

W
A
T
S



WASHTENAW AREA TRANSPORTATION STUDY

705 NORTH ZEEB ROAD 2ND FLOOR
ANN ARBOR, MICHIGAN 48103-1560
PHONE: (734) 994-3127 FAX: (734) 994-3129
WEBSITE: WWW.MIWATS.ORG
E-MAIL: WATS@MIWATS.ORG

NOTICE OF MEETING

POLICY COMMITTEE

DATE: Wednesday, November 17, 2010

TIME: 9:30 a.m.

PLACE: WATS meeting space – 705 N Zeeb, 2nd Floor – Access through WATS

AGENDA:

1. Call to Order / Introductions
2. Changes/Approval of Agenda
3. Public Participation
4. Approval of Minutes – October 20, 2010 WATS Policy Committee (attached) – Action
5. Communications and Announcements
6. Approval of Bills over \$500
7. Old Business
 - A. Transportation for America (attachments) CeCe Grant – Action
8. New Business
 - A. 2035 Plan Amendments (attachments) Eric Bombery – Action
 - B. Resolution of Support for HB 6484 to Provide Local Match for \$161 M in Federal High Speed Rail funding (attachment) Terri Blackmore – Action
 - C. Nomination of Personnel Committee – Action
 - D. 2011 Contract Proposal (attachment) – Action
 - E. Complete Streets Plan (presentation) Ryan Buck – Information

POLICY COMMITTEE MEMBERS

• CITY OF ANN ARBOR • ANN ARBOR DDA • ANN ARBOR TRANSPORTATION AUTHORITY • ANN ARBOR TOWNSHIP •
• CITY OF CHELSEA • VILLAGE OF DEXTER • DEXTER TOWNSHIP • EASTERN MICHIGAN UNIVERSITY •
• MICHIGAN DEPARTMENT OF TRANSPORTATION • CITY OF MILAN • NORTHFIELD TOWNSHIP • PITTSFIELD TOWNSHIP • CITY OF SALINE •
• SCIO TOWNSHIP • SOUTHWEST WASHTENAW COUNCIL OF GOVERNMENTS • SUPERIOR TOWNSHIP • UNIVERSITY OF MICHIGAN •
• WASHTENAW COUNTY BOARD OF COMMISSIONERS • WASHTENAW COUNTY ROAD COMMISSION • CITY OF YPSILANTI •
• YPSILANTI TOWNSHIP • EX OFFICIO: FEDERAL HIGHWAY ADMINISTRATION • SOUTHEAST MICHIGAN COUNCIL OF GOVERNMENTS •

AN INTERMUNICIPALITY COMMITTEE ORGANIZED UNDER ACT 200 OF PUBLIC ACTS OF MICHIGAN (1957)
REPRESENTING WASHTENAW COUNTY

9. Agency Reports

City of Ann Arbor
Ann Arbor Township
Dexter Township
City of Milan
Pittsfield Township
SEMCOG
Superior Township
WCRC

Ann Arbor DDA
City of Chelsea
EMU
MDOT Planning
Northfield Township
SWWCOG
U of M
City of Ypsilanti

AATA
Village of Dexter
FHWA
MDOT TSC/Region
City of Saline
Scio Township
WCBC
Ypsilanti Township

10. Adjournment



705 NORTH ZEEB ROAD 2ND FLOOR
 ANN ARBOR, MICHIGAN 48103-1560
 PHONE: (734) 994-3127 FAX: (734) 994-3129
 WEBSITE: WWW.MIWATS.ORG
 E-MAIL: WATS@MIWATS.ORG

MINUTES OF MEETING

POLICY COMMITTEE

DATE: October 20, 2010

TIME: 9:30 a.m.

PLACE: WATS Meeting Space, 705 N. Zeeb Road, Ann Arbor, MI 48103

Members Present: Village of Dexter – Jim Carson, Chair
 Dexter Township– Pat Kelly, Vice-Chair
 City of Ann Arbor – Carsten Hohnke, Secretary-Treasurer
 WCRC – Doug Fuller
 Pittsfield Township – Mandy Grewal
 Superior Township – Bill McFarlane
 City of Ann Arbor DDA – John Mouat
 City of Saline – Gretchen Driskell
 City of Chelsea – Jason Lindauer
 MDOT Statewide Planning – Pam Boyd
 Northfield Township – Deb Mozurkewich
 University of Michigan – Hank Baier
 SEMCOG – Carmine Palombo

Members Absent: Ann Arbor Township – Mike Moran
 WCBC – Wes Prater
 AATA – Anya Dale
 FHWA – Chris Dingman
 EMU – Leigh Greden
 SWWCOG – Ron Mann
 City of Ypsilanti – Bill Nickels
 City of Milan – Mike Armitage
 Scio Township – Nancy Hedberg
 Ypsilanti Township – Brenda Stumbo

Others Present: WATS – Terri Blackmore, Ryan Buck, Eric Bombery, Mark Ferrall
 MDOT – Kari Martin, Paul Lott, Larry Dropiewski
 WCRC – Steve Puuri
 Michivan – Michelle Romano Rockwood

POLICY COMMITTEE MEMBERS

- CITY OF ANN ARBOR • ANN ARBOR DDA • ANN ARBOR TRANSPORTATION AUTHORITY • ANN ARBOR TOWNSHIP •
- CITY OF CHELSEA • VILLAGE OF DEXTER • DEXTER TOWNSHIP • EASTERN MICHIGAN UNIVERSITY •
- MICHIGAN DEPARTMENT OF TRANSPORTATION • CITY OF MILAN • NORTHFIELD TOWNSHIP • PITTSFIELD TOWNSHIP • CITY OF SALINE •
- SCIO TOWNSHIP • SOUTHWEST WASHTENAW COUNCIL OF GOVERNMENTS • SUPERIOR TOWNSHIP • UNIVERSITY OF MICHIGAN •
- WASHTENAW COUNTY BOARD OF COMMISSIONERS • WASHTENAW COUNTY ROAD COMMISSION • CITY OF YPSILANTI •
- YPSILANTI TOWNSHIP • EX OFFICIO: FEDERAL HIGHWAY ADMINISTRATION • SOUTHEAST MICHIGAN COUNCIL OF GOVERNMENTS •

1. Call to Order

Chair Carson called the meeting to order at 9:35 a.m. He asked those present to introduce themselves.

2. Approval of the Agenda

Ms. Kelly made a motion to approve the agenda. Ms. Driskell supported and the Committee approved the agenda.

3. Public Participation

Chair Carson asked if any members of the public wished to address the Committee. No one wished to address the Committee and Chair Carson closed public participation.

4. Approval of the September 15, 2010 Policy Committee Minutes

Ms. Grewal made a motion to approve the September 15, 2010 Policy Committee Minutes. Ms. Driskell supported.

Mr. Baier previously provided a comment to change the word “grant” to “research” in his report. Mr. Puuri asked that his report be clarified to state that the retroreflective signs are beginning to be installed. Mr. Carson asked that his comment regarding MDOT “denying” funding to the WWAVE be changed to “delayed”

The Committee approved the minutes as amended.

5. Communications and Announcements

Ms. Blackmore indicated that communications and announcements were included in the Directors Report at each place.

Mr. Carson reported that WATS Officers had been meeting with Ms. Blackmore for many months to discuss needed changes to the personnel policies. He added that the proposed changes will include a discipline policy as well as a grievance policy. Mr. Carson also noted that the officers are determining a method to review the Executive Director. Mr. Carson cited that Ms. Blackmore has only had one review in her time at the agency. The officers will also recommend that the Executive Director determine staff contracts while the Policy Committee will continue to determine the annual budget and the Executive Director salary annually.

6. Approval of Bills over \$500

1. \$1,269.00 Mark Ferrall – WATS intern 9/13/10 – 10/15/2010
2. \$565.44 Terri Blackmore – Travel, email, supplies

Mr. Fuller asked if the payment to Mr. Ferrall was for time spent working as an intern or for another reason. Ms. Blackmore stated that it was for time as an intern paid by the hour.

Mr. Hohnke made a motion to approve the bills over \$500. Mr. Fuller supported and the motion passed.

7. Old Business

A. 2035 Transportation Plan for Washtenaw County - Information

Ms. Blackmore reported that the WATS Technical Committee met with Mr. Palombo and came to an agreement, which will include all WATS Long Range Plan projects in the SEMCOG Long Range Plan. Ms. Blackmore reported that any remaining money in a particular funding program not identified for a specific project will be included in a Washtenaw County General Program Account (GPA).

Ms. Driskell made a motion to remove the tabled motion calling for a vote on a resolution from the Technical Committee. Ms. Kelly supported and the Committee withdrew the motion from the table.

8. New Business

A. Transportation 4 America – CeCe Grant - Action

Ms. Blackmore informed the Committee that CeCe Grant from Transportation 4 America was unable to attend the meeting.

Ms. Driskell made a motion to postpone the agenda item until CeCe was able to attend. Ms. Kelly supported and the motion passed.

Mr. Baier asked that Ms. Grant bring information on who is managing and leading the effort. Ms. Grewal asked Ms. Grant bring information about how locals can become involved in the coalition.

B. FY 2011-2014 Transportation Improvement Program (TIP) – Action

Mr. Bombery reported WATS received 21 TIP amendments during the first call of fiscal year 2011 including 19 additions, one deletion, and one change. Mr. Bombery reported that the new projects use grant funding and that the TIP remained financially constrained. He added that the new projects resulted in a positive impact on environmental justice areas.

Ms. Boyd made a motion to approve the FY 2011-2014 TIP amendments. Mr. Lindauer supported and the motion passed.

C. First Quarter FY 2011 Financial Report – Action

Ms. Blackmore reported that through the first quarter of the 2011 fiscal year, agency financials remain strong. She reported that two categories, training and audit expenses were over 50% of budget. She stated that both categories are expected to be within budget by year-end and reported that the biennial audit had already taken place and that staff was able to take advantage of several recent specialized trainings.

Ms. Blackmore reported WATS added two new members, the City of Milan and Ann Arbor Downtown Development Authority, increasing the dues revenues to \$94,500, offsetting some of the needed transfer from reserves.

Ms. Kelly made a motion to accept the first quarter financial statement, Mr. Lindauer supported, and the motion passed.

9. Agency Reports

A. City of Ann Arbor

Mr. Hohnke reported that the City would receive 13.9 million dollars from the TIGER II grant program for reconstruction of the Stadium Bridges. He added that a HAWK signal would soon be installed on Huron at Chapin and Third and added the City has a number of strategies it will employ to help the public adjust to the new traffic control device. Mr. Hohnke added that MDOT would be adding a fence on the north side of Newport road over M-14.

B. AATA

A representative was not present.

C. Ann Arbor Township

A representative was not present.

D. City of Chelsea

Mr. Lindauer reported that the City approved sidewalk improvements on the south side of Old US-12 and crack seal on Old US-12 for next year.

E. Dexter Village

Mr. Carson reported that the Village is working to develop a Complete Streets ordinance.

F. Dexter Township

Ms. Kelly reported that the Chelsea Area Planning Team/Dexter Area Regional Team Access Plan is moving forward and thanked WATS for assistance in the plan development process.

G. Eastern Michigan University

A representative was not present.

H. FHWA

A representative was not present.

I. City of Milan

A representative was not present.

J. Northfield Township

Ms. Mozurkewich reported the new Township Master Plan is approximately 1/3 complete. She added that a new battery company was coming to Northfield Township. Ms. Mozurkewich thanked the Road Commission for their work on the Six Mile project.

K. Pittsfield Township

Ms. Grewal reported that the Township is working on the Lohr greenway. She added that public engagement on the Master Plan concluded. Ms. Grewal also reported that the Township's bond rating was raised to AA status.

L. MDOT Planning

Ms. Boyd reported that the FY 2011-2014 TIP is under review by the Federal Highway Administration and Federal Transit Administration. She added that the FHWA granted the state an extension of the FY 2008-2011 TIP to allow FY 2011 projects to move forward. Ms. Boyd reported that she expects approval of the FY 2011-2014 TIP in November.

Ms. Boyd reported that 48% of state employees were eligible for retirement packages this year which will likely result in many changes to MDOT staff.

Ms. Boyd reported that the state has filled the transportation shortfall for 2011, which would have resulted in turning away hundreds of millions of federal dollars but she noted that full local match funding is not available for future years.

Ms. Boyd reported that MDOT is working on implementing a statewide Complete Streets policy but that it could take two years to complete.

M. MDOT Region/TSC

Mr. Dropiewski had nothing to report.

N. City of Saline

Ms. Driskell reported the City of Saline would be adopting a Complete Streets ordinance September 24. Ms. Driskell also reported the Willis Road improvement, including new non-motorized amenities was complete.

O. SWWCOG

A representative was not present.

P. SEMCOG

Mr. Palombo reported that the contract with AMTRAK for Ann Arbor-Detroit Rail service is nearly complete. SEMCOG is working to schedule special event trains on the Ann Arbor – Detroit rail line for next year. Mr. Palombo stated that the rehabilitation of the train cars continue but that FRA has raised concerns that will require additional testing.

Q. Scio Township

A representative was not present.

R. Superior Township

Mr. McFarlane reported that the non-motorized trail installation in Superior was going well. He added that the Township's bond rating was raised to AA from AA-, which will result in about \$700,000 of savings.

S. University of Michigan

Mr. Baier had nothing to report.

T. County Board of Commissioners

A representative was not present.

U. WCRC

Mr. Fuller reported that he attended a statewide meeting of road commissioners and discussed the complete streets legislation. Mr. Fuller indicated that many road commissioners are concerned about how the legislation could affect them. He added that the ribbon cutting had occurred for the stretch of Huron River Drive paid for in part by donations from local bicyclists.

Mr. Puuri reported that the Road Commission was taking public comments on the Capital Improvement Program and indicated the Board would take action in November. Mr. Puuri reported the vehicle fleet was switching over to winter maintenance. He added that the road commission was able to acquire salt on time and at a lower price than last year. Mr. Puuri reported that the resurfacing of Huron River Drive from Wagner to Zeeb will be completed later this year.

V. Ypsilanti Township

A representative was not present.

W. City of Ypsilanti

A representative was not present.

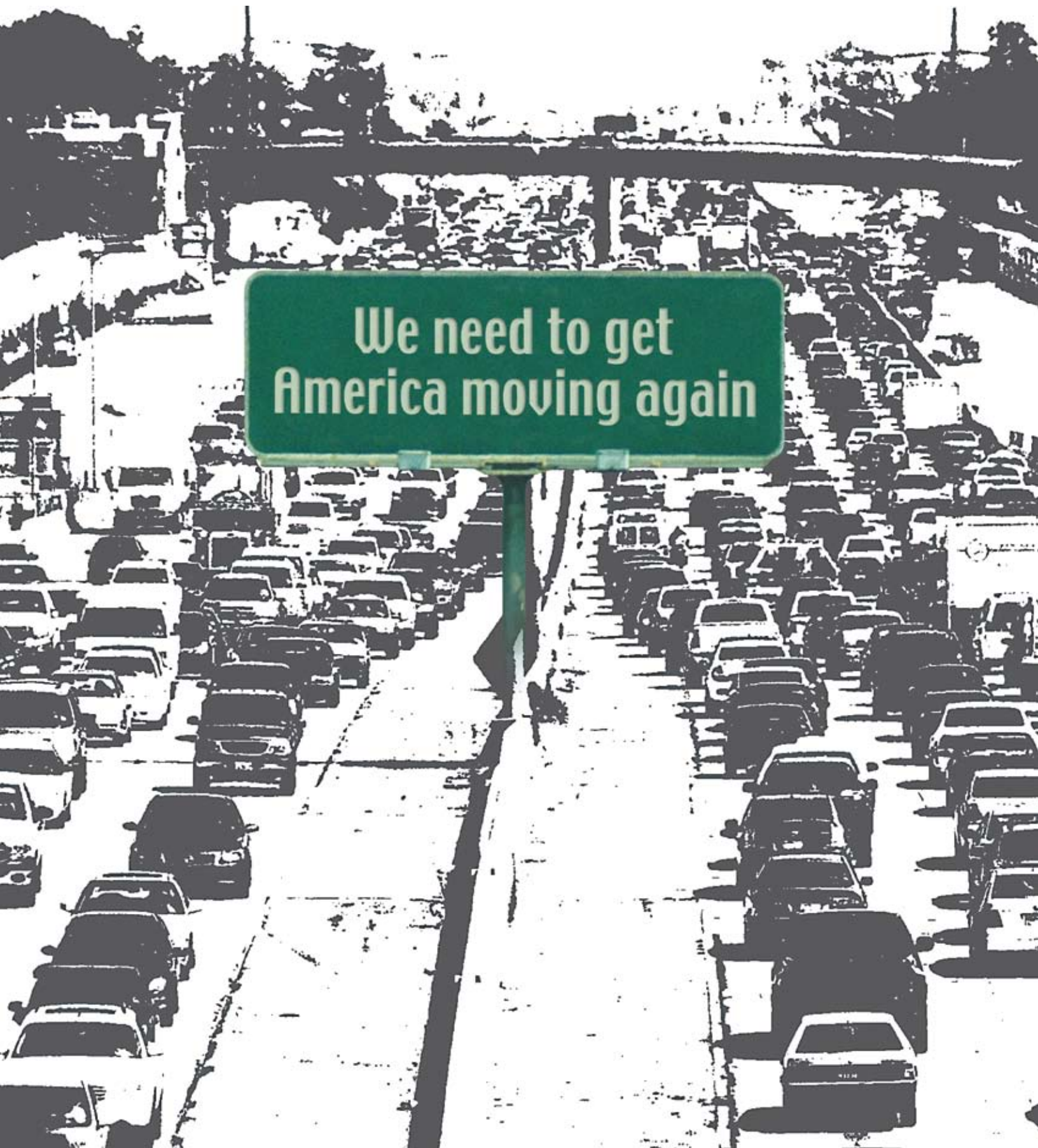
10. Adjournment

Chair Carson adjourned the meeting at 11:20am.



Transportation For America

We need to get
America moving again



About The Coalition

Transportation for America is a growing, national coalition committed to creating a new national transportation program that will take America into the 21st Century by building a modernized infrastructure and healthy communities where people can live, work and play.

A New Direction

21st CENTURY TRANSPORTATION FOR A 21st CENTURY AMERICA

OUR NATIONAL TRANSPORTATION policy has barely changed since the 1950s, when gas was 20 cents a gallon and President Eisenhower launched the interstate highway system. Today, we live in a very different world. Americans are feeling stuck with costly commutes and deepening congestion. Bridges are crumbling. Volatile energy costs are crippling rural economies and stranding Americans young and old. More of us are breathing dirty air as our population becomes increasingly urban. Our climate is threatened. And volatile areas of the world literally have us over a barrel — millions of barrels a day, in fact.

Americans are ready for a new direction. They are demanding transportation options that are cheaper, faster, cleaner and safer. They want investments that will help America compete and thrive in the global economy.

In 2009, Congress and the Obama Administration will face the expiration of the current \$286 billion national transportation program. The choice is clear: adopt a bold new agenda, or continue on the current path of spending billions of taxpayer dollars with little accountability for meeting critical national priorities.

TO GET AMERICA MOVING, WE MUST:

- *Jumpstart and sustain our economy into a clean-energy future that creates millions of green jobs.*
- *Ensure our metro areas can compete on a global stage by increasing their efficiency and preserving their quality of life.*
- *Help people of all income levels avoid high gas costs and congestion, make it easier to find an affordable home with access to jobs, and strengthen small town and rural economies.*
- *Build a clean transportation system that will protect our climate and the environment.*
- *Improve safety and health for pedestrians, cyclists and motorists while reducing poor air quality.*



ORAN VITRYNCY/FLICKR



DAN BURDEN



STEVE DAVIS



NORTH COUNTY TRANSIT/DISTRICT



NORTH COUNTY TRANSIT DISTRICT



HEATHER BOWDEN/STANTEC



DAN BURDEN

Calling On Washington

TRANSPORTATION FOR AMERICA CALLS ON THE PRESIDENT AND CONGRESS TO ADOPT THESE KEY PRIORITIES:

- 1 A 21st CENTURY NETWORK:** Invest in a world-leading, sustainable transportation system. As our economy shifts, we must rapidly catch up to other developed countries with high-speed rail and world-class public transportation. We must fix bottlenecks in our freight corridors, clean up our ports and trucks, and get smarter about managing highway congestion using technology and tolling. Our cities and towns must have safe streets for walking and biking to reach transit, school and jobs. Planning and implementation of high quality public transit can unleash billions in private investment, which can be applied to its construction and operation.
- 2 NO MORE BLANK CHECKS:** Establish national transportation objectives and hold agencies accountable. The federal government must ensure that funding for transportation is invested wisely by holding the U.S. Department of Transportation and its grantees accountable for progress toward primary objectives, including: reducing dependence on oil, lowering carbon emissions from transportation, improving the safety and health of our citizens, and ensuring social equity and economic opportunity across our society.
- 3 SAVE LIVES, PROMOTE HEALTH:** Support safe walking and biking, reduced exposure to vehicle injuries and dirty air. Provide federal funding and direction so that communities may retrofit unsafe urban roads; create complete streets safe for motorists, pedestrians and cyclists; and encourage active living in communities free of harmful levels of vehicle emissions.
- 4 FIX WHAT'S BROKEN:** Establish a special program to restore and maintain our existing highways, bridges and transit and maximize their efficiency. To protect our investment, federal funds should be conditioned on demonstrated performance by grantees that existing transportation infrastructure is kept in a state of good repair.
- 5 SHARE THE POWER – AND THE RESPONSIBILITY:** Provide funding and decision-making authority to local regions. Empower metropolitan planning organizations and other local entities to address their transportation and development issues, but require improved performance and democratic representation in decision-making bodies.
- 6 SUPPORT SUSTAINABLE DEVELOPMENT:** Transportation and development go hand in hand. Our nation can no longer afford to sink money into highway lanes that become overwhelmed by poorly planned development. We need a more efficient system that rewards communities for developing in smarter, more sustainable ways, reducing energy use and carbon emissions while ensuring the availability of housing that is affordable to families of all incomes, near job centers and public transit.
- 7 SMART FINANCING:** Broaden the capital and operating funding base. The probable financial need will be far greater than current federal sources, which rely primarily on the motor-fuel tax. Federal policy should encourage and support innovation in finding new sources for state and local matching funds and attracting private-sector investment, while maintaining public control.





STEVE DAVIS

Together We Can Chart a New Course for America . . . and There's No Time to Lose

WE CAN NO LONGER AFFORD to squander precious transportation dollars as though we are expecting a permanent return to cheap gasoline. We need to build a 21st Century transportation system that reduces our vulnerability to oil shocks and price increases while making our economy stronger, our households wealthier and our climate safer.

In the coming year, Transportation for America will mobilize our constituents, galvanize public support and work with lawmakers to rethink the way we build our country's infrastructure and communities. With your support, we can convince the President and Congress to put us on the right path by committing to a bold plan that guarantees our transportation investments produce the best returns for our economy, our pocketbooks, our communities, and our environment.

Join our coalition and learn more by visiting www.t4america.org, or contact Ilana Preuss at ilana.preuss@t4america.org

To become a partner in the campaign, please download the partnership form at <http://t4america.org/partnership>



www.t4america.org

Our National Partners

Smart Growth America (co-chair)
Reconnecting America (co-chair)
Advocates for Highway and Auto Safety
American Public Transportation Association
Amalgamated Transit Union / America 2050
America Bikes / The American Institute of Architects
America Walks / American Public Health Association
Apollo Alliance / Association for Commuter Transportation
Bicycle Benefits / BOMA International / CEOs for Cities
Center for Neighborhood Technology
Citizens for Appropriate Rural Roads, Inc.
Citizens for Reliable and Safe Highways
Congress for the New Urbanism
Defenders of Wildlife / Enterprise Community Partners
Environment America / Environmental & Energy Study Institute
Environmental Defense Fund / Good Jobs First
Holland & Knight / Housing Preservation Project
Jonathan Rose Companies / League of American Bicyclists
League of Conservation Voters
Local Initiative Support Corporation
LOCUS: Responsible Real Estate Developers and Investors
Main Street Project / NCB Capital Impact
National Alliance of Public Transportation Advocates
National Association of Local Boards of Health
National Association of City Transportation Officials
National Association of County and City Health Officials
National Association of Railroad Passengers
National Association of REALTORS
National Center for Bicycling & Walking
National Coalition for Promoting Physical Activity
National Complete Streets Coalition
National Housing Conference / National Housing Trust
Natural Resources Defense Council
National Recreation and Park Association
National Trust for Historic Preservation
National Wildlife Federation / Nelson/Nygaard
New Starts Working Group / Outdoor Industry Association
PolicyLink / Project for Public Spaces
The Real Estate Roundtable
Safe Routes to School National Partnership
Sam Schwartz Engineering, PLLC
Stewards of Affordable Housing for the Future
STV Inc. / Transportation Equity Network
The Surface Transportation Policy Partnership
Thunderhead Alliance / Truck Safety Coalition
Parents Against Tired Truckers
The Trek to Re-Energize America / Trust for America's Health
U.S. Green Building Council U.S. / Public Interest Research Group-
Walkable Communities

For a complete and up-to-date list of Transportation for America partners, including state and regional organizations, please visit <http://t4america.org/who-we-are>.



Transportation for America Campaign – Become a Partner Today!

Who We Are

Transportation for America is a growing and diverse coalition of elected officials, business leaders, local advocates, national organizations, and citizens from across the country. We are focused on creating a national transportation program that will take America into the 21st century by building modernized infrastructure and healthy communities where people can live, work, and play.

Why We Need Your Support

With volatile gas prices, rising concern about oil dependency, and wasted economic opportunity due to inadequate railways, roads and highways, and other infrastructure; we have a unique opportunity to pass transportation reform in 2010 that will help move America forward.

The Transportation for America campaign seeks to align our national, state, and local transportation policies with an array of issues – economic opportunity, climate change, energy security, health, housing and community development – that will play a key role in strengthening our nation's foundation and give families and individuals greater, more appealing options. We may come from different backgrounds, live in different communities, and find different ways to get around. Yet we can agree that:

- *Our future security, economic success and personal as well as planetary health require us to reduce our dependence on oil.*
- *Everyone living in America — whether in its urban centers or rural heartland — deserves to have ample and affordable options for living and commuting.*
- *All of us want to live in accessible, fair, and environmentally sustainable communities.*
- *Government — federal, state and local — should spend **our** money in a way that addresses the needs of all citizens.*

Roles of Partners

All Transportation for America partners endorse the Transportation for America platform. They may also:

- Provide media commentary, public remarks, or help to generate media coverage in support of the campaign.
- Recruit additional campaign partners.
- Support local, state, and national campaign calls to action.
- Support state partners' transportation campaign efforts that are consistent with the Transportation for America platform.
- Support and call for the Transportation for America platform as the goal for transportation legislation at the national, state and local scales.
- Share contact information generated in collaboration with Transportation for America.
- Disseminate the platform message on the campaign's behalf to relevant organizations.
- Dedicate significant staff or financial resources to engaging directly in the planning and execution of central Transportation for America strategy or tactics.

Benefits for Partners

- Connection to a bold and diverse campaign for change.
- Use of the Transportation for America logo and communications materials in promoting the campaign platform and calls to action, including template media materials.
- Participation in earned and paid media that ties partner organizations' work to a unified campaign.
- Access to shared internet advocacy tools, campaign web materials, trainings, and organizer

support.

- Possible financial support to hire state organizers to advocate for critical elements of the Transportation for America campaign platform, or support state transportation campaigns.
- Possible invitation to participate in the Transportation for America working groups to direct the national communications, outreach, legislative, and policy strategies.

Note: Priority funding for campaign organizers and working group representation will be given to the organizations or networks with the deepest commitment to Transportation for America, and the locations best suited to support legislative reform.

Transportation for America Campaign Endorsement Form

YES, we support the goals of the campaign and would like to become a campaign partner. Please include our organization or business as part of Transportation for America, the national coalition to reform transportation policy that will take America into the 21st century.

Organization/Business/Elected Official's Name:

Point of Contact:

Title:

Address:

City:

State:

—

Zip:

Telephone:

Fax:

Email:

Website (we will link to this url):

YES, as a Transportation for America campaign partner we will commit to the following:

Educate public officials about the goals of the Transportation for America Campaign.

Include Transportation for America materials in mailings or emails to our members and networks.

Include a link to the Transportation for America website on our website.

Include an article about Transportation for America in our upcoming newsletter.

Commit a staff person/volunteer/intern to help support the campaign.

Recruit other organizations to sign on as Transportation for America Partners.

Help generate media coverage for the Transportation for America Campaign.

Recruit people for advocacy, media opportunities, events, and other activism.

Other

Our partners may engage in Transportation For America in many ways!

Send your completed partner form to cece.grant@t4america.org.

For more information on how to get involved in the Transportation for America Campaign go to www.t4america.org or contact CeCe Grant at cece.grant@t4america.org.



705 NORTH ZEEB ROAD 2ND FLOOR
ANN ARBOR, MICHIGAN 48103-1560
PHONE: (734) 994-3127 FAX: (734) 994-3129
WEBSITE: WWW.MIWATS.ORG
E-MAIL: WATS@MIWATS.ORG

MEMORANDUM

To: Policy Committee
From: Eric Bombery, Transportation Planner
Date: November 4, 2010
Re: 2035 Long Range Plan FY 2011 Amendment

Background

WATS issued the second call for amendments to the 2035 Long Range Plan (LRP) on September 20, 2010. The City of Milan, Western-Washtenaw Area Value Express, and People's Express submitted projects for amendment (see 7A. 2035 LRP Amendments.pdf). Of the seventeen project amendments, six projects are additions and eleven are changes.

The six new projects for amendment to the 2035 LRP cost \$4,000,000. The federal portion is 80% or \$3,200,000 and the local portion is 20% or \$800,000. The new projects use small urban funds and funding projected based on the last 10 years of awards. The funding projection method is consistent with the projection of other federal funds in the development of the 2035 LRP and is fiscally constrained.

WATS is not providing an Environmental Justice (EJ) map or assessing the EJ impact because all new projects are general program accounts. The EJ analysis will be completed when specific projects receive funding.

The attached amendments were posted for public review on the WATS website and available for review in the Western Washtenaw Service Center beginning October 1, 2010 for the forty-five day review period that closes on November 17, 2010.

POLICY COMMITTEE MEMBERS

- CITY OF ANN ARBOR • ANN ARBOR DDA • ANN ARBOR TRANSPORTATION AUTHORITY • ANN ARBOR TOWNSHIP •
• CITY OF CHELSEA • VILLAGE OF DEXTER • DEXTER TOWNSHIP • EASTERN MICHIGAN UNIVERSITY •
- MICHIGAN DEPARTMENT OF TRANSPORTATION • CITY OF MILAN • NORTHFIELD TOWNSHIP • PITTSFIELD TOWNSHIP • CITY OF SALINE •
- SCIO TOWNSHIP • SOUTHWEST WASHTENAW COUNCIL OF GOVERNMENTS • SUPERIOR TOWNSHIP • UNIVERSITY OF MICHIGAN •
- WASHTENAW COUNTY BOARD OF COMMISSIONERS • WASHTENAW COUNTY ROAD COMMISSION • CITY OF YPSILANTI •
- YPSILANTI TOWNSHIP • EX OFFICIO: FEDERAL HIGHWAY ADMINISTRATION • SOUTHEAST MICHIGAN COUNCIL OF GOVERNMENTS •

AN INTERMUNICIPALITY COMMITTEE ORGANIZED UNDER ACT 200 OF PUBLIC ACTS OF MICHIGAN (1957)
REPRESENTING WASHTENAW COUNTY

Action

Technical Committee recommends Policy Committee approval of the attached amendments to the 2035 Long Range Plan pending positive outcome of the public comment period.

2035 Transportation Plan Amendments

RTP_ID	JURISDICTION	PROJECT_NAME	PROJECT_LIMITS	PROPOSED_WORK	PROJECT_TYPE	TIME CODE	TOT_COST
6399	PEX	Mobility Management	Washtenaw County	Transit operating - rural	Rural Operating	2011	\$60,000
6399	PEX	Mobility Management	Washtenaw County	Transit operating - rural	Rural Operating	2011	\$36,000
6404	PEX	Mobility Management	Washtenaw County	Transit operating - rural	Rural Operating	2012	\$60,000
6404	PEX	Mobility Management	Washtenaw County	Transit operating - rural	Rural Operating	2012	\$36,000
6599	WAVE	Mobility Management	Washtenaw County	Transit operating - rural	Rural operating	2011	\$60,000
6600	WAVE	Mobility Management	Washtenaw County	Transit operating - rural	Rural Operating	2012	\$60,000
6602	WAVE	Mobility Management	Washtenaw County	Transit operating - rural	Rural Operating	2013	\$60,000
6604	WAVE	Mobility Management	Washtenaw County	Transit operating - rural	Rural Operating	2014	\$60,000
6609	WAVE	Replace Bus	Rural Service	Purchase bus	Revenue Vehicle	2011	\$90,000
6610	WAVE	Replace Bus	Rural Service	Purchase buses	Revenue Vehicle	2012	\$90,000
6611	WAVE	Replace Bus	Rural Service	Purchase buses	Revenue Vehicle	2013	\$90,000
6612	WAVE	Replace Bus	Rural Service	Purchase buses	Revenue Vehicle	2014	\$90,000
6621	WAVE	Replace Bus	Rural Service	Purchase bus	Revenue Vehicle	2012	\$157,800
NEW	Milan	Various Roads	City of Milan	Reconstruct	Reconstruct Roadway	2012	\$500,000
NEW	Milan	Various Roads	City of Milan	Reconstruct	Reconstruct Roadway	2015	\$500,000
NEW	Milan	Various Roads	City of Milan	Reconstruct	Reconstruct Roadway	2016-2020	\$500,000
NEW	Milan	Various Roads	City of Milan	Reconstruct	Reconstruct Roadway	2021-2025	\$1,000,000
NEW	Milan	Various Roads	City of Milan	Reconstruct	Reconstruct Roadway	2026-2030	\$500,000
NEW	Milan	Various Roads	City of Milan	Reconstruct	Reconstruct Roadway	2031-2035	\$1,000,000



705 NORTH ZEEB ROAD 2ND FLOOR
ANN ARBOR, MICHIGAN 48103-1560
PHONE: (734) 994-3127 FAX: (734) 994-3129
WEBSITE: WWW.MIWATS.ORG
E-MAIL: WATS@MIWATS.ORG

Memorandum

To: Policy Committee
From: Terri Blackmore
Date: November 5, 2010
Re: Resolution of Support for HB 6484 to provide Match for Federal High Speed Rail funding award

Background

Michigan is the recipient of \$161 million in Federal High Speed Rail funding. The Federal Rail Administration awarded three grants that each need a twenty percent match that totals to \$30 million. The \$150 million grant is for the acquisition and upgrade of the rail line currently owned by Norfolk Southern between Kalamazoo and Dearborn and restore operating speeds to 79 mph, with future train speeds expected to reach 100mph on the corridor.

The \$7.9 million grant will remove conflicts between rail passenger and freight traffic on the West Detroit Connection including constructing 1.3 miles of new connector track, a new bridge over Junction Avenue, and construction of three new crossovers and signal improvements. These two grants will improve both intercity passenger and future high-speed intercity passenger as well as improve the tracks for regional Ann Arbor to Detroit commuter service.

The final \$3.2 million will produce a corridor investment plan for the Chicago-Detroit-Pontiac high-speed rail corridor. The plan includes the environmental impact document necessary for increased speeds and frequencies on the corridor.

Reps. Schmidt, Byrnes, Gonzales, Ball, LeBlanc, Donigan, Tyler, Proos and Haugh introduced HB 6484 to amend Public Act 183 of 1964 allowing building authority bonding to be used for rail transportation infrastructure projects and new fixed-guideway transit infrastructure projects. The amendment sets the bonding limit to \$100 million for facilities associated with rail transportation

POLICY COMMITTEE MEMBERS

- CITY OF ANN ARBOR • ANN ARBOR DDA • ANN ARBOR TRANSPORTATION AUTHORITY • ANN ARBOR TOWNSHIP •
• CITY OF CHELSEA • VILLAGE OF DEXTER • DEXTER TOWNSHIP • EASTERN MICHIGAN UNIVERSITY •
- MICHIGAN DEPARTMENT OF TRANSPORTATION • CITY OF MILAN • NORTHFIELD TOWNSHIP • PITTSFIELD TOWNSHIP • CITY OF SALINE •
- SCIO TOWNSHIP • SOUTHWEST WASHTENAW COUNCIL OF GOVERNMENTS • SUPERIOR TOWNSHIP • UNIVERSITY OF MICHIGAN •
• WASHTENAW COUNTY BOARD OF COMMISSIONERS • WASHTENAW COUNTY ROAD COMMISSION • CITY OF YPSILANTI •
- YPSILANTI TOWNSHIP • EX OFFICIO: FEDERAL HIGHWAY ADMINISTRATION • SOUTHEAST MICHIGAN COUNCIL OF GOVERNMENTS •

projects or new fixed-guideway transit infrastructure. This bonding authority could not only match the high speed rail funds but project funding for the WALLY and Ann Arbor to Detroit rail and station improvements.

Action Requested

The executive director recommends approval of the attached resolution of support for HB 6484 to ensure the State receives the federal high-speed rail funding.



705 NORTH ZEEB ROAD 2ND FLOOR
ANN ARBOR, MICHIGAN 48103-1560
PHONE: (734) 994-3127 FAX: (734) 994-3129
WEBSITE: WWW.MIWATS.ORG
E-MAIL: WATS@MIWATS.ORG

**Resolution to Support State Action to ensure the Matching of
Federal High Speed Rail Transportation Funds**

- Whereas,** the Washtenaw Area Transportation Study (WATS) is a transportation planning agency responsible for the planning, allocation and programming of federal funds for transportation in Washtenaw County with membership from seventeen of the twenty-eight units of government, two universities, and four transportation agencies; and
- Whereas,** rail transit including Ann Arbor to Detroit and WALLY (Howell to Ann Arbor) commuter rail and AMTRAK intercity rail service is an integral component of the Washtenaw County Transit Vision; and
- Whereas,** the Michigan Department of Transportation has presented information to the WATS Technical and Policy Committees that indicates that the State’s budget, although able to match federal transportation funds beginning 2011 through reductions in general and winter maintenance, and a \$30 million one year bond is unable to match additional federal funds or future federal funds; and
- Whereas,** the State of Michigan recently received High Speed Rail funding awards totaling \$161.1 million with \$7.9 million for rail improvements west of Detroit, \$150 million for acquisition and improvement of the rail line between Kalamazoo and Dearborn, and \$3.2 million to prepare a service improvement plan for High Speed Rail service from Pontiac to Chicago; and
- Whereas,** the improvements to advance High Speed Rail will also support future commuter rail between Ann Arbor and Detroit; and
- Whereas,** it is imperative that the State not turn back federal funding for transportation;
- Whereas,** HB 6484 would provide capital funding for both the High Speed Rail funding and funding for capital improvements for Ann Arbor to Detroit and WALLY;

POLICY COMMITTEE MEMBERS

- CITY OF ANN ARBOR • ANN ARBOR DDA • ANN ARBOR TRANSPORTATION AUTHORITY • ANN ARBOR TOWNSHIP •
- CITY OF CHELSEA • VILLAGE OF DEXTER • DEXTER TOWNSHIP • EASTERN MICHIGAN UNIVERSITY •
- MICHIGAN DEPARTMENT OF TRANSPORTATION • CITY OF MILAN • NORTHFIELD TOWNSHIP • PITTSFIELD TOWNSHIP • CITY OF SALINE •
- SCIO TOWNSHIP • SOUTHWEST WASHTENAW COUNCIL OF GOVERNMENTS • SUPERIOR TOWNSHIP • UNIVERSITY OF MICHIGAN •
- WASHTENAW COUNTY BOARD OF COMMISSIONERS • WASHTENAW COUNTY ROAD COMMISSION • CITY OF YPSILANTI •
- YPSILANTI TOWNSHIP • EX OFFICIO: FEDERAL HIGHWAY ADMINISTRATION • SOUTHEAST MICHIGAN COUNCIL OF GOVERNMENTS •

Now therefore be it resolved, the Washtenaw Area Transportation Study Policy Committee recommends that the State Legislature act immediately to provide funding to match federal funds through the following actions:

- Support and pass HB 6484 allowing the use of bonding authority to match the High Speed Rail capital improvements;
- Begin discussions of how to restructure and fully fund multi-modal transportation in the state of Michigan; and
- Enable local option taxes for transportation that could match both state and federal funds to provide local commuter rail operating funding.

Adopted on November 17, 2010

Jim Carson, Dexter Village
Councilmember
Chair, Washtenaw Area
Transportation Study Policy
Committee