
NOTICE OF MEETING

POLICY COMMITTEE

November 15, 2023

TIME: 9:30 AM

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

AGENDA:

1. Call to Order/Introductions
2. Approval of the Agenda
3. Approval of Minutes – September 20, 2023 Policy Committee Meeting (attached) – Action
4. Public Participation
5. Communications and Announcements
6. Checks over \$500
7. Old Business
8. New Business
 - A. First Call FY 2024 TIP Amendments (attached) - Action
 - B. First Call FY 2024 TIP Modifications (attached) - Information
 - C. 2020 Adjusted Census Urban Boundary (attached) - 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 •

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representing Washtenaw County

DRAFT Meeting Minutes

WATS POLICY COMMITTEE

DATE: September 20th, 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*)
AAATA – Matt Carpenter
Ann Arbor Township – Diane O'Connell
City of Ann Arbor - Erica Briggs
City of Chelsea – Charles Wiseley
MDOT University Region - Mike Davis
Pittsfield Charter Township - Jessica West
Scio Township - John Reiser
WCBOC – Caroline Sanders
Washtenaw County Road Commission – Barb Fuller

Members Absent: City of Dexter – Shawn Keough
City of Milan - Jim Lancaster
Dexter Township - Vacant
Eastern Michigan University - Leigh Greden (*Vice Chair*)
Northfield Township - Ken Dignan
SWWCOG – Ron Miley
Ypsilanti Township – Brenda Stumbo
Superior Charter Township - Lisa Lewis
University of Michigan - Steve Dolen

Others Present: Rosa-Maria Njuki (AAATA), Ryan Buck (WATS), Nick Sapkiewicz (WATS), Maggie Huntley (WATS), Anton Schauerte (WATS)

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1. CALL TO ORDER / INTRODUCTIONS

Chair Marl called the meeting to order at 9:32 AM. Introductions were made.

2. APPROVAL OF THE AGENDA

A motion was made by Ms. Fuller, supported by Ms. O'Connell, to approve the meeting agenda. The motion was carried unanimously.

3. APPROVAL OF MINUTES

A motion was made by Ms. Fuller, supported by Ms. Briggs, to approve the June 21, 2023 meeting minutes. The motion was carried unanimously.

4. PUBLIC PARTICIPATION

No comments by the public were provided.

5. COMMUNICATIONS AND ANNOUNCEMENTS

Mr. Buck provided the following updates:

- WATS hosted the 2023 Michigan Transportation Planning Association (MTPA) Annual Conference in Ann Arbor, July 26th - July 28th. Mr. Buck thanked Ms. Huntley for her efforts in planning the conference.
- WATS was able to utilize ~ \$500,000 of leftover funding for a project on N. Territorial Rd.
- WATS is working with local agencies and MDOT on updating the Adjusted Census Urban Boundary (ACUB). One result from the smoothing process is that the City of Dexter will be removed from the Ann Arbor Urban Boundary and will become its own Small Urban area and become part of the Small Urban program.
- York Township has expressed interest in becoming a member of WATS and the Ann Arbor DDA has decided to end its membership at WATS.

6. CHECKS OVER \$500

Mr. Buck stated there were no checks over \$500 and also stated checks for regularly-occurring payments, like rent, are not reviewed in this agenda item of Policy Committee meetings.

7. OLD BUSINESS

There was no old business.

8. NEW BUSINESS

A. Long Range Plan Performance Measure Targets

Mr. Buck stated that the performance measure targets proposed have been developed by WATS staff, but informed by goals and objectives of the local agencies, such as the City of Ann Arbor’s VMT and Carbon Reduction goals, Asset Management Plans, and the regional safety targets.

Ms. Briggs inquired about the frequency that targets would be monitored. Mr. Buck replied that it would occur for every update of the Long Range Transportation Plan (every four years), but added that equity data is revisited ~3x per year, as part of the Transportation Improvement Program (TIP) amendment process. Ms. Briggs stated it may be challenging to make changes to projects during the amendment process as projects are already far along. Mr. Buck replied that although it can be more useful to have numerical targets, as opposed to “Continuously Monitor”, every project within an Environmental Justice (EJ) Area that applied for funding in the FY 2023-2026 TIP, received funding. In addition, Mr. Buck suggested that if, in the future TIPs, WATS can’t fund every project within an EJ Area that applies for funding, WATS staff will inform the committees and the Policy Committee can determine whether any changes should occur to the list of projects.

A motion was made by Mr. Carpenter, supported by Ms. Briggs, to approve the performance measure targets for 2050 LRTP development. The motion was carried unanimously.

B. Planning Project Proposal Form

Mr. Buck stated that if local agencies are interested in having a particular transportation project funded using PL funds, the agency can submit the attached form to WATS staff. Based on what type of project it is, it would either be classified as an existing item within the WATS Unified Planning Work Program (UPWP) or it would be added as a new item in the UPWP. Mr. Carpenter suggested that the phrase, “promotes equity”, could be added to the form. Ms. Briggs and Ms. West requested to add an additional question that specified whether a project that satisfies the Federal Planning Factor, “Increase the security of the transportation system for motorized and non-motorized users” benefits motorized users or non-motorized users.

C. 2050 LRP Update

Mr. Sapkiewicz stated that the next set of 2050 LRTP public meetings will take place in October in the City of Ann Arbor, Ypsilanti Township, and virtually. Additionally, Mr. Sapkiewicz stated that a Call for Projects to local agencies will be sent out shortly. In November and December, another set of public meetings will be held in order to garner more information about transportation needs in the community. That information will be passed along to the local agencies. At the request of Programs to Educate All Cyclists (PEAC), WATS staff will be reviewing the 2045 LRTP to determine what improvements can be made as part of the 2050 LRTP in regards to being more cognitively-accessible. Ms. Fuller reminded WATS staff that many parts of Washtenaw County do not have internet access, posing a challenge in garnering public participation at public meetings. Mr. Sapkiewicz agreed that a

lack of internet access is indeed a challenge and replied that for that reason, WATS holds in-person public meetings in different locations throughout the county to help ensure as many residents as possible are provided the opportunity to participate.

9. ADJOURNMENT

Chair Marl adjourned the meeting at 10:04 AM.

MEMORANDUM

To: Policy Committee
From: Nick Sapkiewicz
Date: November 8, 2023
Re: 1st Call for FY 2024 TIP Amendments for 2023-20236 TIP

Background

WATS initiated the 1st call for FY 2024 TIP amendments in August with project changes due to WATS in September. The 1st call amendments represent naming of CPM projects already in the TIP, one new project/one deleted project, and MDOT program changes (including a new project and cost changes).

Significant changes in this TIP amendment include:

- **Local Project Naming and Limits updates**
 - JN 214921 - Dexter from Maple to M-14 (include JN 214691 as ACC year)
 - JN 215058 - Seventh from Miller to Madison (include cost from JN 214674 CPM)
 - JN 209657 - Dexter-Chelsea from Freer to Dancer
 - JN 214597 - Whitmore Lake from M-14 Ramps to Stein
 - JN 214608 - Dixboro from M-14 to North Territorial
 - JN 214698 - Grove from Emerik to Harris

- **Project Add/Delete**
 - JN 214674 - PM (delete project)
 - JN 219565 - Curtis from Plymouth to Joy (add new project)

- **MDOT Amendments**
 - JN 211017 - US-23 Monroe, Livingston, Washtenaw Counties (add new project)
 - JN 207396 - Regionwide (update cost)
 - JN 207396 - Regionwide (update cost)

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Environmental Justice Review

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

Total Investment in the TIP

Over the course of the TIP, investment made in Washtenaw County is affected by amendments and modifications (grant awards, cost changes, new projects). These changes continually affect the value of the TIP, and the amount of investment in EJ areas. Per Jobnet, as of August 15, 2023, the 2023-2026 TIP is valued at \$730,784,287.68. This amount is a snapshot in time of the TIP’s value and is adjusted via administrative modifications, amendments, cost changes at time of obligation, etc.

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 - TRANSIT
FY 2023 3rd Call - 2023-2026 TIP**

	Total Investment	Percent of TIP
Areawide Transit Investment	\$158,848,819.31	21.74%

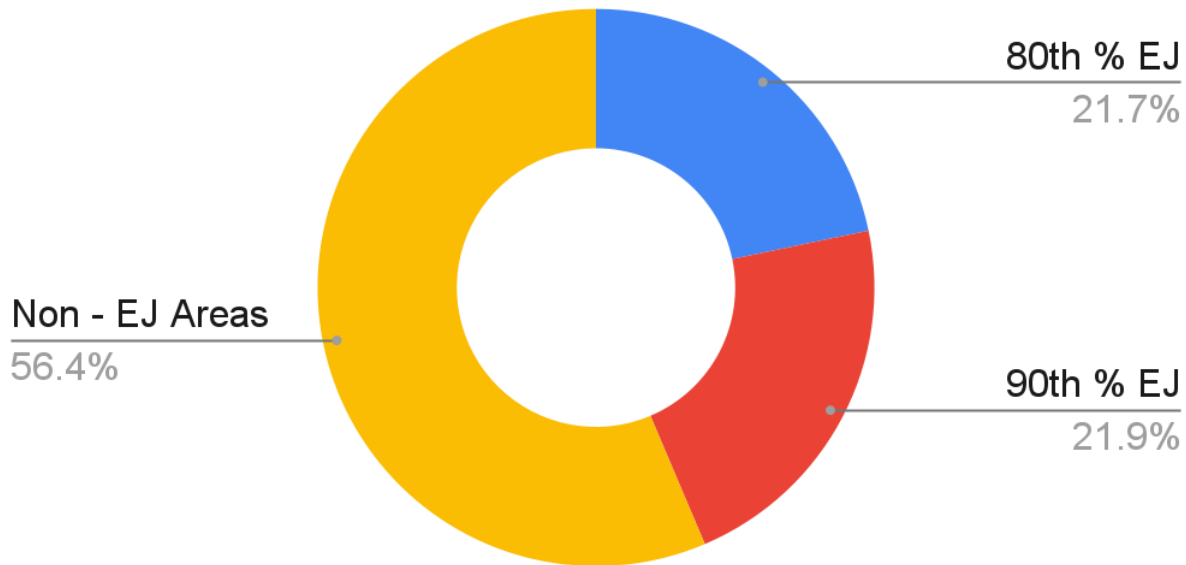
**Environmental Justice Review
FY 2023 3rd Call - 2023-2026 TIP**

	Total Investment	*Percent of TIP
80th Percentile EJ Areas	\$124,247,707.00	21.7%
90th Percentile EJ Areas	\$125,153,175.00	21.8%
Non-EJ Areas	\$322,534,586.00	56.3%
*TIP Value	\$571,935,468	100%

* Excluding Areawide Transit Investment

Enviornmental Justice (EJ) Review

FY 2024 1st Call



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

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

Opportunity Evaluation

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

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

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

Transit Investment

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

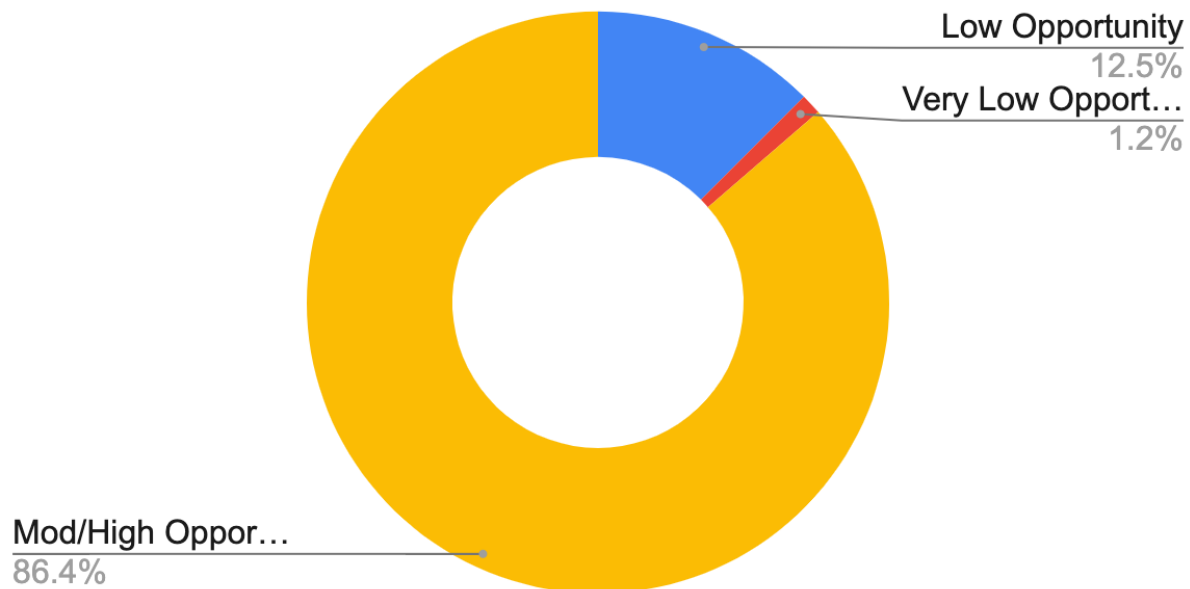
**Opportunity Evaluation
FY 2023 3rd Call - 2023-2026 TIP**

	Total Investment	*Percent of TIP
Low Access to Opportunity	\$71,428,419	12.5%
Very Low Access to Opportunity	\$6,610,707	1.2%
Moderate /High Access to Opportunity	\$493,896,342	86.3%
*TIP Value	\$571,935,468	100%

*Excludes Areawide Transit Investment

2020 Opportunity Index

FY 2024 1st Call



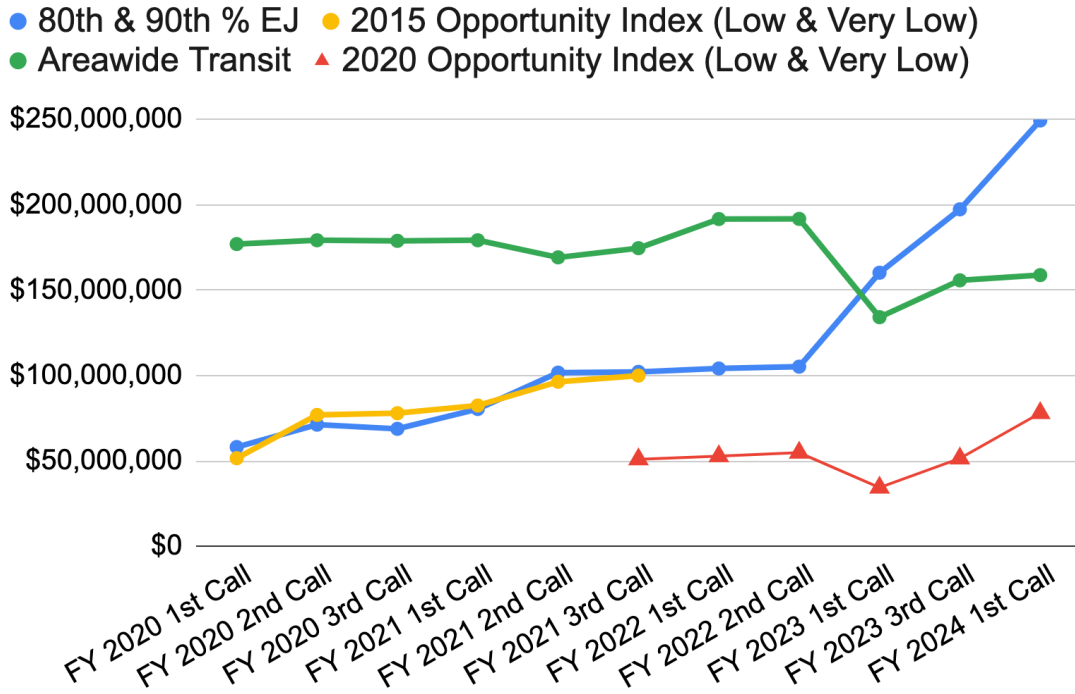
The opportunity evaluation is provided as information during each TIP amendment.

Tracking TIP Investment in Equity Areas

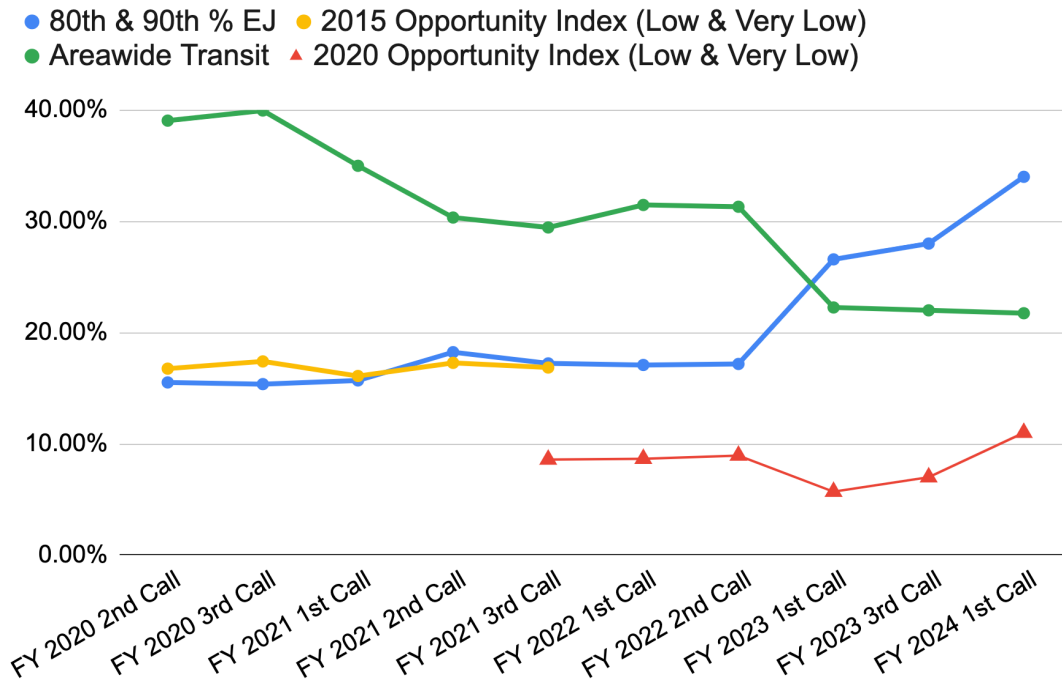
By monitoring investment in equity areas (EJ and low opportunity), WATS Committees can evaluate if enough investment is being made to balance environmental benefits and burdens and to disrupt the effects of historic injustice.

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

Investment in Equity Focus Areas



Investment in Equity Focus Areas as % of Total TIP



Action

The Technical Committee recommend the Policy Committee approve the 1st Call TIP amendments.

1st Call FY 2024 TIP Amendments

CHANGE DESCRIPTION	JOB ID	STIP FISCAL YEAR	AGENCY	ROUTE NAME	LOCATION (REPORT)	LENGTH	MAJOR WORK TYPE	WORK (REPORT)	PHASE	ESTIMATED FEDERAL FUND AMOUNT	ESTIMATED STATE FUND AMOUNT	ESTIMATED LOCAL FUND AMOUNT	ESTIMATED TOTAL FUND AMOUNT
Name project and increase cost by deleting 214691 (sidewalk gap fill) to incorporate as ACC year	214921	2025	Ann Arbor	Dexter	Maple to M-14	0.78	Improve roadside facilities	Sidewalk gap fill	CON	\$800,000		\$280,000	\$1,080,000
Delete	214674	2025	Ann Arbor	PM	NA				CON	\$100,000		\$22,175	\$122,175
Name projects and increase cost by deleting 214674 (CPM project)	215058	2025	Ann Arbor	Seventh	Miller to Madison	0.47	Road rehabilitation	Capitla preventive maintenance	CON	\$475,000		\$425,000	\$900,000
New project	219565	2025	WCRC	Curtis	Plymouth to Joy	0.91	Road capital preventive maintenance	Mill and resurface the existing roadway	CON	\$136,000		\$34,000	\$170,000
Name project and limits, reduce cost	209657	2025	WCRC	Dexter-Chelsea	Freer to Dancer	3.47	Road capital preventive maintenance	Mill and resurface the existing roadway	CON	\$330,000	\$99,000	\$50,000	\$479,000
Name project and limits	214597	2025	WCRC	Whitmore Lake	M-14 Ramps to Stein	1.61	Road capital preventive maintenance	Mill and resurface the existing roadway	CON	\$188,460		\$41,790	\$230,250
Update to ACC year of 214921	214691	2026	Ann Arbor	Dexter	Maple to M-14	0.78	Improve roadside facilities	Sidewalk gap fill	CON	\$800,000		\$280,000	\$1,080,000
Name project and limits	214608	2026	WCRC	Dixboro	M-14 - to North Territorial	2.55	Road capital preventive maintenance	Mill and resurface the existing roadway	CON	\$481,000		\$120,250	\$601,250
Name project and limits	214698	2026	WCRC	Grove	Emerik to Harris	0.94	Road capital preventive maintenance	Mill and resurface the existing roadway	CON	\$370,947		\$82,430	\$453,377

1st Call FY 2024 TIP Amendments - MDOT

CHANGE DESCRIPTION	JOB ID	STIP FISCAL YEAR	AGENCY	ROUTE NAME	LOCATION (REPORT)	LENGTH	MAJOR WORK TYPE	WORK (REPORT)	PHASE	ESTIMATED FEDERAL FUND AMOUNT	ESTIMATED STATE FUND AMOUNT	ESTIMATED LOCAL FUND AMOUNT	ESTIMATED TOTAL FUND AMOUNT
ADD	211017	2024	MDOT	US-23 N	US-23 Freeway Signing: Monroe, Washtenaw, and Livingston Counties	80.461	Traffic Safety	TSC-wide - US-23 Freeway Signing Engineering, Design and Update	CON	\$5,410,000	\$0	\$0	\$7,760,000
BUDGET	207396	2024	MDOT	Regionwide	All trunkline routes in University SEMCOG counties	2.685	Traffic Safety	Permanent pavement marking application on University Region trunklines	CON	\$1,748,250	\$194,250	\$0	\$5,180,000
BUDGET	207396	2024	MDOT	Regionwide	All trunkline routes in University SEMCOG counties	2.685	Traffic Safety	Permanent pavement marking application on University Region trunklines	PE	\$13,500	\$1,500	\$0	\$40,000

MEMORANDUM

To: Policy Committee
From: Nick Sapkiewicz
Date: November 8, 2023
Re: 1st Call for FY 2024 TIP Modifications for the 2023-2026 TIP

Background

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

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

The lists of Local and MDOT modifications are provided below.

Action

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

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1st Call FY 2024 TIP Modifications

CHANGE DESCRIPTION	JOB ID	STIP FISCAL YEAR	AGENCY	ROUTE NAME	LOCATION (REPORT)	LENGTH	MAJOR WORK TYPE	WORK (REPORT)	PHASE	ESTIMATED FEDERAL FUND AMOUNT	ESTIMATED STATE FUND AMOUNT	ESTIMATED LOCAL FUND AMOUNT	ESTIMATED TOTAL FUND AMOUNT
Update project limits in jobnet	214666	2025	WCRC	Earhart	Plymouth to M-14	1.1	Road Rehabilitation	Pulverize and resurface existing road surface	CON	\$600,000		\$150,000	\$750,000
Update project limits in jobnet	214657	2025	WCRC	Golfside	Packard to Clark	0.99	Road Capital Preventive Maintenance	Mill and resurface existing road surface	CON	\$400,000		\$100,000	\$500,000
Update project limits in jobnet	214898	2025	WCRC	Jackson	Parker to Dino	0.99	Road Capital Preventive Maintenance	Mill and resurface existing road surface	CON	\$400,000		\$100,000	\$500,000
Update project limits in jobnet	214605	2025	WCRC	Nixon	US-23 to Pontiac Trail	0.91	Road Rehabilitation	Crush and shape, and asphalt resurfacing	CON	\$500,000		\$125,000	\$625,000
Update project limits in jobnet	214667	2025	WCRC	Waters	Oak Valley to Ann Arbor-Saline	0.21	Road rehabilitation	Mill and resurface existing road surface	CON	\$120,000		\$30,000	\$150,000

1st Call FY 2024 TIP Modifications - MDOT

	CHANGE DESCRIPTION	JOB ID	STIP FISCAL YEAR	AGENCY	ROUTE NAME	LOCATION (REPORT)	LENGTH	MAJOR WORK TYPE	WORK (REPORT)	PHASE	ESTIMATED FEDERAL FUND AMOUNT	ESTIMATED STATE FUND AMOUNT	ESTIMATED LOCAL FUND AMOUNT	ESTIMATED TOTAL FUND AMOUNT
1	Delayed ROW phase to FY 24	113501	2024	MDOT	US-23 BR	I-94 BL to M-14	1.239	Reconstruction	Reconstruct possible ASCRL in sections	ROW	\$81,850	\$15,881	\$2,269	\$100,000
2	Delayed ROW phase to FY 24	113501	2024	MDOT	US-23 BR	I-94 BL to M-14	1.239	Reconstruction	Reconstruct possible ASCRL in sections	UTL	\$20,463	\$3,971	\$567	\$25,000
3	Delayed ROW phase to FY 24	113501	2027	MDOT	US-23 BR	I-94 BL to M-14	1.239	Reconstruction	Reconstruct possible ASCRL in sections	CON	\$20,331,540	\$3,944,902	\$563,558	\$24,840,000
4	System generated CR to update Five Year Plan	116264	2024	MDOT	M-52	at the I-94/M-52 interchange	0.007	Parking Area Expansion	Mill & resurface and expansion	PE	\$2,947	\$653	\$0	\$3,600
5	System generated CR to update Five Year Plan	116264	2026	MDOT	M-52	at the I-94/M-52 interchange	0.007	Parking Area Expansion	Mill & resurface and expansion	CON	\$60,897	\$13,503	\$0	\$74,400
6	timing plans will be installed through central system and construction phase is no longer needed	120366	2023	MDOT	TSC-wide	Various Locations - Brighton TSC	6.836	Traffic Signals	Traffic signal optimization	CON	\$20,000	\$0	\$0	\$20,000
7	extended PE end date to 12/20/24 to allow for coordination with Central Signal System deployment. Changed project manager to William Seeger.	120366	2023	MDOT	TSC-wide	Various Locations - Brighton TSC	6.836	Traffic Signals	Traffic signal optimization	CON	\$20,000	\$0	\$0	\$20,000
8	System generated CR to update Five Year Plan	129977	2026	MDOT	US-23	14 bridges on US-23 in Washtenaw County	0.000	Bridge Replacement	Bridge Replacement, Epoxy Overlay, Deck Patching	CON	\$67,888,251	\$15,054,025	\$0	\$82,942,272
9	Increased CON phase budget to include \$250,000 for minor fin sys Michigan Non-Motorized Path Set-Aside (MNMP). Changed PC and Letting Dates.	200202	2024	MDOT	US-12	US-12 from west of Platt Rd to west of US-23 interchange	1.023	Intersection Improvements	Operational improvements	CON	\$14,323,750	\$3,176,250	\$0	\$17,500,000
10	Changed letting from Dec to Jan.	200202	2024	MDOT	US-12	US-12 from west of Platt Rd to west of US-23 interchange	1.023	Intersection Improvements	Operational improvements	CON	\$14,323,750	\$3,176,250	\$0	\$17,500,000
11	Changed Letting and Plan Completion dates due to revisions in the 5 Year Plan. This change was previously overlooked.	202564	2025	MDOT	TSCwide	Brighton TSC area	10.414	Non-Freeway Sign Replacement	Sign Upgrade	CON	\$160,718	\$0	\$0	\$160,718
12	System generated CR to update Five Year Plan	202564	2025	MDOT	TSCwide	Brighton TSC area	10.414	Non-Freeway Sign Replacement	Sign Upgrade	CON	\$160,718	\$0	\$0	\$160,718
13	Changing letting date to balance budget after revision and correction of 5 year plan.	202569	2025	MDOT	TSCwide	I-94BL, US-23BR, US-12BR, US-12	33.850	Non-Freeway Sign Replacement	Non-freeway Signing replacement	CON	\$632,000	\$0	\$0	\$632,000
14	System generated CR to update Five Year Plan	202569	2025	MDOT	TSCwide	I-94BL, US-23BR, US-12BR, US-12	33.850	Non-Freeway Sign Replacement	Non-freeway Signing replacement	CON	\$632,000	\$0	\$0	\$632,000
15	Changing letting date to balance budget after revision and correction of 5 year plan.	207517	2027	MDOT	TSCwide	US-24 - Monroe County - Brighton TSC	28.567	Non-Freeway Sign Replacement	Non-Freeway Signing Upgrade	PE	\$109,441	\$0	\$0	\$109,441
16	Changing letting date to balance budget after revision and correction of 5 year plan.	207517	2029	MDOT	TSCwide	US-24 - Monroe County - Brighton TSC	28.567	Non-Freeway Sign Replacement	Non-Freeway Signing Upgrade	CON	\$629,285	\$0	\$0	\$629,285
17	Moved obligation to October 23 in order to begin design.	207517	2024	MDOT	TSCwide	US-24 - Monroe County - Brighton TSC	28.567	Non-Freeway Sign Replacement	Non-Freeway Signing Upgrade	PE	\$109,441	\$0	\$0	\$109,441
18	Moved obligation to October 23 in order to begin design.	207517	2029	MDOT	TSCwide	US-24 - Monroe County - Brighton TSC	28.567	Non-Freeway Sign Replacement	Non-Freeway Signing Upgrade	CON	\$629,285	\$0	\$0	\$629,285
19	System generated CR to update Five Year Plan	208665	2023	MDOT	I-94	Parker to M-14	5.194	Milling & One Course Asphalt Overlay	Milling and single course overlay	PE	\$1,800,000	\$200,000	\$0	\$2,000,000
20	System generated CR to update Five Year Plan	208665	2025	MDOT	I-94	Parker to M-14	5.194	Milling & One Course Asphalt Overlay	Milling and single course overlay	CON	\$11,700,000	\$1,300,000	\$0	\$13,000,000
21	System generated CR to update Five Year Plan	208899	2025	MDOT	TSC wide	Livingston and Washtenaw Counties	0.000	Freeway Courtesy Patrol Operations	Freeway Courtesy Patrol Services	OPS	\$442,645	\$98,155	\$0	\$540,800
22	System generated CR to update Five Year Plan	209147	2023	MDOT	M-14 E	M-14, US-23 in Washtenaw County	15.675	ITS Infrastructure and Device Installation	Install ITS Devices	PE	\$272,079	\$60,333	\$0	\$332,412

23	System generated CR to update Five Year Plan	209147	2025	MDOT	M-14 E	M-14, US-23 in Washtenaw County	15.675	ITS Infrastructure and Device Installation	Install ITS Devices	CON	\$2,277,922	\$505,123	\$0	\$2,783,045
24	Moved the project dates per request from program manager to due to template constraints.	210971	2027	MDOT	US-23BR	M-14 EB at Barton Drive	0.750	Intersection Improvements	Provide free-flow on-ramp, improve the Barton Dr. off-ramp.	ROW	\$572,950	\$127,050	\$0	\$700,000
25	Moved the project dates per request from program manager to due to template constraints.	210971	2030	MDOT	US-23BR	M-14 EB at Barton Drive	0.750	Intersection Improvements	Provide free-flow on-ramp, improve the Barton Dr. off-ramp.	CON	\$12,308,423	\$2,729,357	\$0	\$15,037,780
26	Added \$150,000 of Operations Scoping funds to EPE phase.	210997	2029	MDOT	I-94	I-94 from Ann Arbor/Saline Road to US-23; US-23/I-94 interchange	3.343	Additional Lane(s) less than 0.5 mile long	Construct I-94 flex lane and State Street interchange improvements	CON	\$30,272,472	\$6,643,814	\$69,018	\$36,985,304
27	System generated CR to update Five Year Plan	210997	2029	MDOT	I-94	I-94 from Ann Arbor/Saline Road to US-23; US-23/I-94 interchange	3.343	Additional Lane(s) less than 0.5 mile long	Construct I-94 flex lane and State Street interchange improvements	CON	\$30,272,472	\$6,643,814	\$69,018	\$36,985,304
28	Updated the letting date to 06/07/24	211017	2024	MDOT	US-23 N	Various Locations - Brighton TSC US-23	80.461	Freeway Sign Replacement	TSC-wide - US-23 Freeway Signing Engineering, Design and Update	CON	\$7,760,000	\$0	\$0	\$7,760,000
29	System generated CR to update Five Year Plan	211802	2026	MDOT	US-23	US-23 from M-14 east Tri-Level to Geddes Road	3.265	Construct Median Barrier	Construct median cable barrier	CON	\$879,706	\$97,745	\$0	\$977,451
30	Updated asset PR MP to match the routes in the proposal	213807	2023	MDOT	M-36	Various Trunkline Routes	18.874	Asphalt Crack Treatment	Crack Sealing	CON	\$229,180	\$50,820	\$0	\$280,000
31	System generated CR to update Five Year Plan	214078	2027	MDOT	US-23BR N	M-14 and Main St Interchange	0.500	Overhead Sign Structures	Interchange lighting	PE	\$81,000	\$9,000	\$0	\$90,000
32	System generated CR to update Five Year Plan	214078	2027	MDOT	US-23BR N	M-14 and Main St Interchange	0.500	Overhead Sign Structures	Interchange lighting	CON	\$819,720	\$91,080	\$0	\$910,800
33	System generated CR to update Five Year Plan	214187	2025	MDOT	I-94	I-94 EB & WB off ramps at Ann Arbor, Saline	0.000	Traffic Signals	Modernize signalized intersections	CON	\$661,490	\$0	\$0	\$661,490
34	System generated CR to update Five Year Plan	214199	2024	MDOT	TSC-wide	Various Locations - Brighton TSC	0.000	Traffic Signals	Modernize signalized intersections	PE	\$411,948	\$0	\$0	\$411,948
35	System generated CR to update Five Year Plan	214199	2025	MDOT	TSC-wide	Various Locations - Brighton TSC	0.000	Traffic Signals	Modernize signalized intersections	ROW	\$55,000	\$0	\$0	\$55,000
36	System generated CR to update Five Year Plan	214199	2027	MDOT	TSC-wide	Various Locations - Brighton TSC	0.000	Traffic Signals	Modernize signalized intersections	CON	\$2,828,320	\$0	\$0	\$2,828,320
37	System generated CR to update Five Year Plan	214522	2028	MDOT	M-153 E	M-153 at Plymouth Rd	0.452	Left Turn Lane	Indirect left turn lanes	CON	\$1,278,448	\$283,492	\$0	\$1,561,940
38	System generated CR to update Five Year Plan	214647	2028	MDOT	US-23 S	M-14/US-23 W. of East Tri-Level	0.834	Milling & One Course Asphalt Overlay	Adjust lane assignments	CON	\$1,355,959	\$300,681	\$0	\$1,656,640
39	Location updated	218337	2026	MDOT	M-14 W	TSC areawide	17.289	Freeway Sign Replacement	TSC areawide - M-14 Freeway Signing Engineering, Design and Upgrade	PE	\$449,064	\$0	\$0	\$449,064
40	Location updated	218337	2027	MDOT	M-14 W	TSC areawide	17.289	Freeway Sign Replacement	TSC areawide - M-14 Freeway Signing Engineering, Design and Upgrade	CON	\$2,869,020	\$0	\$0	\$2,869,020
41	System generated CR to update Five Year Plan	218337	2026	MDOT	M-14 W	TSC areawide	17.289	Freeway Sign Replacement	TSC areawide - M-14 Freeway Signing Engineering, Design and Upgrade	PE	\$449,064	\$0	\$0	\$449,064
42	System generated CR to update Five Year Plan	218337	2027	MDOT	M-14 W	TSC areawide	17.289	Freeway Sign Replacement	TSC areawide - M-14 Freeway Signing Engineering, Design and Upgrade	CON	\$2,869,020	\$0	\$0	\$2,869,020
43	System generated CR to update Five Year Plan	218729	2026	MDOT	TSC Wide	University Region, Livingston and Washtenaw Counties	0.000	Freeway Courtesy Patrol Operations	Freeway Courtesy Patrol	OPS	\$529,406	\$117,394	\$0	\$646,800
44	System generated CR to update Five Year Plan	218741	2027	MDOT	TSC Wide	University Region, Livingston and Washtenaw Counties	0.000	Freeway Courtesy Patrol Operations	Freeway Courtesy Patrol	OPS	\$564,765	\$125,235	\$0	\$690,000
45	System generated CR to update Five Year Plan	218744	2028	MDOT	TSC Wide	University Region, Livingston and Washtenaw Counties	0.000	Freeway Courtesy Patrol Operations	Freeway Courtesy Patrol	OPS	\$576,224	\$127,776	\$0	\$704,000

MEMORANDUM

To: WATS Policy Committee
From: Anton Schauerte, Transportation Planner
Date: November 8, 2023
Re: 2020 Adjusted Census Urban Boundary (ACUB)

Background

Following each decennial census, Census Urbanized Areas (CUAs) are redefined to reflect changes in population since the previous decennial census. After each census, limits are drawn to adjust the CUA, which is known as the Adjusted Census Urban Boundary (ACUB). In addition to the urbanized area, the ACUB includes the remaining contiguous incorporated limits of any city or village that is partially determined as urban by the census, adjacent census blocks of residential neighborhoods, commercial/industrial businesses, schools, parks, stadiums, golf courses, airports and other urban uses. The ACUB determines which roads are designated as *rural* and which roads are designated as *urban*.

Following the creation of the census-defined CUAs, MPOs and local agencies carry out a process to smooth their respective boundaries. This smoothing process helps prevent stretches of road from switching back-and-forth between urban and rural. WATS and local agencies held a meeting to conduct the smoothing process on August 3rd.

The Ann Arbor, Detroit, and South Lyon – Howell Urbanized Areas and ACUBs have been updated subsequent to the 2020 census taking the above criteria into account. While the size and shape of the ACUB does not affect the amount of funding designated to an Urbanized Area, only projects within the ACUB are eligible to receive Surface Transportation Program-Urban (STP-Urban) funds.

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

One notable change between the 2010 ACUB and the 2020 ACUB is the Dexter CUA would no longer be part of the Ann Arbor CUA. Instead, it would become its own [MDOT Small Urban](#) area, similar to Chelsea and Milan. The MDOT Small Urban program provides dedicated STP funds to areas with a population of 5,000 - 49,999. Small Urban areas with populations between 5,000 - 40,000 receive an allocation of \$385,000 on a biennial basis.

The ACUB maps are provided on MDOT's interactive "[NFC, NHS, & ACUB](#)" map using the "*2020 Proposed ACUB*" layer. Static maps are also provided in the following order on the following pages:

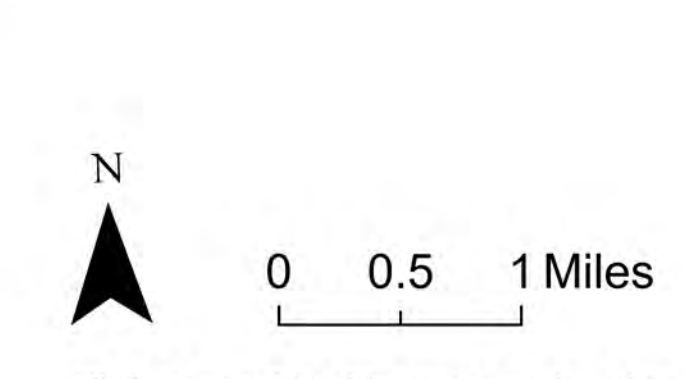
1. [Ann Arbor Urbanized Area](#)
2. [Dexter Small Urban Area](#)
3. [Milan Small Urban Area](#)
4. [Chelsea Small Urban Area](#)

Action

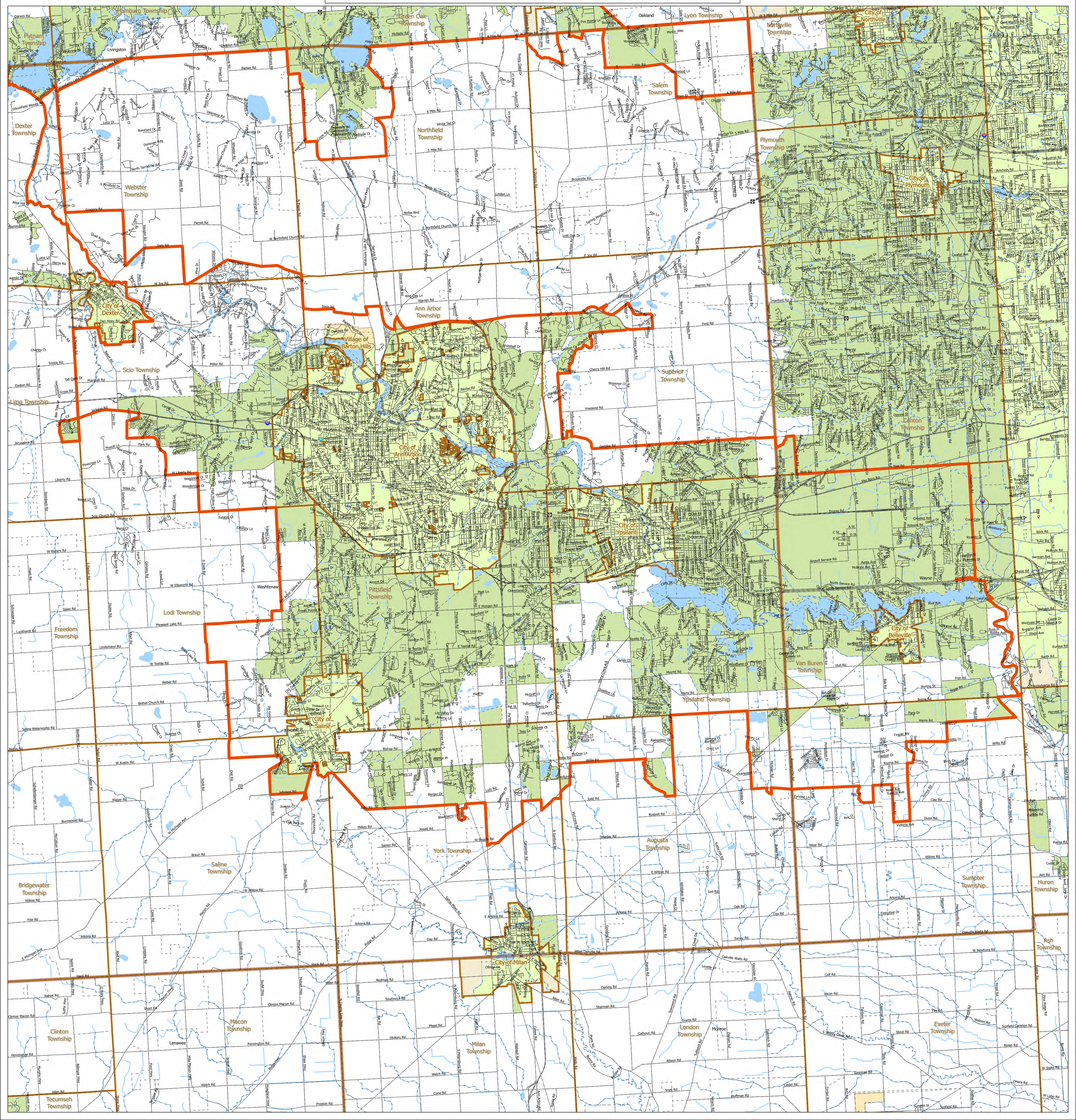
The Technical Committee recommends the Policy Committee approve the adjusted census boundaries for the county, including the Ann Arbor Urbanized Area, Dexter Small Urban Area, Milan Small Urban Area, and Chelsea Small Urban Area.

Ann Arbor 2020 Proposed ACUB

- 2020 Census Urban Area (CUA)
- 2020 Census Blocks
- County
- Township
- City or Village
- City or Village with CUA Overlap
- Lakes and Streams
- ACUB (Proposed)
- Road
- Railroad



All data used in this map can be obtained from the State of Michigan GIS Open Data website or at [Census.gov](https://www.census.gov)

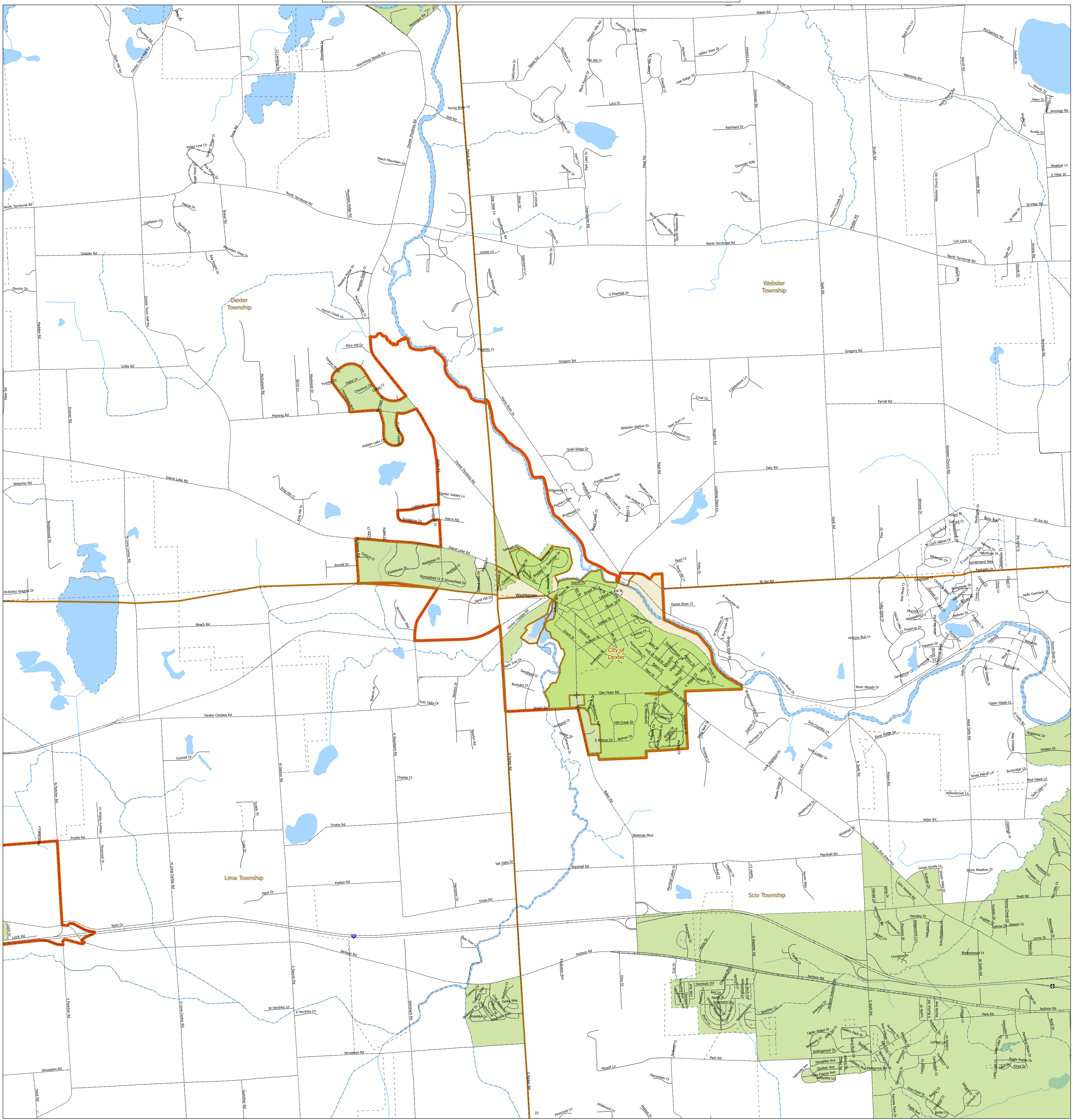


Dexter 2020 Proposed ACUB

2020 Census Urban Area (CUA)	City or Village	Road
2020 Census Blocks	City or Village with CUA Overlap	Railroad
County	Lakes and Streams	
Township	ACUB (Proposed)	

MDOT
Michigan Department of Transportation

All data used in this map can be obtained from the State of Michigan GIS Open Data website or at Census.gov

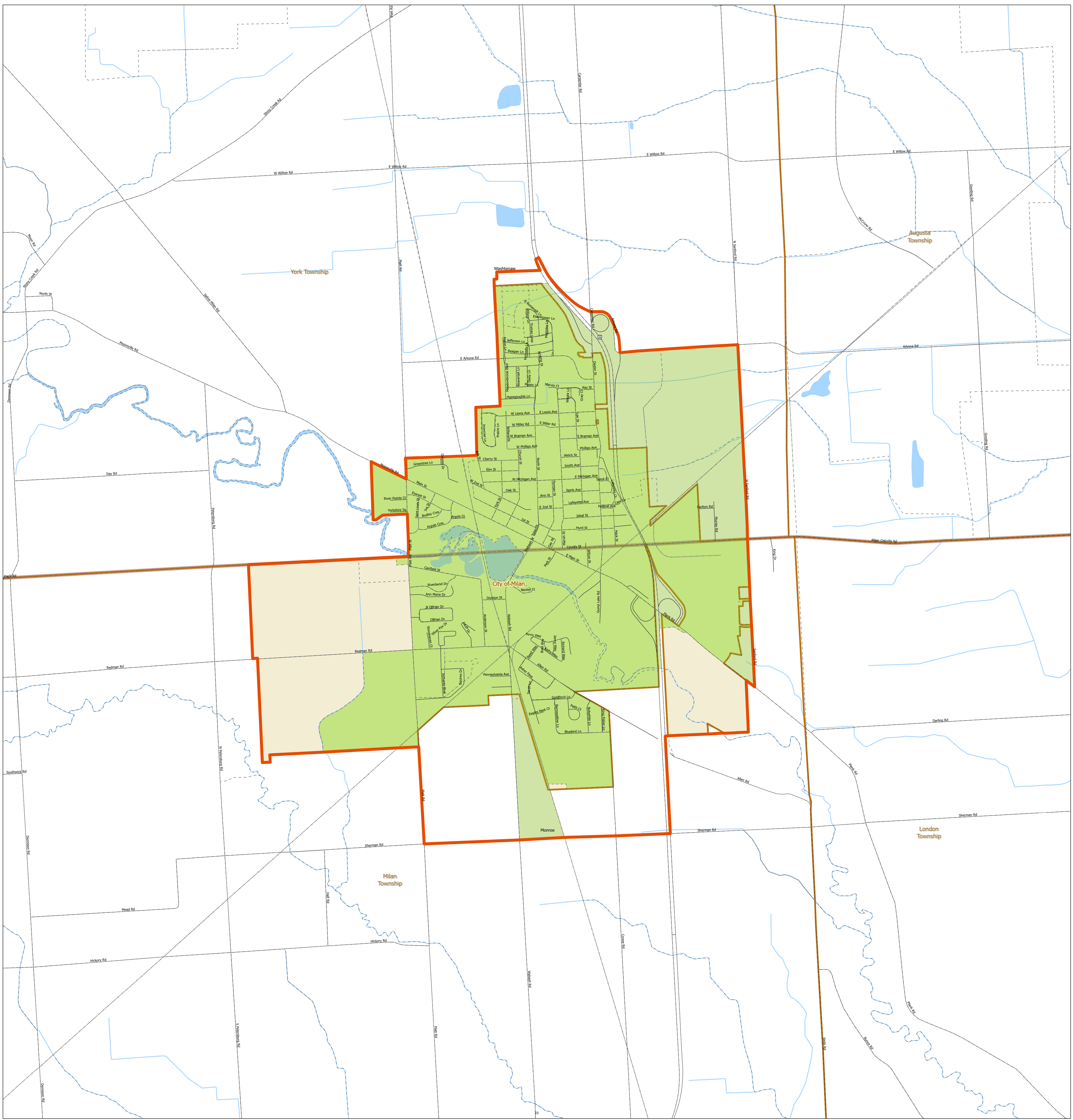


Milan 2020 Proposed ACUB



2020 Census Urban Area (CUA)	City or Village	Road
2020 Census Blocks	City or Village with CUA Overlap	Railroad
County	Lakes and Streams	Milan2020_ACUB
Township	ACUB (Proposed)	

N
 0 0.5 1 Miles
 All data used in this map can be obtained from the State of Michigan GIS Open Data website or at Census.gov



Chelsea 2020 Proposed ACUB



2020 Census Urban Area (CUA)	City or Village	Road
2020 Census Blocks	City or Village with CUA Overlap	Railroad
County	Lakes and Streams	
Township	ACUB (Proposed)	

N

0 0.5 1 Miles

All data used in this map can be obtained from the State of Michigan GIS Open Data website or at Census.gov

