
NOTICE OF MEETING

POLICY COMMITTEE

DATE: April 19, 2023

TIME: 9:30 AM

PLACE: **Lower Level Conference Room 200 N. Main Ann Arbor, MI 48104**

AGENDA:

1. Call to Order/Introductions
2. Approval of the Agenda
3. Approval of Minutes – February 15, 2023 Policy Committee Meeting (attached) – Action
4. Public Participation
5. Communications and Announcements
6. Bills over \$500
7. Old Business
8. New Business
 - A. 2nd Call FY 2023-2026 Transportation Improvement Program (TIP) Amendments (attached) - Action
 - B. 2nd Call FY 2023-2026 Transportation Improvement Program (TIP) Modifications (attached) - Information
 - C. Pavement/Bridge Condition and System Performance/Freight/CMAQ Targets (attached) - Action
 - D. FY 2023 First Quarter Financial Statements (attached) - Action
 - E. 2050 Long Range Plan Update (attached) - Information
 - F. TheRide Bus Stop Improvement Program - Presentation
 - G. WATS 2022 Annual Report - Information

POLICY COMMITTEE MEMBERS

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representing Washtenaw County

9. Adjournment

Minutes of Meeting

POLICY COMMITTEE

DATE: February 15, 2023

TIME: 9:30 AM

LOCATION: Lower Level Conference Room, 200 N. Main Street, Ann Arbor, MI 48104

Members Present: City of Saline – Brian Marl, Chair
TheRide – Matt Carpenter, Secretary-Treasurer
Ann Arbor Township – Diane O'Connell
City of Ann Arbor – Erica Briggs
MDOT Region - Mike Davis
Pittsfield Township – Mandy Grewal
Ypsilanti Township – Brenda Stumbo
Washtenaw County Road Commission – Barb Fuller
City of Chelsea – Charles Wiseley
WCBOC – Caroline Sanders
City of Ypsilanti – Jennifer Symanns

Members Absent: City of Ann Arbor DDA – Vacant
University of Michigan – Henry Baier
Eastern Michigan University - Leigh Greden, Vice Chair
Dexter Township - Vacant
City of Milan - Vacant
Northfield Township - Ken Dignan
Scio Township - Vacant
SWWCOG – Ron Miley
Superior Township – Ken Schwartz
City of Dexter – Shawn Keough

Others Present: Ryan Buck (WATS), Nick Sapkiewicz (WATS), Maggie Huntley (WATS), Anton Schauerte (WATS)

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1. Call to Order/Introductions

Chair Marl called the meeting to order at 9:30am. Introductions were made.

2. Approval of Agenda

Ms. Fuller made a motion to approve the meeting agenda, Mr. Carpenter supported the motion, motion approved.

3. Approval of Minutes

Ms. Fuller made a motion to approve the November 16th, 2022 minutes, supported by Ms. Briggs, motion approved.

4. Public Participation

Mr. Buck stated that Douglas North from Jackson, MI submitted a comment to WATS leadership, which was printed out and provided to each attendee as a handout at the meeting. Chair Marl indicated that the comment will be included in the record without objection.

5. Communications and Announcements

Mr. Buck provided the following updates:

- A flowchart outlining the Federal Fiscal Year (FFY) 2023 Federal Aid to Highways Program in Michigan was provided as a handout. The flowchart outlines how the roughly \$1.5 billion of funds flow from the federal government through to the local agencies.
- The CY 2021 Crash Report is completed and indicated that Maggie Huntley would discuss this in further detail later in the meeting.
- WATS will be accelerating the timeline for developing the 2050 Long-Range Transportation Plan (LRTP). The document must be completed by the start of FY 2024. Mr. Buck also indicated that the first set of public meetings will occur next month to discuss goals and expectations for the transportation system.
- WATS secured a new auditor, Maner Costerisan. The firm and WATS have agreed on a 3-year term.
- At the end of last year, the U.S. Census outlined new guidelines on how the boundaries of urban areas are delineated. Urban area boundaries impact the amount of formula funds that WATS and similar agencies receive annually. Changes in the urban area boundaries will result in WATS receiving an increase of about 2%-3% in funds annually, though the increase in funds due to the Bipartisan Infrastructure Law (BIL) was more substantial.
- WATS continues to plan for the 2023 Michigan Transportation Planning Association (MTPA) annual conference, which will take place at the Graduate Hotel in Ann Arbor from July 25th-28th, 2023. Todd Litman is scheduled to be the keynote speaker and Brad Wieferich, acting director of the Michigan Department of Transportation (MDOT), also as a presenter. Mr. Carpenter encouraged the Committee to attend Mr. Litman's presentations during the conference.
- The MDOT Buyout Program, a program that allows local agencies to exchange federal funds (90 cents on the dollar) on a project(s) listed in the Transportation Improvement Program (TIP) to bypass the MDOT bid-letting process, has roughly \$5 million in requests for FY 2024.

The program removes a number of federal requirements related to job-letting, which allows each federal dollar to stretch further despite the reduction in federal funds provided. WCRC and City of Ann Arbor jobs that were included in the FY24 request were prioritized through the MPO process and WATS.

- If there are any questions on member dues for FY23, please contact Mr. Buck.

6. Bills over \$500

There were no bills over \$500 requiring approval.

7. Old Business

There was no old business.

8. New Business

A. Regional Safety Transportation Performance Measures

Mr. Schauerte provided a brief explanation of federal Transportation Performance Measures (TPMs) and that CY 2023 SEMCOG safety targets were being presented for adoption. Mr. Schauerte also outlined that since 2019, the WATS committees have expressed their interest in adopting more aspirational targets than had been previously set. SEMCOG's safety targets were developed in conjunction with numerous stakeholders throughout the region, including the WATS Technical and Policy Committee, WATS staff, and other stakeholders in Washtenaw County. These targets follow a Vision Zero policy, which strives to reduce the number of fatalities and serious injuries on public roadways to zero, across the region by 2050.

Ms. Grewel made a motion to approve the SEMCOG CY 2023 Safety Targets outlined in Table 2, supported by Ms. Briggs, motion approved

B. 2045 Long Range Transportation Plan Reaffirmation

Mr. Sapkiewicz explained that although WATS staff has officially kicked off the development of the 2050 LRTP, the 2045 LRTP needs to be reaffirmed. LRTPs are required to be updated every four years and the most recent LRTP (2045 LRTP) was developed in 2019. WATS has elected to reaffirm the 2045 LRTP for an additional year in order to wait for a more up-to-date data set to utilize resulting from the publishing of the 2020 U.S. Census. Mr. Sapkiewicz also stated that this reaffirmation has already been discussed and agreed upon by WATS, SEMCOG, and the Federal Highway Administration (FHWA). It was also indicated that at the 2/1/2023 Technical Committee meeting, the committee recommended the Policy Committee reaffirm the WATS 2045 LRTP.

Ms. Grewel made a motion to reaffirm the WATS 2045 Long-Range Transportation Plan, supported by Ms. Fuller, motion approved

C. FY 2024 Unified Planning Work Program

Mr. Buck provided an overview of the Unified Planning Work Program (UPWP) and indicated that the document is jointly developed by WATS and TheRide. It was stated that the formula funds WATS will receive has increased from previous years, as indicated earlier in the

minutes, specifically totaling over \$800,000 in the fiscal year. In the FY 2024 UPWP, WATS will pass approximately \$85,000 of funds through to both TheRide and SEMCOG. Mr. Buck also stated that SEMCOG will likely receive additional services from SEMCOG due to the pass through of funding. The document will be included in SEMCOG's UPWP, which the agency is currently developing and bringing to its committees for approval.

Ms. O'Connell made a motion to approve the Fiscal Year 2024 Unified Planning Work Program, supported by Ms. Briggs, motion approved.

D. 2021 Crash Report for Washtenaw County

Ms. Huntley explained that the 2021 Crash Report has recently been completed. A printed copy was provided for members that attended the meeting. Ms. Huntley also outlined that the methodology used to rank high crash intersections was slightly modified from previous years. It was indicated that although there was an increase in the number of crashes in Washtenaw County (8,664), the severe crash rate decreased. The number of Vehicle Miles Traveled (VMT) increased from 2020, but was still lower than in 2019.

9. Adjournment

Chair Marl adjourned the meeting at 10:22am.

Dear Chairperson Stepek, Michigan Transportation Planning Association Officers Members;

Has anyone discussed mandating electric vehicles eliminates "Motor Fuel Tax Revenue" to fix roads?

Since retiring as "Senior Project Manager - MDOT Contracts (Bailey Excavating, Inc. Jackson, Michigan) I created the North Advertising Cooperative "advertising platform" to generate a minimum of \$273,517,965 deposited into the Michigan Transportation Fund for Act 51 Distribution by the company who bid the most to have the following example printed on every SOS envelope sent to every motorist to renew every vehicle registration in Michigan every year for 11 years.

I need "behind-the-scenes" urging by the Michigan Transportation Planning Association to convince the Senate Transportation Committee that they should respond to every opportunity to generate revenue to fix Michigan roads & streets without increased taxation or without using public funds because funding doesn't exist to fix roads and streets already rated-in "poor condition". But more promising the Department of State stands ready to analyze the North Advertising Cooperative "advertising platform" and if the legislature elects to proceed the Department of State should engage with the company that bid the most to have the North Advertising Cooperative implemented ("advertising platform" on SOS envelopes).

My fee for creating the "advertising platform" that generates funding to fix Michigan roads & streets without increased taxation or public funding is not derived from the amount paid into the Michigan Transportation Fund for Act 51 Distribution.

All 100 corporations who's advertising budgets are large enough to pay the state of Michigan a minimum bid of \$273,517,965 to implement the North Advertising Cooperative already know the "advertising platform" I created guarantee's every motorist will value the only company helping to fix Michigan roads instead of paying for advertising nobody really cares about.

Yes, it's disappointing the Senate Transportation Committee never responded to an opportunity to generate revenue to fix our roads and streets without increased taxation or public funding but I remain enthusiastic because has anyone else created an unprecedented opportunity to give every Michigan community a share of \$273,517,965 to help pay to fix their roads & streets without increased taxation or public funding?

Certainly hope the Michigan Transportation Planning Association appreciates my effort because I need your help.

If you have any questions or concerns please don't hesitate contacting me and I certainly hope we can meet to discuss this unprecedented opportunity, thank you.

DOUGLAS RADCLIFFE NORTH
3079 Hendee Road, Jackson, Michigan 49201 - (517) 783-2000

MEMORANDUM

To: Policy Committee
From: Nick Sapkiewicz
Date: April 11, 2023
Re: 2nd Call for FY 2023 TIP Amendments for 2023-20236 TIP

Background

WATS initiated the 2nd call for FY 2023 TIP amendments on December 14, 2022 with project changes due to WATS January 13, 2023. Amendments in the 2nd call were received from Ann Arbor, MDOT and WCRC. Many of the 2nd call project changes are the result increases to the FY 2023 federal funding targets.

Significant changes in this TIP amendment include:

- **Cost Increases**
 - FY 2023
 - JN 205648 - WCRC - E. Huron River Dr from Hospital entrance to Hogback
 - JN 215261 - WCRC - North Territorial from Mast Road to Webster Church
 - JN 210417 - Ann Arbor - S. State
 - JN 214205 - Ann Arbor - Hill from South Fifth Avenue to Forest
 - JN 214011 - WCRC - North Territorial from west of Dexter Townhall Road to Toma Road
 - JN 205508 - MDOT - US-23 at Plank, Milan Oakville & Carpenter over US-23, US-23 over Saline River
 - FY 2024
 - JN 214638 - S. Main - Ann Arbor
- **Cost Decrease**
 - FY 2025
 - JN 215058 - N. 5th at various locations - Ann Arbor

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- **Scope Change**
 - 2023
 - JN 214659 -WCRC - N. Zeeb at Miller
 - 2025
 - JN 208665 - MDOT - I-94 from Parker to Zeeb

NOTE: WATS staff have been working with MDOT and other MPOs to restore the accuracy of TIP GIS information. This has been an ongoing issue for the TIP across the state. In an effort to bring forward as much information as possible in a timely manner, WATS staff recently recreated the TIP GIS in-house as of the 1st call 2023 amendment to the 2023-2026 TIP (previous amendment). The TIP value and EJ calculations are based on data from that snapshot in time.

Environmental Justice Review

The Environmental Justice (EJ) review evaluates the fair distribution of environmental benefits and burdens in EJ and non-EJ areas. In addition, the EJ review evaluates each project for adverse social, economic, and environmental effects. More information on the USDOT EJ strategy is available [here](#).

Total Investment in the TIP

Over the course of the TIP, investment made in Washtenaw County is affected by amendments and modifications (grant awards, cost changes, new projects). These changes continually affect the value of the TIP, and the amount of investment in EJ areas. Per Jobnet, as of March 24, 2023, the 2023-2026 TIP is valued at \$638,122,443. This amount is a snapshot in time of the TIP’s value and is adjusted via administrative modifications, amendments, cost changes at time of obligation, etc. For the purposes of WATS’ equity analysis, the TIP was analyzed as of September 22, 2022, with a value of **602,952,951**

To quantify investment within EJ areas, WATS analyzes Census block groups by their combined percentages of minority and low-income residents to identify areas that fall within the 80th and 90th percentile. TIP projects located within these EJ areas, or within 0.5 mile of these areas, are measured in a GIS overlay analysis by the total cost of projects. For projects with a portion of investment in these areas, the segment cost was calculated as follows:

$$(Segment\ Length / Total\ Project\ Length) * Total\ Project\ Cost$$

Transit Investment

Transit projects are considered to be an additional benefit to EJ areas by improving access and mobility. Transit investments are included in the EJ analysis, but are not mapped.

**Environmental Justice Review
FY 2023 1st Call - 2023-2026 TIP**

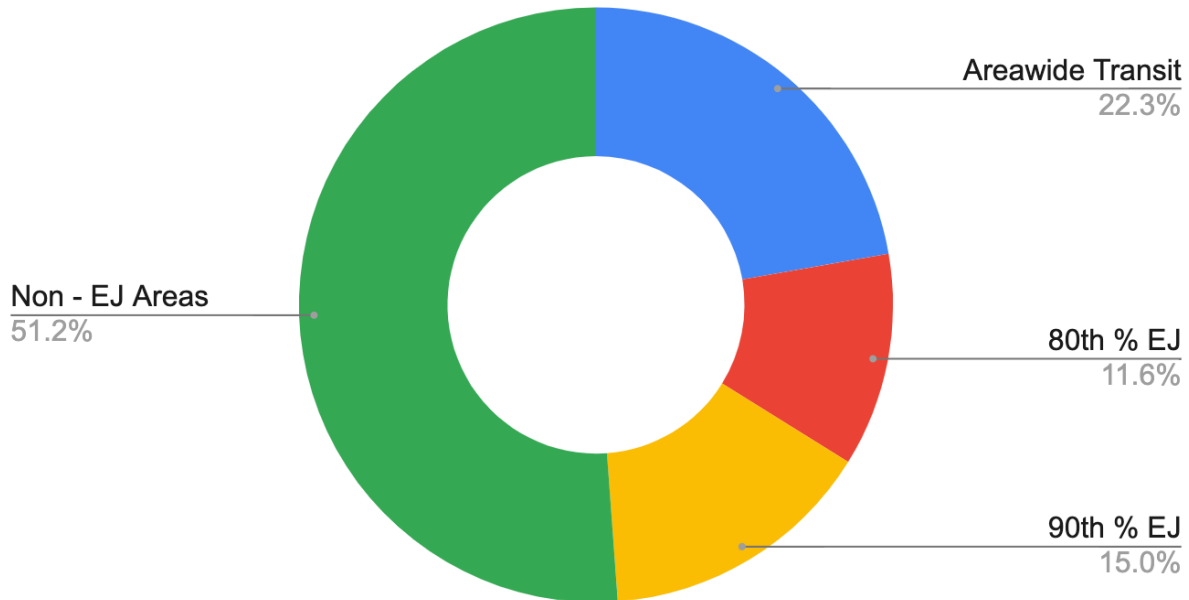
	Total Investment	Percent of TIP
80th Percentile EJ Areas	\$69,898,322	11.59%
90th Percentile EJ Areas	\$90,348,695	14.98%
Non-EJ Areas	\$308,498,411	51.16%
Areawide Transit Projects	\$134,207,523	22.2%
TIP Value	\$602,952,951	100%

*Excluded from Analysis

Projects excluded from this analysis include those that are non location specific, such as areawide signal optimizations, and therefore cannot be quantified within a GIS overlay analysis.

Environmental Justice (EJ) Review

FY 2023 1st Call



WATS does not anticipate the TIP amendments will have a disproportionately negative impact on EJ areas. (NOTE: 19% of federal aid eligible roads are in EJ areas.)

A map of 2023-2026 TIP projects in environmental justice areas is available at <http://www.miwats.org/tip>.

Opportunity Evaluation

WATS’ opportunity evaluation uses the [county’s Opportunity Index](#) to measure TIP investment within areas of low economic mobility. WATS measures investment in areas identified as “low access to opportunity” and “very low access to opportunity”.

For projects with a portion of investment in these areas, the segment cost was calculated as follows:

$$(Segment\ Length / Total\ Project\ Length) * Total\ Project\ Cost$$

Transit Investment

Transit projects are considered to be an additional benefit to low opportunity areas by improving access and mobility. Transit investments are included in the opportunity evaluation analysis, but are not mapped.

**Opportunity Evaluation
FY 2023 1st Call - 2023-2026 TIP**

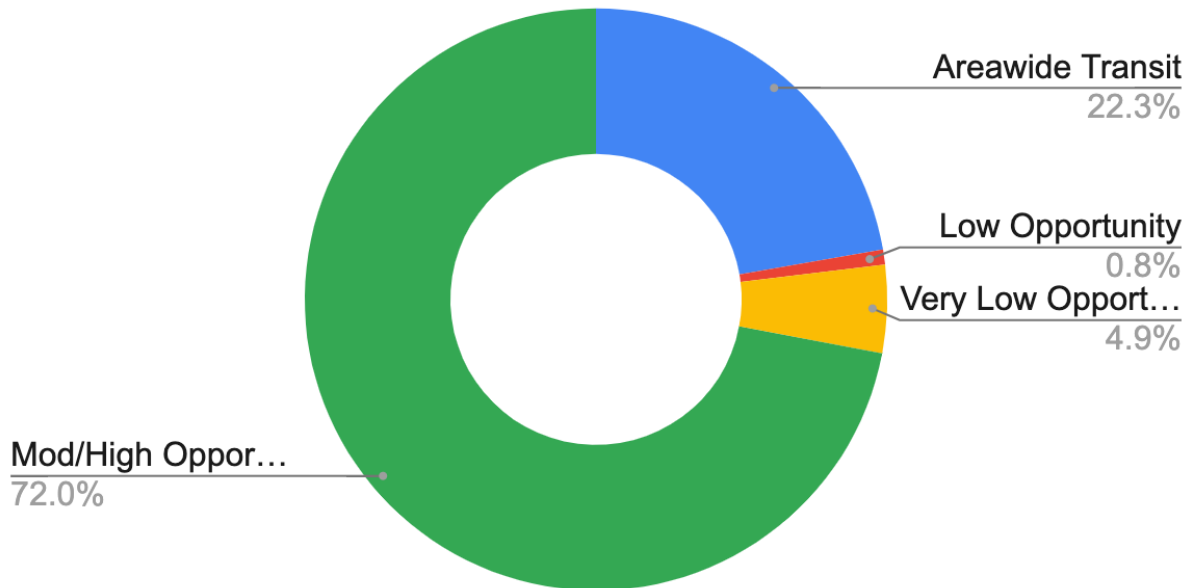
	Total Investment	Percent of TIP
Low Access to Opportunity	\$29,439,388	4.9%
Very Low Access to Opportunity	\$4,941,927	.8%
Moderate /High Access to Opportunity	\$434,364,113	72%
Areawide Transit Projects	\$134,207,523	22.3%
TIP Value	\$602,952,951	100%

*Excluded from Analysis

Projects excluded from this analysis include those that are non location specific, such as areawide signal optimizations, and therefore cannot be quantified within a GIS overlay analysis.

2020 Opportunity Index

FY 2023 1st Call



The opportunity evaluation is provided as information during each TIP amendment.

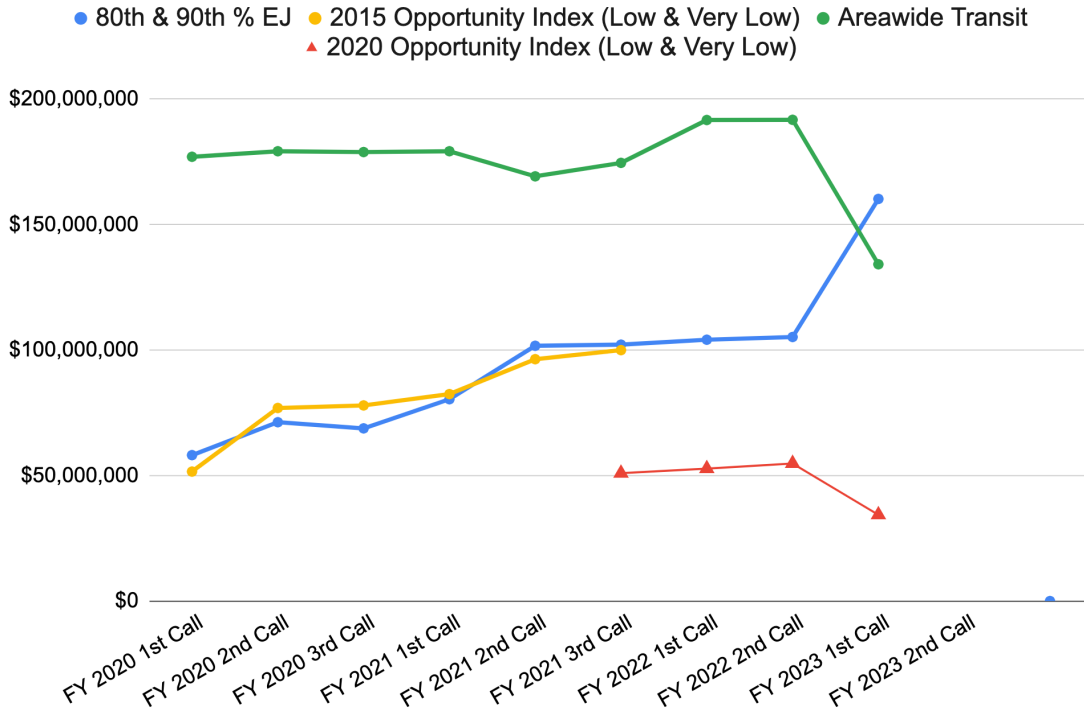
Tracking TIP Investment in Equity Areas

By monitoring investment in equity areas (EJ and low opportunity), WATS Committees can evaluate if enough investment is being made to balance environmental benefits and burdens and to disrupt the effects of historic injustice.

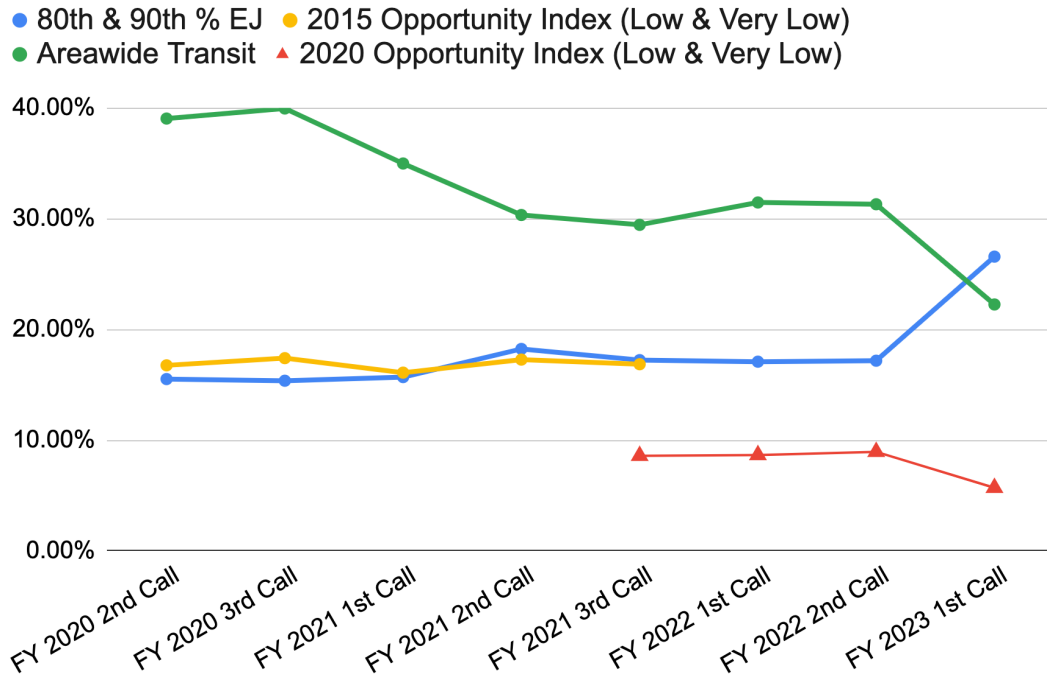
Total TIP investment naturally has a large swing at the onset of a new TIP as not all projects, awards, and investments are yet reflected. Accurate data for analysis between the 2020-2023 and 2023-2026 TIP was not available at the new TIP's time of adoption and as such is being presented in the equity analysis here. Significant changes between the 2020-2023 and 2023-2026 TIPs include a higher level of investment being made in EJ areas and a lower portion being made in Opportunity areas. This change largely results from forthcoming work on US-23 and the ½ mile buffer of EJ areas that include portions of the project. The other significant change is the reduction in transit investment, which results only from the way TheRide has evolved to reflect their projects in jobnet.

Note: WATS equity analysis is provided as information and is presented as a review of projects circa the 1st 2023 amendment to the 2023-2026 TIP. In the Action portion of this memo, the Technical Committee is being asked to make a recommendation to the Policy Committee on the projects being presented in the 2nd amendment.

Investment in Equity Focus Areas



Investment in Equity Focus Areas as % of Total TIP



Action

The Technical Committee recommend the Policy Committee approve the 2023 2nd Call TIP amendments to the 2023-2026 TIP.

2nd Call FY 2023 TIP Amendments

CHANGE DESCRIPTION	JOB ID	STIP FISCAL YEAR	AGENCY	ROUTE NAME	LOCATION (REPORT)	LENGTH	MAJOR WORK TYPE	WORK (REPORT)	PHASE	ESTIMATED FEDERAL FUND AMOUNT	ESTIMATED STATE FUND AMOUNT	ESTIMATED LOCAL FUND AMOUNT	ESTIMATED TOTAL FUND AMOUNT
Increase Cost	214205	2023	Ann Arbor	Hill St	from South Fifth Avenue to Forest	0.983	Asphalt Pavement Repair	Road Rehabilitation	CON	\$760,000	\$0	\$2,975,918	\$3,735,918
Reduce Cost	210417	2023	Ann Arbor	S State St	South State St.	0.745	Three Course Asphalt Resurfacing	Road Rehabilitation	CON	\$1,746,486	\$0	\$1,346,998	\$3,093,484
Increase Cost	205648	2023	WCRC	E Huron River Dr	from Hospital entrance to Hogback	0.562	Milling & One Course Asphalt Overlay	PM	CON	\$430,000	\$0	\$107,500	\$537,500
Increase Cost	215261	2023	WCRC	North Territorial Rd	from Mast to Webster Church	2.658	Intersection Improvements	Left turn lanes, centerline rumble strips, curve delineation	CON	\$587,394	\$0	\$817,288	\$1,404,682
Increase Cost	214011	2023	WCRC	North Territorial Rd	from west of Dexter Townhall to Toma	1.083	Segment Geometric Improvements for Safety	Vertical curve modification, intersection left turn lane, centerline rumble	CON	\$878,531	\$0	\$718,469	\$1,597,000
Update Work Type to Roundabout	214659	2023	WCRC	N Zeeb Rd	at Miller Road	0.214	Intersection Improvements	Roundabout	CON	\$770,890	\$0	\$429,110	\$1,200,000
Decrease Cost, Update Work Type to Preventive Maintenance	215058	2025	Ann Arbor	N 5th Ave	Various Locations City of Ann Arbor	0.064	Asphalt Pavement Repair	Capital Preventive Maintenance	CON	\$375,000	\$0	\$375,000	\$750,000
Increase Cost	214638	2024	Ann Arbor	S Main St	South Main Street	0.656	Bike/Pedestrian facility improvements	Sidewalk gap infill	CON	\$1,426,268	\$0	\$1,200,000	\$2,626,268

Fiscal Year	Job no.	Amendment # (CR #)	MDOT Approved Date	Administration Type	Phase	Action Type	Action Approval Date	County	MPO/RTF	Responsible Agency	Project Name	Limits	Length	Primary work Type	Project Description	Advance Construct	AC Budget	ACC Years	Federal Budget	Federal Fund Source	State Budget	State Fund Source	Local Budget	Total Phase Cost	Local ID No.	MPO/Rural Action Date	Amendment Type	Air Quality	Phase Final STIP Approved Amount	General Program Account	Flexed to FTA	Transit Flex Category	Comments	Total Job Cost	Total Project Cost	Job Type
2023	205508	18	1/24/2023	FHWA	CON			Monroe, Washenaw		MDOT	US-23	Plank, Milan Oakville & Carpenter over US-23, US-23 over Saline River	0	Bridge Replacement	Bridge Replacement and CPM Repairs	No			\$11,340,350	NH,VRU	\$2,514,688		\$0	\$13,855,038			PHASBDGT			Not Applicable				\$14,945,355.00	\$N/A	Trunkline
2025	208665	10	2/22/2023	FHWA	CON			Washenaw		MDOT	I-94	Parker to M-14	5.104	Road Capital Preventive Maintenance	Milling and single course overlay	No			\$11,700,000	IM	\$1,300,000		\$0	\$13,000,000			PHASBDGT, JOBS/CCP, CNSTR/LGTH			Not Applicable				\$15,000,000.00	\$N/A	Trunkline

MEMORANDUM

To: Policy Committee
From: Nick Sapkiewicz
Date: April 11, 2023
Re: 2nd Call for FY 2023 TIP Modifications for the 2023-2026 TIP

Background

WATS completes administrative modifications as needed for the Transportation Improvement Program (TIP) and provides them to the Committees and the public for their information.

Administrative modifications are minor changes staff make to the TIP as well as MDOT. WATS may modify items such as small cost changes, limits or a year change without Committee approval. WATS and SEMCOG use administrative modifications to expedite the processing of small changes without delaying a project.

Attached is the 2nd call for FY 2023 TIP administrative modifications along with a list for MDOT's administrative modifications for informational purposes. The change description field in the spreadsheets outlines the changes that were made to each project.

Action

Review the attached modifications and send any questions to Nick Sapkiewicz at sapkiewicz@miwatgs.org.

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2nd Call FY 2023 TIP Modifications

CHANGE DESCRIPTION	JOB ID	STIP FISCAL YEAR	AGENCY	ROUTE NAME	LOCATION (REPORT)	LENGTH	MAJOR WORK TYPE	WORK (REPORT)	PHASE	ESTIMATED FEDERAL FUND AMOUNT	ESTIMATED STATE FUND AMOUNT	ESTIMATED LOCAL FUND AMOUNT	ESTIMATED TOTAL FUND AMOUNT
Update Project Description	205638	2023	WCRC	Carpenter Rd	Carpenter from N. Textile to Ellsworth	1.162	Milling and Two Course Asphalt Resurfacing	Rehabilitate roadway	CON	\$823,449	\$375,000	\$205,862	\$1,404,311
Update Length	213431	2023	WCRC	W Michigan Ave	Michigan Ave.	0.457	Three Course Asphalt Resurfacing	Road Rehabilitation	CON	\$1,173,806	\$0	\$32,307	\$1,206,113
Increase Cost	214634	2023	WCRC	Whitmore Lake Rd	from Joy Road to North Territorial Road	2.602	Milling & One Course Asphalt Overlay	Mill and one course asphalt overlay	CON	\$804,234	\$112,925	\$71,000	\$988,159
Increase Cost	205651	2023	WCRC	Main St	Main St. East Shore Drive to 8 Mile Road	0.6	Asphalt Pavement Repair	Mill and resurface the existing roadway surface	CON	\$314,105	\$0	\$78,525	\$392,630
Update Funding Split	205642	2023	Saline	Clark St	Clark St. Harris to Maple	0.313	Reconstruction	3R	CON	\$500,474	\$0	\$625,526	\$1,126,000
Update Funding Split	205643	2023	Ypsilanti	N Huron River Dr	Huron River Dr. Cornell through Leforge	0.587	Asphalt Reconstruction	Reconstruction	CON	\$2,556,375	\$0	\$958,092	\$3,514,467

MEMORANDUM

To: WATS Policy Committee
From: Anton Schauerte
Date: April 12, 2023
Re: Pavement/Bridge Condition and System Performance/Freight/CMAQ Targets

Background

National, state-specific, and local transportation plans exist to enhance the safe, efficient, and effective movement of people and goods on the transportation system. To enhance the coordinated effectiveness of these plans, Performance Measures were developed by the Federal Highway Administration (FHWA) for which targets were then to be established by State DOTs and MPOs. MPO's may elect to either adopt/support the targets set by the state or establish a specific target number or rate for each performance measure.

The list of performance measures, baseline conditions, 2-year targets, and 4-year targets can be found in Table 1 on the following page. A listing of methodology used to develop the performance measures can be found beginning on p.3.

On April 5th, the Technical Committee recommended the Policy Committee accept and support the targets for bridge condition, system performance, freight reliability, and CMAQ. Regarding the targets for pavement condition, the Technical Committee passed the following motion:

"A motion was made by Ms. Stumbo, supported by Ms. Wessler, to recommend the Policy Committee acknowledge receipt of the pavement condition targets, as presented, but request either the Policy Committee or the WATS Director express concern about the pavement condition targets conflicting with the local agencies' existing asset management goals. The motion carried, with Ms. Strach opposed."

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Performance Measure Baseline Conditions and Targets

The United States Department of Transportation (USDOT) published the [Pavement and Bridge Performance Measures Final Rule](#) and the [System Performance/Freight/CMAQ Performance Measures Final Rule](#) in January 2017. These rules establish 13 performance measures, which are outlined in Table 1.

Table 1: Performance Measure Baseline Conditions and Targets

Performance Measure	Baseline Condition*	2-Year Target	4-Year Target
Pavement Condition			
% of Interstate pavement in GOOD condition	70.4%	59.2%	56.7%
% of Interstate pavement in POOR condition	1.8%	5.0%	5.0%
% of non-Interstate NHS** pavement in GOOD condition	41.6%	33.1%	33.1%
% of non-Interstate NHS pavement in POOR condition	8.9%	10.0%	10.0%
Bridge Condition			
% of NHS bridges by deck area in GOOD condition	22.1%	15.2%	12.8%
% of NHS bridges by deck area in POOR condition	7.0%	6.8%	5.8%
System Performance			
% of person-miles on the Interstate system that are reliable	97.1%	80.0%	80.0%
% of person-miles on the non-Interstate NHS that are reliable	94.4%	75.0%	75.0%
Freight Reliability			
Truck Travel Time Reliability	1.31	1.60	1.60
CMAQ (Congestion Mitigation Air Quality)			
Annual Hours of Peak Hour Excessive Delay (PHED) per Capita (Detroit UA***)	9.8	N/A	18
Annual Hours of Peak Hour Excessive Delay (PHED) per Capita (Ann Arbor UA)	9.0	N/A	16
% of Non-Single Occupancy Vehicle Travel (Detroit UA)	18.7	N/A	15.5
% of Non-Single Occupancy Vehicle Travel (Ann Arbor UA)	31.9	N/A	29.7
Particulate Matter 2.5 (in kg/day)	1,527.5	595	1,191
Nitrogen Oxide (in kg/day)	13,118.8	5,227	10,455

* *Baseline Conditions are based on CY 2021 data*

** *NHS = National Highway System*

*** *UA = Urbanized Area*

[Performance Measure Methodology](#)

A number of the performance measures incorporate infrastructure condition and travel time reliability on the National Highway System (NHS). The NHS is comprised of roads that are categorized in the National Functional Classification (NFC) as either “Interstate”, “Other Freeway”, or “Other Principal Arterial”. Additional information regarding the NFC can be found in [MDOT’s Washtenaw County NFC Map](#).

Pavement Condition: For the pavement measures, four metrics are used to assess conditions: International Roughness Index (IRI); Cracking Perfect; Rutting; and Faulting. For the bridge measures, a bridge’s deck, superstructure, substructure, and culverts are used to assess condition. Additional information regarding the methodology used to calculate the values provided in Table 1 can be viewed on the following pages.

Bridge Condition: The substructure, superstructure, deck, and culvert of each bridge are rated on a 0-9 scale, according to the National Bridge Inspection Standards (NBIS), as shown in Table 2.

Table 2: Bridge/NBIS Ratings

Poor			Fair	Good
Failed Condition	Serious/Critical Condition			
0,1	2,3	4	5,6	7,8,9

System Performance: The percent of reliable person-miles traveled, referred to as Travel Time Reliability (TTR), measures the level of congestion, which is defined as the average time it takes to travel on a roadway segment during peak travel hours relative to normal travel hours. Using data from the National Performance Management Research Data Set (NPMRDS), the average travel time within a 15-minute period of time for an entire calendar year is calculated for each road segment. The 15-minute periods are grouped into four categories, by time of day, as outlined in Table 3. TTR measures are calculated first as a ratio of travel time at the 80th percentile of maximum congestion level to the normal travel time (50th percentile) along a certain segment of road. **A TTR score of 1.50 or lower is considered to be a reliable travel time.** If at least one of the four time-of-day categories is deemed “unreliable”, then the entire segment is also considered “unreliable”.

Table 3: Travel Time Reliability

Level of Travel Time Reliability (LOTTR) (Single Segment, Interstate Highway System)		
Monday – Friday	6am – 10am	$LOTTR = \frac{44 \text{ sec}}{35 \text{ sec}} = 1.26$
	10am – 4pm	LOTTR = 1.39
	4pm – 8pm	LOTTR = 1.54
Weekends	6am – 8pm	LOTTR = 1.31
Must exhibit LOTTR below 1.50 during all of the time periods		Segment IS NOT reliable

Next, a formula is applied to all road segments within the study area (either the State or MPO Planning Area) to determine the ratio of road segments across the entire study area that are reliable.

Freight Reliability: The methodology for calculating Truck Travel Time Reliability (TTTR) is generally similar to TTR, but differs in the following ways, (1) Includes a 5th time-of-day category for “overnight”, (2) Uses a travel time of 95th percentile, instead of the 80th percentile, and (3) travel time is only calculated for trucks.

CMAQ: The Annual Hours of Peak Hour Excessive Delay measures the total excessive delay on the NHS measured in per capita hours. The threshold is travel speeds of 20 mph or 60% of the posted speed, whichever is greater. This number will be aggregated for all reporting segments throughout an urban area.

The Percentage of Non-Single Occupancy Vehicle Travel measures the share that non-single occupancy travel comprises an urban area’s travel modes. These modes include but are not limited to carpooling, transit, biking, and walking. This data is reported in the Census Bureau’s American Community Survey.

More detailed information regarding the system performance, freight, and PHED methodologies can be found on the [FHWA’s TPM website](#).

Action

The WATS Technical Committee recommends the Policy Committee acknowledge receipt of the targets for pavement condition but express concern to MDOT about the pavement condition targets conflicting with the local agencies’ existing asset management goals.

The WATS Technical Committee also recommends the Policy Committee accept and support the targets for bridge condition, system reliability, freight reliability, and CMAQ.

MEMORANDUM

To: Policy Committee
From: Ryan Buck
Date: April 13, 2023
Re: FY 2023 First Quarter Financial Statements

Background

WATS' FY 2023 fiscal year began July 1, 2022. The Policy Committee approved total budgeted revenues at \$602,147. After two years of reduced dues to help reduce the burden on local agencies during the pandemic, the FY 2023 budget included the full dues amount.

Second Quarter revenues totaled \$98,125.08; 16% of total budget estimates. Second Quarter expenditures totaled \$116,364.17; 19% of the budget. The FY 2023 UPWP is expected to be completed on time and within budget.

Action Requested

The FY 2023 First Quarter Financial Statements are provided for Policy Committee review and acceptance.

POLICY COMMITTEE MEMBERS

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• Ex Officio: Federal Highway Administration • Southeast Michigan Council of Governments •

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representing Washtenaw County

Income Statement				
For the quarter ending September 30, 2022		FY 2023		
	Budget	First Quarter	Year to Date	% of Total Budget
Revenues				
Dues	\$94,500	\$24,911.00	\$24,911.00	26%
Federal	\$492,857	\$73,211.76	\$73,211.76	15%
Interest	\$0.00	\$2.32	\$2.32	
Other Local Contribution	\$14,790	\$0.00	\$0.00	0%
Total Revenues	\$602,147	\$98,125.08	\$98,125.08	16%
Expenses				
Monitoring	\$65,410	\$8,952	\$8,952	14%
Development	\$129,592	\$13,191	\$13,191	10%
Services	\$113,940	\$18,498	\$18,498	16%
Implementation	\$141,370	\$34,774	\$34,774	25%
Administration	\$46,420	\$15,770	\$15,770	34%
Rent and Utilities	25,665	\$8,987	\$8,987	35%
Printing	5,000	\$0	\$0	0%
Supplies & Equipment(include s depreciation)	14,000	\$1,462	\$1,462	10%
Travel and Training	12,500	\$3,274	\$3,274	26%
Postage	250	\$0	\$0	0%
Insurance	4,500	\$2,872	\$2,872	64%
Licenses/subscriptions	12,000	\$2,955	\$2,955	25%
Legal Fees	2,000	\$0.00	\$0.00	0%
Unemployment	2,500	\$0.00	\$0.00	0%
Professional Services(includes Audit, banking, bookkeeping, design)	27,000	\$5,629.97	\$5,629.97	21%
Total Expenses	\$602,147	\$116,364.17	\$116,364.17	19%
Net Income		-\$18,239.09	-\$18,239.09	

Washtenaw Area Transportation Study

Balance Sheet

As of September 30, 2022

	TOTAL
ASSETS	
Current Assets	
Bank Accounts	
1011 Checking	18,335.28
1020 BOAA Checking	106,714.62
1055 Cash Fund Savings	91,876.46
1075 CD	0.00
1080 Washtenaw County	242,640.68
Total Bank Accounts	\$459,567.04
Accounts Receivable	
1220 Grants Receivable	0.00
1221 Grants Receivable - Fed PL112	144,384.04
1222 Grants Receivable - Fed SPR	0.00
1223 Grants Receivable- Federal STPU	0.00
1224 Grants Receivable Fed FTA 5303	10,762.49
1225 Grants Receivable - State	0.00
Total 1220 Grants Receivable	155,146.53
1230 Accounts Receivable - Dues	0.00
1235 Accounts Receivable - Local	0.00
1236 Accounts Receivable - Ann Arbor	0.00
1237 Accounts Receivable - Toyota	0.00
1240 Accounts Rec-Credit Monitoring	0.00
1245 Accounts Receivable - Other	0.00
Total Accounts Receivable	\$155,146.53
Other Current Assets	
1430 Prepaid Insurance	3,341.95
1435 Prepaid Expenses	1,125.00
1499 Undeposited Funds	0.00
Total Other Current Assets	\$4,466.95
Total Current Assets	\$619,180.52
Fixed Assets	
1670 Equipment Receivable	0.00
1671 Computer Equipment	0.00
1672 Furniture and Equipment	45,784.41
1680 Accumulated Depreciation	-45,784.41
Total Fixed Assets	\$0.00
TOTAL ASSETS	\$619,180.52

Washtenaw Area Transportation Study

Balance Sheet

As of September 30, 2022

	TOTAL
LIABILITIES AND EQUITY	
Liabilities	
Current Liabilities	
Accounts Payable	
2000 Accounts Payable - WCRC	2,092.23
Total Accounts Payable	\$2,092.23
Credit Cards	
Chase Business	0.00
Total Credit Cards	\$0.00
Other Current Liabilities	
2100 Accounts Payable	0.00
2101 Accounts Payable - Other	0.00
2105 Accounts payable - SEMCOG	0.00
2110 Accrued Sick & Vacation	32,221.98
2200 Surplus	0.00
2310 Federal Withholding	0.00
2315 Medicare Withholding	68.97
2315.1 Medicare Company Payment	-68.97
Total 2310 Federal Withholding	0.00
2330 State Withholding	0.50
2400 SEP Payable	8,785.70
2410 457 Contribution Payable	0.00
2420 RHS Deduction Payable	0.00
2440 ROTH	1,563.25
2500 Medical Withholding	0.00
2600 Health Savings Accounts	0.00
2630 Health Savings - RB	0.00
2650 Health Savings - EB	0.00
2660 Health Savings - NS	0.00
Total 2600 Health Savings Accounts	0.00
2700 Pass Through Payments	135,124.20
Total Other Current Liabilities	\$177,695.63
Total Current Liabilities	\$179,787.86
Total Liabilities	\$179,787.86
Equity	
2900 Opening Bal Equity	0.00
2999 Retained Earnings	455,213.01
Net Income	-15,820.35
Total Equity	\$439,392.66
TOTAL LIABILITIES AND EQUITY	\$619,180.52

MEMORANDUM

To: Policy Committee
From: Nick Sapkiewicz
Date: April 11, 2023
Re: 2050 Long Range Transportation Plan

Background

WATS has begun development of the 2050 Long Range Transportation Plan (LRTP) for Washtenaw County. The process kicked off with public participation focused on the goals for the Plan and the public’s expectations for the transportation network. Staff will soon be moving through other phases of plan development, including consultation, identifying transportation network deficiencies, review of local performance measures, and eventually, call for projects.



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Public participation opportunities will be offered throughout the plan's development. The current goals and expectations survey has officially closed, however the survey will remain available online.

Action

If you have not taken the survey yet, please do so [here](#).

MEMORANDUM

To: Policy Committee
From: Anton Schauerte, Transportation Planner
Date: April 12, 2023
Re: WATS 2022 Annual Report

Background

WATS staff has recently completed development of the 2022 Annual Report. The 2022 Annual Report includes a list of projects obligated in Fiscal Year (FY) 2022, in addition to major accomplishments and activities carried out by the agency.

The document is available on the WATS website at:

https://static1.squarespace.com/static/524e0929e4b093015db69c07/t/643835d3b302b2523964dc00/1681405567261/2022+Annual+Report-Final_2023.04.11.pdf.

Action Requested

No action is requested.

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