

## **NOTICE OF MEETING**

### **TECHNICAL COMMITTEE**

DATE: March 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 – December 1, 2021, Meeting Minutes (attached) – Action
4. Public Participation
5. Communications and Announcements
6. Old Business
7. 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. 2022 MDOT Safety Targets Performance Measure - Action
  - G. All-Season Road Network Reaffirmation - Action

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#### **POLICY COMMITTEE MEMBERS**

City of Ann Arbor • Ann Arbor DDA • Ann Arbor Township • City of Chelsea • City of Dexter  
Dexter Township • Eastern Michigan University • Michigan Department of Transportation • City of Milan • Northfield Township •  
Pittsfield Township • City of Saline • Scio Township • Southwest Washtenaw Council of Governments • Superior Township • The Ride  
University of Michigan • Washtenaw County Board of Commissioners • Washtenaw County Road Commission • City of Ypsilanti • Ypsilanti Township •  
• Ex Officio: Federal Highway Administration • Southeast Michigan Council of Governments •

8. Agency Reports

Ann Arbor DDA  
City of Ypsilanti  
Ypsilanti Township  
City of Ann Arbor  
City of Saline  
Dexter Township  
WCRC  
Non-motorized

Pittsfield Township  
The Ride  
MDOT Planning  
MDOT Region/TSC  
City of Dexter  
U of M  
Environmental  
People with Disabilities

City of Milan  
Washtenaw County  
City of Chelsea  
SEMCOG  
EMU  
FHWA  
Equity  
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.

## MEETING MINUTES

### TECHNICAL COMMITTEE

DATE: December 1, 2021

TIME: 9:30 am

PLACE: This meeting was held virtually via Zoom in accordance with executive orders during the COVID-19 pandemic.

Members Present: Washtenaw County – Nathan Voght, Chair  
City of Ypsilanti - Ronald Akers (for Bonnie Wessler, Vice-Chair)  
City of Ann Arbor - Eli Cooper (for Raymond Hess)  
City of Milan - Stanley Kirton, Second Vice-Chair  
Disability Representative - John Waterman  
Eastern Michigan University – Dieter Otto  
MDOT University Region - Mike Davis  
Non-motorized Representative - Sarah Walsh  
City of Saline – Jeff Fordice, Tesha Humphriss  
TheRide – Dina Reed  
University of Michigan – Steve Dolen  
Washtenaw County Road Commission - Matt MacDonell  
Ypsilanti Township - Brenda Stumbo (for Jason Iacoangeli)

Members Absent: Ann Arbor DDA – Amber Miller  
City of Chelsea - John Hanifan  
City of Dexter – Dan Schlaff  
Dexter Township - Vacant  
Environmental Representative - Evan Pratt  
Equity Representative - Weneshia Brand  
Pittsfield Township - Vacant  
Senior Representative - Ruth Ann Jamnick

Others Present: WATS – Ryan Buck, Nick Sapkiewicz, Suzann Flowers, Emily Lake  
WCRC - Michele Ford, Brent Schlack  
TheRide - Caitlin Conway

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PEX - Doug Anderson, Matt Montalvo  
MDOT - Max Gierman  
Public - Jim Mogensen  
OHM Advisors - Marcus McNamara

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. Otto made a motion to approve the meeting agenda, Mr. Akers supported the motion, motion approved.**

3. Approval of Minutes

**Ms. Stumbo made a motion to approve the November 3, 2021 meeting minutes, Ms. Walsh supported the motion, motion approved.**

4. Public Participation

Mr. Mogensen noted that MDOT should evaluate projects on M-17 for long term bus rapid transit services as part of ongoing studies. CMAQ project prioritization can appear to be done behind the scenes.

5. Communications and Announcements

Mr. Sapkiewicz provided the following updates:

- The second call for TIP amendments will be forthcoming.
- The 2020 Annual Crash Report is available on the WATS website.
- Asset Management collection has been completed.
- WATS meetings will return to in-person beginning January 2022.
- WATS anticipates an update to funding targets in January based on the recently passed Infrastructure Investment and Jobs Act (IIJA).
- WATS has an upcoming call for special interest seat representatives for the Technical Committee. An email regarding applications for those seats will be forthcoming.

6. Old Business

No old business.

7. New Business

**A. Federal Aid Committee - Urban, 2024-2026 Program**

Ms. Flowers reported:

- The Federal Aid Committee met on November 22, 2021 to review projects proposed for three urban funding sources: the Surface Transportation Program Block Grant (STBG-Urban), National Highway Performance Program (NHPP), and the South Lyon, Brighton, Howell Urban Area (STUL).
- WATS received 53 project applications totaling more than \$30 million in requests.
- The FAC Committee provided a program recommendation for 2023-2026 and recommended that several underfunded projects receive priority when new funding is available, as anticipated from the recently passed IIJA.



Ms. Stumbo noted that there are no projects included in Ypsilanti Township within the very low opportunity areas, according to the County's Opportunity Index.

Mr. MacDonell noted that project proposals are based on asset management principles across the network of roads and that several projects are included in Ypsilanti Township within the low opportunity areas.

Mr. Buck explained that the STUL funds are from a small portion of the urban area in Livingston County urban that crosses into Northfield Township and Ms. Flowers added that Washtenaw County also receives a small allocation from Detroit's urban area funds.

**Mr. MacDonell made a motion to approve the 2023-2026 FAC Urban Program as presented, Mr. Cooper supported the motion, motion approved.**

**B. Federal Aid Committee - Rural, 2024-2026 Program**

Ms. Flowers reported:

- The Federal Aid Committee met on November 22, 2021 to review projects proposed for two rural funding sources: the Surface Transportation Program Block Grant (STBG-Rural) and the Transportation Economic Development Category D Funds (State D).
- The FAC Committee provided a program recommendation for 2023-2026.

Mr. Buck provided a map that delineates the urban and rural areas in Washtenaw County.

**Mr. MacDonell made a motion to approve the 2023-2026 FAC Urban Program as presented, Mr. Kirton supported the motion, motion approved.**

**C. Congestion Mitigation and Air Quality, 2024-2026 Prioritization**

Ms. Flowers noted that the SEMCOG region is expected to receive \$24.9 million per year in CMAQ funds to be divided evenly between road and transit projects. SEMCOG requests that every County in the region and the City of Detroit select their top CMAQ priority project for each year. Additional projects may be awarded based on cost-benefit ratio points received. Ms. Flowers provided a list of proposed priority CMAQ projects for Washtenaw County for each year based on their cost-benefit ratio and coordinated discussions with the applying agencies.

Discussion ensued regarding how the scoring criteria for CMAQ priority projects is calculated. Mr. Dolen noted that estimated scores should be provided for all proposed CMAQ projects before going before the Policy Committee for approval.

**Mr. MacDonell made a motion to approve the 2023-2026 FAC Urban Program as presented, Mr. Akers supported the motion, motion approved.**

8. Agency Reports

A. City of Ypsilanti

Mr. Akers reported:

- The Oakwood St. project and sidewalk replacement projects are wrapping up for the year.
- Continuing work with MDOT on the pedestrian crossing over I-94/Huron road diet work.
- Currently working on the annual Capital Improvement Plan process.
- Continuing design on the Forest Ave bridge.
- The City had two projects selected for the MDOT bridge program for 2024: Forest Ave bridge and Factory St. bridge.

B. City of Ann Arbor

Mr. Cooper reported:

- The Vision Zero Transportation Plan implementation project is now underway.
- The City will be looking for new members for a Vision Zero implementation Committee in 2022.

C. City of Saline

Ms. Humphriss reported:

- The City is working on getting local projects bid for January.
- The sidewalk project from Huntington Wood subdivision to Monroe St is now complete..
- Just awarded funds for an upcoming project on Clark St.

D. WCRC

Mr. MacDonell reported:

- Working to obligate the 2022 program of projects.
- The WCRC was selected for a bridge project: Stony Creek Rd over Paint Creek in Ypsilanti Township replacement in 2024 for \$1.2 million.

E. Non-Motorized Representative

Ms. Walsh reported:

- Reminder to keep pathways clear of snow this time of year.

F. TheRide

Ms. Reed reported:

- Thanked for support of projects and long range plan

G. MDOT Region

Mr. Davis reported:

- MDOT recently released the I-94 operations study. Some of the recommendations in that study have been awarded funding, including I-94 WB to NB US-23 improvements in FY 2026-2027 and some auxiliary flex lanes in FY 2028 between State St. and US-23 along I-94 (merge-weave lane with restricted hours). Funds were also requested for the I-94 and State St. interchange in FY 2028.

- Barton Rd PEL study - A kick off meeting to select a consultant will be forthcoming in January 2022.
- In anticipation of potential infrastructure funding, MDOT met with local stakeholders regarding ReImagine Washtenaw and is currently awaiting internal approval for an M-17 PEL study.

H. University of Michigan

Mr. Dolen reported:

- Fully electric buses have been ordered and will be delivered Fall 2022.
- Working on electric vehicle charging stations for fleet and faculty/staff over the next few years.
- The City is working on widening the bridge at the entrance to the Hospital along Fuller Rd. The University will fund the expansion of that bridge and include infrastructure for pedestrians and bicycles. That project will go before the Transportation Commission in December and then to City Council for a vote soon after that.

I. People with Disabilities Representative

Mr. Waterman reported:

- Stressed the importance of winter maintenance as it is a major barrier for people with disabilities.

J. City of Milan

Mr. Kirton reported:

- The City is finalizing the design for TEDF E. Main project for next year.

K. Washtenaw County

Mr. Voght reported:

- Phase two of sidewalk infill for Ypsilanti Township on Washtenaw Ave. has been put on hold until the MDOT PEL study can be completed.

9. Adjournment

Chair Voght adjourned the meeting at 10:52 AM.

# MEMORANDUM

To: Technical Committee  
From: Nick Sapkiewicz  
Date: February 23, 2021  
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.

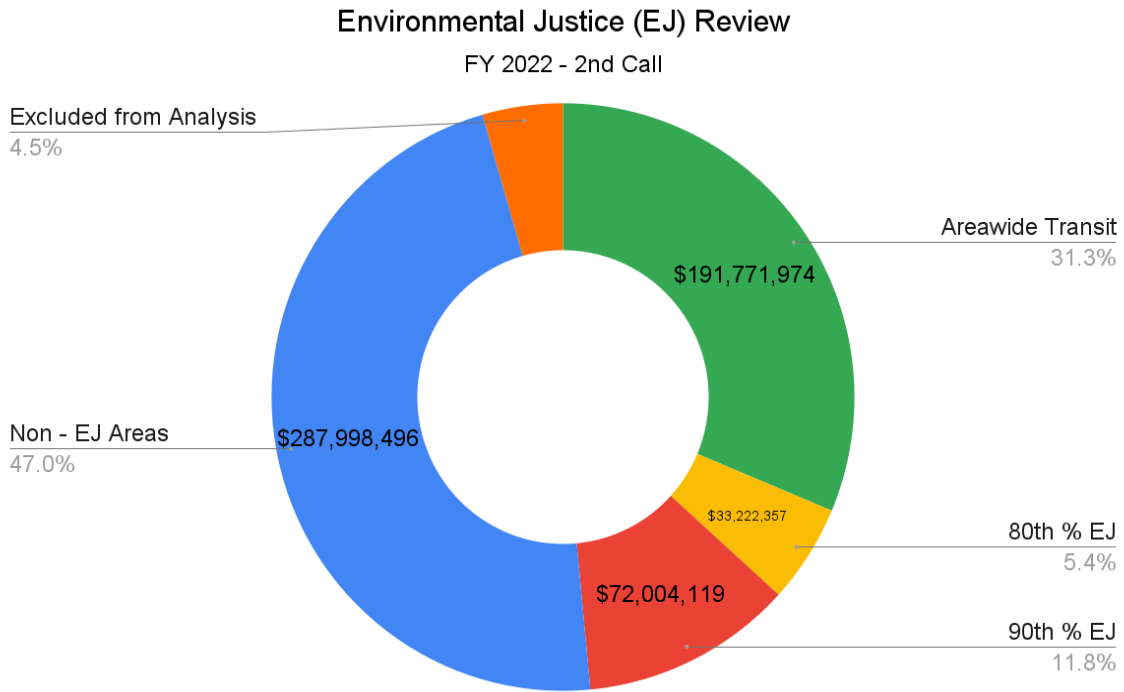
**Environmental Justice Review  
FY 2022 2nd Call - 2020-2023 TIP**

	<b>Total Investment</b>	<b>Percent of TIP</b>
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%
<b>TIP Value</b>	<b>\$612,325,559</b>	<b>100%</b>

\*Excluded from Analysis

Projects excluded from this analysis include those that are non location specific, such as areawide

signal optimizations, and therefore cannot be quantified within a GIS overlay analysis.



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

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

**Opportunity Evaluation**

WATS’ opportunity evaluation uses 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.

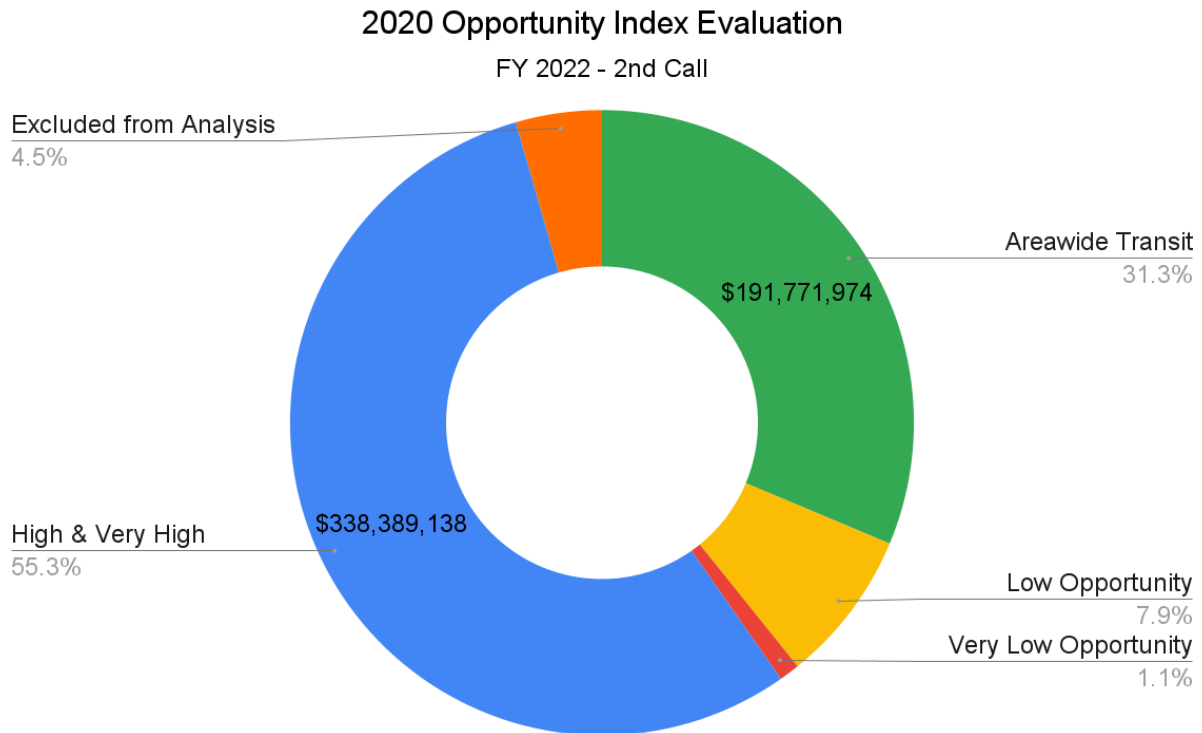
**Opportunity Evaluation**

**FY 2022 2nd Call - 2020-2023 TIP**

	<b>Total Investment</b>	<b>Percent of TIP</b>
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%
<b>TIP Value</b>	<b>\$612,325,559</b>	<b>100%</b>

**\*Excluded from Analysis**

Projects excluded from this analysis include those that are non location specific, such as areawide signal optimizations, and therefore cannot be quantified within a GIS overlay analysis.



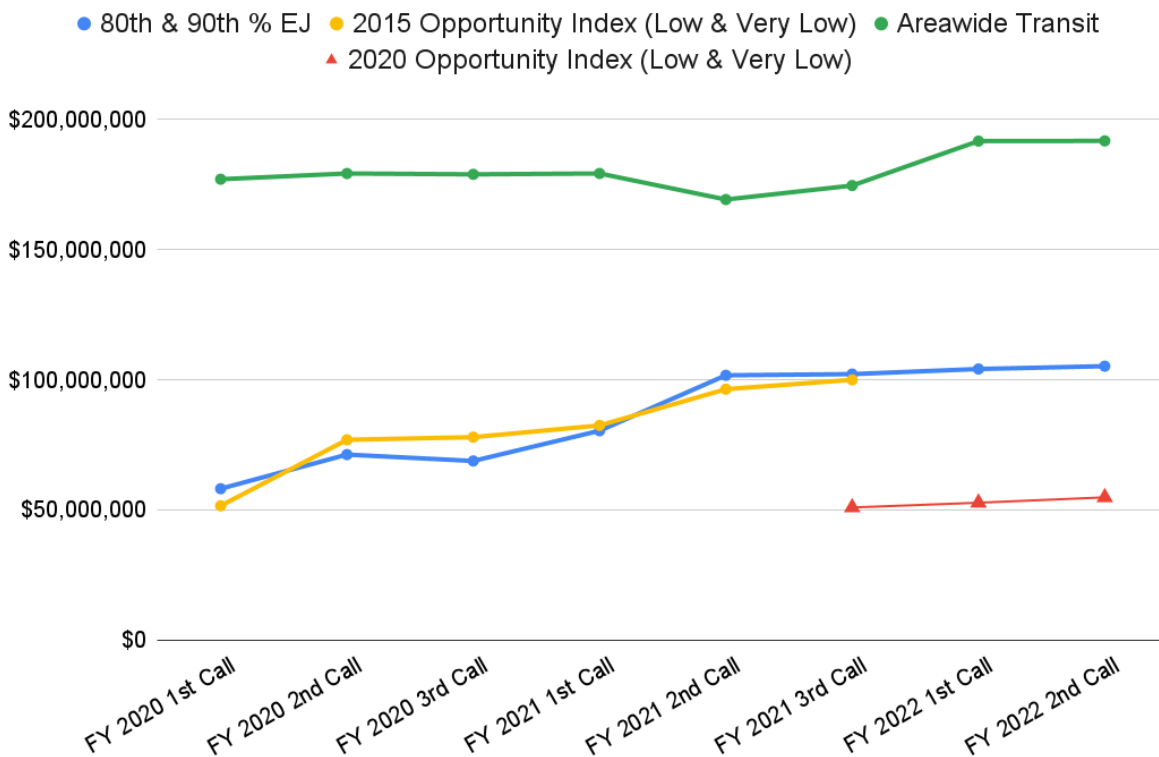
The opportunity evaluation is provided as information during each TIP amendment.



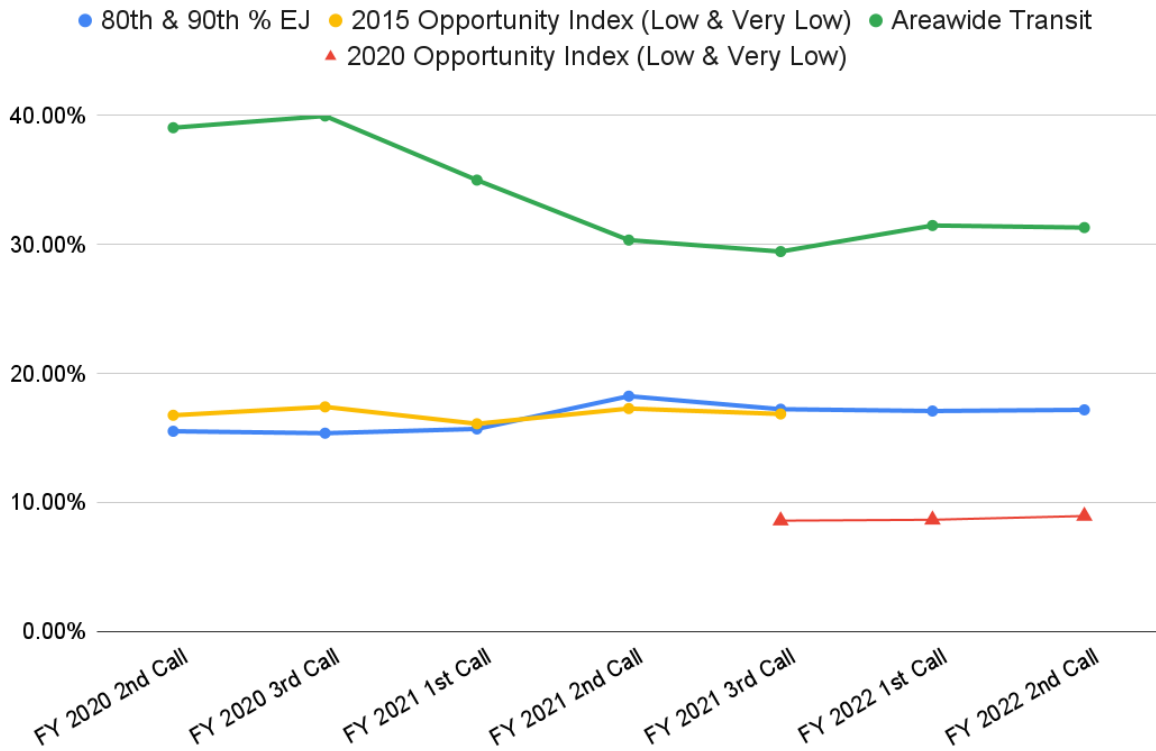
**Tracking TIP Investment in Equity Areas**

By monitoring investment in EJ and low opportunity areas, WATS Committees can evaluate if enough investment is being made to balance environmental benefits and burdens and to disrupt the effects of historic injustice Throughout the course of 2020-2023 TIP amendments, 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**

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



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	\$979,728	ST	\$217,252		\$0	\$1,234,000	PHASADD	Not Applicable		\$1,264,000.00	\$N/A	Trunkline

# MEMORANDUM

To: Technical Committee  
From: Nick Sapkiewicz  
Date: February 23, 2022  
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.

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## 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 fencing	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: Technical Committee  
From: Nick Sapkiewicz  
Date: February 23, 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 to the WATS Technical Committee.

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)

While FY 2023 has previously been programmed, new targets necessitated minor changes. As a carryover year from the FY 2020-2023 Transportation Improvement Program (TIP), FY 2023 of the Urban program will be included in the development of the FY 2023-2026 TIP.

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

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representing Washtenaw County



The 2024-2026 targets are provided below:

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

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

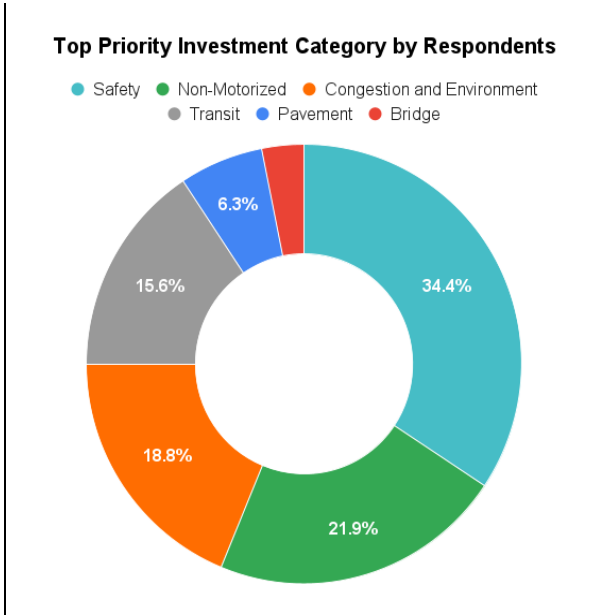
Notes on the FAC-U committee’s recommendation:

- 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**

Staff requests the Technical Committee review the 2023-2026 FAC Urban Program and make a recommendation to the Policy Committee on approving the Program, and that the underfunded projects listed above be prioritized for funding with anticipated increases to the federal aid program funding targets.

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
			<b>Balance</b>	\$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
			<b>Balance</b>	\$0	\$0	\$0				
<b>2025</b>										
			<b>Targets</b>	<b>\$5,382,516</b>	<b>\$375,000</b>	<b>\$152,945</b>				
<b>Points Awarded</b>	<b>Project Name</b>	<b>Agency</b>	<b>Limits</b>	<b>STP Funds Requested</b>	<b>NHPP Funds</b>	<b>STUL</b>			<b>Low/Very low Flag</b>	<b>Project Type</b>
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
			<b>Balance</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>			No	
<b>2026</b>										
			<b>Targets</b>	<b>\$5,484,392</b>	<b>\$382,000</b>	<b>\$155,791</b>				
<b>Points Awarded</b>	<b>Project Name</b>	<b>Agency</b>	<b>Limits</b>	<b>STP Funds Requested</b>	<b>NHPP Funds</b>	<b>STUL</b>			<b>Low/Very low Flag</b>	<b>Project Type</b>
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
			<b>Balance</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>					

# MEMORANDUM

To: Technical Committee  
 From: Nick Sapkiewicz  
 Date: February 23, 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	<del>\$851,000</del>	<del>\$97,000</del>
	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

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			<b>Balance</b>	<b>\$0</b>	<b>\$0</b>	
<b>2024</b>						
			<b>Targets</b>	<b>\$867,000</b>	<b>\$99,000</b>	
<b>Year</b>	<b>Project Name</b>	<b>Agency</b>	<b>Limits</b>	<b>STP Rural</b>	<b>TEDF - D</b>	
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	
			<b>Balance</b>	<b>\$0</b>	<b>\$0</b>	
<b>2025</b>						
			<b>Targets</b>	<b>\$884,000</b>	<b>\$101,000</b>	
<b>Year</b>	<b>Project Name</b>	<b>Agency</b>	<b>Limits</b>	<b>STP Rural</b>	<b>TEDF - D</b>	
2025	CPM	WCRC	Pavement Preservation County-wide	\$384,000	101,000	
2025	Nixon Rd.	WCRC	US 23 to Pontiac Trail	\$500,000	0	
			<b>Balance</b>	<b>\$0</b>	<b>\$0</b>	
<b>2026</b>						
			<b>Targets</b>	<b>\$901,000</b>	<b>\$102,000</b>	
<b>Year</b>	<b>Project Name</b>	<b>Agency</b>	<b>Limits</b>	<b>STP Rural</b>	<b>TEDF - D</b>	
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	
			<b>Balance</b>	<b>\$0</b>	<b>\$0</b>	
<b>2027</b>						
2027	East Main/Hibbard	Manchester	East Main (Clinton to Territorial) or Hibbard (M-52 to Dutch Dr.)	\$300,000	\$102,000	ACC

**Action**

Staff requests the Technical Committee review the 2023-2026 FAC Rural Program and make a recommendation to the Policy Committee to approve the Program.

# MEMORANDUM

To: Technical Committee  
From: Nick Sapkiewicz  
Date: February 23, 2022  
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. Staff's recommendation is to distribute increased funding targets based on each agency's proportion the FAC Program in each year of the 2023-2026 Program.

WATS staff recommend that the Technical Committee propose an approach to the Policy Committee on how to distribute the new federal fund targets. Staff recommend the increased funding be spread proportionally by agency based on the proposed Urban Federal Aid Committee Program and that funding be applied to projects submitted as part of the FY 2023-2026 TIP call for projects. (Candidate projects can be found [HERE](#))

**Action**

Review the attached FY 2023-2026 federal fund target increases and come prepared to discuss and make a recommendation on programming these funds to the WATS Policy Committee.

# MEMORANDUM

To: Technical Committee  
From: Ryan Buck  
Date: January 22, 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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### 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 •  
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An Intermunicipality Committee organized under Act 200 of Public Acts of Michigan (1957)  
representing Washtenaw County

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.)

<b>Safety Performance Measures</b>	<b>Baseline Through Calendar Year 2016-2020</b>	<b>MDOT Safety Targets for 2019</b>	<b>MDOT Safety Targets for 2020</b>	<b>MDOT Safety Targets for 2021</b>	<b>MDOT Safety Targets for 2022</b>
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**

<b>Calendar Year 2016-2020</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>
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**

Staff asks that the Technical Committee review the FY 2022 MDOT Safety Targets and come prepared to discuss.

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. The Toward Zero Death philosophy recognizes that traffic fatalities are preventable and the WATS Policy Committee believes that this philosophy should propagate through all DOT plans, policies, and projects. Local agencies in Washtenaw County share the State's emphasis on safety and are excited to continue working with you to save lives.

WATS applauds MDOT for the level of effort and analysis that went 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 mentioned in 2019, 2020 and last year, 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.

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:

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### **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.

### **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: Technical Committee  
From: Nick Sapkiewicz  
Date: February 23, 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**

Staff request the Technical Committee make a recommendation to the Policy Committee to accept the county's All-Season road network as presented.

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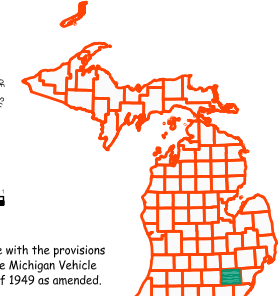


**TRUCK OPERATOR'S MAP  
WASHTENAW COUNTY  
MICHIGAN**



Washtenaw County Road Commission  
 955 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.

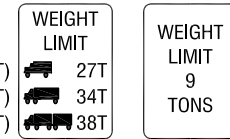



Maximum semi-trailer length of 53 feet, including load, when operating a truck tractor and semi-trailer combination. Semi-trailers longer than 50 feet are limited to three axles and shall be 37.5 feet plus or minus 0.5 feet, measured from kingpin coupling to a single axle or to the center of the tandem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

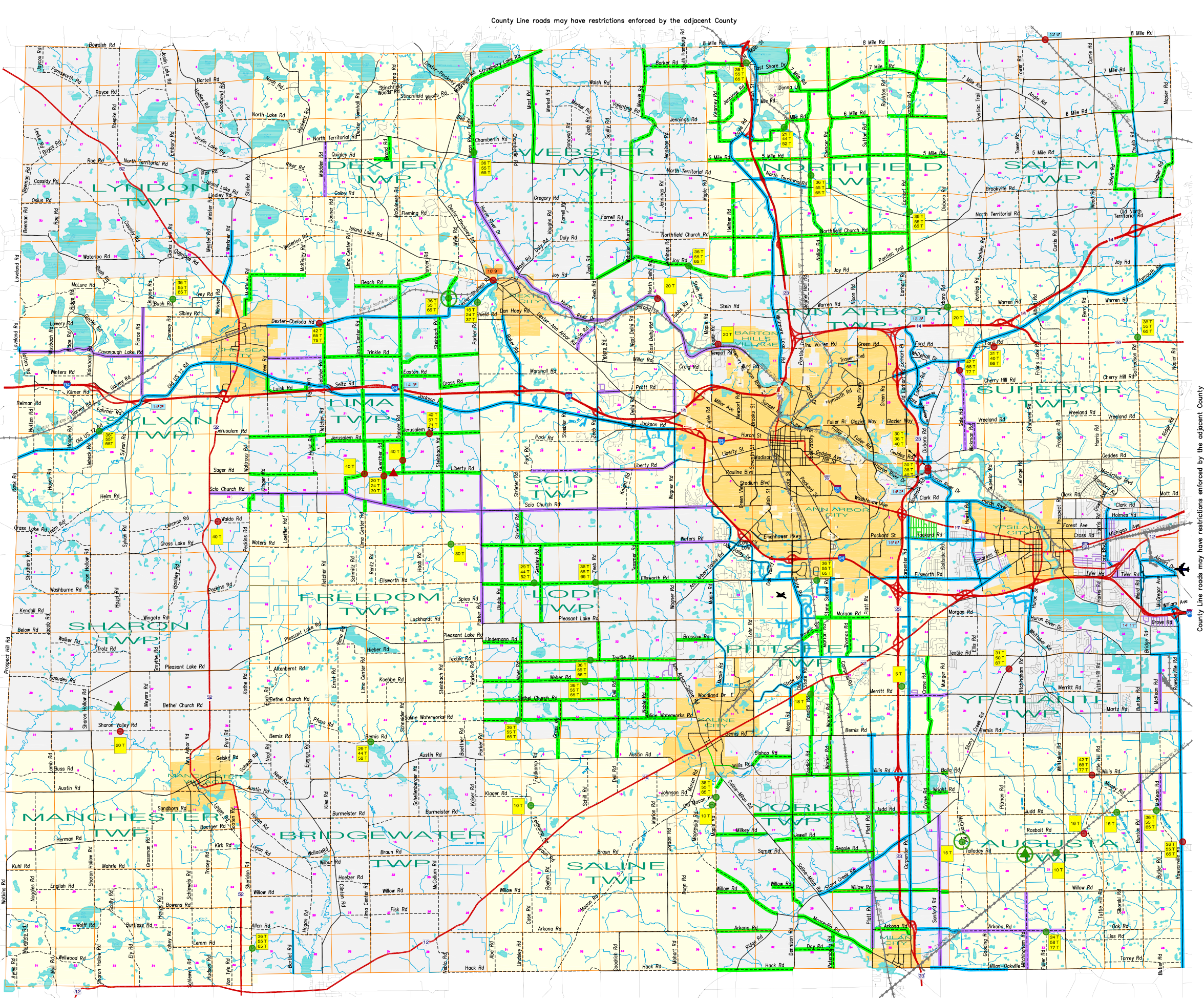
In compliance with federal requirements, motor vehicles wholly or partially assembled transported by utilizing one (1) tow bar or three (3) saddle mounts with full mount mechanisms and using the motive power of one (1) vehicle shall not exceed a total length of 75 feet.

**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 oversize 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](http://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](http://www.oxcartpermits.com/users/signup)

**TYPICAL POSTINGS**

Revision Date: February 3, 2022  
 See WCRC website for current version ([www.wcroads.org](http://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

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