? Is there a reason pedestrian safety highlighted and bike safety is not?**

**Response:**

The presentation format was consistent with the previously presented, which highlighted these areas as areas of interest to the Transportation Commission. The presentation can be amended going forward to include areas of interest conveyed by the commission. Staff also looks at non-motorized safety holistically. Many projects benefit both cyclists and pedestrians and staff will advance bike safety in FY22-23. For example, we have targets identified in the draft Transportation Plan related to low stress bike network expansion that we will monitor and try to achieve over the course of the next two years.

- 7. How does the Transportation budget reflect the short-term priorities in the draft Transportation Plan? The budget appears to reflect investments in pedestrian safety, but it's unclear how we're advancing our bicycle network. I see funding highlighted for maintenance of the existing system and lane remarkings, but not system expansion except via the mostly temporary installations in Healthy Streets. What investments are we make in bicycle system expansion (both on Tier 1 corridors and for our low stress network)? What type of investments are occurring to improve transit speed and improve infrastructure of transit users?**

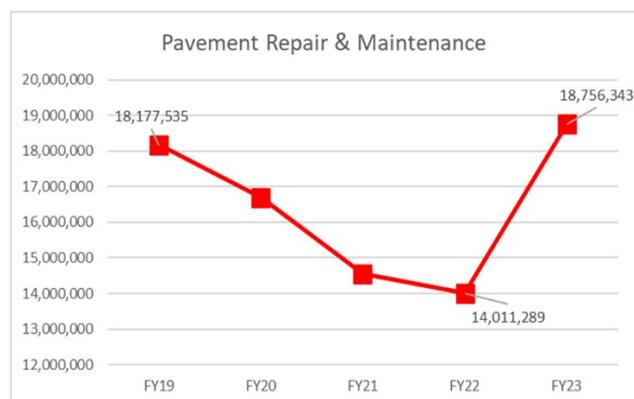


**Response:**

At the time of budget preparation (Nov-Dec), the Transportation Plan was not yet finalized; therefore, specifics were not included in the budget. The increased maintenance presented includes recent bike lane installations and planned DDA installations.

- 8. Why is funding in pavement repair and maintenance increasing so substantially this year? Is our pavement maintenance/repair program aligned so that we are able to advance key priorities in our nonmotorized network, while improving road quality for motorists? The map shown in the budget presentation appears to have some overlap with the Tier 1 map in the Transportation Plan, but I can't see any overlap with proposed bike route map. Is there a map that overlays these different priorities?**

**Response:**



FY 2023 reflects the planned use of fund balance for pavement repair & maintenance activities, allowing for appropriate design and project plan development. Yes, the pavement maintenance/repair program and all city projects are aligned so that we are able to advance key priorities in our nonmotorized network.

- 9. Street Lighting: The proposed budget recommends the addition of a FTE to assist with streetlights + \$135 k for uncontrolled crosswalk lighting needs, \$232K for existing street light replacements, \$300K for existing street lights, \$50K for lighting upgrades, +\$30k in increased electric bills. The lighting at crosswalks is highlighted in the Transportation Plan as a important investment for improving safety, but given the budget deficit and limited resources, why is it critical to make these other investments in street lighting now? How will these investments help achieve our carbon neutrality goal of a 50% reduction in vehicle trips?**

**Response:**

The final proposed budget recommendation does not include the addition of an FTE to assist with streetlights. The funding for Streetlight replacements is in accordance with our existing asset management plan and is in support of our Strategic Plan Metric that utility and streetlight capital assets are managed by an asset management system, emphasizes preventative maintenance. Improving pedestrian safety encourage pedestrian traffic with hopes of decreasing vehicle traffic.



**10. Education: \$133K is budgeted for pedestrian safety Outreach/Education. What are the goals of this campaign? How does staff weigh the need for education vs. dedicating dollars for infrastructure improvements.**

**Response:**

Staff has not yet begun work on the Vision Zero education and outreach campaign aside from some preliminary research on other community efforts – such as Grand Rapids’ “Driving Change” campaign (<http://grdrivingchange.org/>).

The best example of evaluating the effectiveness of education campaigns in Ann Arbor is the Changing Driving Behavior study (<http://a2gov.legistar.com/LegislationDetail.aspx?ID=3712373&GUID=1ED4C7FD-13E0-4D87-87C7-432F0D6B7C0E&Options=&Search=>). This study evaluated a multi-pronged approach to increase the stopping rate of motorists for pedestrians in the crosswalk using education, encouragement, evaluation, and enforcement. The key findings of this study conclude, “Stopping for pedestrians in Ann Arbor increased from a mean of 28.5% to 65.2% at the treatment sites, which also received police enforcement, and from 34.2% to 53% at the generalization sites that did not receive police enforcement.” Ultimately, the goals of the education campaign are to complement other efforts to achieve Vision Zero. Staff desires to strengthen the “Education” efforts as part of a 6 “E” approach (Engineering, Education, Evaluation, Encouragement, Enforcement, Equity). For example, if the City were to install new safety measures (e.g. new bike boxes, new posted speed limits, new crosswalk enhancements), then these efforts would benefit from a robust outreach and education campaign to bring awareness to these changes and how they work.

**11. Is an enhanced ped crossing, with an RRFB, on Depot near new underpass to Bandemer budgeted for? I’m hearing lots of reports of close calls there.**

**Response:**

No, an RRFB is not planned at this location at this time. A series of ‘paint and post’ safety improvements were made as recently as April to bring attention to and improve the crossing from the Allen Creek Berm opening to Wheeler Park/Fifth St. We will continue to monitor this location to see if further enhancements are necessitated but an RRFB would be beyond what is called for in our crosswalk design guidelines for this location.

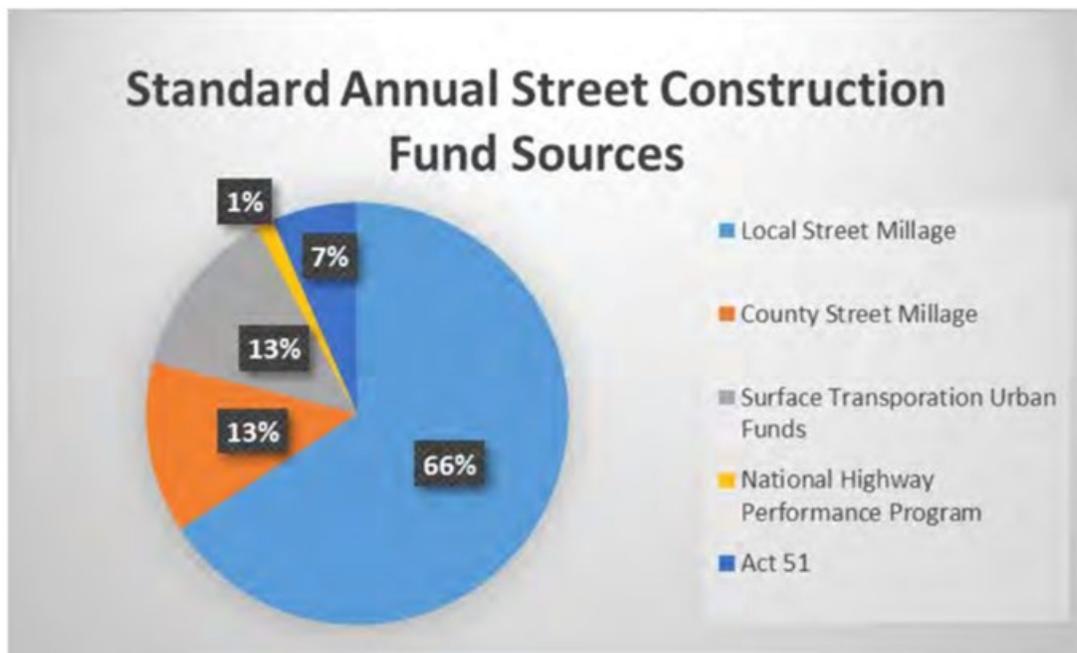
**12. Are there any matching funds for Bandemer underpass to HRD? The County and private funders are ready to submit grants for state matching funds, but need to see City commitment. Does this budget reflect that longstanding priority in our CIP?**

**Response:** The proposed budget for FY22 and plan for FY23 do not include matching funds. The approved FY2022 – 2027 CIP plan does, with funds earmarked for FY24 and FY25 as this is when construction seems feasible to proceed. Currently the Washtenaw County Parks Commission and the City Parks Department are drafting a Memorandum of Understanding that would outline funding responsibilities and timeframe. The MOU will ascribe funding responsibility to the City, County, and Huron Waterloo Pathways Initiative group.



Just last month staff were made aware of a Federal funding opportunity from The House Committee on Transportation and Infrastructure for consideration in the 2021 Surface Transportation Authorization legislation. Turnaround time on the grant application was very quick, but City staff worked with our colleagues at Washtenaw County Parks to submit an application to help fund the Bandemer-Barton tunnel. The federal funding, if successful, could fund 80% with a local 20% match. If the grant is awarded the amounts required from the City and County will decrease significantly.

**13. Are the transportation funding sources represented in this graph (from the Transportation Commission March 2017 orientation materials) still accurate today?**



**Response:**

This graph represents the funding allocated to Pavement/Street Construction that would have been included in the Transportation - Street-Construction category of the 2016 CIP. This slide is accurate in its representation of that category.

Staff investigated the same category for the 2022-2027 Capital Improvements Plan and the numbers are consistent to those presented in 2017.