

Minutes of Meeting

POLICY COMMITTEE

DATE: February 15, 2023

TIME: 9:30 AM

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

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

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

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

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 •

1. Call to Order/Introductions

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

2. Approval of Agenda

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

3. Approval of Minutes

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

4. Public Participation

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

5. Communications and Announcements

Mr. Buck provided the following updates:

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

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

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

6. Bills over \$500

There were no bills over \$500 requiring approval.

7. Old Business

There was no old business.

8. New Business

A. Regional Safety Transportation Performance Measures

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

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

B. 2045 Long Range Transportation Plan Reaffirmation

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

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

C. FY 2024 Unified Planning Work Program

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

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

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

D. 2021 Crash Report for Washtenaw County

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

9. Adjournment

Chair Marl adjourned the meeting at 10:22am.

Dear Chairperson Stepek, Michigan Transportation Planning Association Officers Members;

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

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

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

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

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

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

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

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

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