
NOTICE OF MEETING

POLICY COMMITTEE

DATE: Mar 16, 2022

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 – October 20, 2021 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 2022 TIP Amendments for 2020-2023 TIP - Action
 - B. 2nd Call FY 2022 TIP Modifications for 2020-2023 TIP - Information
 - C. Federal Aid Committee - Urban, 2024-2026 Program - Action
 - D. Federal Aid Committee - Rural, 2024-2026 Program - Action
 - E. 2023-2026 Federal Funds Target Increase Strategy - Action
 - F. CMAQ Prioritization - Action
 - G. 2022 MDOT Safety Targets Performance Measure - Action
 - H. All-Season Road Network Reaffirmation - Action
9. Adjournment

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

Minutes of Meeting

POLICY COMMITTEE

DATE: October 20, 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 Ypsilanti – Jennifer Symanns
Dexter Township - Karen Sikkenga
MDOT Region - Mike Davis (for Kari Martin)
Pittsfield Township – Mandy Grewal
TheRide – Matt Carpenter
University of Michigan – Henry Baier
Washtenaw County Road Commission – Sheryl Siddall (for Doug Fuller)

Members Absent: City of Ann Arbor DDA – Vacant
City of Chelsea – Charles Wisely
City of Dexter – Shawn Keough
City of Milan - Dominic Hamden
Northfield Township - Ken Dignan
Scio Township - Jane Vogel
Superior Township – Ken Schwartz
SWWCOG – Ron Miley
Ypsilanti Township – Brenda Stumbo

Others Present: WATS - Ryan Buck, Nick Sapkiewicz, Suzann Flowers, Emily Lake
MDOT - Max Gierman

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Dexter Township • Eastern Michigan University • Michigan Department of Transportation • City of Milan • Northfield Township •
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• Ex Officio: Federal Highway Administration • Southeast Michigan Council of Governments •

SEMCOG - Stephen Brudzinski
TheRide - Caitlin Conway, Dina Reed, Bryan Smith, Scott Robinson
Public - Jim Mogensen
WAVE - Julia Roberts

1. Call to Order/Introductions

Chair Marl called the meeting to order at 9:35am. Introductions were made.

2. Approval of Agenda

Ms. Grewal made a motion to approve the meeting agenda, Mr. Greden supported the motion, motion approved.

3. Approval of Minutes

Mr. Carpenter made a motion to approve the August 18, 2021 minutes, supported by Mr. Morgan, motion approved.

4. Public Participation

Mr. Mogensen noted that the Equity analysis groups transit as a whole, and this may make it difficult to prioritize transit capital investments such as PEX electric buses or the Ypsilanti transit center. TheRide's new Gold Ride service is not sustainable for seniors with \$20 fares. Mr. Mogensen asked for a reimagining of how that service may happen at a more affordable cost.

5. Communications and Announcements

Mr. Buck provided the following updates:

- Dues letters have gone out. Contact Mr. Buck if you have any questions regarding your status.
- The 2020 Annual Report and Listing of Obligated Projects is available on the WATS website.
- Minor updates have been made to the Public Participation Plan. The draft plan will go out for a 45-day public comment period before being formally presented to the Committee in December or January.
- The 2023-2026 TIP development is underway. All project applications have been received and are scored. There will be a public meeting tomorrow, October 21 with presentations at 6pm and 6:30pm to discuss the process. WATS staff will be attending the Ypsilanti and Ann Arbor farmers market with pop-up information booths. Posters have also been placed in buses and libraries throughout the county with a map of projects being considered and comment boxes.
- The asset management collection is nearly complete, with the exception of the state trunkline system. Unfortunately MDOT was unable to participate this year, but staff from the Kalamazoo Area Transportation Study are helping WATS staff complete the data collection so that 100% of the federal aid network will be collected for 2021.
- Route Ypsilanti tactical urbanism has been fully implemented. The final public survey will close at the end of the month. Chelsea POP treatments are beginning to be installed.

Mr. Carpenter reported:

- TheRide has been engaging in a Long Range Planning process about the future of transit and will provide a presentation and full briefing of hypothetical scenarios at the next Committee meeting.

7. Old Business
There were none.

8. New Business

A. First Call FY-2022 LRP Amendments - Action

Ms. Flowers informed the Committee that People’s Express (PEX) has submitted a project to be added to the Long Range Transportation Plan (RLP) for FY 2030. The LRP amendment would be locally funded in the amount of \$3 million to add an indoor parking facility for PEX electric vehicles.

Ms. Briggs made a motion to approve the FY 2022 LRP amendments as presented, supported by Mr. Baier, motion approved.

B. First Call FY 2022 TIP Amendments - Action

Ms. Flowers provided a list of 10 amendments to the 2020-2023 TIP. Amendments include significant changes to cost, scope, project limits, new grant awards, etc. New investments in the 2020-2023 TIP total \$24.7 million, including several regionally significant projects.

Ms. Lake provided an overview of the Environmental Justice (EJ) and Opportunity Index review. Current investment in EJ areas is \$104M, or 17% of the total TIP value. Current investment in low and very low opportunity areas is \$52M, or 8% of the total TIP value.

Mr. Morgan noted that it would be helpful for WATS staff to include the percentage of area county-wide that is classified as low opportunity.

Ms. O’Connell made a motion to approve the first call FY 2022 TIP amendments as presented, supported by Ms. Symanns, motion approved.

C. First Call FY 2022 TIP Modifications - Information

Ms. Flowers provided a list of 13 minor modifications to the TIP for the FY 2022 first call. Modifications include minor cost changes, changes to scope and limits of projects, etc.

D. Director Review - Action

Mr. Greden provided information regarding the process for reviewing the director’s performance and assessing his compensation. Surveys and questions sent to Committee members, staff, and partners reflected very favorable feedback.

Based on Mr. Buck’s excellent job performance, the WATS Executive Committee recommends a 10 percent raise in base pay (2.5% per year since the previous evaluation was conducted in 2017) and a one time bonus of \$4,000. Compensation paid to directors at peer organizations were assessed and showed this amount to be on the low end of peer organizations.

The committee expressed concern with Mr. Buck's compensation being on the low end of peer organizations, and discussed the need to provide an additional compensation review within the next year.

Ms. Grewal made a motion to approve the recommendations as presented with an additional compensation review in June 2022, supported by Ms. Siddall, motion approved.

Mr. Buck thanked the Policy Committee for their action, the Executive Committee for their work during the review process, and WATS staff for their hard work.

E. Public Transit Agency Safety Plan (PTASP) - Action

Mr. Sapkiewicz provided information regarding TheRide's Public Transit Agency Safety Plan. The plan describes TheRide's safety policies, risk management, safety assurances, and safety promotion. Developed using FTA safety guidance, the plan identifies obtainable targets for fatalities and injuries.

The Technical Committee recommended adopting the plan with support of SEMCOG's regionally set targets. TheRide finds no conflicts with this since their targets are already lower than the regional numbers.

Mr. Morgan made a motion to acknowledge receipt of, accept, and adopt TheRide's Transit Safety Plan as part of the WATS 2045 Long Range Plan, with support of SEMCOG's regionally set targets, supported by Ms. Briggs, motion approved.

10. Adjournment

Chair Marl adjourned the meeting at 10:19 am.

NOTES of Non-Quorum Assembly

POLICY COMMITTEE

DATE: December 15, 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 Wisely
MDOT Region - Kari Martin
TheRide – Matt Carpenter
University of Michigan – Henry Baier
Washtenaw County Road Commission – Doug Fuller

Members Absent: City of Ann Arbor DDA – Vacant
City of Dexter – Shawn Keough
City of Milan - Dominic Hamden
City of Ypsilanti – Jennifer Symanns
Dexter Township - Karen Sikkenga
Northfield Township - Ken Dignan
Pittsfield Township – Mandy Grewal
Scio Township - Jane Vogel
Superior Township – Ken Schwartz
SWWCOG – Ron Miley
Ypsilanti Township – Brenda Stumbo

Others Present: WATS - Ryan Buck, Nick Sapkiewicz, Suzann Flowers, Emily Lake
MDOT - Mike Davis

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

WCRC - Matt MacDonell, Sheryl Solderholm Siddall
Public - Jim Mogensen

1. Call to Order/Introductions

Chair Marl called the meeting to order at 9:36am. A quorum was not present.

2. Approval of Agenda

This item was postponed until the subsequent meeting due to a lack of quorum.

3. Approval of Minutes

This item was postponed until the subsequent meeting due to a lack of quorum.

4. Public Participation

Mr. Mogensen thanked the WATS Committees for their work on funding the Huron/I-94 crossing. He noted that public participation can be difficult due to the technical nature of the Committee meetings and the many acronyms used in Transportation planning.

5. Communications and Announcements

Mr. Buck provided the following updates:

- WATS anticipates an update to funding targets in January based on the recently passed Infrastructure Investment and Jobs Act (IIJA).
- The WATS Public Participation Plan and Title VI Plan have been updated.
- Representative Peterson has put together a group of stakeholders to look at the potential of improving portions of Washtenaw Ave (east of Carpenter). Hopeful MDOT will receive funding to do preliminary environmental work for those improvements.
- WATS has an open call for five special interest seats on the WATS Technical Committee: Non-motorized, Senior, People with Disabilities, Freight, and Equity. Applications are due January 7th and then staff will make a recommendation to the Policy Chair to appoint those seats with approval from the Policy Committee.

6. Bills over \$500

This item was postponed until the subsequent meeting due to a lack of quorum.

7. New Business

A. FY 2023-2026 Federal Aid Program (Urban) - Action

This item was postponed until the subsequent meeting due to a lack of quorum. In the meantime, the draft list of urban projects will be released to the public.

B. FY 2023-2026 Federal Aid Program (Rural) - Action

This item was postponed until the subsequent meeting due to a lack of quorum. In the meantime, the draft list of rural projects will be released to the public.

C. FY 2024-2026 CMAQ Prioritization - Action

This item was postponed until the subsequent meeting due to a lack of quorum. In the meantime, the draft list of CMAQ projects will be released to the public.

D. Asset Management Data Update - Information

Ms. Lake provided the following update:

- In 2021, WATS partnered with the Washtenaw County Road Commission (WCRC) and the Kalamazoo Area Transportation Study (KATS) to collect PASER condition ratings on 100% of the Federal Aid network, or approximately 900 miles of roadways in Washtenaw County.
- The 2021 collection efforts revealed 30.8% of FA lane miles in Washtenaw County received a rating of Poor 1-4, 30.1% received Fair 5-7, and 39.1% received Good 8-10.
- The asset management dashboard on the WATS website has been updated with 2021 data including the number of road miles for each PASER rating by community, a countywide map with recommended treatments for each road segment, and summary profiles for each community.

8. Other New Business

Mr. Davis provided an update regarding the Huron/I-94 crossing project:

- Final design to be submitted in early January, for a March or April bid letting and April or May construction start date.
- The project is being submitted with a suite of other projects, including YCUA water main work and construction is expected to take a few years to complete.
- WATS Policy contributed HIPU funds to the project last year that has enabled MDOT to minimize the amount of local match required for the project.

Chair Marl reminded the Committee to make sure that an alternate representative is appointed to their agency for this board to ensure that a quorum is present.

Ms. Martin provided the following updates:

- Findings for the road safety audit for N. Main will be released December 16th.
- The M-14/Barton Dr Planning and Environmental Linkages study will begin in January to look at operational improvements.

9. Adjournment

Chair Marl adjourned the meeting at 9:57 am.

MEMORANDUM

To: Policy Committee
From: Nick Sapkiewicz
Date: March 9, 2022
Re: 2nd Call for FY 2022 TIP Amendments for 2020-2023 TIP

Background

WATS initiated the 2nd call for FY 2022 TIP amendments on October 2, 2021. Notice was placed on the WATS website and at 200 N. Main St. Ann Arbor, MI. Amendments were received from Ann Arbor, People's Express, TheRide, WCRC, and MDOT.

Significant changes in this TIP amendment include:

- Ann Arbor
 - FY 2022
 - JN 212359 - Huron Parkway and Glazier Way CPM - adding \$300,000 from new STPBG FY 2022 target increases
 - JN 205591 - Scio Church - adding \$158,746 from new STPBG FY 2022 target increases
 - JN 205614- Platt Rd - adding \$158,746 from new STPBG FY 2022 target increases
 - JN 205615 - Earhart Rd- adding \$158,746 from new STPBG FY 2022 target increases
 - FY 2023
 - JN 210417 - State St. added 300,000 from removal of AC/ACC Newport Rd project
- People's Express
 - FY 2022
 - JN 213387 - Bus purchase added \$38,525 of STUL funds from FY 2022 target increase

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- TheRide
 - FY 2022
 - JN 210487 - Pedestrian improvements at Washtenaw Ave. added \$39,825 of STPBG funds FY 2022 target increase

- Washtenaw County Road Commission
 - FY 2022
 - JN 205632 - North Territorial Rd roundabout project - added 204,358 STPBG rural funds and added 22,000 State D funds from new FY 2022 target increases
 - JN 213429 - Packard Rd - adjusted NHPP funds to account for reduction and added 47,000 of STPBG funds from new FY 2022 target increase
 - JN 205668 - Tuttle Hill Rd - added \$482,092 of STPBG funds FY 2022 target increase

- MDOT
 - FY 2023
 - JN 213473 - M-52 added CON phase for \$1,234,000

New investments total to 2020-2023 TIP= \$2,813,982

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 such as:

- Bodily impairment, infirmity, illness, or death
- Air, noise, and water pollution and soil contamination
- Destruction or disruption of man-made or natural resources
- Destruction or diminution of aesthetic values
- Destruction or disruption of community cohesion or a community's economic vitality
- Destruction or disruption of the availability of public and private facilities and services
- Vibration
- Adverse employment effects
- Displacement of persons, businesses, farms, or nonprofit organizations
- Increased traffic congestion, isolation, exclusion, or separation of minority or low-income individuals within a given community or from the broader community
- Denial of, reduction in, or significant delay in the receipt of, benefits of DOT programs, policies, or activities.

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: \$612,325,558.77.

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.

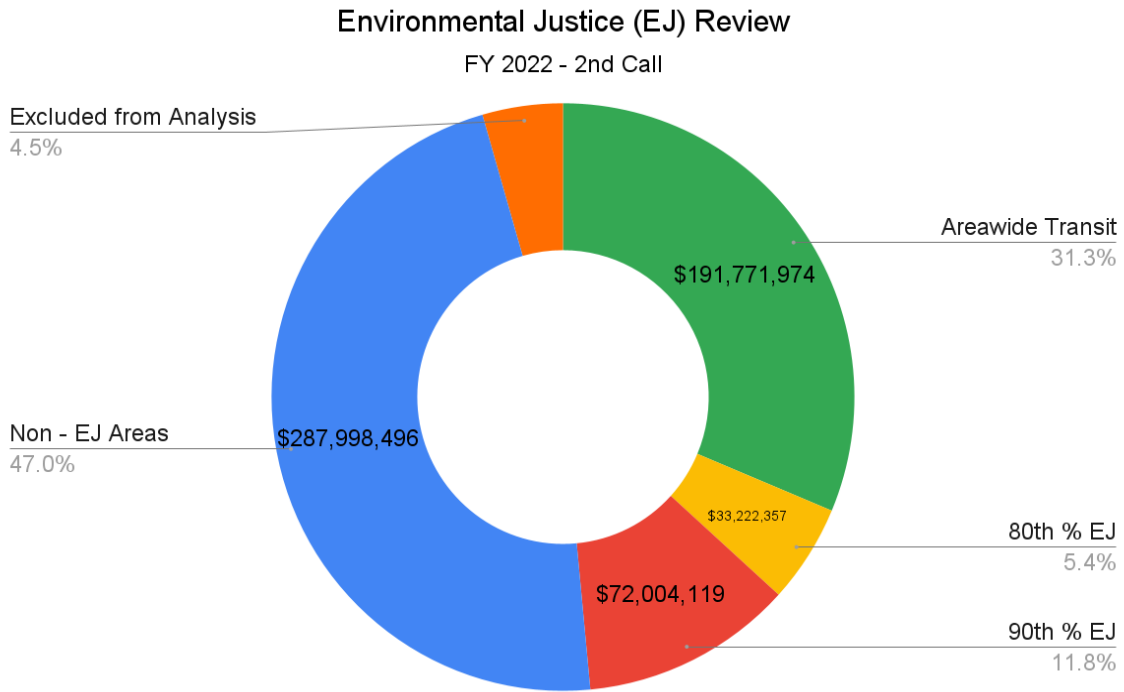
**Environmental Justice Review
FY 2022 2nd Call - 2020-2023 TIP**

	Total Investment	Percent of TIP
80th Percentile EJ Areas	\$33,222,357	5.4%
90th Percentile EJ Areas	\$72,004,119	11.8%
Non-EJ Areas	\$287,998,496	47%
Areawide Transit Projects	\$191,771,974	31.3%
*Excluded from Analysis	\$27,328,613	4.5%
TIP Value	\$612,325,559	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.



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 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.

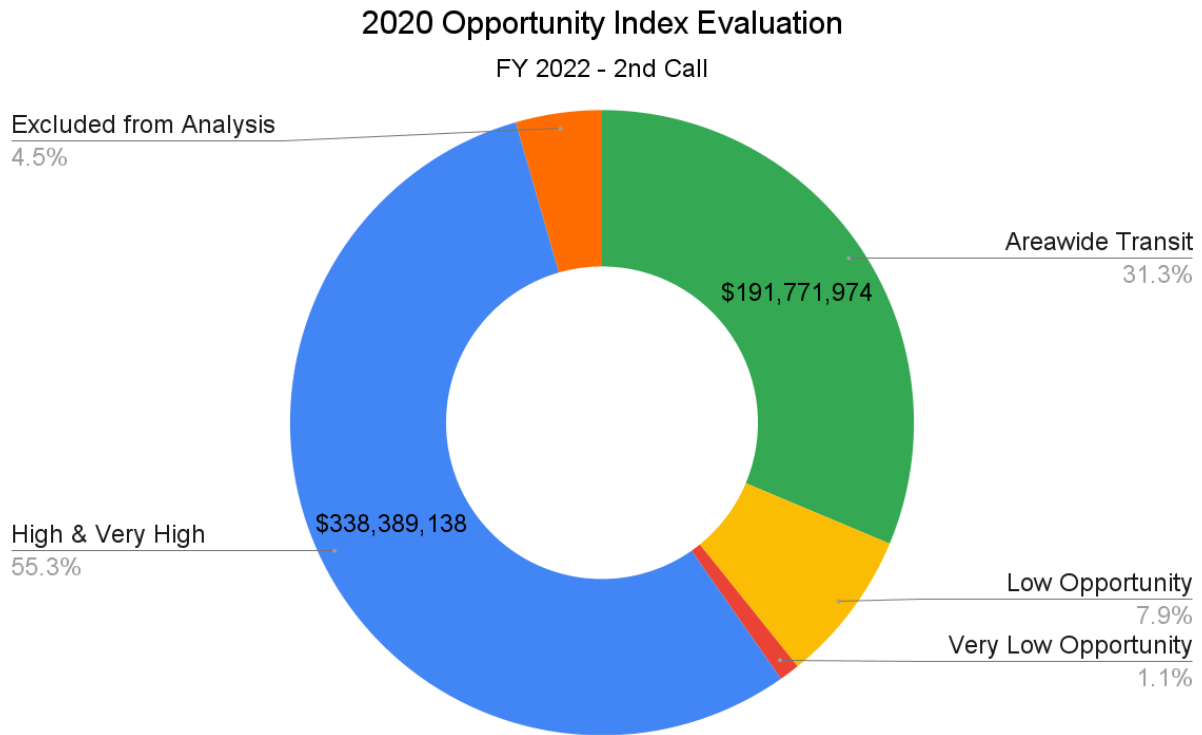
Opportunity Evaluation

FY 2022 2nd Call - 2020-2023 TIP

	Total Investment	Percent of TIP
Low Access to Opportunity	\$48,331,870	7.9%
Very Low Access to Opportunity	\$6,503,964	1.1%
High / Very High Access to Opportunity	\$338,389,138	55.2%
Areawide Transit Projects	\$191,771,974	31.3%
*Excluded from Analysis	\$27,328,613	4.5%
TIP Value	\$612,325,559	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.

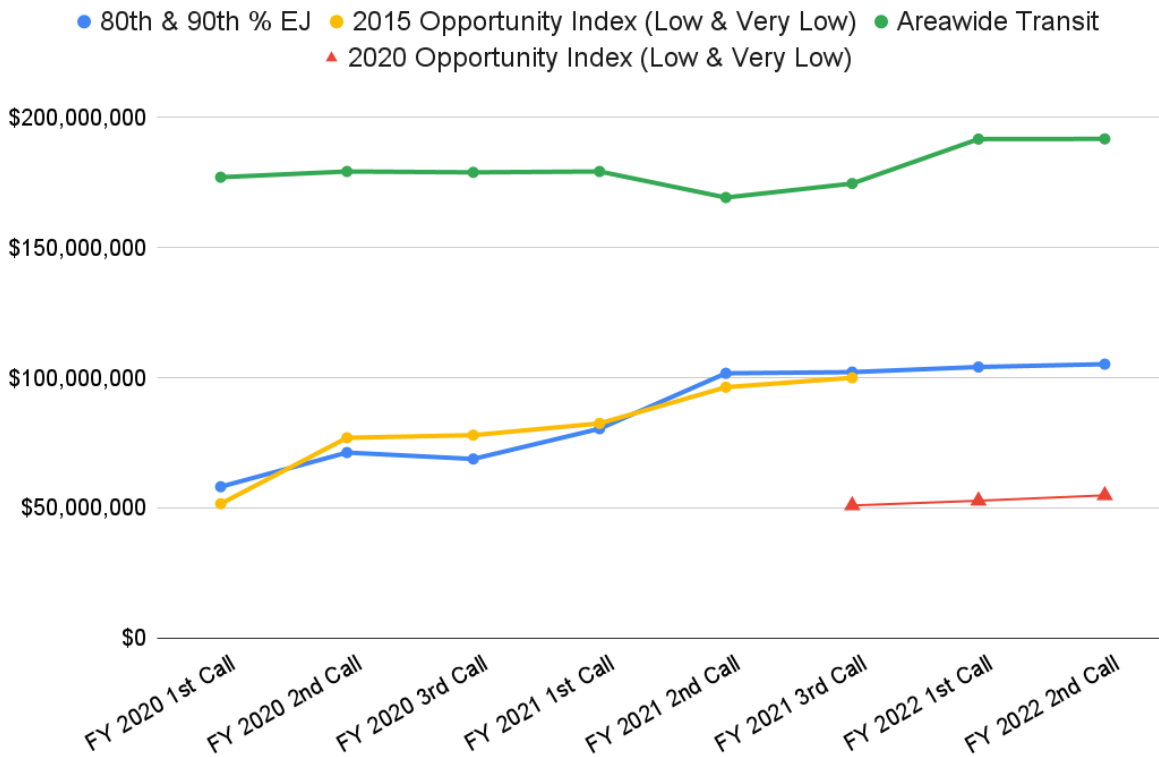


The opportunity evaluation is provided as information during each TIP amendment.

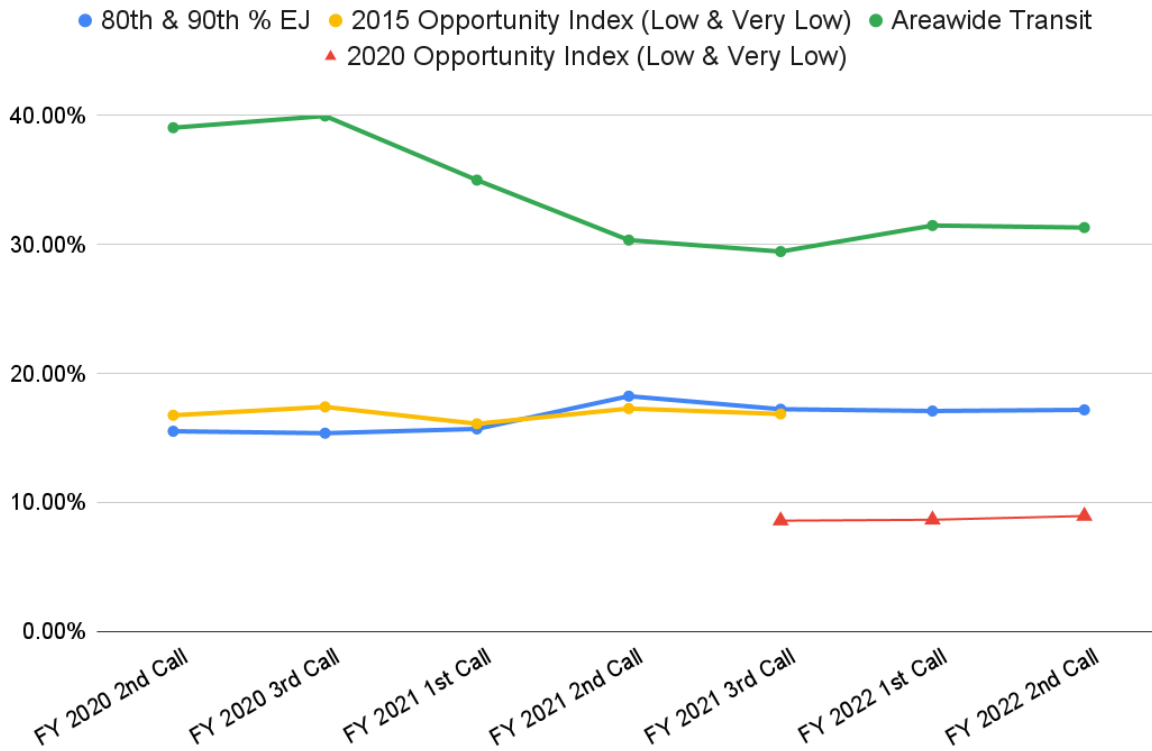
Tracking TIP Investment in Equity Areas

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, TIP investment has increased from approximately \$381M to \$612M. Investment in EJ areas has increased from approximately \$58M to \$105M, and the percent of the total TIP value for EJ areas has increased from 15% to 17%. The defined low and very low areas of opportunity changed with the release of the updated 2020 Opportunity Index in April 2021. Since then, investment in low and very low opportunity areas has increased from approximately \$50M to \$54M, and the percent of the total TIP value for low and very low areas has increased from 8.6% to 9%.

Investment in Equity Focus Areas



Investment in Equity Focus Areas as % of Total TIP



Action

The Technical Committee recommends the Policy Committee approve the 2nd Call FY 2022 TIP amendments.

2nd Call FY 2022 TIP Amendments

Amendments are changes to projects that are required by the WATS Policy Committee

Changes Made to Projects	Fiscal Year	Job#	GPA Type	Responsible Agency	Project Name	Limits	Primary Work Type	Project Description	Phase	Fed Estimated Amount	State Estimated Amount	Local Estimated Amount	Total Estimated Amount	Fund Source	Template Name
adding 300K of 2022 target	2022	212359	Local Road	Ann Arbor	Huron Parkway and Glazier Way CPM	Huron Parkway from Geddes to Plymouth and Glazier Way from Green to Earhart	Road Rehabilitation	Road Rehabilitation	CON	\$750,000	\$0	\$331,000	\$1,081,000	STU	STP - TMA
added \$158,746	2022	205591	211925	Ann Arbor	Scio Church	Seventh to Maple	Road Rehabilitation	Road Rehabilitation	CON	\$1,112,447	\$0	\$1,944,604	\$3,057,051	STU	STP - TMA
added \$158,746	2022	205614	Local Road	Ann Arbor	Platt Rd	Huron-Parkway to Packard	Road Rehabilitation	Road Rehabilitation	CON	\$808,746	\$0	\$2,541,792	\$3,350,538	STU	STP - TMA
added \$158,746	2022	205615	Local Road	Ann Arbor	Earhart Rd	Geddes to Greenhills	Road Rehabilitation	Road Rehabilitation	CON	\$728,746	\$0	\$570,000	\$1,298,746	STU	STP - TMA
Adjusting project to account for new targets	2022	205632	Local Road	WCRC	North Territorial at Pontiac Trail	reconstruction with roundabout	reconstruction	Reconstruction	CON	\$1,053,358	\$116,114.00	\$147,225	\$1,316,697	STL and EDD	STP-Rural and State D
Adding 38,525 of STUL funds	2022	213387	Multi-Modal	PEX	Two Buses	Areawide	5310	Transit Capital FY22 5310	NI	\$183,525	\$36,705	\$0	\$220,230	STU and HIPU	STP-TMA and HIPU
Added \$300K that was previously for the Sunset SW project, updated NHPP to reflect FY 2023 target	2023	210417	Local Road	Ann Arbor	S State St	South Univeristy to Granger	Road Rehabilitation	Road Rehabilitation	CON	\$92,1042 STP and \$362,157 NHPP	\$0	\$1,382,948	\$1,382,948	STU	STP - TMA
adjusted federal fund amounts due to target reduction	2022	213429	Local Road	WCRC	Packard Rd.	Ann Arbor City Limits to Carpenter	Road Rehabilitation	Road Rehabilitation	CON	\$402,056	\$0	\$110,444	\$512,500	STU and NHPP	STP - TMA and NHPP
added 39,825 of STP target increase for FY 2022	2022	210487	Multimodal	TheRide	Pedestrian Improvements	Washtenaw Ave from Kewanee to Berkeley	Pedestrian Improvements	Transit Capital FY22 5310	CON	\$189,825	\$47,435	\$237,620	\$474,880	STU	STP - TMA
Added 482,000 of STP target increase for FY 2022	2022	205668	Local Road	WCRC	Tuttle Hill	Martz to Huron River Dr	Road Rehabilitation	Road Rehabilitation	CON	\$1,025,217	\$0	\$227,329	\$1,252,546	STU	STP-TMA

Fiscal Year	Job no.	Amendment # (CR #)	MDOT Approved Date	Administration Type	Phase	County	Responsible Agency	Project Name	Limits	Length	Primary work Type	Project Description	Advance Construct	Federal Budget	Federal Fund Source	State Budget	State Fund Source	Local Budget	Total Phase Cost	Amendment Type	General Program Account	Comments	Total Job Cost	Total Project Cost	Job Type
2023	213473	0	12/3/2021	FHWA	CDN	Washtenaw,Lenawee	MDOT	M-52	Washtenaw County	5.349	Road Capital Preventive Maintenance	Chip Seal with Fog Seal	No	5979,728	ST	5217,252		50	\$1,234,000	PHASADD	Not Applicable		\$1,264,000.00	\$N/A	Trunkline

MEMORANDUM

To: Policy Committee
From: Nick Sapkiewicz
Date: March 9, 2023
Re: 2nd Call for FY 2022 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 2022 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

The attached modifications are provided as information.

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

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representing Washtenaw County

2nd Call FY 2022 TIP Modifications

Modifications are small changes to projects that do not require approval by the WATS Policy Committee

Changes Made to Projects	Fiscal Year	Job#	GPA Type	Responsible Agency	Project Name	Limits	Primary Work Type	Project Description	Phase	Fed Estimated Amount	State Estimated Amount	Local Estimated Amount	Total Estimated Amount	Fund Source	Template Name
Increased total project cost	2023	208462	Transit Capital	Western-Washtenaw Area Value Express	Transit Capital	Areawide	6410-5310 Projects	Transit Capital FY23 5310	NI	\$1,600,000	\$400,000	\$0	\$2,000,000	5310	Transit
Corrected limits & Length	2023	211925	Local Traffic Operations And Safety	Ann Arbor	Hill St	Fifth Ave to Washtenaw	Traffic Safety	Crosswalk markings, pedestrian signing, corridor lighting	CON	\$134,392	\$0	\$14,933	\$149,325	HSIP	Safety
Add scope	2022	205911	Transit Capital	TheRide	Transit Capital	Areawide	SP1101-<30 foot replacement bus with or without lift	Transit Capital 5307 Buses, Equip, Facilities, etc	NI	\$355,782	\$88,946	\$0	\$444,728	5307	Transit
Remove scope	2022	205911	Transit Capital	TheRide	Transit Capital	Areawide	SP1404-computers (hardware and software)	Transit Capital 5307 Buses, Equip, Facilities, etc	NI	\$0	\$0	\$0	\$0	5307	Transit
Remove scope	2022	205911	Transit Capital	TheRide	Transit Capital	Areawide	SP1409-administrative vehicle	Transit Capital 5307 Buses, Equip, Facilities, etc	NI	\$0	\$0	\$0	\$0	5307	Transit
Remove scope	2022	205911	Transit Capital	TheRide	Transit Capital	Areawide	SP1408-maintenance equipment (hoists, tools, etc.)	Transit Capital 5307 Buses, Equip, Facilities, etc	NI	\$0	\$0	\$0	\$0	5307	Transit
Increase budget	2022	205911	Transit Capital	TheRide	Transit Capital	Areawide	SP1104-40 foot and greater replacement bus with or without lift	Transit Capital 5307 Buses, Equip, Facilities, etc	NI	\$4,139,685	\$1,034,921	\$0	\$5,474,606	5307	Transit
Remove job	2022	205912	Transit Operating	TheRide	Transit Operating	Areawide	SP3000-operating except JARC and New Freedom	Transit Operating Assistance 5307 Urban	NI	\$0	\$0	\$0	\$0	5307	Transit

JOB TYPE	JOB ID	STIP FISCAL YEAR	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	MPO MOD/ADJ	CHANGE REQUEST REASON
Trunkline	211017	2021	US-23 N	TSC-wide US-23	80.831	Freeway Sign Replacement	TSC-wide - US-23 Freeway Signing Engineering, Design and Update	PE	\$1,000,000	\$0	\$0	\$1,000,000	Y	Location and Work descriptions have been updated to reflect the requirements of PI. TSC-wide and Brighton TSC have been added respectively.
Trunkline	211017	2021	US-23 N	Various Locations - Brighton TSC US-23	80.831	Freeway Sign Replacement	TSC-wide - US-23 Freeway Signing Engineering, Design and Update	PE	\$1,000,000	\$0	\$0	\$1,000,000	Y	Update to Language for Location (Report), Location (Detailed), and Work (Detailed) to meet PI standards. Obligation date has been updated.
Trunkline	120363	2021	TSC-wide	Various locations in Washtenaw and Monroe counties - Brighton TSC	0.000	Traffic Flow Improvement	Traffic signal modernization and actuation	PE	\$390,000	\$0	\$0	\$390,000	Y	Finance requested TSC name be added to Location fields.
Trunkline	120363	2022	TSC-wide	Various locations in Washtenaw and Monroe counties - Brighton TSC	0.000	Traffic Flow Improvement	Traffic signal modernization and actuation	ROW	\$40,000	\$0	\$0	\$40,000	Y	Finance requested TSC name be added to Location fields.
Trunkline	207977	2020	Countywide	Various locations within Washtenaw Co.	8.584	ITS Infrastructure and Device Installation	Installation of various ITS Devices	PE	\$172,536	\$38,259	\$0	\$210,795	Y	increased construction cost by \$200,000 and updated location (detailed)
Trunkline	207977	2022	Countywide	Various locations within Washtenaw Co.	8.584	ITS Infrastructure and Device Installation	Installation of various ITS Devices	CON	\$1,095,405	\$242,903	\$0	\$1,338,308	Y	increased construction cost by \$200,000 and updated location (detailed)
Trunkline	126916	2022	I-75 N	5 bridges on I-75 in Monroe County	0.000	Bridge Replacement	Bridge Replacement	CON	\$19,725,300	\$2,191,700	\$8,000	\$21,925,000	Y	added MNMP as the minor fin sys and increased CON budget for \$06 of \$8151 by \$100,000. This is approved funding to cover non-motorized path on the bridge.
Trunkline	211637	2021	I-94	Grove Street over I-94	0.000	Miscellaneous Bridge	Add pedestrian bridge	CON	\$230,612	\$51,138	\$0	\$281,750	Y	Moved letting date to package with JN 209612.
Trunkline	113542	2022	M-17	Summit to Mich, I-94 to Mich, Hamilton to Huron River	1.736	Milling and Two Course Asphalt Resurfacing	Mill & resurface; Concrete patches. Road diet w/ buffered bike lanes	ROW	\$61,388	\$13,613	\$0	\$75,000	Y	Adjusting descriptions to match assets. Funding updated to add STU funds of \$100,000 from WATS via template transfer. Added local agency participation of \$50,000 based on request to powder coat signal poles and for potential non-participating sidewalk repairs.
Trunkline	113542	2022	M-17	Summit to Mich, I-94 to Mich, Hamilton to Huron River	1.736	Milling and Two Course Asphalt Resurfacing	Mill & resurface; Concrete patches. Road diet w/ buffered bike lanes	CON	\$5,623,095	\$1,196,905	\$50,000	\$6,870,000	Y	Adjusting descriptions to match assets. Funding updated to add STU funds of \$100,000 from WATS via template transfer. Added local agency participation of \$50,000 based on request to powder coat signal poles and for potential non-participating sidewalk repairs.
Trunkline	209612	2020	US-12BR	Huron St Over I-94	0.682	Bike/Pedestrian facility improvements	Non-motorized path	PE	\$245,550	\$0	\$54,450	\$300,000	Y	updating plan completion and letting dates to match the package
Trunkline	209612	2022	US-12BR	Huron St Over I-94	0.682	Bike/Pedestrian facility improvements	Non-motorized path	CON	\$2,415,614	\$50,942	\$660,000	\$3,126,556	Y	updating plan completion and letting dates to match the package
Trunkline	205508	2023	US-23	Plank Road & Milan Oakville over US-23, US-23 over Saline River	0.000	Bridge Replacement	Bridge Replacement and CPM Repairs	CON	\$6,036,988	\$1,338,685	\$0	\$7,375,672	Y	updated plan completion date from planisware.
Trunkline	113542	2022	M-17	Summit to Mich, I-94 to Mich, Hamilton to Huron River	1.736	Milling and Two Course Asphalt Resurfacing	Mill & resurface; Concrete patches. Road diet w/ buffered bike lanes	ROW	\$61,388	\$13,613	\$0	\$75,000	Y	minor update to work detailed description as requested by FHWA/finance
Trunkline	113542	2022	M-17	Summit to Mich, I-94 to Mich, Hamilton to Huron River	1.736	Milling and Two Course Asphalt Resurfacing	Mill & resurface; Concrete patches. Road diet w/ buffered bike lanes	CON	\$5,623,095	\$1,196,905	\$50,000	\$6,870,000	Y	minor update to work detailed description as requested by FHWA/finance
Trunkline	209612	2020	US-12BR	Huron St Over I-94	0.682	Bike/Pedestrian facility improvements	Non-motorized path	PE	\$245,550	\$0	\$54,450	\$300,000	Y	changed work description to state that PE phase is authorized until 03/04/2022. Change is needed to extend the 'cost chargeable date' in PI.
Trunkline	209612	2022	US-12BR	Huron St Over I-94	0.682	Bike/Pedestrian facility improvements	Non-motorized path	CON	\$2,415,614	\$50,942	\$660,000	\$3,126,556	Y	changed work description to state that PE phase is authorized until 03/04/2022. Change is needed to extend the 'cost chargeable date' in PI.
Trunkline	211818	2022	US-23 S	US-23 and M-14 Trilevel interchange ramps	0.471	High Friction Surface	High friction surface treatment	PE	\$31,244	\$3,472	\$0	\$34,716	Y	Updated Project Manager, road leader and revised the PE start date.
Trunkline	211818	2023	US-23 S	US-23 and M-14 Trilevel interchange ramps	0.471	High Friction Surface	High friction surface treatment	CON	\$508,998	\$56,555	\$0	\$565,553	Y	Updated Project Manager, road leader and revised the PE start date.
Trunkline	209612	2020	US-12BR	Huron St Over I-94	0.682	Bike/Pedestrian facility improvements	Non-motorized path	PE	\$245,550	\$0	\$54,450	\$300,000	Y	adjusted work description to match job description in PI.
Trunkline	209612	2022	US-12BR	Huron St Over I-94	0.682	Bike/Pedestrian facility improvements	Non-motorized path	CON	\$2,415,614	\$50,942	\$660,000	\$3,126,556	Y	adjusted work description to match job description in PI.
Trunkline	209015	2022	I-94	US-12 BR over I-94	0.000	Overlay - Epoxy	Epoxy Overlay	CON	\$1,242,000	\$138,000	\$0	\$1,380,000	Y	CR is being submitted to account for increase in cost to this project. Fatigue retrofits were added to the scope of work, which added a significant amount of cost to the project.
Trunkline	205652	2022	US-23	Stony Creek Road & Willis Road over US-23	0.000	Deck Replacement	Deck Replacement, steel repairs, substructure repairs, and approach work	CON	\$4,806,160	\$1,065,752	\$0	\$5,871,912	Y	Increased construction budget to reflect final plan coordination cost estimate generated by specs and estimates.
Trunkline	208857	2022	US-23	Bemis and Carpenter Roads over US-23	0.000	Overlay - Epoxy	Epoxy Overlay, Healer Sealer, Substructure Patching	CON	\$1,328,501	\$294,591	\$0	\$1,623,092	Y	Increased construction budget to reflect final plan coordination estimate generated by specs and estimates.
Trunkline	212668	2021	Whitmore Lake/M-14 E Ramp	M-14 EB at Barton Drive	2.466	Planning	Planning and Environmental Linkages Study	EPE	\$622,060	\$137,940	\$0	\$760,000	Y	Additional funding needed to complete PEL and meet the needs for the study. This is a very complex location that will need significant environmental and traffic analysis and public engagement.
Trunkline	205508	2023	US-23	Plank Road & Milan Oakville over US-23, US-23 over Saline River	0.000	Bridge Replacement	Bridge Replacement and CPM Repairs	CON	\$6,036,988	\$1,338,685	\$0	\$7,375,672	Y	Changed scope of work for Milan Oakville Road to be a shallow overlay. With the proposed railing replacement there would be a level deck 2 feet away from the railing for the length of the bridge. With an epoxy overlay, there would be standing water along the railing for the length of the structure. The shallow overlay will help with the drainage and will prevent standing water on the deck. A justification form is attached.
Trunkline	205511	2028	US-23	3 Structures on US-23	0.000	Bridge Replacement	Bridge Replacement	CON	\$15,335,590	\$3,400,623	\$0	\$18,736,213	Y	Also removed approach replacements from US-23 NB and SB over the Saline River and added approach jacking to both structures.
Trunkline	200202	2019	US-12	US-12 from west of Platt Rd to west of US-23 interchange	0.948	Intersection Improvements	Operational improvements	PE	\$1,227,750	\$272,250	\$0	\$1,500,000	Y	CR is being submitted to update the dates, per the updated Planisware network. This project is being pushed out due to funding issues that the region has. During the 2027 CFP review the region was directed to evaluate the program and push some replacement work out of the 5 year plan to make room for more rehab and CPM work.
Trunkline	200202	2021	US-12	US-12 from west of Platt Rd to west of US-23 interchange	0.948	Intersection Improvements	Operational improvements	ROW	\$1,637,000	\$363,000	\$0	\$2,000,000	Y	Changed ROW phase from \$2.5M to \$2.0M
Trunkline	200202	2022	US-12	US-12 from west of Platt Rd to west of US-23 interchange	0.948	Intersection Improvements	Operational improvements	CON	\$8,342,152	\$1,849,848	\$0	\$10,192,000	Y	Changed ROW phase from \$2.5M to \$2.0M
Trunkline	213128	2022	US-23	Stony Creek to Ellsworth, US-12 from US-23 to Carpenter	7.311	Fence Upgrading	Tree removal and clearing in advance of road construction	CON	\$171,886	\$38,116	\$0	\$210,000	Y	Adjusted CON and CE funds per estimate from S&E
Trunkline	213128	2022	US-23	Stony Creek to Ellsworth, US-12 from US-23 to Carpenter	7.311	Fence Upgrading	Tree removal and clearing in advance of road construction	CON	\$171,886	\$38,116	\$0	\$210,000	Y	Revised Location and Work descriptions.

MEMORANDUM

To: Policy Committee
From: Nick Sapkiewicz
Date: March 9, 2022
Re: FY 2023-2026 Federal Aid Program - Urban

Background

The Federal Aid Committee - Urban (FAC-U) comes together when a new Federal Aid Urban program is being developed or when a significant change necessitates the group of eligible agencies to assemble to determine a program that can move forward. The FAC recommends an urban program that can be implemented in each fiscal year.

The Urban Federal Aid Committee met on November 22, 2021, to review projects proposed for the Federal Aid urban program for years 2023-2026 and to come up with a draft program that can be implemented by local agencies to recommend to the WATS Committees. (Program following memo)

The FAC-U reviewed targets for 3 funding sources, Surface Transportation Program Block Grant - Urban (STPBG-Urban), National Highway Performance Program (NHPP) and funds from the South Lyon, Brighton, Howell Urban Area (STUL)

FY 2023 of 2020-2023 Urban program will be included as a carryover year in the development of the FY 2023-2026 Transportation Improvement Program (TIP).

The 2024-2026 targets are provided below:

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

	STPBG - Urban	NHPP	STUL
FY 2024	\$5,282,641	\$368,000	\$150,099
FY 2025	\$5,382,516	\$375,000	\$152,945
FY 2026	\$5,484,392	\$382,000	\$155,791

(NOTE: Funding targets continue to fluctuate and an update to the above is anticipated)

WATS received 53 project applications totaling more than \$30 million dollars in requests. A full list of the requested projects can be [found here](#).

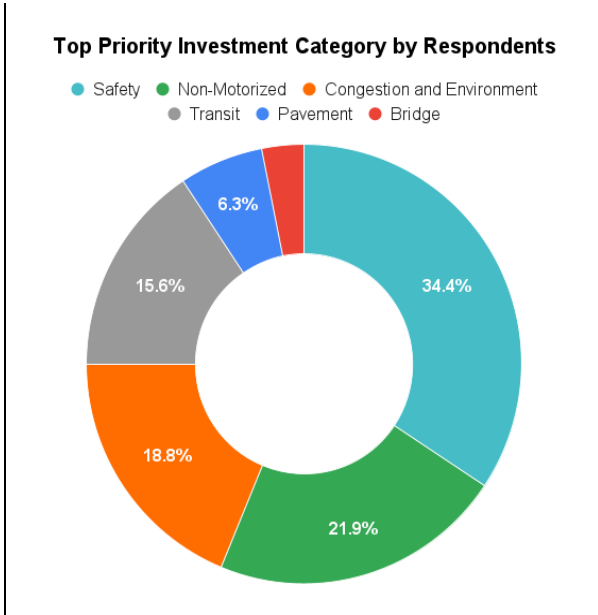
Notes on the FAC-U committee’s recommendation:

- Investment in Low and Very Low Opportunity Areas is projected at 40% of the Urban formula funding programs or \$10 million
- Investment in Transit is projected at 1.27% or \$316,464
- Investment in Non-Motorized Transportation is projected at 15.2% of the program or \$3.7 million

Public Engagement Efforts

WATS staff used several different strategies to collect public comments during the month of October including a map of projects on the website, direct emails to stakeholders, press releases, bus flyers, library posters, and pop-up information booths. Members of the public were asked to comment on projects being considered for federal funds and to rate their top investment priority by funding work type.

A total of 42 comments were collected, with 24 including ratings for investment priorities. For comments collected, most often mentioned was non-motorized network connectivity (36%), followed by bus service expansion (22%), pavement preservation (13%), winter/debris maintenance of non-motorized facilities (11%), congestion (11%), and rail (7%). Safety was rated the top investment priority for 34% of respondents and non-motorized investments were rated the top priority for 22% of respondents.



The FAC-U committee had a productive discussion regarding regional priorities, investment strategies, and the emphasis on non-motorized and transit investment. The committee also discussed the fact that additional funding is expected from the recently passed infrastructure bill. As part of the committee’s recommendation, several projects had their federal share reduced. Along with the overall program recommendation the committee has recommended that several projects receive priority if and when new funding is available. Those projects include:

- 2025 - WCRC - Jackson Rd from Parker to Dino, (Current \$200,000, Requested \$400,000)
- 2026 - WCRC - Plymouth Rd from Dixboro to M-153 (Current \$200,000, Requested \$800,000)
- 2025 - Ann Arbor - Sidewalk gap fill (Current, \$200,000, Requested \$400,000)
- 2026 - Ypsilanti - Harriet from First to Hawkins (Current \$600,000, Requested \$800,000)

Action

The Technical Committee recommends the Policy Committee approve 2023-2026 Urban Federal Aid Program.

2023											
			Targets	\$5,183,766	\$361,000	\$147,253					
JN	Project Name	Agency	Limits	STP Funds Requested	NHPP Funds	STUL	HIPU	AA COVID Relief	AA 2021 HIP	Low/Very low Flag	Project Type
210417	State St.	Ann Arbor	S. University to Granger	\$621,000	\$361,000					Yes	Pavement
205642	Clark St.	Saline	N. Harris to Maple	\$434,800			\$15,000			No	Pavement
205643	Huron River Dr.	Ypsilanti	Cornell to LeForge	\$2,182,038			\$120,000			Yes	Pavement
205648	Huron River Dr	WCRC	Hospital Entrance to Hogback	\$280,000						Yes	Pavement
205651	Main St.	WCRC	E. Shore Dr. to 8 Mile Rd.	\$0		\$147,253				No	Pavement
210489	Bus Stop Improvement Program	AAATA	Washtenaw Ave. at Summit	\$250,000						Yes	Transit/Non-motorized
205612	To be named	Ann Arbor	To be named	\$300,000						No	TBD
211204	Ellsworth	Ann Arbor	South State St. to Platt	\$644,679						Yes	Pavement
213431	Michigan Ave	WCRC	I94 WB Ramp to Hewitt	\$0				\$1,028,113	\$145,008	Yes	Pavement
211925	Hill	Ann Arbor	Fifth to Forest	\$0				\$760,000		Yes	Pavement
205638	Carpenter	WCRC	N. Cloverlane to Ellsworth & Michgian Ave to Textile	\$471,249						Yes	Pavement
			Balance	\$0	\$0	\$0					
2024											
			Targets	\$5,282,641	\$368,000	\$150,099					
Points Awarded	Project Name	Agency	Limits	STP Funds Requested	NHPP Funds	STUL				Low/Very low Flag	Project Type
47	Ellsworth	WCRC	Platt Rd. and Carpenter Rd.		\$368,000					Yes	Pavement
34	S. Main Sidepath	Ann Arbor	Stadium to Ann Arbor Saline	\$825,000						No	Non-motorized

46	Miller	Ann Arbor	Linda Vista to Chapin	\$1,000,000					No	Pavement
41	Huron River Dr.	WCRC	Huron Rd. and Textile	\$600,000					Yes	Pavement
26	Willis Rd.	WCRC	at Whittaker Rd	\$1,200,000					Yes	Roundabout/Operations
35	Dexter-Pinckney Rd	WCRC	Between N. Territorial and McGregor Rd.	\$280,000		\$150,099			No	Pavement
34	State	WCRC	US-12 and Old State Rd.	\$400,000					No	Pavement
13	PM	Ann Arbor	TBD	\$475,000					TBD	Pavement
43	Baker	Dexter	Hudson to Main St.	\$311,000					No	Pavement
34	Miller	WCRC	Wagner to City Limits/M-14	\$191,641					No	Pavement
			Balance	\$0	\$0	\$0				
2025										
			Targets	\$5,382,516	\$375,000	\$152,945				
Points Awarded	Project Name	Agency	Limits	STP Funds Requested	NHPP Funds	STUL			Low/Very low Flag	Project Type
62	Nixon Rd Improvements - Phase 1	Ann Arbor	Huron Parkway to 200" south of Bluett	\$1,000,000					No	Reconstruction
34	S. Main Sidepath	Ann Arbor	Stadium to Ann Arbor Saline		\$375,000				No	Non-motorized
27	Sidewalk Gap	Ann Arbor	TBD	\$200,000					TBD	Non-motorized
34	Jackson Rd	WCRC	Parker to Dino Dr.	\$200,000					No	Pavement
	Bus Stop Improvement Program	TheRide	TBD	\$185,000					TBD	Transit/Non-motorized
40	Golfside Rd.	WCRC	Packard Rd. to Huron River Dr./Clark Rd.	\$400,000					Yes	Pavement

41	Hewitt Rd.	WCRC	Packard Rd to M-17 (Washtenaw Ave)	\$240,000					Yes	Pavement
67	Harriet	Ypsilanti	Hawkins to Hamilton	\$1,027,218					Yes	Reconstruction
48	Pauline	Ann Arbor	S. Seventh to S. Main	\$600,000					No	Pavement
35	Dexter-Pinckney Rd.	WCRC	McGregor Rd. and County Line			\$152,945			No	Pavement
32	Earhart Rd.	WCRC	Plymouth Rd. to M-14	\$600,000					No	Pavement
42	Waters	WCRC	Oak Valley Dr. to Ann Arbor Saline Rd.	\$120,000					No	Pavement
	PM	Ann Arbor	TBD	\$100,000					TBD	Pavement
	PM	WCRC	TBD	\$188,475					TBD	Pavement
46	Ann Arbor St.	Saline	Henry St to Bennett	\$521,823					No	Reconstruction
			Balance	\$0	\$0	\$0			No	
2026										
			Targets	\$5,484,392	\$382,000	\$155,791				
Points Awarded	Project Name	Agency	Limits	STP Funds Requested	NHPP Funds	STUL			Low/Very low Flag	Project Type
67	Harriet	Ypsilanti	First to Hawkins	\$600,000					Yes	Reconstruction
24	Plymouth	WCRC	Dixoboro to M-153	\$200,000					No	Pavement
43	Packard Street	Ann Arbor	Main to State	\$650,000					Yes	Pavement
32	Sidewalk Gap Filling Projects	Ann Arbor	TBD	\$400,000					TBD	Non-motorized
31	Zeeb Rd	WCRC	at Scio Church	\$1,000,000					No	Roundabout/Operations
	Bus Stop Improvement Program	TheRide	TBD	\$191,000					TBD	Transit/Non-motorized
36	Ellsworth Rd	WCRC	Between Golfside and Hewitt		\$382,000				Yes	Pavement

38	Clark Rd/Huron River Dr.	WCRC	Golfside and Hewitt Rd.	\$320,000						Yes	Pavement
29	Stony Creek Rd.	WCRC	Willis Rd to Bemis Rd.	\$600,000						Yes	Pavement
	PM	WCRC	TBD	\$192,000		\$155,791				No	Pavement
56	Nixon Phase 2	Ann Arbor	200' south of Bluett to Green Road roundabout	\$1,331,392						No	Reconstruction
			Balance	\$0	\$0	\$0					

MEMORANDUM

To: Policy Committee
From: Nick Sapkiewicz
Date: March 9, 2022
Re: Federal Aid Committee - Rural Program Development for FY 2024-2026

Background

The Rural Federal Aid Committee met on November 22, 2021 to review projects proposed for Rural Surface Transportation Program and State TEDF - D funds as part of the FY 2023-2026 TIP development, review adjusted targets, and make a recommendation on the new program. The funds that are part of the FAC rural program development include:

1. Surface Transportation Block Grant Program Fund - Rural
2. Transportation Economic Development Category D Funds - State D

2023					
			<i>Targets</i>	<i>\$851,000</i>	<i>\$97,000</i>
Year	Project Name	Agency	Limits	STP Rural	TEDF - D
205637	PM	WCRC	WCRC	\$851,000	\$97,000
	Seven Mile	WCRC	Dixboro to Pontiac	\$175,000	
	Prospect	WCRC	Vreeland to Cherry Hill	\$176,000	
	Whitmore Lake	WCRC	Joy to North Territorial	\$500,000	\$97,000

POLICY COMMITTEE MEMBERS

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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

			Balance	\$0	\$0	
2024						
			Targets	\$867,000	\$99,000	
Year	Project Name	Agency	Limits	STP Rural	TEDF - D	
2024	N. Territorial Rd.	WCRC	Webster Church Rd to Whitmore Lake Rd.	\$497,000	\$0	
2024	Dexter Chelsea Rd.	WCRC	Dancer Rd. to Parker Rd.	\$330,000	\$99,000	
2024	EPE	People's Express	Indoor Parking Facility	\$40,000	\$0	
			Balance	\$0	\$0	
2025						
			Targets	\$884,000	\$101,000	
Year	Project Name	Agency	Limits	STP Rural	TEDF - D	
2025	CPM	WCRC	Pavement Preservation County-wide	\$384,000	101,000	
2025	Nixon Rd.	WCRC	US 23 to Pontiac Trail	\$500,000	0	
			Balance	\$0	\$0	
2026						
			Targets	\$901,000	\$102,000	
Year	Project Name	Agency	Limits	STP Rural	TEDF - D	
2026	East Main/Hibbard	Manchester	East Main (Clinton to Territorial) or Hibbard (M-52 to Dutch Dr.)	\$0	\$0	AC
2026	Old US-12	WCRC	County Line to I-94	\$601,000	\$102,000	

	Countywide PM	WCRC		\$300,000	\$0	
			Balance	\$0	\$0	
2027						
2027	East Main/Hibbard	Manchester	East Main (Clinton to Territorial) or Hibbard (M-52 to Dutch Dr.)	\$300,000	\$102,000	ACC

Action

The Technical Committee recommends the Policy Committee approve the 2023-2026 FAC Rural Program.

MEMORANDUM

To: Policy Committee
From: Nick Sapkiewicz
Date: March 9, 2023
Re: 2023-2026 Urban Federal Aid Program - New Targets

Background

At the December 2021 WATS Technical Committee meeting, a recommendation was made to the WATS Policy Committee to release the proposed 2024 - 2026 Federal Aid - Urban program. The recommendation also included the condition that several underfunded projects be filled in the event additional funds become available. (Note: the Policy Committee did not have a quorum to take any action at their December 2021 meeting)

Draft 2024-2026 FAC Program (2023-2026 TIP projects) Attached

Projects recommended for funding increases as part of Technical Committee action on the 2023-2026 Urban Federal Aid Program:

FY 2025

- 2025 - WCRC - Jackson Rd from Parker to Dino, (Current \$200,000, Requested \$400,000)
- 2025 - Ann Arbor - Sidewalk gap-fill (Current, \$200,000, Requested \$400,000)

FY 2026

- 2026 - WCRC - Plymouth Rd from Dixboro to M-153 (Current \$200,000, Requested \$800,000)
- 2026 - Ypsilanti - Harriet from First to Hawkins (Current \$600,000, Requested \$800,000)

Since that time, new federal fund targets for FY 2023-2026 have been released and need to be added to the draft Federal Aid Program and Transportation Improvement Program (TIP). Looking at the Federal

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Aid - Urban projects proposed for the 2023-2026 TIP, and after filling the projects noted above, the following STPBG balances are available to be programmed:

- FY2023 - \$1,546,924
- FY2024 - \$1,276,663
- FY2025 - \$907,974
- FY2026 - \$739,908

(NOTE: Funding targets continue to fluctuate and an update to the above is anticipated)

As projects are often underfunded with federal sources (overmatched with local funds), and costs increase/inflate over time, WATS often spreads increases in federal funds proportionally based on the existing program. This approach has been useful as a background administrative process, and the preference of Act 51 agencies implementing projects.

However, with a significantly larger sum to program than typically included with target adjustments, and at the onset of a new TIP, a formal Committee action should be taken to address the updated targets.

Action

The Technical Committee recommends the Policy Committee apply adjustments to FY 2023-2026 STP-Urban federal fund targets proportionality by agency within each fiscal year of the program.

MEMORANDUM

To: Policy Committee
From: Ryan Buck
Date: March 9, 2022
Re: 2024-2026 CMAQ Prioritization

Background

The Congestion Mitigation and Air Quality (CMAQ) program funds projects that reduce traffic congestion and improves air quality for areas that do not meet or are in maintenance for national ambient air quality standards for ozone, carbon monoxide, and particulate matter.

The SEMCOG region is projected to receive \$24.9 million per year in funds. CMAQ funds are then divided evenly between transit and non-transit. Projects are then evaluated for cost/benefit and regional ranking criteria. The SEMCOG regional CMAQ ranking process awards each County and the City of Detroit with its top project for transit and non-transit in each fiscal year and selects the remaining candidate projects based on points awarded and available funds. Due to the nature of the WATS Policy Committee WATS is able to declare top priorities for transit and non-transit in each year.

SEMCOG issued a three-year call for CMAQ projects for fiscal years 2024-2026 to align with Transportation Improvement Program (TIP) development. WATS sent out this call for projects to all eligible agencies on August 23, 2021. All projects that were submitted for consideration are included in the recommended prioritization below.

As of this project call, SEMCOG evaluates projects solely on their cost-benefit ratio. The following list indicates the proposed priority for each year in Washtenaw County based on coordinated discussions with the applying agencies. At the time this memo was drafted final scores had not been completed by SEMCOG. However, SEMCOG has indicated that the past process of WATS identifying the highest priority project for each year will continue.

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ROAD PROJECTS PROPOSED

Priority Projects

- FY 2024 Priority Project - WCRC - Ann Arbor-Saline Rd, Maple Rd, et al Signal Interconnect Project
 - \$1,262,860
- FY 2025 Priority Project - City of Ann Arbor - Left turn traffic for vehicles and bicycles and signal modifications along 18 signalized intersections
 - \$1,162,800
- FY 2026 Priority Project - WCRC - Roundabout and Signal Interconnect at Dexter Chelsea Rd and Ann Arbor Rd.
 - \$1,600,000

Additional Projects Submitted for CMAQ Call for Projects

- WCRC - Signal optimization and actuation along Carpenter and Ellsworth Rd
 - \$1,480,710
- WCRC - Signal Optimization and modernization along Dixboro, Huron River Dr, et. al
 - \$1,302,000
- City of Ann Arbor - Pontiac Trail at Moore/Longshore Dr. roundabout
 - 1,400,000
- City of Ann Arbor - Pontiac Trail at Dhu Varren Rd. roundabout
 - \$1,200,000
- WCRC - Geddes Rd at Prospect - EB and SB right turn lanes
 - 648,000
- WCRC - Huron Rd, Textile, Grove - Signal optimization
 - \$1,028,000

TRANSIT PROJECTS PROPOSED

FY 2024

- TheRide - 4 Low Emission Replacement Buses - *Highest Priority for FY 2024*
 - \$1,428,536
- WAVE - 3 Low Emission Bus for Expansion
 - \$1,080,000

FY 2025

- TheRide - 4 Low Emission Replacement Buses - *Highest Priority for FY 2025*
 - \$1,485,677
- WAVE - 3 Low Emission Bus for Expansion
 - \$1,080,000

FY 2026

- TheRide - 4 Low Emission Replacement Buses - *Highest Priority for FY 2026*
 - \$1,545,104
- WAVE - 3 Low Emission Bus for Expansion
 - \$1,080,000

Projects that are not considered the highest priority will only receive consideration if additional funds are available at the regional level. WATS will work with SEMCOG to fund additional projects throughout the call period.

Action

The Technical Committee recommends the Policy Committee approve the CMAQ prioritization as presented.

Agency	Year	Project Name	Project Description	Requested Federal Funds	Requested State Funds	Local	Total Project Cost	VOC - daily kg/day	VOC tons over life of project	cost per ton over design life	NOX/daily kg	NOX tons over life of project	Cost per ton over the design life NOX	calc for cost to reduce each ton of VOC-NOX, average over the UL of project	Possible SEMCOG score
Ann Arbor	2024	Left turn traffic and signal modification	18 signalized intersections along various route, along with left turn lanes,	\$1,162,800	\$0.00	\$0.00	\$1,162,800	-1.021	-5.39008	\$216	-5.212	-23.391456	\$50	-\$3,367	100
Ann Arbor	2026	Pontiac Trail at Moon/Longshore Dr.	Roundabout	\$1,400,000	\$0.00	\$0.00	\$1,400,000	-0.113	0.22732419	\$10,324	-0.631	1.26939408	\$1,849	\$77,948	62
Ann Arbor	2026	Pontiac Trail at Dhu Warren Rd.	Roundabout	\$1,200,000	\$0.00	\$0.00	\$1,200,000	-0.019	0.02508	\$52,632	0.127	0.16764	\$7,874	\$1,245,330	0
Agency	Year	Project Name	Project Description	Requested Federal Funds	Requested State Funds	Local	Total Project Cost	VOC - daily kg/day	VOC tons over life of project	cost per ton over design life	NOX/daily kg	NOX tons over life of project	Cost per ton over the design life NOX		
WCRC	2024	Ann Arbor Saline Rd, Maple Rd, Elsworth Rd, and Textile Rd Interconnect Project	Ann Arbor-Saline/Waters, Ann Arbor-Saline/Meijer, Ann Arbor-Saline/Oak Valley, Waters Rd/Oak Valley, Lohr/Lohr Cir, Lohr/Oak Valley, Ann Arbor-Saline/Maple, Maple/Elsworth, Maple/Textile, Maple/Woodland, Maple/Thibault (new), Maple/Clark, Maple/US-12, Elsworth/Lohr, Elsworth/Oak Valley, Elsworth/Airport, Textile/Lohr, Textile/State, Textile/Platt. Traffic signal interconnection, actuation and optimization for 19 traffic signals. Estimated Preliminary Engineering (PE) cost is \$100,000. Estimated Construction Engineering (CE) cost is \$75,000.	\$1,262,860	\$0	\$0	\$1,262,860	-0.385	-1.72788	\$731	-2.191	-9.833208	\$128	-\$9,103	96
WCRC	2024	Signal optimization, modernization, and actuation along Carpenter Rd & Elsworth Rd	Signal optimization, modernization, and actuation for 14 traffic signals. Hogback/Huron River Dr, Clark/Hogback, Carpenter/Packard, Carpenter/Judd, Carpenter/ Carpenter Place, Carpenter/Center Valley, Carpenter/ Elsworth, Carpenter/Cloverlane, Carpenter/Morgan, Carpenter/Textile, Elsworth/Platt, Elsworth/Palmsades, Elsworth/Golfside, Elsworth/Walmart Signal optimization, modernization, and actuation for 14 traffic signals. Estimated Preliminary Engineering (PE) cost is \$50,000. Estimated Construction Engineering (CE) cost is \$50,000.	\$1,480,710	\$0	\$0	\$1,480,710	-0.32	-1.43616	\$1,031	-2.479	-11.126752	\$133	-\$9,823	96
WCRC	2025	Roundabout and Signal Interconnect Island Lake rd	Island Lake Rd/Ann Arbor St/Dexter-Ann Arbor Rd Interconnect Project and Island Lake/Dexter-Cheba roundabout	\$1,600,000	\$0	\$0	\$1,600,000	0.196	0.08796	\$1,819	1.141	5.1208	\$312	\$25,598	88
WCRC	2025	Dixboro, HRD, Hewitt Signal	Signal optimization, modernization, and actuation along Dixboro Rd, Huron River Dr, Hewitt Rd, and Michigan Ave	\$1,302,000	\$0	\$0	\$1,302,000	0.21	0.94248	\$1	1.976	8.868	\$147	\$11,060	96
WCRC	2026	Geddes (year is flexible)	Geddes Rd at Prospect Rd - EB and SB right-turn lanes	\$648,000	\$0	\$0	\$648,000	0.139	1.29965	\$499	0.183	1.71105	\$379	\$17,936	92
WCRC	2026	Huron Rd, Textile, Grove	Signal optimization, modernization, and actuation along Huron Rd, Textile Rd, Bridge Rd, Grove Rd	\$1,028,000	\$0	\$0	\$1,028,000	0.127	0.5699	\$1,804	1.018	4.568	\$225	\$16,673	92

Agency	Year	Project Name	Project Description	Requested Federal Funds	Requested State Funds	Local	Total Project Cost	VOC/kg/day	VOC tons/life	NOK kg/day	NOK tons/life	Cost/ton/life NOX	cost/ton/life VOC	cost calculation	possible semcog score
TheRide	2024	Low Emission Replacement Buses	Purchase up to 4-large low emission biodiesel buses for transit service in the Ann Arbor-Ypsilanti area to replace 40 foot vehicles beyond their 12 year useful life	\$1,428,536	\$357,134	\$0	\$1,785,669	0.004	0.02060594229	0.298	1.43793972	\$1,241,830	\$86,657,983	\$102,023	50
TheRide	2025	Low Emission Replacement Buses	Purchase up to 4-large low emission biodiesel buses for transit service in the Ann Arbor-Ypsilanti area to replace 40 foot vehicles beyond their 12 year useful life	\$1,485,677	\$371,419	\$0	\$1,857,096	0.003	0.01536648521	0.223	1.074687542	\$1,728,034	\$120,853,673	\$141,973	30
TheRide	2026	Low Emission Replacement Buses	Purchase up to 4-large low emission biodiesel buses for transit service in the Ann Arbor-Ypsilanti area to replace 40 foot vehicles beyond their 12 year useful life	\$1,545,104	\$386,276	\$0	\$1,931,380	0.0003	0.003	0.223	1.074685862	\$1,797,157.74	\$125,684,525.14	\$149,346	26
WAVE	2024	Low emission expansion buses	Purchasing up to 3 large low emission buses for transit service in the chelsea-dexter area	\$1,080,000	\$270,000	\$0	\$1,350,000	-0.0148	0.07145614344	-1.462	7.058708224			\$15,778	94
WAVE	2025	Low emission expansion buses	Purchasing up to 3 large low emission buses for transit service in the chelsea-dexter area	\$1,080,000	\$270,000	\$0	\$1,350,000	-0.0148	0.07145614344	-1.462	7.058708224			\$15,778	94
WAVE	2026	Low emission expansion buses	Purchasing up to 3 large low emission buses for transit service in the chelsea-dexter area	\$1,080,000	\$270,000	\$0	\$1,350,000	-0.0148	0.07145614344	-1.462	7.058708224			\$15,778	94

MEMORANDUM

To: Technical Committee
From: Ryan Buck
Date: March 8, 2022
Re: 2022 Performance Measures Target: Safety

Background

Federal performance measures are now part of the transportation planning process. This federal requirement compels state DOTs to set targets to address federal goals that include: Safety, Infrastructure Condition, Congestion Reduction, System Reliability, Freight Movement and Economic Vitality, Environmental Sustainability, and Reduced Project Delivery Delays. MPOs have 180 days to take formal action on these targets by adopting the state targets or creating MPO targets. Currently, MPOs have until February 2022 to take formal action on these targets. WATS Committees have supported the statewide targets since 2018. MDOT has produced Assessing Safety Performance: Highway Safety Improvement Program 2022 Targets that outlines: [Performance measure description, Methodology, Target overview, and graphics depicting the data.](#)

Beginning with the 2019 Safety Targets, the WATS Policy Committee requested that the WATS Director, send a letter to Mr. Todd White, MDOT Statewide Planning Director, expressing concerns with the targets and the projected increase in fatalities and serious injuries, with specific focus on the most vulnerable populations, that being pedestrians and bicyclists. Based on previous discussions a draft letter expressing concerns is included following this memo for committee consideration. The main focus of the communication expresses concern regarding, what the WATS Policy Committee sees as, a disconnect of the Toward Zero Death philosophy and the projected fatality target, which does not reflect the value that should be placed on human life. MDOT has developed the Highway Safety Implementation Plan (HSIP) to highlight how they are addressing safety across the state. The plan can be viewed [here](#). The targets for FY 2022 and comparison data for MDOT's Safety Targets are provided below.

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The table below shows the State of Michigan’s Safety Targets and the five metrics that are to be monitored. (Note: WATS included the approved Safety Targets from previous years for comparison only.)

Safety Performance Measures	Baseline Through Calendar Year 2016-2020	MDOT Safety Targets for 2019	MDOT Safety Targets for 2020	MDOT Safety Targets for 2021	MDOT Safety Targets for 2022
Fatalities	1,028.2	1,023.2	999.4	968.6	1,065.2
Fatality Rate per 100 million Vehicle Miles Traveled (VMT)	1.051	1.02	0.97	0.982	1.098
Serious Injuries	5,673.2	5,406.8	5,520.4	5,533.6	5,733.2
Serious Injury rate per 100 million VMT	5.778	5.41	5.34	5.609	5.892
Non-motorized fatalities and serious injuries	762.8	759.8	735.8	771.2	791.6

Washtenaw County Safety Information

As previously requested the Washtenaw County data for the 6 performance measures is provided for your information.

Safety Data Collected for Washtenaw County

Calendar Year 2016-2020	2016	2017	2018	2019	2020
Fatal Crashes	23	37	25	24	23
Severe Crash Rate (fatal and serious injury crashes/annual VMT)	4.14	4.79	4.05	3.92	4.43
Annual VMT (M)	36.374410	38.44342	40.49252	39.53349	31.80892
Serious Injury Crashes	129	147	139	131	118
Non-Motorized Fatal crashes (pedestrians+bikes)	10	7	5	2	8
Non-Motorized Serious Injury crashes (pedestrians+bikes)	25	27	21	21	17

[The data presented above can be found in the 2020 WATS Crash Report](#)

As part of the FY 2023 Unified Planning Work Program WATS plans to revisit and update local performance measures, including safety.

Action

The Technical Committee recommends the Policy Committee review the draft letter below and consider authorizing the WATS director to send the correspondence to MDOT.

February 21, 2022

Mr. Todd White: Director
Michigan Department of Transportation
Bureau of Transportation Planning, B340
PO Box 30050
Lansing, MI 48909

RE: FY 2022 State Safety Targets

Mr. White,

MDOT has adopted a Toward Zero Death Policy, however, the proposed targets are not reflective of that vision. Local agencies believe that we have reached a safety crisis that is not being met with an appropriate response in policy - and ultimately funding and project selection - from the Department. We seek to work collaboratively to prioritize safety improvements regardless of jurisdiction or funding source and recognize that this will require effort and a movement away from the status quo for all of us. Understanding our nature as a Transportation Management Area (TMA) that is not a Metropolitan Planning Organization (MPO), the Washtenaw Area Transportation Study Policy Committee chooses not to actively support the state's FY 2022 safety targets. We believe this provides for further constructive conversations focused on policies we believe can save lives.

WATS applauds MDOT for the level of effort and analysis that has gone into establishing safety targets since 2018. We understand the challenges and considerations that go into this process and acknowledge the difficult place that the federal safety performance measure target setting process puts each state. That said, we are concerned that the MPO's were not included in the state target setting process, a process necessitated by federal law.

As I have mentioned previously more than 30,000 Americans are killed on our country's roads each year, for FY 2022 MDOT is projecting 1,065 fatalities and over 5,700 seriously injured, while over 760 are projected to be killed or seriously injured while walking and biking. The WATS Policy Committee believes setting such a high number as a target does not reflect the value that should be placed on human life. While WATS provides support for the targets identified for 2022, moving forward, we strongly consider more aspirational goals with a stronger approach to safety and developing the necessary policies, practices, and funding templates to make developing projects that address these areas in more alignment with the philosophy that traffic fatalities are preventable.

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The WATS Committees believe that a policy-centric approach would prioritize the reduction of casualties, rather than a projection of trends that call into question the effectiveness of public investments in safety. Specifically, we request the state help us endeavor to change the following:

Regional Coordination

We understand SEMCOG has similar concerns regarding safety targets and the prioritization of projects. Over the next year we plan to work collaboratively with both the state and SEMCOG to adopt new targets that reflect the breadth of our efforts moving forward and we invite you to be a part of those conversations understanding that together we can save lives. WATS is an active participant in SEMCOG's Traffic Safety Task Force. WATS is working with that group to update the regional safety plan and establish safety targets, policies, and actions specific to Southeast Michigan.

Speed

Seek legislative change to allow local agencies greater flexibility to set speed limits lower than the 85th percentile. Pedestrians and bicyclists represent a disproportionately high number of serious injuries and fatalities compared to auto occupants. According to AASHTO, the likelihood of a pedestrian to die or suffer a serious injury increases from 13% when struck at 20 miles per hour to 73% at 40 miles per hour. Distracted driving and vehicle size also contributes to the increase in serious injuries and fatalities. Further, we should reexamine the benefit and legal authority of law enforcement agencies to utilize technology to reduce crashes and prevent deaths including red-light running cameras and speed cameras.

Provide Safe Facilities

A significant portion of pedestrian and bicyclist fatalities occur where there is no dedicated space for non-motorized travel. However, **the state does not have a funding template for stand-alone non-motorized infrastructure on state-owned facilities. Even if MDOT identifies a need, there is no process for bringing those types of improvements forward internally for funding.** In addition to MDOT scoping stand-alone non-motorized projects, safe non-motorized facilities should be scoped as part of all non-limited access road projects.

No MDOT Policy Change

MDOT has heard from the WATS Policy Committee since 2019 on these concerns and there have been no changes proposed or adopted to address these concerns. The WATS Policy Committee strongly encourages MDOT to develop goals that further align with the Toward Zero Deaths philosophy.

After several years of the state setting safety targets, it is now apparent that a conservative approach to safety targets has not led to the policy changes we feel would be the most effective in saving lives. We look forward to working with you on the changes necessary to reach our common goals, Vision Zero and Towards Zero Deaths.



Ryan Buck

Director

Washtenaw Area Transportation Study

MEMORANDUM

To: Policy Committee
From: Nick Sapkiewicz
Date: March 9, 2022
Re: All-Season Road Network Reaffirmation

Background

Transportation Economic Development Fund - Category D (TEDF-D) is a State source of rural transportation funding. Its use is contingent on routes being designated as All-Season, and not restricted by seasonal weight limits. The funding source is also required to be programmed in the Transportation Improvement Program (TIP).

To help ensure eligibility of the All-Season routes proposed for TEDF-D funding, the most recent list of roads must be approved by WATS' Committees. The list and map of these roads as developed by the Washtenaw County Road Commission are attached.

Action


The Technical Committee recommends the Policy Committee accept the County's All-Season road network as presented.

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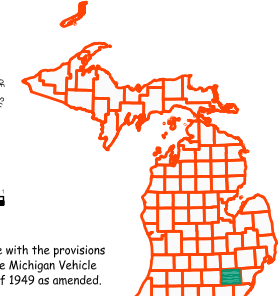
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**TRUCK OPERATOR'S MAP
WASHTENAW COUNTY
MICHIGAN**



Washtenaw County Road Commission
 995 N. Zeeb Rd.
 Ann Arbor, MI 48103-1556
 734-761-1500 FAX 734-761-3737
 www.wcroads.org

For use in accordance with the provisions and regulations of the Michigan Vehicle Code, Act 300, P.A. of 1949 as amended.



Legend

- Interstate Freeways & U.S. Highways
- State Highways
- County Designated Routes - All-Season
- County Normal Routes - Paved, Subject to Seasonal Load Restrictions
- County Normal Routes - Gravel, Subject to Seasonal Load Restrictions
- WCRC No Through Truck Routes
- Overhead Clearance Limitation
- Township No Through Truck Routes
- Posted Bridge/Culvert Load Limitation
- Bridge
- Closed Bridge
- Culvert
- Closed Culvert
- 2022 Construction

TABLE OF MAXIMUM ALLOWABLE GROSS AXLE LOADINGS

SPACING BETWEEN AXLES 9 feet or over	COUNTY DESIGNATED ROUTES		COUNTY NORMAL ROUTES	
	VEHICLES EXCEEDING 80,000 LBS. GVW	VEHICLES NOT EXCEEDING 80,000 LBS. GVW	SEASONAL LOAD LIMITATIONS NOT IN FORCE	SEASONAL LOAD LIMITATIONS IN FORCE
More than 3 1/2 feet but less than 9 feet	18,000 lbs.	20,000 lbs.	18,000 lbs.	11,700 lbs.
When part of a tandem axle assembly	13,000 lbs.	13,000 lbs.	13,000 lbs.	8,450 lbs.
When less than 3 1/2 feet	16,000 lbs.	17,000 lbs.	13,000 lbs.	8,450 lbs.
Maximum load on any wheel shall not exceed (pounds per inch of tire width)	9,000 lbs.	9,000 lbs.	9,000 lbs.	5,850 lbs.
	700 lbs.	700 lbs.	700 lbs.	450 lbs.

In late Winter and early Spring, WCRC implements weight restrictions, depending on conditions, for most roadways in Washtenaw County. Visit <http://www.wcroads.org/road-work-construction/seasonal-weight-restrictions/> for the latest posting.

NORMAL DIMENSION MAXIMUMS (REFER TO MCL 257.717 & 257.719)

Width	96/102 inches
Height	13 feet, 6 inches
Height of Mobile Home	12 feet, 6 inches
Length of any single vehicle	40 feet
Length of any single bus	45 feet
Length of truck trailer, semi-trailer, and trailer; or truck tractor and 2 semi-trailers	59/65 feet
Length of truck tractor and semi-trailer combinations	No overall length, semi-trailer not to exceed 50 feet

Those County roads identified by the color code blue have been designated for operation of the following combination of vehicles:

COUNTY DESIGNATED ALL-SEASON ROUTES

WIDTH
102 inches including load.

LENGTH
Truck tractor and 2 semitrailers, or truck tractor, semitrailer, and trailer combinations: no overall length limit, if the length of each semitrailer or trailer does not exceed 28-1/2 feet each, or the overall length of the semitrailer and trailer, or 2 semitrailers as measured from the front of the first towed unit to the rear of the second towed unit while the units are coupled together does not exceed 58 feet.

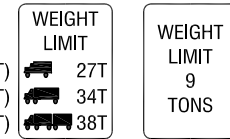



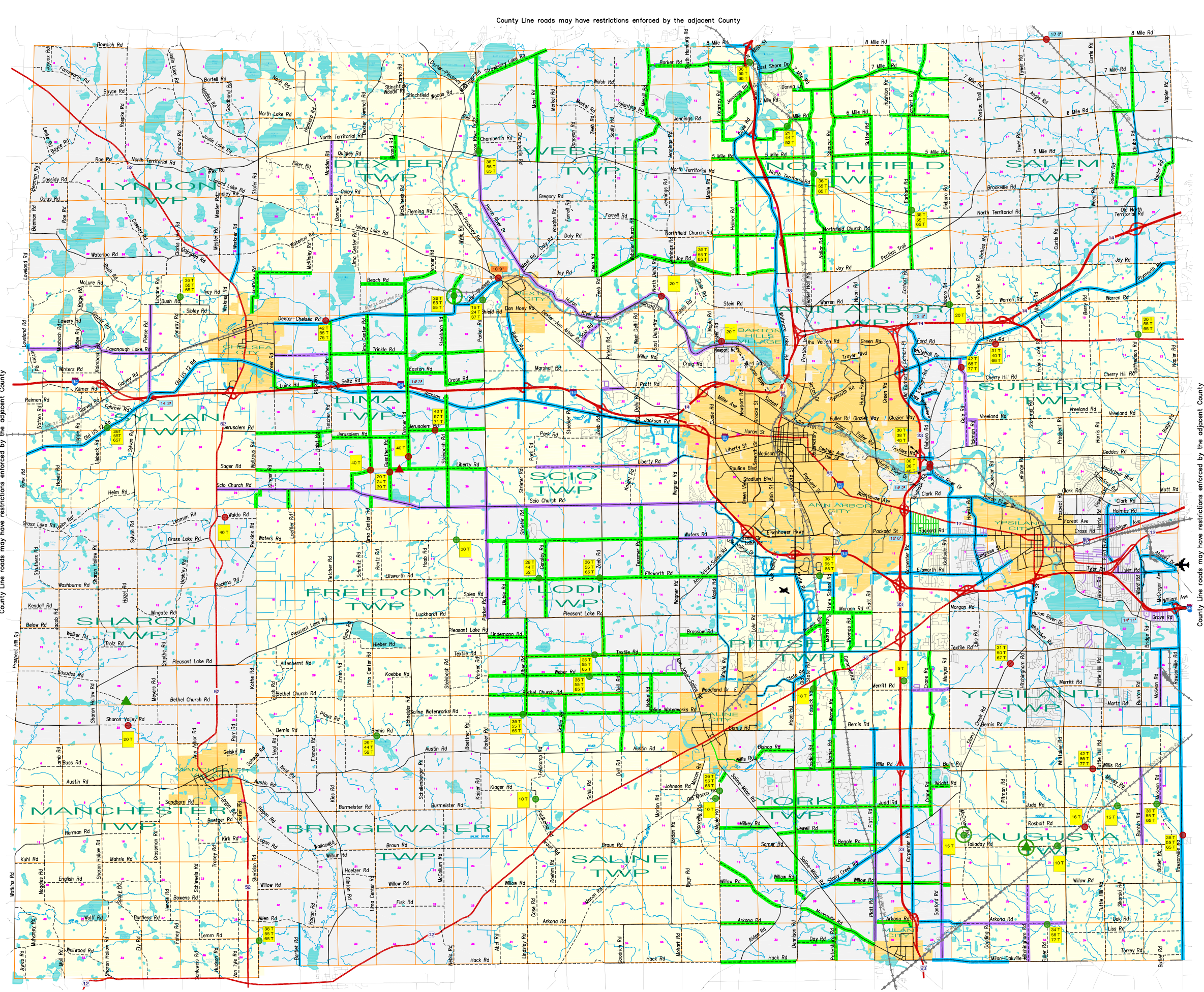
Maximum semi-trailer length of 53 feet, including load, when operating a truck tractor and semi-trailer combination. Semi-trailers longer than 50 feet are limited to three axles and shall be 37.5 feet plus or minus 0.5 feet, measured from kingpin coupling to a single axle or to the center of the tandem assembly.

For a truck and trailer or semi-trailer designed and used to transport saw logs, pulpwood, and tree length poles the overall length shall not exceed 70 feet including load.

In compliance with federal requirements, motor vehicles wholly or partially assembled transported by utilizing one (1) tow bar or three (3) saddle mounts with full mount mechanisms and using the motive power of one (1) vehicle shall not exceed a total length of 75 feet.

SPECIAL PERMIT INFORMATION
 Vehicles or the loads thereon which exceed the legal dimensions or weights as listed require a Special Transportation Permit for travel. Special Transportation Permits are issued only for the occasional movement of oversized or overweight vehicles or loads which cannot be dismantled, reduced, or otherwise rearranged to come within the legal limits.
 Beginning January 3, 2018, all transportation permit applications must be submitted via www.oxcartpermits.com and WCRC will no longer process applications using the previous application forms. Companies will need to register for a free account with Oxcart. Registration is easy and can be completed at www.oxcartpermits.com/users/signup

TYPICAL POSTINGS

Revision Date: February 3, 2022
 See WCRC website for current version (www.wcroads.org)

County Line roads may have restrictions enforced by the adjacent County

County Line roads may have restrictions enforced by the adjacent County

WASHTENAW COUNTY ROAD COMMISSION

RESOLUTION CERTIFICATION

County Designated (All-Season) Routes Update

Resolution No. RC20-240

August 18, 2020

“Moved ...

WHEREAS, the Board of County Road Commissioners of Washtenaw County, pursuant to Act 300 of the Public Acts of 1949, as amended, being MCL §257.722, may designate certain highways, or sections of those highways, where bridges and road surfaces are adequate for heavier loading,

WHEREAS, Chubb Road between 5 Mile Road and 6 Mile Road, 5 Mile Road between Chubb Road and Napier Road, and Textile Road between State Road and US-12 (Michigan Avenue) have been reconstructed and paved,

NOW, THEREFORE, BE IT RESOLVED that upon the recommendation of the County Highway Engineer/Director of Engineering and concurrence of the Managing Director, the Board designates the following roads under the jurisdiction of the Washtenaw County Road Commission as County Designated Routes (All-Season) and exempt from the imposition of seasonal weight restrictions:

1. 5 Mile Road between Chubb Road and Napier Road
2. 6 Mile Road between Coyle Road and Main Street
3. 7 Mile Road between Main Street and a point 528' easterly
4. 8 Mile Road between North Main Street and a point 0.76 miles westerly
5. Airport Boulevard between Ellsworth Road and State Road
6. Airport Drive between Wiard Road and Tyler Road
7. Ann Arbor-Saline Road between Maple Road and I-94
8. Aprill Drive south of Jackson Road
9. Arkona Road between Carpenter Road and the Norfolk & Southern Railroad
10. Arrowhead Road between Woodridge Drive and Dixboro Road
11. Avis Drive between Lavender Road and State Road
12. Baker Road between Jackson Road and Dan Hoey Road
13. Bartlet Road between the county line and Allen Road
14. Bestech Drive between Carpenter Road and end of road
15. Bemis Road from 600' east of Platt Road to 600' west of Platt Road
16. Brinker Drive west of Huron Street
17. Brown Drive between Pielemeier Drive and M-52
18. Campus Parkway between Industrial Drive and State Road
19. Carpenter Road between US-23 and M-17
20. Chubb Road between 5 Mile Road and 6 Mile Road
21. Clark Road between Golfside Road and Hewitt Road
22. Concourse Drive between State Road and Runway Boulevard
23. Data Court south of Technology Drive

24. Dexter-Chelsea Road between Freer Road and Dexter-Pinckney Road
25. Dino Drive south of Jackson Road
26. Dixboro Road between 765' north of Geddes Road and Huron River Drive
27. Earhart Road between US-23 and M-14
28. Ellsworth Road between Lohr Road and State Road, Stone School Road and a point 0.12 miles easterly, and Platt Road and Michigan Avenue
29. Enterprise Drive north of Jackson Road
30. Fairfield Court north of Technology Drive
31. Ford Boulevard between Ecorse Road and Clark Road
32. Frank Daniels Drive between Joe Hall Drive and James L. Hart Parkway
33. Freer Road between Luick Drive and Old US-12
34. Geddes Road between US-23 and 575' east of Dixboro Road
35. Golfside Road between Packard Road and Clark Road
36. Gordon Drive east of Hines Drive
37. Goss Road between Earhart Road and Woodridge Road
38. Gotfredson Road between Plymouth Road and North Territorial Road
39. Hewitt Road between Michigan Avenue and Huron River Drive
40. Highland Drive between Varsity Drive and Varsity Drive
41. Hines Drive between Textile Road and State Road
42. Holmes Road between Ford Boulevard and Michigan Avenue
43. Huron River Drive between Dixboro Road and Clark Road
44. Huron River Drive between Hewitt Road and a point 0.66 miles easterly
45. Huron Street between Huron River Drive and I-94
46. Interface Drive west of Jackson Industrial Drive
47. Jackson Road between Fletcher Road and Wagner Road
48. Jackson Industrial Drive south of Jackson Road
49. Jackson Plaza between Jackson Road and Wagner Road
50. James L. Hart Parkway west of Huron Street
51. Joe Hall Drive west of Huron Street
52. Lavender Road west of State Road
53. Liberty Road between Wagner Road and a point 0.4 miles east of Wagner Road
54. Lohr Road between Ellsworth Road and Ann Arbor-Saline Road
55. Loveland Road between Cavanaugh Lake Road and a point 600' northerly
56. Luick Road between Freer Road and Old US-12
57. Main Street between Six Mile Road and North Main Street
58. Maple Road between the Wood Outlet Drain and Ann Arbor-Saline Road & north of the City of Ann Arbor limits to Craig Road
59. Martz Road between 0.25 miles west of Rawsonville Road and Rawsonville Road
60. McKean Road between the Norfolk Southern Railroad and Textile Road
61. Metty Drive north of Jackson Road
62. Michigan Avenue between I-94 and Ypsilanti City limits
63. Milan-Oakville Road between Milan City limits and 0.5 miles east of Gooding Road
64. Moon Road between Michigan Avenue and a point 1,200' south
65. Morgan Road between State Road and a point 100' east of the Ann Arbor Railroad, and between Carpenter Road and US-23
66. North Territorial Road between Whitmore Lake Road and 1.1 miles east of US -23
67. Oak Valley Drive between Ellsworth Road and Lohr Road, and between Ann

- Arbor-Saline Road and Scio Church Road
68. Old State Road
 69. Old US-12 Road between the Jackson/Washtenaw County line and Fletcher Road
 70. Packard Road between the Ann Arbor City limits and the Ypsilanti City limits
 71. Parkland Plaza south of Jackson Road
 72. Pielemeier Drive north of Brown Drive
 73. Platt Road between Ellsworth Road and a point 1,555' southerly, and from 1,200' south of Willis Road to Bemis Road.
 74. Pleasant Lake Road between Fletcher Road and Reno Road
 75. Plymouth Road between US-23 and Napier Road
 76. Rancho Drive
 77. Rawsonville Road between Oakville - Waltz Road and William Avenue
 78. Runway Boulevard between State Road and Venture Drive
 79. Seaver Way south of Joe Hall Drive
 80. Spencer Lane between Michigan Avenue and Holmes Road
 81. State Circle west of State Street
 82. State Road between Michigan Avenue and Ellsworth Road
 83. Stone School Road between Ellsworth Road and a point 3,144' southerly
 84. Stony Creek Road between Saline-Milan Road and Carpenter Road
 85. Technology Drive west of Avis Drive
 86. Textile Road between State Road and US-12 (Michigan Avenue)
 87. Textile Road between Bridge Road and Rawsonville Road
 88. Tyler Road between Wiard Road and Airport Drive
 89. Varsity Drive between Ellsworth Road and Stone School Road
 90. Venture Drive between Runway Boulevard and State Road
 91. Wagner Road between a point 902' south of Liberty Road and Jackson Road
 92. Waters Road between Oak Valley Drive and Ann Arbor-Saline Road
 93. Werkner Road from M-52 to the City of Chelsea Waste Disposal property at 8027 Werkner Road
 94. Whitmore Lake Road between M-14 and Coyle Road
 95. Whittaker Road between Stony Creek Road and Huron River Drive
 96. Wiard Road between I-94 and US-12
 97. William Avenue between McGregor Road and Washtenaw County line
 98. Willis Road between Emerson Drive and Carpenter Road
 99. Woodridge Drive between Dixboro Road and Arrowhead Road
 100. Zeeb Road between Park Road and Pratt Road