

Washtenaw Area Transportation Study and Federal Funding

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Washtenaw Area Transportation Study (WATS) Background and Resource Documents

What is WATS? miwats.org/whatswats/

Long Range Plan miwats.org/2045lrp/

Transportation Improvement Program miwats.org/tip/

Plans and Other Documents miwats.org/plans-and-publications/home

[Annual Report](#)

What is WATS?

History

Coordinated discussion of transportation planning began in 1964

Began participating with the rest of Southeast Michigan in 1965

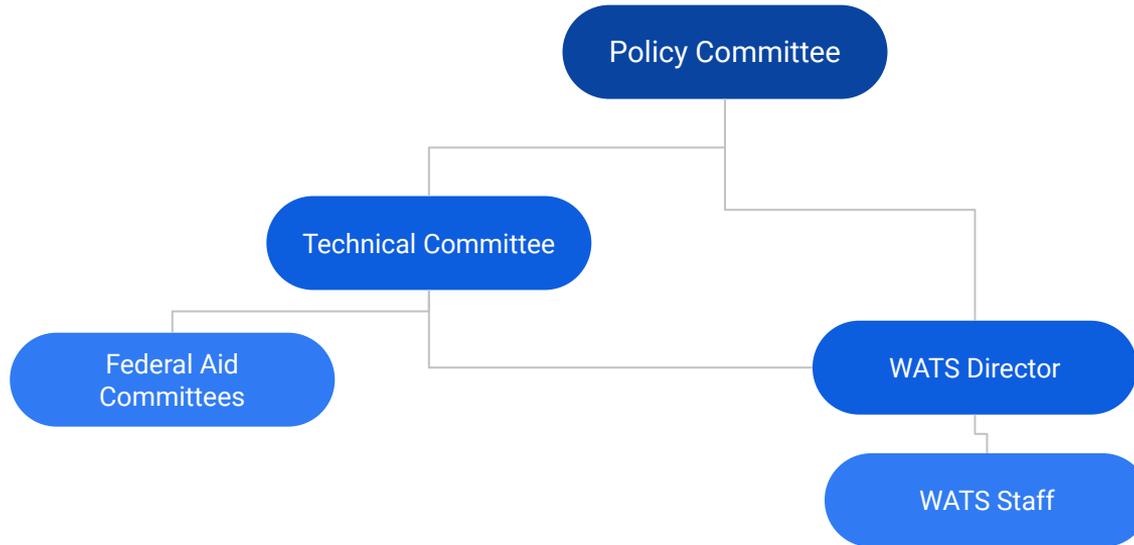
Organized as the Ann Arbor-Ypsilanti Area Transportation Study (UATS) in 1974

Expanded planning boundary in 2000 to include all of Washtenaw County

Metropolitan Planning Organizations (MPO)

Administer a continuing, cooperative, and comprehensive “3C” process

Organizational Structure



City of Ann Arbor's Role at WATS

Policy Committee Representative - Erica Briggs

Technical Committee Representative - Raymond Hess (Suzann Flowers)

Federal Aid Committee Representative - Nick Hutchinson

Primary Functions of WATS

Community assistance

Fund(s) management

Planning process

Public forum

Vision for the future

“Our job is to get projects out the door” - Carmine Palombo

Relationship to Other Planning Agencies

Southeast Michigan Council of Governments (SEMCOG)

Michigan Department of Transportation (MDOT)

Federal Highway Administration (FHWA)

Michigan Transportation Planning Association (MTPA)

With our members we have co-created a well functioning modern regional process

The Long Range Transportation Plan

20 year planning horizon (2045)

Policy guide

Financially constrained list of projects

Long Range Plan - Goals

EQUITY

Neither your race nor your zipcode should determine your chances in life

SAFETY

Reduce crash rates across all modes

ACCESS + MOBILITY

Reduce travel time by increasing access and options

Long Range Plan - Goals

ENVIRONMENT

Reduce emissions and promote active transportation

TRANSPORTATION + LAND USE

Increase accessibility of core services throughout the region

INVEST STRATEGICALLY

Improve pavement quality and invest in non-motorized options and efficient transit service

ENGAGE

Increase interaction with the public online and in person

Long Range Plan—Funding for Policy Bins



EQUITY

While significant portions of the county are thriving, other parts are struggling - specifically communities of color. All public investment presents an opportunity to rectify the historic injustices that led to these disparate outcomes. As WATS considers transportation investments across all categories, equity should be a determining factor in the selection of projects.

45%



PAVEMENT

Active transportation, freight and auto trips rely on a high-quality road system. Chronic underinvestment in the transportation system has resulted in poor ride quality and higher maintenance costs. WATS will invest the greatest share of federal funds in the preservation of the road network.

20%



SAFETY

Each year more than 30,000 people die on the nation's roadways. Policies adopted by the state and region, including Toward Zero Deaths and Vision Zero, promote safe travel for all users. WATS is committed to improving safety through spending 20% of federal funds on safety improvements.

Long Range Plan—Funding for Policy Bins

10%



BRIDGES

Bridges connect communities, reduce trip lengths and provide alternate routes. Many of Washtenaw's 400+ bridges are approaching the end of their service life, representing the largest long-term asset risk in the transportation system. Investing 10% of federal funds in bridges promotes safety and security throughout the county.

15%



ENVIRONMENT AND CONGESTION

Land-use patterns that require lengthy automobile trips lead to traffic congestion and adverse impacts on the environment. Projects that reduce emissions promote healthy and resilient communities and mitigate travel's contribution to climate change. WATS is committed to improving communities through spending 15% of federal funds on environment and congestion improvements.

10%



NON-MOTORIZED

Not all roads in Washtenaw County provide safe access to all users. Expanding mode choice through additions to the non-motorized system will improve the quality of life of all Washtenaw County residents and visitors. Investing 10% of federal funds in livability improvements will help achieve this goal.



TRANSIT

While transit agencies are eligible for Federal Highway funds, Federal Transit funds are their primary funding source. In Washtenaw County, the majority of FTA funds go to TheRide. WATS works with TheRide to prioritize investments in capital and operations as they consider the transit needs of county residents. This plan proposes spending 85% of FTA funds on transit capital and 15% on operations.

The Transportation Improvement Program

4 year funded list of improvements

Amended 3 times per year in SE Michigan

Amendments and modifications

Creative financing example - Advance Construct Process

Types of Funding

Funds WATS *Control*

Funds WATS *Prioritize or Influence*

Projects WATS *Support*

Funds WATS Control

Surface Transportation Program - Urban

Surface Transportation Program - Rural

Special Purpose - (ARRA, HIP, Covid Relief etc)

Funds WATS Prioritizes or Influences

Congestion Mitigation and Air Quality (CMAQ)

Small Urban (Chelsea area and Milan area)

Projects WATS Support

Transportation Alternatives Program (TAP)

Safety

Bridge

Prioritization

Points based application

Reflects the goals and priorities of the LRP

Provides initial prioritization

Primary driver in preliminary list of projects

Other Widgets and Things

Travel Demand Model

Tactical urbanism

Asset management data collection

Non-motorized count data

What have you done for me lately?

Recent and upcoming projects

What's next

Fiscal Year 2023-2026 TIP

What's in a name? Infrastructure Investment and Jobs Act/Bipartisan Infrastructure Law

Staff Changes!

Review of local performance measures and investment strategies (lead into 2045 plan reaffirmation and early stages of 2050 Long Range Plan)