

Federally Obligated Improvements

Fiscal Year 2008 (October 1, 2007 – September 30, 2008)

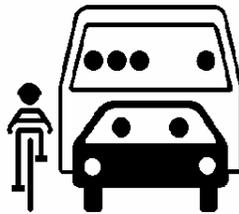


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Introduction

The Washtenaw Area Transportation Study (WATS) is a multi-jurisdictional agency responsible for transportation planning in Washtenaw County. The agency is mandated by Federal law to provide a continuing, cooperative and comprehensive transportation planning process, which guides the expenditure of state and federal transportation funds in Washtenaw County. WATS annually establishes project priorities for consideration by the Michigan Department of Transportation (MDOT) when programming transportation funds. In addition, WATS continually monitors the current condition of the county's transportation system, including roads, bicycle and pedestrian paths, bridges, and public transit.

Public Law

President George W. Bush signed the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) on August 10, 2005. As public law, SAFETEA-LU states:¹

“...an Annual Listing of projects, including investments in pedestrian walkways and bicycle transportation facilities, for which Federal funds have been obligated in the preceding year shall be published or otherwise made available by the cooperative effort of the State, transit operator, and metropolitan planning organization for public review. The listing shall be consistent with the funding categories identified in each metropolitan transportation improvement program (TIP).”

This report responds to the above requirement. This report lists all transportation projects in Washtenaw County that were obligated in the federal fiscal year 2005 (October 1, 2004 to September 30, 2005). The Federal Highway Administration (FHWA) defines obligation as the federal government's legal commitment to pay or reimburse the states or other entities for the federal share of a project's costs². Projects that are eligible for federal aid are typically not fully covered by the federal government. A majority of the federal aid projects are split, with 80 percent federally funded and 20 percent matched by State or local source.

WATS Involvement

WATS has the responsibility of guiding the expenditure of state and federal transportation funds in Washtenaw County. Agencies that are eligible for federal transportation funds include Ann Arbor Transportation Authority (AATA), Rural Transit Providers (Western Washtenaw Area Value Express, People's Express and Manchester Senior Services), City of Ann Arbor, City of Chelsea, City of Milan, City of Saline, City of Ypsilanti, Village of Dexter, Village of Manchester, and Washtenaw County Road Commission (WCRC). WATS works with local elected officials and technical staff from local governments when guiding the expenditure of state and federal transportation funds.

¹ Title 23 U.S.C. 134(j)(7)(B), 23 U.S.C. 135(g)(4)(B), 49 U.S.C. 5303(j)(7)(B), and 49 U.S.C. 5304(g)(4)(B)

² Financing Federal Highways. <http://www.fhwa.dot.gov/reports/fifahiyw/ffahappa.htm>. March 22, 2006

A committee system where local issues are discussed and recommendations are made is the basis of the federal aid process. WATS Federal Aid Committees (Rural and Urban Committees) meet as called to develop multi-year programs that determine where federal dollars will be spent. The WATS Technical Committee, comprised of local planners and engineers, reviews and makes recommendations to the draft federal program. The WATS Policy Committee, comprised of local elected officials, approves all federal aid programs. Technical and Policy Committee meetings are held monthly, with Technical Committee on the first Wednesday and Policy Committee on the third Wednesday, both meetings are open to the public with comment periods available. For meeting times and agendas, visit the WATS website at www.miwats.org.

Long Range Plan

WATS staff reviews the projects that are being proposed for the Federal Aid Program to insure that each project is also listed in the 2030 Long Range Plan (LRP). The 2030 LRP for Washtenaw County is the product of many agencies working together to provide a guide for future transportation improvements. In the LRP, data provided by WATS, the Southeast Michigan Council of Governments (SEMCOG), the Michigan Department of Transportation (MDOT), the Ann Arbor Transportation Authority (AATA), and the United States Census is used in identifying road capacity deficiencies and analysis, segment and intersection safety deficiencies, functionally obsolete and structurally deficient bridges as well as non-motorized, transit and pavement deficiencies. Projects in the LRP are prioritized by five year groups and based on project phase, federal and local funds availability, and funding status. Whether or not projects are in the LRP is critical in the Federal Aid Process.

Project that are submitted to the Federal Aid Program, but are not in the LRP must be amended into the LRP. LRP amendments are conducted 2-3 times a year in accordance with SEMCOG's Regional Transportation Plan (RTP) amendment cycle. Projects that are listed in the WATS LRP that deal with capacity must be listed in SEMCOG's RTP. Projects that are being amended into the LRP and RTP may take up to 4 months before the amended projects are recognized in the LRP and RTP.

Transportation Improvement Program

The Washtenaw County Transportation Improvement Program (TIP) is part of an official programming document used by FHWA for programming transportation improvements. The next step in the federal aid process is submitting projects for the TIP. This involves cooperation between both local agencies and WATS. Once projects are included in the adopted Federal Aid Program and the LRP, local agencies must submit complete project details with a request for inclusion in the County TIP. These details include: project name, limits, type of work, stage of project, funding type, local jurisdiction, project timeline, etc.

Public Involvement

Throughout the federal aid process, public involvement is essential for project creation and prioritization. Public involvement is the foundation for each transportation project. It is through citizen involvement that project ideas are developed, community needs are assessed, and priorities for transportation projects are decided. During the public involvement phase,

residents can aid in the development of a vision for transportation projects in their community.

The initial phase of public involvement for a community project should be brainstorming to address needs within the community. This activity will provide community planners with a basis of ideas (projects) or a vision for the transportation system in the community. Following the identification of needs or improvements, prioritization of transportation improvements based on the community vision and the availability of funding is important. For example, the City of Ann Arbor uses its Capital Improvement Plan process to identify transportation needs. The Capital Improvement Plan enables the City of Ann Arbor to develop a fiscally constrained plan to meet their goals or vision.

In order to meet federal guidelines, WATS allows for public comments (public involvement) on all LRP and TIP amendments. LRP amendments are posted for 45-days and TIP amendments are posted for 30-days on the WATS website (www.miwats.org). Throughout the year WATS conducts public involvement meetings on a variety of projects throughout Washtenaw County. Notice of public involvement meetings can be found in the local newspaper up to a week in advance of the meeting, in the Agency's newsletter, on the website and in other local community notices. In 2005, WATS conducted 6 Non-Motorized Plan public involvement meetings throughout Washtenaw County.

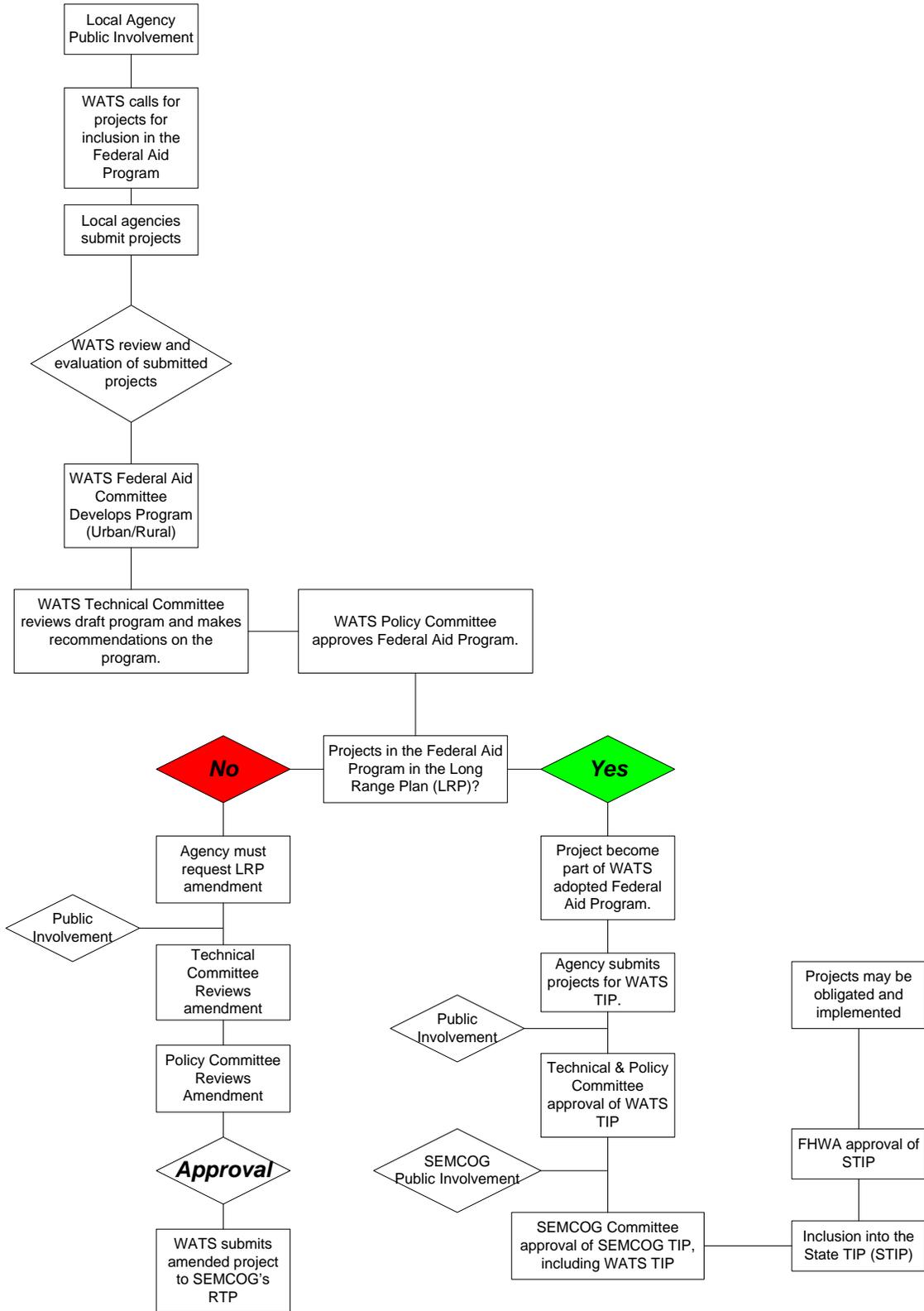
Putting it all Together

The federal aid process is a thorough process that can take months to fully complete. The process starts when WATS makes a call for transportation improvements to local agencies, for inclusion into the Federal Aid Program. Once all the improvements are received and processed by WATS, Federal Aid Committee meetings are held to develop draft Federal Aid Urban and Rural Programs. The WATS Technical Committee will review the draft Federal Aid Programs and make changes, if necessary and recommend approval to the Policy Committee. The WATS Policy Committee approves the draft Federal Aid Programs.

Once the Federal Aid Programs are approved by the WATS Policy Committee, improvements that are in the Federal Aid Program can be amended into the WATS TIP. Before improvements can be amended into the WATS TIP, they must be in the LRP. Improvements that are not in the LRP must be amended into the LRP and SEMCOG's RTP. The public is asked to comment on LRP amendments, which are posted on the WATS website for 45-days. Federal Aid improvements that are already in the LRP can be amended into the TIP. The public is asked to comment on TIP amendments, which are posted on the WATS website for 30-days. The WATS Technical and Policy Committees approve all LRP and TIP amendments. After the WATS TIP is approved by the Policy Committee, the WATS TIP is submitted for inclusion in the regional TIP that is prepared by SEMCOG. SEMCOG submits the regional TIP to the state to be included into the STIP. Once MDOT completes the STIP it is then sent to FHWA for approval. After FHWA approves the STIP, projects may then be obligated and implemented. WATS plays a key role in an improvement's eligibility and in the funding status of each urban or rural improvement. Flow Chart 1.1 explains the Federal Aid Process.

Federal Funding Process

Flow Chart 1.1



**FY 2008 Federally Obligated Projects
Washtenaw County**

Jurisdiction	Project Name	Federal Fund Source	Date Obligated	Amount Obligated
AATA	Countywide	CM	6/2/2008	\$1,484,325.00
AATA	Areawide	CMG	9/12/2008	\$170,000.00
Ann Arbor	West Stadium	STU	9/17/2008	\$1,631,023.12
Ann Arbor	Citywide	STU	6/19/2008	\$142,000.00
Ann Arbor	Dhu Varren Road	STR	1/14/2008	\$124,984.98
Chelsea	Mckinley Street Dexter-Ann Arbor Road	STL STU	3/5/2008 2/15/2008	\$558,681.46 \$489,928.70
MDOT	M-52		10/24/2007	\$50,000.00
MDOT	US-23 NB		12/20/2007	\$678,000.00
MDOT	I-94		6/4/2008	\$98,301.72
MDOT	I-94		3/28/2008	\$6,000.00
MDOT	I-94BL	NH	11/2/2007	\$1,656,627.50
MDOT	I-94	IM	11/7/2007	\$439,046.78
MDOT	M-17	NH	5/15/2008	\$16,000.00
MDOT	US-23	EBSL	1/9/2008	\$300,000.00
MDOT	M-52	EBSL	5/15/2008	\$132,104.00
MDOT	I-94		8/25/2008	\$1,000.00
MDOT	I-94	IMG	7/30/2008	\$333,508.26
MDOT	M-52	STG	8/15/2008	\$9,007.00
MDOT	M-52	STH	9/4/2008	\$49,913.00
MDOT	US-23	STH	1/29/2008	\$31,854.00
MDOT	US-12	STG	1/18/2008	\$30,620.00
MDOT	US-12	NHG	9/17/2008	\$352.00
People's Express	Bus	STL	7/21/2008	\$50,000.00
WCRC	Jackson Road	DPSA	1/23/2008	\$445,853.29
WCRC	Jackson Road	TIP	1/23/2008	\$13,539,665.58
WCRC	Areawide	CMG	5/2/2008	\$307,470.15
WCRC	East Delhi Road		2/22/2008	\$1,269,210.51
WCRC	Main Street		1/8/2008	\$2,519,427.41
WCRC	Jackson Road	STE	1/17/2008	\$271,430.00
WCRC	Textile Road	STH	6/24/2008	\$94,000.00
WCRC	Platt Road	STR	11/30/2007	\$192,893.72
WCRC	Talladay Road	STR	7/3/2008	\$180,000.00
Ypsilanti	Leforge Road		8/5/2008	\$895.55