



200 N. Main
Ann Arbor, MI 48103
phone: 734.994.3127
website: miwats.org
email: wats@miwats.org

NOTICE OF MEETING

TECHNICAL COMMITTEE

DATE: November 2, 2022

TIME: 9:30 am

PLACE: 200 N. Main, Ann Arbor - Lower Level Conference Room

AGENDA:

1. Call to Order/Introductions
2. Approval of the Agenda
3. Approval of Minutes – September 7, 2022, Meeting Minutes (attached) – Action
4. Public Participation
5. Communications and Announcements
6. Old Business
7. New Business
 - A. 1st Call FY 2023 Amendments for FY 2023-2026 TIP - Action
 - B. 1st Call FY 2023 Modifications for FY 2023-2026 TIP - Information
 - C. 2023 Updated Target Strategy - Action
 - D. Safety Performance Measures - Information
 - E. Regional Safety Target Development (SEMCOG) - Presentation

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

8. Agency Reports

Ann Arbor DDA	Pittsfield Township	City of Milan
City of Ypsilanti	The Ride	Washtenaw County
Ypsilanti Township	MDOT Planning	City of Chelsea
City of Ann Arbor	MDOT Region/TSC	SEMCOG
City of Saline	City of Dexter	EMU
Dexter Township	U of M	FHWA
WCRC	Environmental	Equity
Non-motorized	People with Disabilities	Senior

9. Adjournment

The Washtenaw Area Transportation Study (WATS) financed the preparation of this document through grants from the U.S. Department of Transportation in cooperation with the Michigan Department of Transportation and contributions from local government, public transit, and educational unit members of the Washtenaw Area Transportation Study. The views and opinions expressed herein do not necessarily state or reflect those of the U. S. Department of Transportation.



WASHTENAW
AREA
TRANSPORTATION
STUDY

200 N. Main
Ann Arbor, MI 48103
phone: 734.994.3127
website: miwats.org
email: wats@miwats.org

MEETING MINUTES

TECHNICAL COMMITTEE

DATE: September 7, 2022

TIME: 9:30 am

PLACE: 200 N. Main, Ann Arbor - Lower Level Conference Room

Members Present: Washtenaw County – Nathan Voght, Chair
City of Ypsilanti - Bonnie Wessler
City of Ann Arbor - Suzann Flowers (for Raymond Hess)
Disability Representative - John Waterman
Pittsfield Township - Matt Best
Eastern Michigan University – Dieter Otto
MDOT University Region - Mike Davis
Environmental Representative - Evan Pratt
City of Saline – Jeff Fordice, Tesha Humphriss
TheRide – LaTasha Thompson
Pittsfield Township - Matt Best
Washtenaw County Road Commission - Matt MacDonell
Ypsilanti Township - Brenda Stumbo (for Jason Iacoangeli)

Members Absent: Ann Arbor DDA – Amber Miller
City of Dexter – Dan Schlaff
Dexter Township - Vacant
Equity Representative - Weneschia Brand
Non-motorized Representative - Sarah Walsh
City of Chelsea - Vacant
Senior Representative - Vacant
City of Milan - Vacant
University of Michigan – Steve Dolen

Others Present: WATS – Nick Sapkiewicz, Maggie Huntley
WCRC - Brent Schlack
MDOT - Max Gierman

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 Voght called the meeting to order at 9:33 AM and led the group in introductions.

2. Approval of the Agenda

Mr. Best made a motion to approve the meeting agenda, Mr. Pratt supported the motion, motion approved.

3. Approval of Minutes

Mr. Voght made a motion to approve the March 3, 2021 meeting minutes, Ms. Wessler supported the motion, motion approved.

4. Public Participation

Nobody from the public wished to address the Committee.

5. Communications and Announcements

Mr. Sapkiewicz provided the following updates:

- There was an informal gathering in June (no quorum) and the Policy Committee took action on the 3rd call FY 2022 Amendments and 2023-2026 TIP which will be active October 1, 2022
- Those present at the June gathering beheld a presentation on the Climate Action Plan for the County
- Ms. Lynch has left WATS after a brief tenure and WATS is again looking to hire new staff
- Action on WATS bylaws was taken at the June Policy Committee meeting to reduce quorum issues
- FY 2023 Carbon Reduction Program call will be for transit projects only
- WATS will be hosting the 2023 MTPA conference

6. Old Business

No old business.

7. New Business

A. MDOT Five-Year Plan

Mr. Davis introduced and discussed details on several of the projects in MDOT's five-year plan, as well as other upcoming projects significant to Washtenaw County, and public participation opportunities. A list of MDOT projects can be found at:

Five-Year Plan

<https://www.michigan.gov/mdot/programs/planning/five-year-transportation-program>

STIP

<https://experience.arcgis.com/experience/f3a4872ac4444f5eac3adf4c656d0a53/page/TransportationProjPortal/?views=Five-Year-Transportation-Program>

Mr. Voght asked about additional public participation opportunities. Mr. Davis explained that

a dedicated portal on Washtenaw's PEL studies would be available soon.
<https://m14-bartospel.com/>

Ms. Flowers asked how the state is able to add the additional capacity of flex-lanes give the strain of increasing costs, etc. Mr. Davis explained the maintenance of flex-routes is being added to existing programs and additional roadway capacity is often paid for through bonding.

B. Federal Aid Buyout Program

Mr. Sapkiewicz reported that local agencies are now able to exchange the federal funds in TIP approved projects for state funds at a rate of 90% payback. The program can help streamline the implementation of projects, and provide flexibility in project design. Mr. Sapkiewicz added that while not fully utilized at a statewide level, it is first come first serve and more projects/agencies are likely to apply in future years.

WATS will designate each project participating in the buyout program as regionally significant, which will maintain its visibility and mappability amongst other TIP projects.

Mr. MacDonell explained that the buyout program is allowing WCRC to deliver their program at a lower cost, with increased flexibility and that WCRC are pursuing more straightforward mill-and-fill projects.

Mr. Voght questioned the funding sources programmed to projects. Mr. MacDonell explained the buyout program swaps previously committed funding sources.

C. Technical Committee Annual Meeting

Mr. Sapkiewicz explained that the Committee uses the annual meeting as an opportunity to establish its officers, and to revisit the monthly meeting time and location.

Mr. Voght agreed to continue as Chair, Ms. Wessler agreed to continue as Vice-Chair, and Ms. Humphriss agreed to accept the position of 2nd Vice-Chair.

Mr. Pratt made a motion to approve the slate of Committee officers, Mr. Waterman supported the motion, motion approved.

Mr. MacDonell offered WCRC meeting space if needed and questioned the viability of hybrid meetings for the Technical Committee. Mr. Sapkiewicz explained that Mr. Buck is exploring whether the Technical Committee can meet virtually/hybrid. Mr. Davis suggested that the current meeting location be held through December 2022 and if hybrid meeting technology is not available a new location be sought.

Mr. MacDonell made a motion to hold the meeting time and location while exploring options for hybrid meetings. Mr. Davis supported the motion, motion approved.

8. Agency Updates

A. City of Ypsilanti

Ms. Wessler reported:

- The City is working through its watermain replacement program
- Bridge work in City going well, but bids coming in high
- Finishing design work on Huron River Drive, construction in 2023

B. City of Ann Arbor

Ms. Flowers reported:

- Ann Arbor is coordinating a grant for safety project implementation.

C. People with Disabilities Representative

Mr. Waterman reported:

- PEAC is working TheRide on integrating new technology and services into its travel training programs.

D. Pittsfield Township

Mr. Best reported:

- Pittsfield is working with WCRC and MDOT on US23/US12 improvements.
- State Street is being evaluated for improvements to connectivity with Ann Arbor.

E. Environmental Representative

Mr. Pratt reported:

- The County is looking at opportunities to integrate with ReImagine Washtenaw improvements.

F. City of Saline

Ms. Humphriss reported:

- Saline is reevaluating its upcoming projects for appropriate treatments.
- Clark in 2023 has become a reconstruction project.
- City looking for a renewal of its local .5 mil millage on next ballot.

G. TheRide

Ms. Thompson reported:

- All but one route have been restored.
- Football shuttle service has begun.
- New budget, including millage revenues/long range plan, is being adopted.

H. Washtenaw County Road Commission

Mr. MacDonell reported:

- WCRC is concluding 2022 projects and preparing for 2023 projects.

I. Ypsilanti Township

Ms. Stumbo reported:

- The Huron I-94 project is running several weeks behind schedule. Ramps should be open in November.
- Lighting and a non-motorized path have been installed along Huron River Dr. and are being enjoyed by the community.
- Biotech/hydrogen fuel company moving into ACM site.

J. MDOT

Mr. Gierman reported:

- MDOT is acclimating to various staffing changes

K. Washtenaw OCED

Mr. Voght reported:

- Transit super-stop location will be coming online in the next several months.
- OCED is planning to help support Washtenaw Ave PEL work.

9. Adjournment

Chair Voght adjourned the meeting at 10:52 AM.

MEMORANDUM

To: Technical Committee
From: Nick Sapkiewicz
Date: October 26, 2022
Re: 1st Call for FY 2023 TIP Amendments for 2023-2026 TIP

Background

WATS initiated the 1st call for FY 2023 TIP amendments in August 2022. Notice was placed on the WATS website and at 200 N. Main St. Ann Arbor, MI. Amendments were received from Ann Arbor, TheRide, WAVE, Saline, and MDOT.

Significant changes in this TIP amendment include:

- Ann Arbor
 - JN 214638 - South Main Sidewalk - Consolidate to one year (remove ACC)
 - JN 214635 - Preventive Maintenance - Delete project
- TheRide
 - JN 205933 - Transit Capital - Balance budget across various scope codes (increase bus replacement, architecture/engineering, computer hardware/software, administrative vehicle - Decrease bus facility terminal improvements, capital cost of contracting, preventative maintenance)
- WAVE
 - JN 215036 - Transit Capital - Increase total cost
 - JN 215041 - Transit Capital - Increase total cost
- Saline
 - JN 205642 - Clark from Harris to Maple - Scope change from rehabilitation to reconstruction

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

- MDOT
 - JN 213473 - Countywide capital preventive maintenance - Add construction phase
 - JN 129977 - 14 Bridges on US-23, bridge replacement - Increase total cost
 - JN 211017 - US-23 freeway signage - Increase length of project
 - JN 217039 - Five structures statewide - Bridge replacement, add construction phase

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.

Information on the USDOT EJ strategy is available [here](#).

NOTE: At the time this packet was assembled a reliable GIS download of TIP projects was not available, and an updated analysis of investment in Environmental Justice and Equity areas could not be fully performed. The numbers presented in this analysis are from the TIP adoption. However, the 1st call amendments represent minor changes in overall TIP investment. WATS will provide an updated and comparative analysis as soon as mapping and jobnet issues are resolved. Note: jobnet is the software application used by MDOT to manage TIP projects, including the mapping of projects.

**2023-2026 TIP
Environmental Justice Evaluation**

	% of Program	Total Investment
EJ 80th Percentile	14%	\$88,353,822
EJ 90th Percentile	6%	\$39,968,459

WATS does not anticipate the TIP amendments will have a disproportionately negative impact on 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”. By monitoring investment in EJ and Opportunity areas, WATS Committees can evaluate if enough investment is being made to balance environmental benefits and burdens and to help disrupt the effects of historic injustice.

**2023-2026 TIP
Opportunity Evaluation**

	% of Program	Total Investment
Low Opportunity	11%	\$78,556,920
Very Low Opportunity	.5%	\$3,606,417

Note: WATS normally performs a more robust analysis on TIPs and TIP amendments, however, during the FY 2023-2026 TIP 1st call for amendments some of the information necessary was not available. MPO’s have been working with state technology staff to fully define the complexity of the issues and how TIP information is managed in and between departments and applications. Staff will come back with a complete comparative analysis when the data is made available.

Action

Staff request the Technical Committee review the 1st Call TIP amendments and make a recommendation to the Policy Committee.

1st Call FY 2023 TIP Amendments

Changes Made to Projects	Amendment Type	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
Increased Amount	Cost	2023	205933	Transit Capital	Ann Arbor Area Transportation Authority	Transit Capital	Areawide	SP1207-architect and engineer	FY23 Transit Capital 5307 Buses, Equip, Facilities, etc		\$310,400	\$77,600	\$0	\$388,000	5307
Increased Amount	Cost	2023	205933	Transit Capital	Ann Arbor Area Transportation Authority	Transit Capital	Areawide	SP1409-administrative vehicle	FY23 Transit Capital 5307 Buses, Equip, Facilities, etc		\$148,800	\$37,200	\$0	\$186,000	5307
Increased Amount	Cost	2023	205933	Transit Capital	Ann Arbor Area Transportation Authority	Transit Capital	Areawide	SP1404-computers (hardware and software)	FY23 Transit Capital 5307 Buses, Equip, Facilities, etc		\$775,600	\$193,900	\$0	\$969,500	5307
Removed Amount	Delete	2023	205933	Transit Capital	Ann Arbor Area Transportation Authority	Transit Capital	Areawide	SP1802-capital cost of contracting	FY23 Transit Capital 5307 Buses, Equip, Facilities, etc		\$0	\$0	\$0	\$0	5307
Decreased Amount	Cost	2023	205933	Transit Capital	Ann Arbor Area Transportation Authority	Transit Capital	Areawide	SP1206-Bus terminal facility improvements	FY23 Transit Capital 5307 Buses, Equip, Facilities, etc		\$1,808,913	\$452,228	\$1,000,000	\$3,261,141	5307
Increased Amount	Cost	2023	205933	Transit Capital	Ann Arbor Area Transportation Authority	Transit Capital	Areawide	SP1101-<30 foot replacement bus with or without lift	FY23 Transit Capital 5307 Buses, Equip, Facilities, etc		\$550,342	\$137,586	\$0	\$687,928	5307
Removed Amount	Delete	2023	205933	Transit Capital	Ann Arbor Area Transportation Authority	Transit Capital	Areawide	SP1801-preventative maintenance	FY23 Transit Capital 5307 Buses, Equip, Facilities, etc		\$0	\$0	\$0	\$0	5307
Decreased Amount	Cost	2023	205936	Transit Capital	Ann Arbor Area Transportation Authority	Transit Capital	Areawide	SP1206-Bus terminal facility improvements	FY23 Transit Capital 5339 Facilities		\$931,088	\$232,772	\$0	\$1,163,860	5339
Removed Amount	Delete	2023	205934	Transit Operating	Ann Arbor Area Transportation Authority	Transit Operating	Areawide	SP3000-operating except JARC and New Freedom	Transit Operating Assistance 5307 Urban		\$0	\$0	\$0	\$0	5307
Increase of project cost and update scope from rehabilitate to reconstruct	Scope/Cost	2023	205642	NA	Saline	Clark St	Harris to Maple	Reconstruction	Reconstruction	CON	\$456,685	\$0	\$669,315	\$1,126,000	HIPU, ST, STU
Length of project, increased local estimated amt, increased total estimated amount, increased total job cost, increased total job cost Incl non-LAP	Cost	2023	214011	Local Traffic Operations and Safety	WCRC	North Territorial Rd	from west of Dexter Townhall Road to Toma Road, Washtenaw Co.	Traffic Safety	Vertical curve modification, intersection left turn lane, centerline rumble	CON	\$600,000	0	\$840,000	\$1,440,000	HRRR
Delete PM project and add funds to S. Main St.	Delete	2024	214635	Local Pavement	Ann Arbor	Preventive Maintenance	Citywide	Road Rehabilitation	Rehabilitate Roadway	CON	\$0	\$0	\$0	\$0	STU

1st Call FY 2023 TIP Amendments

Changes Made to Projects	Amendment Type	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
Updated limits, increase cost, eliminate advncd construct conversion year	Cost/Year	2024	214638	Local Livability and Sustainability	Ann Arbor	S. Main St	Stadium Blvd to Ann Arbor-Saline Road	Roadside Facilities - Improve	Sidewalk gap infill	CON	\$1,426,268		\$1,200,000	\$2,626,268	STU
Increase amount	Cost	2024	215036	Transit Capital	WAVE	Transit Capital	Areawide	Transit Capital FY23 5310	6410-5310 Projects	NI	\$520,000	\$130,000		\$650,000	5310
Update worktype to preventive maintenance	Scope/Cost	2025	215058	Local Pavement	Ann Arbor	Preventive Maintenance	Citywide	Road Rehabilitation	Rehabilitate Roadway		\$375,000		\$375,000	\$750,000	STU
Increase amount	Cost	2025	215041	Transit Capital	WAVE	Transit Capital	Areawide	Transit Capital FY25 5310	6410-5310 Projects	NI	\$680,000	\$170,000		\$850,000	5310

MEMORANDUM

To: Technical Committee
From: Nick Sapkiewicz
Date: October 26, 2022
Re: 1st Call for FY 2023 TIP Modifications for the 2023-2026 TIP

Background

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

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

Attached are the 1st call for FY 2023 TIP administrative modifications along with a list for MDOT's administrative modifications for informational purposes.

Action

The attached modifications are provided as information.

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

1st Call FY 2023 TIP Modifications

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

Changes Made to Projects	Amendment Type	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
Changed limits, length, scheduled obligation date, and scheduled letting date	Limits	2023	205933	Transit Capital	Ann Arbor Area Transportation Authority	Transit Capital	Areawide	SP1104-40 foot and greater replacement bus with or without lift	FY23 Transit Capital 5307 Buses, Equip, Facilities, etc		\$2,257,561	\$564,390	\$0	\$2,821,951	5307
Length of project, scheduled obligation date, and scheduled letting date	Length	2023	205638	Local Pavement	WCRC	Carpenter	Textile Rd to US-12 and N. Cloverlane to Ellsworth	Road Rehabilitation	Rehabilitate roadway	CON	\$823,449	\$375,000	\$205,862	\$1,404,311	STU, EDF
Length of project, scheduled obligation date, and scheduled letting date	Length	2023	213431	Local Pavement	WCRC	W Michigan Ave	Michigan Ave. I-94 WB off ramp to Hewitt Rd	Road Rehabilitation	Rehabilitate roadway	CON	\$1,173,806	\$0	\$32,307	\$1,206,113	HIPU, HICU
Increase local cost	Cost	2023	214634	Local Pavement	WCRC	Whitmore Lake Rd	from Joy Road to North Territorial Road	Road Capital Preventive Maintenance	Mill and one course asphalt overlay	CON	\$669,000	\$97,000	\$71,000	\$837,000	EDD, STL
Reduced Amount	Cost	2023	205643	S/TIP Line items	Ypsilanti	N Huron River Dr	Huron River Dr. Cornell through Leforge	Reconstruction	Reconstruction	CON	\$2,336,621	\$0	\$1,167,017	\$3,503,638	HIPU, STU, ST

MEMORANDUM

To: Technical Committee
From: Ryan Buck
Date: October 25, 2022
Re: Strategy on Potential Additional Funding for FY 2023

Background

Last week, WATS, along with transportation planning agencies across the state, were made aware of additional funding that MDOT planned to make available to local agencies. The amount of funding remains unclear as significant errors have already been found in the preliminary numbers provided by MDOT.

Of the more than 1 billion dollars that flow to implementing agencies in the state of Michigan from the federal government each year, an obligation authority ceiling limits the amount that can be spent. This means that across all funding sources and implementing agencies, not all projects will receive funding.

State law requires that the sum of local federal allocations be 25% of total allocations.

In FY 2022, for a number of reasons, local agencies across the state did not obligate 25% of the total federal allocations. Additionally, the state of Michigan received additional obligation authority through “August Redistribution” a process which takes funding originally made available to states that are not able to spend it all and adds it to the obligation authority to those states who then can exceed their obligation limit. Michigan also received significant additional funding through August Redistribution in FY 2022.

The state has decided to make this funding available for regional transportation planning agencies based on a fixed percentage of what is referred to as a “carry-forward” balance. A carry-forward balance can accrue if funding is not spent in a given year, contracts come in low,

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 •

or money is otherwise left on the table. Carry-forward balances do not come with any new obligation authority, and, cannot be realized as additional funds.

Carry-forward balances are calculated across multiple funding types and agency types. At this point it is unclear how much additional funding is available for obligation in Washtenaw County.

Despite not having numbers we can rely on, as of now, the state is requiring that any additional funding made available must be obligated in FY 2023. This is an extremely tight timeline.

As we were forced to do last year due to several changes in funding targets we are seeking guidance on a strategy that will allow us to secure any additional funds.

It is our hope that after additional information from WATS, SEMCOG and our partner agencies across the state that MDOT will allow this funding to be obligated in either FY 2023 or FY 2024. While this funding is flexible, it needs to go to a project ready to go. Inflation and high bids are already stretching agency's budgets, a problem which seems likely to extend into FY 2024. The WATS Policy Committee has a history of prioritizing existing projects to ensure the program is delivered as promised. With this in mind, should the amount of additional funding for urban area implementing agencies in Washtenaw County be less than 1 million dollars, staff recommend a proportional increase in funding to the existing program for FY 2023 and, if allowed, FY 2024 (FY 2024 eligibility determination is ongoing).

We believe additional funding to the rural program(s) will be minimal and can be handled through administrative modifications and no further action from the WATS Committees.

I recognize that this is a confusing topic. Please reach out to me if you would like to go over more of the details of this highly technical, yet nuanced issue.

Action

Consider the information provided in the memo and the recommended strategy and come prepared to discuss. Please reach out to me prior to the meeting if you would like to further discuss this issue.

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

MEMORANDUM

To: Technical Committee
From: Nick Sapkiewicz
Date: October 26, 2022
Re: Regional Safety Performance Measures

Background

Each year MPOs are asked to participate in the development of state-set safety performance measures. The state-set measures evaluate trends in crash data to set what are described as achievable goals. Historically, WATS Committees have not viewed the goals set for the safety performance measure as ambitious enough and not aligned with the vision zero approach to safety, resulting in a letter from the director sent to MDOT with each safety performance measure acceptance calling attention to a lack of severity in the State's goals.

After a repetitious cycle of acceptance and follow-up correspondence to MDOT, last year WATS declined to accept the state-set safety performance measures, turning instead to the forthcoming development of regional safety performance measures.

Over the past several months, SEMCOG has convened a regional group, including several representatives from Washtenaw County, to develop safety performance measures for the region. It is WATS intent to accept this work in early 2023 rather than the state-set safety performance measures.

Action

Please be aware the shift in safety performance measure development and the acceptance process. (SEMCOG will be providing a presentation on the development of the regional safety performance measures at the November Technical Committee meeting.) Note that support of the regional safety targets does not impact the Vision Zero philosophy of the Long Range Plan.

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 •