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## NOTICE OF MEETING

### POLICY COMMITTEE

DATE: March 17, 2021

TIME: 9:30 AM

PLACE: [Virtual Meeting on Zoom](#) Meeting ID: 999 0726 5813 Passcode: 412210

### AGENDA:

1. Call to Order/Introductions
2. Approval of the Agenda
3. Approval of Minutes – February 17, 2020 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 2021 TIP Amendments (attached) - Action
  - B. 2nd Call FY 2021 TIP Modifications (attached) - Information
  - C. Additional Funding and Guidance Request (attached) - Discussion
  - D. 2019 Traffic Crash Report (attached) - Information
  - E. RTA Discussion - Washtenaw County Regional Transit Program Priorities - Discussion
9. Adjournment

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#### POLICY COMMITTEE MEMBERS

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Dexter Township • Eastern Michigan University • Michigan Department of Transportation • City of Milan • Northfield Township •  
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An Intermunicipality Committee organized under Act 200 of Public Acts of Michigan (1957)  
representing Washtenaw County

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## Minutes of Meeting

POLICY COMMITTEE

DATE: February 17, 2021

TIME: 9:30 pm

PLACE: ZOOM Virtual Meeting

\* This meeting was held via ZOOM conference call in accordance with the Open Meetings Act due to the coronavirus pandemic.

**Members Present:** City of Saline – Brian Marl, Chair  
Eastern Michigan University - Leigh Greden, Vice Chair  
WCBOC – Jason Morgan, Treasurer  
Ann Arbor Township – Diane O'Connell  
City of Ann Arbor – Erica Briggs  
City of Chelsea – Charles Wiseley  
City of Ypsilanti – Jennifer Symanns  
MDOT Region - Kari Martin  
Northfield Township - Ken Dignan  
Pittsfield Township – Mandy Grewal  
TheRide – Matt Carpenter  
Washtenaw County Road Commission – Doug Fuller

**Members Absent:** City of Ann Arbor DDA – Vacant  
City of Dexter – Shawn Keough  
Dexter Township - Vacant  
City of Milan - Dominic Hamden  
Scio Township - Jane Vogel  
Superior Township – Ken Schwartz  
SWWCOG – Ron Milkey  
University of Michigan – Hank Baier  
Ypsilanti Township – Brenda Stumbo

**Others Present:** WATS - Ryan Buck, Nick Sapkiewicz, Suzann Flowers, Emily Lake  
RTA - Alma Smith, Ned Staebler, Ben Stupka, Elias Fischer  
WWAVE - Julia Roberts  
SEMCOG - Christina Ignasiak

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TheRide - Caitlin Conway  
Scio Township - Steve Wzygoski  
Stantec - Maranda Miller

1. Call to Order/Introductions

Chair Marl called the meeting to order at 9:36am. Introductions were made.

2. Approval of Agenda

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

3. Approval of Minutes

**Mr. Morgan made a motion to approve the January 20, 2021 minutes as presented, supported by Mr. Carpenter, motion approved.**

4. Public Participation

There were none.

5. Communications and Announcements

Mr. Buck provided the following updates:

- WATS received notification of approximately \$2.5million in additional funding that will be available from now until FY 2024. WATS staff will look to the Policy Committee for direction on how to allocate these funds.
- Washtenaw County has updated their Opportunity Index and has released the data to WATS and other stakeholders in a soft launch. WATS uses the index as a geographic layer for analysis of the TIP and LRP. Thank you to Washtenaw County for all the great work that has gone into that tool.
- The state is expected to receive approximately 1.5-2% less in obligation authority this year. A reminder to obligate projects early to ensure funding is available.
- MDOTs five year plan is available for comment until February 25th.
- The state has released recommendations for the development of the new 2023-2026 TIP. WATS will be reviewing the TIP application scoring process but does not anticipate major changes.
- Reaffirmation of the 2045 LRP will take place over the next several months. The new plan will include a modified public participation plan, with particular focus on making online interactions as inclusive and accessible as possible.

6. Bills over \$500

There were none.

7. Old Business

**A. 2021 State of Good Repair for Rural Transit Targets - Action**

Ms. Flowers provided the 2021 state of good repair targets for rural transit providers across the state of Michigan. These targets are for section 5311 and 5310 federal funding sub-recipients, which in Washtenaw County include the WAVE and PEX. Statewide targets and goals are based on a useful life benchmark for revenue and service vehicles. There is approximately \$22million of section 5311 and 5310 funding available that will be allocated for revenue vehicle replacements until statewide goals are met, and then for facility

upgrades/replacement and equipment. The WATS Technical Committee has recommended support of the rural transit targets for the state.

**Mr. Marl made a motion to approve the MDOT 2021 State of Good Repair targets for rural transit, supported by Ms. Symanns, motion approved.**

**B. Bridge Performance Measures - Action**

MDOT has updated the 4-year NHS bridge performance measures based on a mid-year bridge condition inventory that showed faster decline than expected. The WATS Technical Committee has recommended support of the new 4-year bridge performance measures for the state.

**Mr. Fuller made a motion to approve bridge performance measures, supported by Ms. Briggs, motion approved.**

**C. FY 2021 First Quarter Financial Statements - Action**

Mr. Buck reported that there are no concerns with the budget or with the local funding match amount.

**Mr. Greden made a motion to approve the financial statements as presented, supported by Ms. Grewal, motion approved.**

8. New Business

**D. FY 2022 Draft Unified Planning Work Program - Action**

Mr. Buck explained that the FY 2022 work program will begin in July and noted that \$57,536 is recommended for planning funds to TheRide to assist with coordinated transit planning activities. The administrative budget for FY 22 will be brought before the Committee in June.

**Mr. Fuller made a motion to approve the Unified Planning Work Program for FY 2022, supported by Ms. O'Connell, motion approved.**

**E. RTA Discussion Part Two - Discussion**

Mr. Buck welcomed Mr. Stupka for a second round of discussions between representatives of the RTA and the WATS Policy Committee. A letter that was sent from TheRide to the RTA was provided by Mr. Carpenter to help identify some of the potential challenges of the project and how it compares to existing bus services.

Mr. Stupka provided a presentation on the RTA's master regional transportation plan process, which will be broader and more aspirational than previous plans, with visions and goals for staging out investments across large corridors, etc. A briefing book is available on the RTA website that outlines the plan's work in progress.

For Washtenaw County, commuter rail has long been the primary focus for the regional transit program. The commuter rail project would provide connections between Ann Arbor and Detroit (and possibly Chelsea) and has the potential to provide economic development around transit stations. The project also represents approximately half of the regional transit investment for Washtenaw County, making Washtenaw County the only County with such a large amount planned for one project. The projected ridership numbers for commuter rail do

not make the project competitive for state and federal funding to cover capital costs (estimated between \$22-64M), presenting a funding risk. There are potential state and federal funding sources to cover a portion of operations and maintenance costs, and local funds coming from a potential County millage would cover approximately 50% of operating costs.

Mr. Stupka asked the Policy Committee to consider two questions, which may not be mutually exclusive, as they discuss the RTA's master plan:

1. Would the WATS Policy Committee like the RTA to continue framing commuter rail as the priority regional transit investment for Washtenaw County?
2. Would the WATS Policy Committee like the RTA to start to develop some alternative projects and approaches?

The Policy Committee expressed appreciation to the RTA and to Mr. Carpenter for the information they provided regarding commuter rail in Washtenaw County. Discussions ensued regarding the importance of equity and context sensitive design as cornerstones of the new master plan, how commuter rail would fit into the transit services already offered, and how commuter rail would benefit Chelsea and the surrounding area. There was agreement on the need to look at alternative options for rail, and alternative approaches to rail, while also continuing to pursue the potential of commuter rail.

Mr. Stupka and the RTA will research alternative options to commuter rail while continuing to pursue commuter rail strategies. RTA representatives will be available at the next Policy meeting on March 17 to continue the RTA master plan discussion.

#### 10. Adjournment

Chair Marl adjourned the meeting at 10:39 am.

# MEMORANDUM

To: Policy Committee  
From: Suzann Flowers and Emily Lake  
Date: March 8, 2021  
Re: 2nd Call for FY 2021 TIP Amendments for 2020-2023 TIP

## **Background**

WATS initiated the 2nd call for FY 2021 TIP amendments on December 14, 2020. Notice was placed on the WATS homepage, WATS social media pages (Facebook and Twitter). Amendments were received from Ann Arbor, MDOT and Washtenaw County Road Commission.

Significant changes in this TIP amendment include:

- **Ann Arbor**
  - FY 2022 Changes
    - Earhart Rd. reduced to original federal programming amount of \$570,000
    - Platt Rd. reduced to original federal programming amount of \$650,000
    - Add Huron Parkway/Glazier Way CPM from the funds reduced from Platt and Earhart in amount of \$450,000
    - Updated Newport and Sunset sidewalk project to be an AC and also a standalone project
  - FY 2023 Changes
    - S. State St. limits corrected and added water main work to project
    - Adding ACC in amount of \$300,000 for Newport and Sunset sidewalk project
- **MDOT**
  - FY 2023 Changes
    - Adding PE phase to JN 211797 traffic safety project region wide for install delineation, pavement markings and signs for wrong way treatment in amount of \$50,000

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- **Washtenaw County Road Commission**
  - FY 2022 Changes
    - Adding Pleasant Lake Rd. and Dexter Pickney Rd. safety grant awards
    - Delete JN 205629 Countywide CPM in amount of \$185,000
    - Add funds from JN 205629 to Carpenter Rd. project, add additional segment with joint repair work, increase local match and total job cost

**New investments total to 2020-2023 TIP=\$2,135,289**

**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. The 2020-2023 TIP is currently valued at: \$557,845,716.

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.

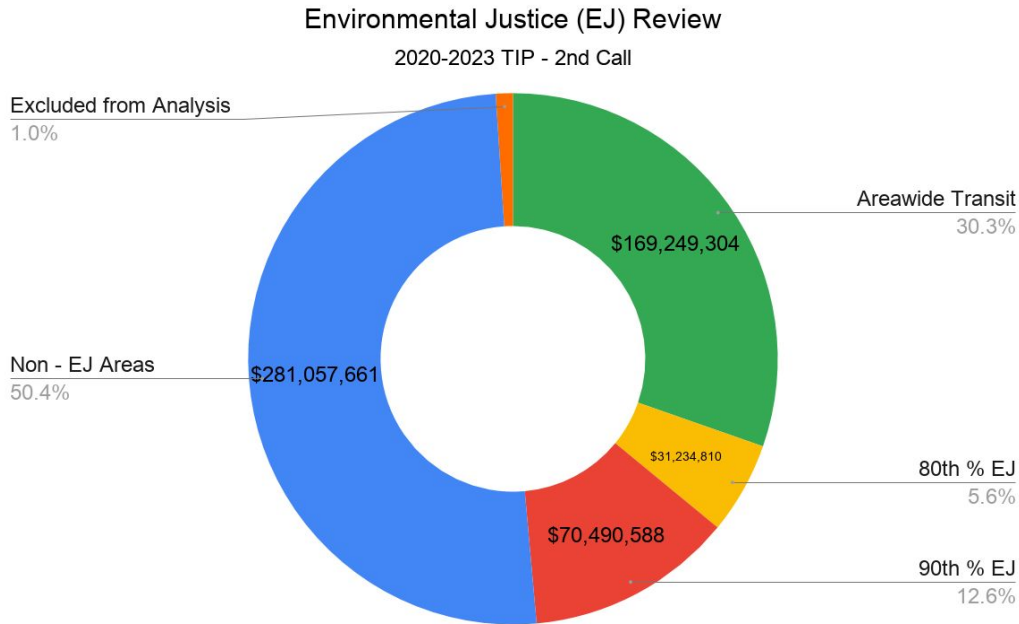
**Environmental Justice Review  
2020-2023 TIP**

	<b>Total Investment</b>	<b>Percent of TIP</b>
80th Percentile EJ Areas	\$31,234,81	5.6%
90th Percentile EJ Areas	\$70,490,588	12.6%
Non-EJ Areas	\$281,057,66	30.3%
Areawide Transit Projects	\$169,249,30	50.4%

*Excluded from Analysis	\$5,813,353	1.0%
<b>TIP Value</b>	<b>\$557,845,71</b>	<b>100%</b>

**\*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.



WATS does not anticipate the TIP amendments will have a disproportionately negative impact on EJ areas.

A map of 2020-2023 TIP projects in environmental justice areas is available at <http://www.miwats.org/tip>.

**Opportunity Evaluation**

WATS’ opportunity evaluation uses GIS overlay analysis to measure TIP investment within areas of low mobility. To identify areas of low mobility, WATS uses Census tracts with a score of low or very low on the [county’s Opportunity Index](#).

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*

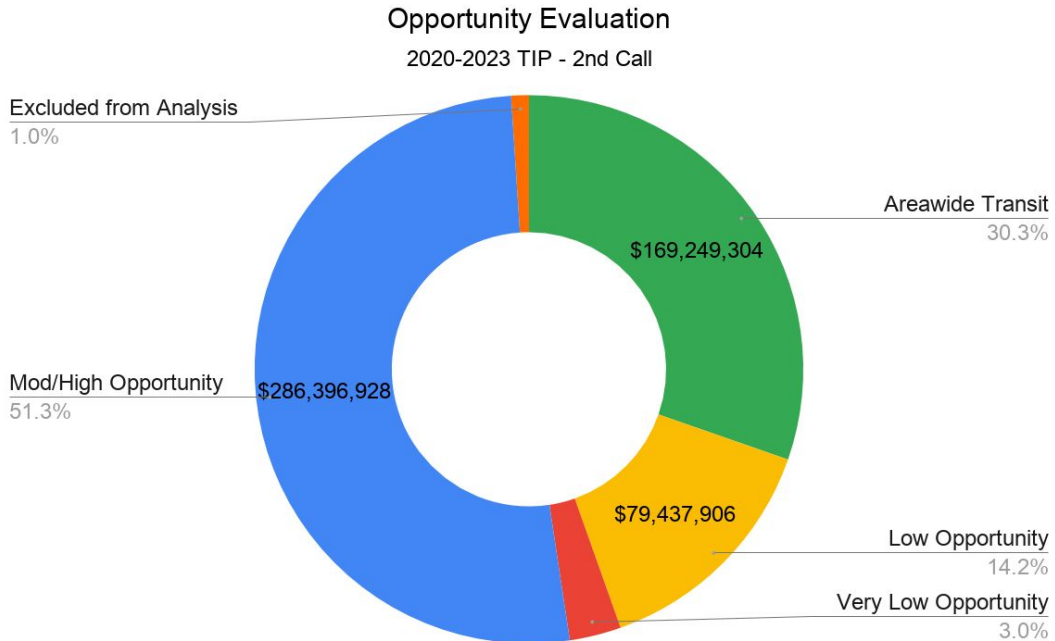
Transit projects are considered to be an additional benefit to low opportunity areas by improving access and mobility. Transit investments are included in the opportunity evaluation analysis, but are not mapped.

**Opportunity Evaluation  
2020-2023 TIP**

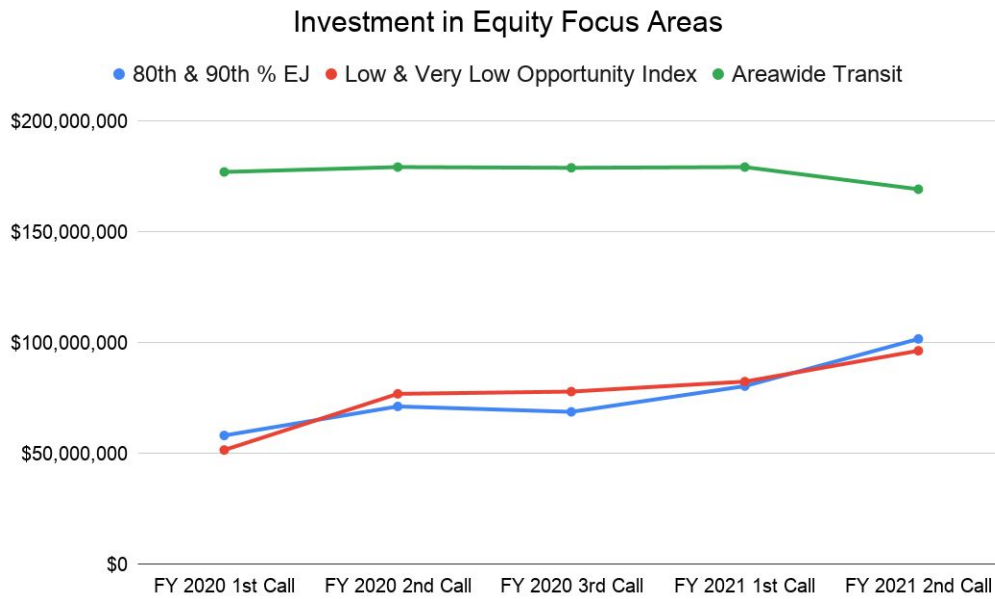
	<b>Total Investment</b>	<b>Percent of TIP</b>
Low Opportunity Areas	\$79,437,906	14.2%
Very Low Opportunity Areas	\$16,948,22	3.0%
Moderate / High Opportunity Areas	\$286,396,928	51.3%
Areawide Transit Projects	\$169,249,304	30.3%
*Excluded from Analysis	\$5,813,35	1.0%
<b>TIP Value</b>	<b>\$557,845,71</b>	<b>100%</b>

**\*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.



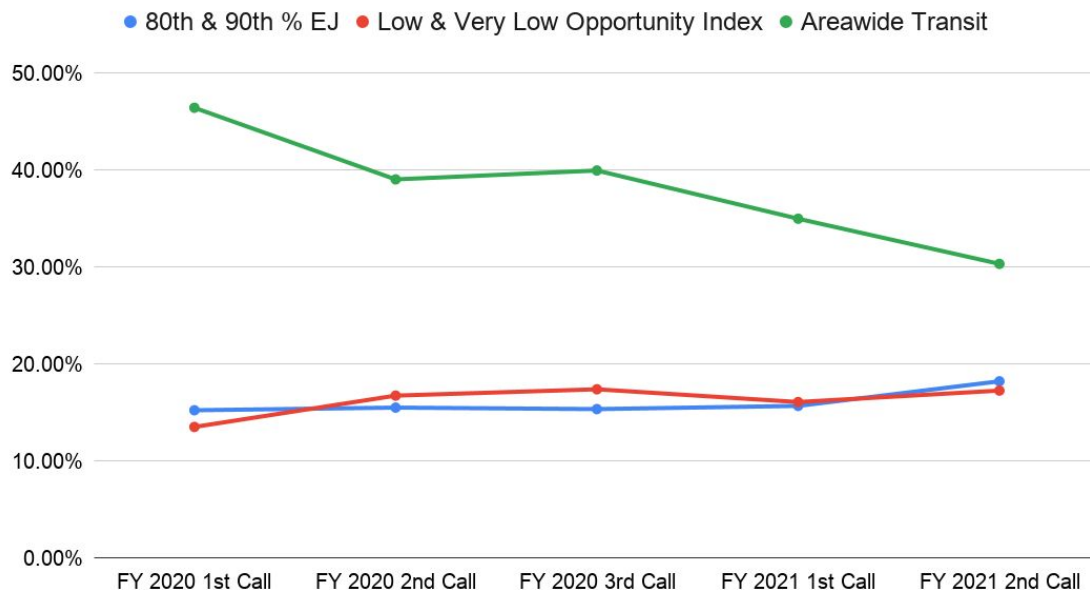
The opportunity evaluation is provided as information during each TIP amendment.



#### **Tracking TIP Investment in Equity Areas**

By monitoring investment in EJ and low opportunity areas, WATS Committees can evaluate if enough investment is being made to balance environmental benefits and burdens and to disrupt the effects of historic injustice. Throughout the course of 2020-2023 TIP amendments and modifications, investment in equity areas has approximately doubled, from \$58M to \$101M for EJ areas and from \$51M to \$96M for low opportunity areas. The percent of the total TIP value for these areas has also increased from 15% to 18% for EJ areas and from 13% to 17% for low opportunity areas. Investment in transit projects has remained relatively flat as the TIP has increased in value.

### Investment in Equity Focus Areas as % of Total TIP



**Action**

The Technical Committee recommends that the Policy Committee approve the 2nd call for TIP amendments.

## 2nd Call FY 2021 TIP Amendments March 2021

WATS 2020-2023 TIP Modifications [www.miwats.org/tip/](http://www.miwats.org/tip/)

Comments	Fiscal Year	Job Type	Job#	Project Name	Responsible Agency	Limits	Length	Primary Work Type	Project Description	AC/ACC	ACC Year (s)	Phase	Fed Estimated Amount	State Estimated Amount	Local Estimated Amount	Total Estimated Amount	Fund Source	Total Job Cost
Add funds from 205629; Add additional segment with joint repair for Carpenter from Textile to US-12; increase local match and total job cost	2022	Local	205638	Carpenter Rd	Washtenaw County	Carpenter from N. Cloverlane to Ellsworth; Carpenter from Textile to US-12	0.951	Road Rehabilitation	Rehabilitate roadway			CON	\$372,000	\$0	\$98,604	\$470,604	NH	\$776,139.00
Add funds from 205629; Add additional segment with joint repair for Carpenter from Textile to US-12; increase local match and total job cost	2022	Local	205638	Carpenter Rd	Washtenaw County	Carpenter from N. Cloverlane to Ellsworth; Carpenter from Textile to US-12	0.951	Road Rehabilitation	Rehabilitate roadway			CON	\$236,246	\$0	\$69,289	\$305,535	STU	\$776,139.00
Adding to TIP	2022	Local	212359	Huron Parkway & Glazier Way CPM	Ann Arbor	Geddes Ave to Plymouth & Green to Earhart	2.4	Road Rehabilitation	Restore and Rehabilitate			CON	\$450,000	\$0	\$331,000	\$781,000	STU	\$781,000.00
Adding to TIP	2022	Local	211835	Pleasant Lake Rd	Washtenaw County	Pleasant Lake Rd from Schneider Rd to Parker Rd (n. jct), Washtenaw County	2.593	Traffic Safety	High Friction Surface Treatment, overhead flashing beacons, signing			CON	\$589,509	\$0	\$65,501	\$655,010	HRRR	\$655,010.00
Adding to TIP	2022	Local	211926	Dexter Pinckney Rd	Washtenaw County	Dexter Pinckney Rd from Island Lk Rd to the north County Line, Washtenaw Co	6.683	Traffic Safety	Centerline rumble, signing upgrades, signal modernization			CON	\$597,501	\$0	\$66,389	\$663,890	HSIP	\$730,279.00
Move funds to 205638 Carpenter Rd	2022	Local	205629	N Zeeb Rd	Washtenaw County	Countywide	0	Road Rehabilitation	Rehabilitate roadway			CON	\$173,438	\$0	\$57,812	\$231,250	STU	\$231,250.00
Readjusted cost to original amount	2022	Local	205615	Earhart Rd	Ann Arbor	Earhart Geddes to Greenhill	0.817	Road Rehabilitation	Street Resurfacing			CON	\$570,000	\$0	\$570,000	\$1,140,000	STU	\$1,304,410.00
Readjusted cost to original amount	2022	Local	205614	Platt Rd	Ann Arbor	Platt from Huron Parkway to Packard	0.515	Road Rehabilitation	Rehabilitate roadway			CON	\$650,000	\$0	\$2,500,000	\$3,150,000	STU	\$3,424,410.00
Updated project name, limits, & length	2022	Local	205612	Newport & Sunset Sidewalk Gaps	Ann Arbor	Newport (Sunset to Downup Cir.) & Sunset (Newport to Brooks)	0.655	Traffic Safety	Sidewalk Gaps	AC	2023	CON	\$300,000	\$0	\$300,000	\$600,000	STU	\$600,000.00
Updated project name, limits, & length; this will be an extension of Job#205612 to Advance Construct (so should it have the same job#?)	2023	Local	205612	Newport & Sunset Sidewalk Gaps	Ann Arbor	Newport (Sunset to Downup Cir.) & Sunset (Newport to Brooks)	0.655	Traffic Safety	Sidewalk Gaps	ACC		CON	\$300,000	\$0	\$300,000	\$600,000	STU	\$600,000.00
Corrected limits and added 500,000 to total project cost for watermain work	2023	Local	210417	S State St	Ann Arbor	S. University to Granger	0.745	Road Rehabilitation	Road Rehabilitation			CON	\$621,000	\$0	\$137,708	\$758,708	STU	\$758,708.00

# MEMORANDUM

To: Policy Committee  
From: Suzann Flowers  
Date: March 8, 2021  
Re: 2nd Call for FY 2021 TIP Modifications for the 2020-2023 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 2021 TIP administrative modifications along with a list for MDOT's administrative modifications for informational purposes. The comments field in the spreadsheets outlines the changes that were made to each project.

## **Action**

Review the attached modifications and send any questions to Suzann Flowers at [flowerss@miwats.org](mailto:flowerss@miwats.org).

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## 2nd Call FY 2021 TIP Modifications March 2021

WATS 2020-2023 TIP Modifications <a href="http://www.miwats.org/tip/">www.miwats.org/tip/</a>																		
Comments	Fiscal Year	Job Type	Job#	Project Name	Responsible Agency	Limits	Length	Primary Work Type	Project Description	AC / A / CC	ACC Year (s)	Phase	Fed Estimated Amount	State Estimated Amount	Local Estimated Amount	Total Estimated Amount	Fund Source	Total Job Cost
Decreased budget to shift to Sec. 5339 Facilities	2021	Multi-Modal	205878	Transit Capital	Ann Arbor Area Transportation Authority	Areawide	0	SP1206-Bus terminal facility improvements	Transit Capital 5307 Buses, Equip, Facilities, etc			NI	\$1,813,575	\$453,394	\$0	\$2,266,969	5307	\$3,193,969.00
Increased total budget by \$3,000	2021	Multi-Modal	205878	Transit Capital	Ann Arbor Area Transportation Authority	Areawide	0	SP1409-administrative vehicle	Transit Capital 5307 Buses, Equip, Facilities, etc			NI	\$84,800	\$21,200	\$0	\$106,000	5307	\$3,193,969.00
Removed Sec. 5307 bus scope	2021	Multi-Modal	205878	Transit Capital	Ann Arbor Area Transportation Authority	Areawide	0	SP1104-40 foot and greater replacement bus with or without lift	Transit Capital 5307 Buses, Equip, Facilities, etc			NI	\$0	\$0	\$0	\$0	5307	\$3,193,969.00
Removed Sec. 5339 bus scope	2021	Multi-Modal	205894	Transit Capital	Ann Arbor Area Transportation Authority	Areawide	0	SP1104-40 foot and greater replacement bus with or without lift	Transit Capital 5339 Bus Replacement and Facilities			NI	\$0	\$0	\$0	\$0	5339	\$1,233,031.00
Added Sec. 5339 Facilities scope	2021	Multi-Modal	205894	Transit Capital	Ann Arbor Area Transportation Authority	Areawide	0	SP1206-Bus terminal facility improvements	Transit Capital 5339 Bus Replacement and Facilities			NI	\$986,425	\$246,606	\$0	\$1,233,031	5339	\$1,233,031.00
Continuation of Expansion on New Freedom MM	2022	Multi-Modal	208453	Transit Capital	People's Express	Areawide	0	6470-New Freedom Projects	Transit Capital FY22 5310- New Freedom			NI	\$32,340	\$8,085	\$0	\$40,425	5310	\$40,425.00
Continuation of Expansion on New Freedom	2022	Multi-Modal	208455	Transit Operating	People's Express	Areawide	0	6470-New Freedom Projects	Transit Operating FY22 5310 New Freedom Operating			NI	\$75,961	\$0	\$75,961	\$151,922	5310	\$151,922.00
Continuation of Expansion on New Freedom MM	2023	Multi-Modal	208456	Transit Capital	People's Express	Areawide	0	6470-New Freedom Projects	Transit Capital FY23 5310 New Freedom			NI	\$32,340	\$8,085	\$0	\$40,425	5310	\$40,425.00
Continuation of Expansion on New Freedom	2023	Multi-Modal	208457	Transit Operating	People's Express	Areawide	0	6470-New Freedom Projects	Transit Operating FY23 5310 New Freedom Operating			NI	\$75,961	\$0	\$75,961	\$151,922	5310	\$151,922.00
added local share	2023	Local	208628	Packard St	Ann Arbor	Communication Expansion and System Improvement for Arterial Traffic Operati	6.339	ITS Applications	Communication Expansion and System Improvement for Arterial Traffic Operati			CON	\$1,391,381	\$0	\$120,000	\$1,511,381	CPMG	\$1,391,381.00

# MEMORANDUM

To: Policy Committee  
From: Ryan Buck and Suzann Flowers  
Date: March 8, 2021  
Re: Additional Funding and Guidance Request

## **Background**

In February, the State of Michigan received notices regarding two types of funding, Highway Infrastructure Program (HIP) and Highway Infrastructure Program Covid (HIP-COVID). The two programs have different eligibility requirements which are detailed in the attachment following this memo. For Washtenaw County these two funding sources will add approximately \$2.5 million dollars of federal funding, the majority of which does not require local match. This funding must be obligated by the end of federal fiscal year 2024.

Generally, federal funding is authorized in long-term bills which provide a relatively stable forecast of anticipated revenues. Working with SEMCOG, MDOT, FHWA, and FTA, WATS programs various funding programs based on eligible agency and project type using the policies and strategies included in the Long Range Plan and the Transportation Improvement Program prioritization process.

While additional funding is not unprecedented, revenue changes from year to year are generally minor and are handled through small changes to projects, and occasionally the acceleration or delay of a project or projects. With such a significant influx of unanticipated funding, staff is requesting guidance from the Policy Committee.

While not an exhaustive list, here are some options to consider and help facilitate conversation:

- 1. Put out a new call for projects (including previously submitted unfunded projects)**
- 2. Allocate to eligible agencies based on population and/or other factor such as road miles**
- 3. Wait and include the additional funding in the revenue forecasts as part of the development of the FY 2023-2026 TIP (Process commencing late spring 2021)**

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**4. Use additional funding as needed to fully fund, and potentially enhance the existing FY 2021 and FY 2022 programs and allocate the remaining as part of the FY 2023-2026 TIP development**

Regardless of the way forward, WATS wants to remain as nimble as possible to allow the funding to be quickly obligated in the unlikely case that unprogrammed funds are threatened to be clawed back. We encourage local agencies to advance construct projects if possible.

Regardless of the direction the Policy Committee chooses, an important consideration is the 100% funding for the majority of the funding. Some regions are requiring either 10 or 20% local contribution. Another consideration is whether or not to put a hard cap of funding on projects. Southeast Michigan operates using pro-rata contracts, which allows for price increases outside the scope of the regional planning process. This provides significant flexibility but can come at the expense of individual agencies. This is a greater concern with the new HIP funds because the total target cannot be exceeded. If it is, it will come at the expense of other local projects. However, while this could impact an agency in the short term, the WATS process engages locals following such an occurrence to ensure future funding changes make the impacted agency whole.

In addition to guidance on the process, WATS staff request guidance on the following questions.

**Should the HIP funds require a local match?**

**Should contracts utilizing the new funding be capped?**

**How should we consider rural transit requests?**

**Action Requested**

Please review the options outlined in the memo as well as the specific program requirements in the attachments and come prepared to discuss.



## FY 2021 Highway Infrastructure Program (HIP) Fund Announcement

Revised February 16, 2021 (with updated list of eligible activities)

Michigan received notices of two separate HIP funds. These funds are split 75% for trunkline and 25% for local agencies.

Highway Infrastructure Program (HIP)	\$ 49,851,686
<u>Highway Infrastructure Program (HIP) COVID Relief</u>	<u>\$ 261,308,725</u>
<b>Total</b>	<b>\$ 311,160,411</b>

### Highway Infrastructure Program (HIP)

Total \$ 49,851,686

Federal notice: <https://www.fhwa.dot.gov/legisregs/directives/notices/n4510852/>

**Table 1: FY 2021 Highway Infrastructure Program (HIP) Funding Allocations for Trunkline and Local Programs**

FY 2021 HIP Program Funds	FHWA Program Codes	MDOT Fin Sys	Local Allocation	Trunkline Allocation	Total Allocation
HIP Any Area	Z918	HIP		\$ 7,663,446	\$ 7,663,446
HIP TMA	Z919	HIPU	\$ 5,263,605		\$ 5,263,605
HIP Small Urban/ Small MPO	Z920	HIPS	\$ 1,589,435		\$ 1,589,435
HIP Rural	Z921	HIPL	\$ 2,513,395		\$ 2,513,395
HIP Bridge	Z922	HIPB	\$ 3,096,487	\$ 29,725,318	\$ 32,821,805
<b>Total</b>			<b>\$ 12,462,922</b>	<b>\$ 37,388,764</b>	<b>\$ 49,851,686</b>
			25.00%	75.00%	

**Rural Program** funds totaling \$2,513,395 will be provided to the Local Bridge Program for rural bridges.

**Local Bridge** funds of \$3,096,487 are currently being held by MDOT to cover potential overages in the Bridge Bundle Pilot Program.

**Table 2: FY 2021 HIP Funding Allocations for Local Program – Transportation Management Areas (TMAs)**

FY 2021	
TMA's	Z919 (HIPU)
ANN ARBOR, Wash	\$ 290,008
DETROIT AREA	\$ 3,538,687
FLINT, Gen	\$ 337,577
GR. RAPIDS, Kent	\$ 540,111
LANS/E.LANS, Ing	\$ 297,125
SO. BEND, Ber	\$ 34,396
TOLEDO, Monr	\$ 26,972
Kalamazoo	\$ 198,729
<b>Total</b>	<b>\$ 5,263,605</b>

The funds listed to the left are being allocated directly to TMAs for local project selection through their metropolitan planning process. Projects should be programmed for eligible activities using the HIPU fin sys code in the HIP template for their TMA area.

**Table 3: FY 2021 HIP Funding Allocations for Local Program – Small Metropolitan Planning Organizations (MPOs) and Small Urban Program**

<b>SMALL MPO PROGRAM:</b>	<b>Z920 (HIPS)</b>
	<b>Urbanized Area</b>
	<b>Population 2010-Census</b>
	<b>Share of</b>
	<b>50,000 to 200,000</b>
BATTLE CREEK, Calh	\$ 74,321
BAY CITY, Bay	\$ 66,919
BENT. HARBOR, Ber	\$ 57,853
ELKHART, IN	\$ 853
HOLLAND, Alle/Otta	\$ 94,750
JACKSON, Jac	\$ 85,380
MICHIGAN CITY, IN	\$ 564
MIDLAND	\$ 55,949
MONROE,	\$ 48,579
MUSKEGON, Musk	\$ 152,903
PT. HURON, St.Cl	\$ 82,582
SAGINAW, Sag	\$ 119,707
SOUTH LYON-Howe	\$ 113,302
<b>TOTAL Sm MPO</b>	<b>\$ 953,661</b>
<b>Small Urban</b>	<b>\$ 635,774</b>
<b>Total</b>	<b>\$ 1,589,435</b>

**Small MPO Program** funds are being allocated to MPOs for local project selection through their metropolitan planning process. Projects should be programmed for eligible activities using the HIPS fin sys code in the HIP template for their MPO area.

**Small Urban Program** funds will be added to the Small Urban Program for urbanized areas with populations between 50,000 and 5,000.

**FY 2021 HIP General Information**

- Federal share is up to 81.85% with a 18.15% match requirement.
- These funds come with their own obligation authority and are not subject to any limitations on obligation.
- Projects must be obligated by September 30, 2024. MDOT recommends obligation as soon as possible.
- Eligible activities:
  1. Apportioned based on urbanized area for any of the following:
    - a. Surface Transportation Block Grant (STBG) program activities eligible under 23 USC 133 (b) see Appendix A (page 6) for the full list of items.
    - b. To provide necessary charging infrastructure along corridor-ready or corridor-pending alternative fuel corridors designated pursuant to 23 USC 151.
  2. Set aside of funding for bridge rehabilitation and reconstruction.
- Projects must be programmed in S/TIP.
- Disadvantaged Business Enterprises (DBE) Program Section 1101 of FAST Act applies to this funding.

## Highway Infrastructure Program (HIP) COVID Relief

Total \$ 261,308,725

<https://www.fhwa.dot.gov/legregs/directives/notices/n4510851/>

**Table 4: FY 2021 HIP COVID Relief Funding Allocations for Trunkline and Local Programs**

FY 2021 HIP COVID Relief Program Funds	FHWA Program Codes	MDOT Fin Sys	Local Allocation	Trunkline Allocation	Total Allocation
HIP COVID Relief Any Area	Z970/ Z971	HIP	\$ 29,333,963	\$ 195,981,544	\$ 225,315,507
HIP COVID Relief TMA Areas	Z972/ Z973	HIPU	\$ 35,993,218	\$ -	\$ 35,993,218
<b>Total</b>			<b>\$ 65,327,181</b>	<b>\$ 195,981,544</b>	<b>\$ 261,308,725</b>
			25.00%	75.00%	

**Table 5: FY 2021 HIP COVID Relief Funding Allocations for Local Program – Transportation Management Areas (TMAs)**

FY 2021 HIP COVID Relief	
TMA's	Z972 (HIPU)
ANN ARBOR, Wash	\$ 1,983,113
DETROIT AREA	\$ 24,198,005
FLINT, Gen	\$ 2,308,398
GR. RAPIDS, Kent	\$ 3,693,347
LANS/E.LANS, Ing	\$ 2,031,780
SO. BEND, Ber	\$ 235,202
TOLEDO, Monr	\$ 184,436
Kalamazoo	\$ 1,358,937
<b>Total</b>	<b>\$ 35,993,218</b>

The funds listed to the left are being allocated directly to TMAs for local project selection through their metropolitan planning process. Projects should be programmed for eligible activities using the HIPU fin sys code in the HIP template for their TMA area. If the TMA chooses to use the funds for activities listed in eligible activities #2 (page 6), then the MPO needs to contact their MDOT MPO Program Manager on or before June 1, 2021 to discuss how to program the funds.

**Table 6: FY 2021 HIP COVID Relief Funding Allocations for Local Program – Small Metropolitan Planning Organizations (MPOs) and Small Urban Program**

<b>SMALL MPO PROGRAM:</b>	<b>Z970 (HIP)</b>
<b>FY 2021 HIP COVID Relief</b>	<b>Urbanized Area</b>
	<b>Population 2010-Census</b>
	<b>Share of</b>
	<b><u>50,000 to 200,000</u></b>
BATTLE CREEK, Calh	\$ 531,329
BAY CITY, Bay	\$ 478,409
BENT. HARBOR, Ber	\$ 413,593
ELKHART, IN	\$ 6,100
HOLLAND, Alle/Otta	\$ 677,377
JACKSON, Jac	\$ 610,385
MICHIGAN CITY, IN	\$ 4,033
MIDLAND	\$ 399,983
MONROE,	\$ 347,293
MUSKEGON, Musk	\$ 1,093,118
PT. HURON, St.Cl	\$ 590,384
SAGINAW, Sag	\$ 855,795
SOUTH LYON-Howe	\$ 810,004
<b>TOTAL Sm MPO</b>	<b>\$ 6,817,802</b>
<b>Small Urban</b>	<b>\$ 4,547,433</b>
<b>Total</b>	<b>\$ 11,365,235</b>

**Small MPO Program** funds listed to the left are being allocated directly to MPOs for local project selection through their metropolitan planning process. Projects should be programmed for eligible activities using the HIP fin sys code in the HIP template for their MPO area. If the MPO chooses to use the funds for activities listed in eligible activities #2 (page 6), then the MPO needs to contact their MDOT MPO Program Manager on or before June 1, 2021 to discuss how to program the funds.

**Small Urban Program** funds will be added to the Small Urban Program for urbanized areas with populations between 50,000 and 5,000.

**Table 7: FY 2021 HIP COVID Relief Funding Allocations for Local Program – Rural Task Force (RTF)**

FY 2021 HIP COVID Relief			2/11/2021		
RURAL TASK FORCE					
2970 (HIP)					
<b>RTF 1</b>	Livingston	\$ 298,635	<b>RTF 9</b>	Alcona	\$ 164,461
	Monroe	\$ 285,508		Alpena	\$ 155,296
	St.Clair	\$ 357,112		Cheboygan	\$ 232,754
	Washtenaw	\$ 308,033		Crawford	\$ 148,745
	<b>RTF 1 Total</b>	<b>\$ 1,249,288</b>		Montmorency	\$ 141,737
	Hillsdale	\$ 251,371		Oscoda	\$ 147,945
	Jackson	\$ 357,866		Otsego	\$ 161,070
	Lenawee	\$ 340,593		Presque Isle	\$ 170,068
<b>RTF 2</b>	<b>RTF 2 Total</b>	<b>\$ 949,830</b>		<b>RTF 9 Total</b>	<b>\$ 1,322,076</b>
	Barry	\$ 271,772	<b>RTF 10A</b>	Antrim	\$ 189,791
	Branch	\$ 212,839		Charlevoix	\$ 155,655
	Calhoun	\$ 281,471		Emmet	\$ 184,124
<b>RTF 3</b>	Kalamazoo	\$ 238,691		Kalkaska	\$ 173,063
	St.Joseph	\$ 225,153	<b>RTF 10A</b>	<b>\$ 702,633</b>	
	<b>RTF 3 Total</b>	<b>\$ 1,229,926</b>	<b>RTF 10B</b>	Manistee	\$ 184,649
	Berrien	\$ 282,220		Missaukee	\$ 174,681
	Cass	\$ 231,246		Wexford	\$ 200,281
	Van Buren	\$ 314,083	<b>RTF 10B Total</b>	<b>\$ 559,611</b>	
<b>RTF 4</b>	<b>RTF 4 Total</b>	<b>\$ 827,549</b>	<b>RTF 10C</b>	Benzie	\$ 135,265
	Lapeer	\$ 359,121		Grand Traverse	\$ 228,402
	Shiawassee	\$ 251,542		Leelanau	\$ 138,635
<b>RTF 5</b>	<b>RTF 5 Total</b>	<b>\$ 610,663</b>	<b>RTF 10C Total</b>	<b>\$ 502,302</b>	
	Clinton	\$ 253,825	<b>RTF 11</b>	Chippewa	\$ 331,043
	Eaton	\$ 250,030		Luce	\$ 142,910
	Ingham	\$ 228,963		Mackinac	\$ 191,980
<b>RTF 6</b>	<b>RTF 6 Total</b>	<b>\$ 732,818</b>	<b>RTF 11 Total</b>	<b>\$ 665,933</b>	
	Huron	\$ 307,967	<b>RTF 12A</b>	Alger	\$ 161,223
	Sanilac	\$ 361,437		Marquette	\$ 377,838
	Tuscola	\$ 350,546		Schoolcraft	\$ 181,244
<b>RTF 7A</b>	<b>RTF 7A Total</b>	<b>\$ 1,019,950</b>	<b>RTF 12A Total</b>	<b>\$ 720,305</b>	
	Bay	\$ 203,182	<b>RTF 12B</b>	Delta	\$ 243,005
	Gratiot	\$ 228,056		Dickinson	\$ 147,153
	Saginaw	\$ 372,056		Menominee	\$ 251,188
<b>RTF 7B</b>	<b>RTF 7B Total</b>	<b>\$ 803,294</b>	<b>RTF 12B Total</b>	<b>\$ 641,346</b>	
	Clare	\$ 203,651	<b>RTF 13A</b>	Baraga	\$ 166,047
	Gladwin	\$ 191,035		Houghton	\$ 210,635
	Isabella	\$ 243,079		Keweenaw	\$ 81,499
<b>RTF 7C</b>	Midland	\$ 212,909	<b>RTF 13A Total</b>	<b>\$ 458,181</b>	
	<b>RTF 7C Total</b>	<b>\$ 850,674</b>	<b>RTF 13B</b>	Gogebic	\$ 203,096
	Arenac	\$ 136,836		Iron	\$ 206,318
	Iosco	\$ 163,038		Ontonagon	\$ 215,035
	Ogemaw	\$ 191,537	<b>RTF 13B Total</b>	<b>\$ 624,449</b>	
<b>RTF 7D</b>	Roscommon	\$ 160,804	<b>RTF 14</b>	Lake	\$ 177,181
	<b>RTF 7D Total</b>	<b>\$ 652,215</b>		Mason	\$ 178,813
	Mecosta	\$ 228,611		Muskegon	\$ 221,348
	Montcalm	\$ 346,675		Newaygo	\$ 321,842
	Osceola	\$ 204,041		Oceana	\$ 215,289
<b>RTF 8A</b>	<b>RTF 8A Total</b>	<b>\$ 779,327</b>	<b>RTF 14 Total</b>	<b>\$ 1,114,473</b>	
	Allegan	\$ 427,174	<b>Rural Total</b>		
	Ionia	\$ 252,055			\$ 17,968,728
	Ottawa	\$ 272,656			
<b>RTF 8B</b>	<b>RTF 8B Total</b>	<b>\$ 951,885</b>			

The funds listed to the left are being allocated directly to RTFs for local project selection through their rural planning process. Projects should be programmed for eligible activities using the HIP fin sys code in the template HIP Rural. If the RTF chooses to use the funds for activities listed in eligible activities #2 (page 6), then the RTF needs to contact the MDOT RTF Coordinator on or before June 1, 2021 to discuss how to program the funds.

## FY 2021 HIP COVID Relief General Information

- Must be obligated by September 30, 2024. MDOT recommends obligation as soon as possible.
- These funds come with their own obligation authority and are not subject to any limitations on obligation.
- Federal share is 100% payable. No match required.
- Eligible activities:
  1. Surface Transportation Block Grant (STBG) program activities eligible under 23 USC 133 (b) see Appendix A (page 6) for the full list of items.
  2. **Special eligibilities:** costs related to preventative maintenance, routine maintenance, operations, personnel, including salaries of employees (including those employees who have been placed on administrative leave) or contractors, debt service payments, availability payments, and coverage for other revenue losses. Contact your MDOT representative or coordinator if you intend to utilize the funds in this way.
- TMA funds must be used in the TMA area they are assigned to.
- Must be programmed in S/TIP.
- Disadvantaged Business Enterprises (DBE) Program Section 1101 of FAST Act applies to this funding.
- FHWA Program Codes are listed below. If a special eligibility is intended to be used, please contact MDOT to discuss how to program the project.
  1. Z970 (parent) HIP COVID Supplemental – any area (regular STBG activities)
  2. Z971 (child) HIP COVID Supplemental special eligibilities– any area
  3. Z972 (parent) HIP COVID Supplemental – TMA areas (regular STBG activities)
  4. Z973 (child) HIP COVID Supplemental special eligibilities– TMA areas

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### Appendix A: Eligible Activities under Surface Transportation Block Grant (STBG) program 23 USC 133

(b) source: <https://www.law.cornell.edu/uscode/text/23/133>

#### (1) Construction of—

- (A) highways, bridges, tunnels, including designated routes of the Appalachian development highway system and local access roads under section 14501 of title 40;
- (B) ferry boats and terminal facilities eligible for funding under section 129(c);
- (C) transit capital projects eligible for assistance under chapter 53 of title 49;
- (D) infrastructure-based intelligent transportation systems capital improvements, including the installation of vehicle-to-infrastructure communication equipment;
- (E) truck parking facilities eligible for funding under section 1401 of MAP–21 (23 U.S.C. 137 note); and
- (F) border infrastructure projects eligible for funding under section 1303 of SAFETEA–LU (23 U.S.C. 101 note).

- (2) [Operational improvements](#) and capital and [operating costs for traffic monitoring, management, and control](#) facilities and programs.
- (3) Environmental measures eligible under sections 119(g), 328, and 329 and transportation control measures listed in section 108(f)(1)(A) (other than clause (xvi) of that section) of the [Clean Air Act \(42 U.S.C. 7408\(f\)\(1\)\(A\)\)](#).
- (4) [Highway](#) and transit safety infrastructure improvements and programs, including railway-[highway](#) grade crossings.
- (5) Fringe and corridor parking facilities and programs in accordance with section 137 and [carpool projects](#) in accordance with section 146.
- (6) Recreational trails [projects](#) eligible for funding under section 206, pedestrian and bicycle [projects](#) in accordance with [section 217](#) (including modifications to comply with accessibility requirements under the [Americans with Disabilities Act of 1990 \(42 U.S.C. 12101 et seq.\)](#)), and the safe routes to school program under section 1404 of SAFETEA-LU ([23 U.S.C. 402](#) note).
- (7) Planning, design, or [construction](#) of boulevards and other roadways largely in the right-of-way of former [Interstate System](#) routes or other divided [highways](#).
- (8) Development and implementation of a [State asset management](#) plan for the [National Highway System](#) and a performance-based management program for other [public roads](#).
- (9) Protection (including painting, scour countermeasures, seismic retrofits, impact protection measures, security countermeasures, and protection against extreme events) for bridges (including approaches to bridges and other elevated structures) and tunnels on [public roads](#), and inspection and evaluation of bridges and tunnels and other [highway](#) assets.
- (10) Surface transportation planning programs, [highway](#) and transit research and development and technology transfer programs, and workforce development, training, and education under [chapter 5 of this title](#).
- (11) Surface transportation infrastructure modifications to facilitate direct intermodal interchange, transfer, and access into and out of a port terminal.
- (12) [Projects](#) and strategies designed to support congestion pricing, including electronic toll collection and travel demand management strategies and programs.
- (13) At the request of a [State](#), and upon Secretarial approval of credit assistance under chapter 6, subsidy and administrative costs necessary to provide an [eligible entity](#) Federal credit assistance under chapter 6 with respect to a [project](#) eligible for assistance under this section.
- (14) The creation and operation by a [State](#) of an office to assist in the design, implementation, and oversight of public-private partnerships eligible to receive funding under this title and chapter 53 of title 49, and the payment of a stipend to unsuccessful private bidders to offset their proposal development costs, if necessary to encourage robust competition in public-private partnership procurements.
- (15) Any type of [project](#) eligible under this section as in effect on the day before the date of enactment of the FAST Act, including [projects](#) described under [section 101\(a\)\(29\)](#) as in effect on such day.

# MEMORANDUM

To: Technical Committee  
From: Emily Lake  
Date: March 10, 2021  
Re: 2019 Traffic Crash Report for Washtenaw County

## **Background**

The WATS traffic crash report is updated annually to include information on traffic crashes, fatalities, and serious injuries for communities in Washtenaw County. The report is provided as information to help guide transportation improvement decisions and policy. The 2019 report has been modified to include 5-year crash trends for fatal and serious injury crashes, and evaluates five new crash factors including: lane departure crashes, intersections crashes, speeding related crashes, and crashes with young and older drivers.

The 2019 Traffic Crash Report is available for review [here](#).

## Key Traffic Crash Observations:

- There were 11,353 total reported crashes in 2019, up 3% from 2018. While the number of crashes increased, the severe crash rate decreased 3% from 4.05 in 2018 to 3.92 in 2019.
- There were 24 fatal crashes and 115 serious injury crashes in 2019.
- There were 114 crashes involving pedestrians, up 2.6% from 2018. The majority (64%) of crashes involving pedestrians were injury crashes, and 14% were fatal or serious injury crashes.
- There were 87 crashes involving bicyclists, up 11% from 2018. The majority (69%) of crashes involving bicyclists were injury crashes, and 8% were serious injury crashes.
- Lane departures were involved in 12 fatal crashes, or 50% of all fatal traffic crashes.

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### POLICY COMMITTEE MEMBERS

City of Ann Arbor • Ann Arbor DDA • Ann Arbor Township • City of Chelsea • City 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 • The Ride  
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



Additional Resources:

- All data for the crash report is obtained from the Michigan Traffic Crash Facts reporting tool. The data query tool is available at <https://www.michigantrafficcrashfacts.org>.
- SEMCOG also maintains a searchable map and database of crashes in Southeastern Michigan at <http://www.semco.org/Safety.aspx>.

**Action**

Review the attached crash report and send any questions or comments to Emily Lake at [lakee@miwats.org](mailto:lakee@miwats.org).