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NOTICE OF MEETING

POLICY COMMITTEE

April 17, 2024

TIME: 9:30 AM

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

AGENDA:

1. Call to Order/Introductions
2. Approval of the Agenda
3. Approval of Minutes – February 21, 2024 Policy Committee Meeting (attached) – Action
4. Public Participation
5. Communications and Announcements
6. Checks over \$500
7. Old Business
8. New Business
 - A. 2nd Call 2023-2026 Transportation Improvement Program (TIP) Amendments - Action
 - B. 2nd Call 2023-2026 Transportation Improvement Program (TIP) Modifications - Information
 - C. FY 2023 Audit - Action
 - D. 2050 LRP Update and Remaining Schedule
9. Adjournment

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representing Washtenaw County

Meeting Minutes

WATS POLICY COMMITTEE

DATE: February 21st, 2024

TIME: 9:30 AM

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

Members Present: City of Saline - Brian Marl (*Chair*)
Eastern Michigan University - Leigh Greden (*Vice Chair*)
AAATA - Matt Carpenter
City of Ann Arbor - Erica Briggs
City of Milan - Josh Kofflin
City of Ypsilanti - Desirae Simmons
MDOT University Region - Mike Davis
Pittsfield Charter Township - Trish Reilly
Scio Township - John Reiser
Superior Charter Township - Ken Schwartz
Washtenaw County Road Commission - Barb Fuller
WCBOC - Caroline Sanders
Ypsilanti Township - Brenda Stumbo
SEMCOG (Ex-Officio) - Michele Fedorowicz

Members Absent: Ann Arbor Township - Diane O'Connell
City of Chelsea - Eric Keaton
City of Dexter - Shawn Keough
Dexter Township - Gretchen Driskell
Northfield Township - Ken Dignan
SWWCOG - Michael Sessions
University of Michigan - Kimberly Kiernan

Others Present: Adam Goodman (Trains Not Lanes), Rob Goodspeed (Trains Not Lanes), Kirk Westphal (Trains Not Lanes), Ryan Buck (WATS), Nick Sapkiewicz (WATS), Maggie Huntley (WATS), Anton Schauerte (WATS)

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1. CALL TO ORDER / INTRODUCTIONS

Vice-Chair Greden called the meeting to order at 9:35 AM. Chair Marl joined the meeting. Introductions were made.

2. APPROVAL OF THE AGENDA

A motion was made by Ms. Briggs, supported by Mr. Greden, to amend the agenda to include a discussion about the US-23 project to the meeting agenda as Item 8.C. The motion was carried unanimously.

3. APPROVAL OF MINUTES

A motion was made by Mr. Kofflin, supported by Ms. Fuller, to approve the December 20th, 2023 meeting minutes. The motion was carried unanimously.

4. PUBLIC PARTICIPATION

Mr. Goodman spoke on behalf of the Trains Not Lanes coalition, an organization that advocates against the proposed widening of US-23 and for incorporating transit, pedestrian, and bicycle infrastructure as part of the project. A record of the comments are provided on p. 5.

5. COMMUNICATIONS AND ANNOUNCEMENTS

Mr. Buck provided the following updates:

- Mr. Buck thanked Mr. Sapkiewicz and the committee members' staff in working together to ensure that projects continue to move forward despite recent changes in funding targets
- The call for WATS Technical Committee special interest seats is currently open and WATS is looking for applications to fill a number of open positions
- The FY 2026 call for safety funds is currently open and due May 1st
- The FY 2023 audit is coming to an end and it is expected that the results of which will be presented at the next WATS Policy Committee meeting in April

6. CHECKS OVER \$500

There were no checks over \$500.

7. OLD BUSINESS

There was no old business.

8. NEW BUSINESS

A. 2022 WATS Traffic Crash Report and Five-Year Trends

Ms. Huntley explained that WATS publishes the annual Traffic Crash Report to inform Washtenaw County communities, residents, and other stakeholders details about the types and number of crashes that occurred during the calendar year.

There was a discussion about how to gather more detailed information about high-crash locations in order to better understand potential issues and solutions.

B. 2024 Safety Targets

Mr. Schauerte provided an explanation of federal Transportation Performance Measures (TPMs) and that CY 2024 SEMCOG safety targets were being presented for adoption. SEMCOG’s safety targets were developed in conjunction with numerous stakeholders throughout the region, including the WATS Technical and Policy Committee, WATS staff, and other stakeholders in Washtenaw County. These targets follow a Vision Zero policy, and the targets for all five (5) Safety TPMs trend towards 0 by the year 2050.

There was a discussion about the reasons for past trends in regards to crashes and what actionable steps can be taken to ensure roadway fatalities and serious injuries are eliminated by 2050.

A motion was made by Ms. Briggs, supported by Ms. Simmons, to approve the SEMCOG CY 2024 Safety targets, as presented, and submit a letter to the Michigan Department of Transportation outlining how the MDOT safety targets are not reflective of the Department’s “Towards Zero Deaths” policy. The motion was carried unanimously.

C. US-23 Project

Ms. Briggs indicated that the City of Ann Arbor passed a resolution in October stating it did not support the widening of US-23 between M-14 and I-94. Ms. Briggs stated her desire for the WATS Policy Committee to take a stance. Mr. Davis indicated that at this time, it is a reconstruction project, not a widening project. Mr. Carpenter stated that AAATA has been conducting planning work and has received public feedback as part of its long-range transportation plan and one aspect of it includes building additional/larger Park-N-Ride lots. Mr. Carpenter added that AAATA would be willing to offer MDOT technical assistance as it relates to adding a new transit-oriented scenario as part of the US-23 project. Mr. Buck read off a statement included in the WATS 2045 LRTP outlining the role the WATS Policy Committee should adhere in regards to projects that have the potential to add capacity. There was a general consensus that WATS staff should present the statement Mr. Buck read off from the WATS 2045 LRTP to the WATS Policy Committee at the next WATS Policy Committee meeting.

D. WATS Director Compensation

Mr. Greden provided an overview of the information provided in his memorandum regarding the WATS Director’s compensation. Mr. Greden stated SEMCOG’s 2020 Salary Survey was used as part of the analysis.

There was a discussion regarding the details of the annual compensation evaluation and the biennial comprehensive performance evaluation, and benchmarking.

A motion was made by Mr. Carpenter, supported by Mr. Schwartz, to approve the compensation stated in the recommendation section of the memo.

An amendment was made by Ms. Fuller, supported by Ms. Sanders, to remove the one-time bonus of \$1,500. The amendment was not carried.

The motion carried, with Ms. Fuller dissenting.

9. ADJOURNMENT

Chair Marl adjourned the meeting at 11:06 AM.

To the WATS Policy Committee:

We speak today as representatives of the Trains Not Lanes coalition (<https://trainsnotlanes.org/>), an organization which has formed to advocate against the proposed widening of US-23 and for incorporating transit, pedestrian, and bicycle infrastructure as part of this project. Our leadership team is composed of Robert Goodspeed, Adam Goodman, Kirk Westphal, Molly Kleinman, and Shonagh Taruza, and our supporters include nearly 1,000 local citizens who have signed a public petition opposing the widening.

We are visiting today to introduce ourselves, since you are all leaders in our community and may play a formal decision-making role in this issue in the future. As you know, MDOT is leading the US-23 Improvement Project Study for the section of US-23 from I-94 to M-14 in Ann Arbor, Pittsfield Township, and Ann Arbor Township. As part of the study they are conducting an Environmental Assessment which is considering three capacity expansion alternatives in addition to a reconstruction/no build alternative. These three alternatives include expanding US-23, through a flex lane, general purpose lane, or HOV lane.

Our campaign formed to oppose all three of these expansion alternatives. We believe much of the congestion experienced on the corridor is due to crashes and back-ups entering and exiting the freeway, not a need for additional capacity. In addition, local, county, and statewide policies and plans all call for accommodating current and future travel needs through transit and alternative modes, not through freeway widening. The Resilient Washtenaw and A2Zero climate action plans both call for significant reductions in VMT, as do the 2030 performance targets that this committee approved (for the WATS 2050 Long Range Transportation Plan) at your meeting last September. Widening US-23 would work directly against all these goals. In addition, we'll be advocating for this project to accommodate bicycles, pedestrians, and transit, especially in the design of the bridges and interchanges.

As you may have heard, in response to our advocacy the AAATA has announced they are willing to work with MDOT to study a transit alternative as part of the US-23 study, and we and our supporters are asking MDOT to take them up on this offer. As our campaign unfolds, we will be sharing more arguments, analyses, and actions on our website.

We look forward to starting a dialogue with each of you about this project, to hear your perspective and share ours. If a project is advanced to this body which contains additional lanes we'll be strongly advocating for you individually, and the organizations you represent, to oppose it. We hope that we can all work together to ensure this one-in-a-generation project helps our County and state move in a more sustainable direction.

Sincerely,

Rob Goodspeed, Adam Goodman, Kirk Westphal, Molly Kleinman

MEMORANDUM

To: Policy Committee
From: Nick Sapkiewicz
Date: April 4, 2024
Re: 2nd Call for FY 2024 TIP Amendments for 2023-20236 TIP

Background

WATS initiated the 2nd call for FY 2024 TIP amendments in November with project changes due to WATS in January. The 2nd call amendments represent balancing new federal funding targets across projects, impacts from the discontinuation of the federal aid buyout program, and two new MDOT project phases.

Significant changes in this TIP amendment include:

- **Local Project Deletions**
 - JN 214932 - Ann Arbor - Dexter from Maple to M-14
 - JN 214556 - Saline - Ann Arbor from Henry to Bennet
- **Project Add**
 - JN 214556 - Saline- Woodland and Maple
- **MDOT Amendments (Additions)**
 - JN 129977 - US-23 14 bridges in Washtenaw County
 - JN 113501 - US-23 BR from I-94BL to M-14

(Note: In the list of local amendments, both project amendments and modifications are shown to more easily trace changes within this amendment cycle)

Environmental Justice Review

The Environmental Justice (EJ) review evaluates the fair distribution of environmental benefits and

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

Total Investment in the TIP

Over the course of the TIP, investment made in Washtenaw County is affected by amendments and modifications (grant awards, cost changes, new projects). These changes continually affect the value of the TIP, and the amount of investment in EJ areas. Per Jobnet, as of February 27, 2024, the 2023-2026 TIP is valued at \$485,011,093. This amount is a snapshot in time of the TIP’s value and is adjusted via administrative modifications, amendments, cost changes at time of obligation, etc.

To quantify investment within EJ areas, WATS analyzes Census block groups by their combined percentages of minority and low-income residents to identify areas that fall within the 80th and 90th percentile. TIP projects located within these EJ areas, or within 0.5 mile of these areas, are measured in a GIS overlay analysis by the total cost of projects. For projects with a portion of investment in these areas, the segment cost was calculated as follows:

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

Transit Investment

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

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

	Total Investment	Percent of TIP
Areawide Transit Investment	\$168,142,134	34.67%

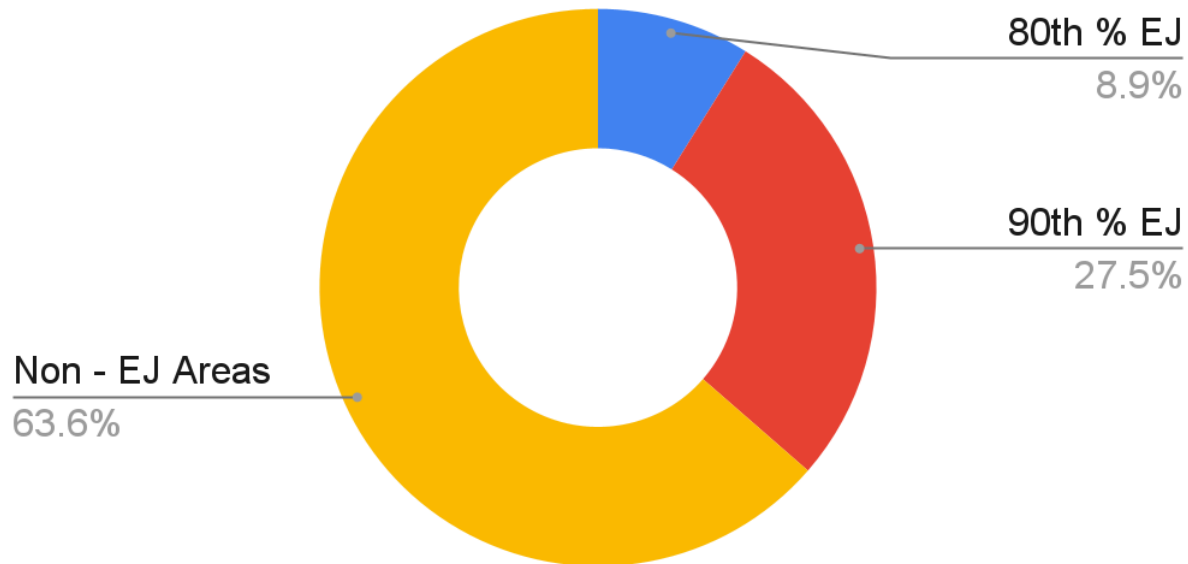
**Environmental Justice Review
FY 2023 3rd Call - 2023-2026 TIP**

	Total Investment	*Percent of TIP
80th Percentile EJ Areas	\$28,175,721	8.9%
90th Percentile EJ Areas	\$87,174,908	27.6%
Non-EJ Areas	\$201,518,330	63.5%
*TIP Value	\$316,868,959	100%

* Excluding Areawide Transit Investment

Enviornmental Justice (EJ) Review

FY 2024 2nd Call



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

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

Opportunity Evaluation

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

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

$$(\text{Segment Length} / \text{Total Project Length}) * \text{Total Project Cost}$$

Transit Investment

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

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

	Total Investment	*Percent of TIP
Low Access to Opportunity	\$51,482,115	16.2%
Very Low Access to Opportunity	\$19,616,491	6.2%
Moderate /High Access to Opportunity	\$245,770,353	77.6%
*TIP Value	\$316,868,959	100%

*Excludes Areawide Transit Investment

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

Tracking TIP Investment in Equity Areas

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

The ongoing transition of projects listed in Jobnet into accessible GIS layers is an evolving process, which challenges the consistent application of WATS' Equity review. (Note: Datasets are now linked within MDOT processes and should be repeatable going forward.) Variations in the exported project sets, particularly concerning TIP-exempt projects and the inclusion of non-participating cost items in projects, complicate this task. While the current analysis accurately reflects the level of investment in equity-focused areas, the shifting data sets hinder our ability to present a reliable trend analysis. Consequently, charts depicting these trend lines have been removed due to the inconsistencies caused by these changes in the data pool.

Action

The Technical Committee recommend the Policy Committee approve the 2nd Call TIP amendments.

2nd Call FY 2024 TIP Amendments

CHANGE DESCRIPTION	JOB ID	STIP FISCAL YEAR	AGENCY	ROUTE NAME	LOCATION (REPORT)	MAJOR WORK TYPE	WORK (REPORT)	PHASE	ESTIMATED FEDERAL FUND AMOUNT	ESTIMATED STATE FUND AMOUNT	ESTIMATED LOCAL FUND AMOUNT	ESTIMATED TOTAL FUND AMOUNT
Increase STU by \$26,499, and reduce local, total cost unchanged	214686	2024	Dexter	Baker	Hudson to Main	Road Rehabilitation	Resurface roadway, improve ADA ramps, bring signage into compliance	CON	\$363,109		\$165,891	\$529,000
Increase Federal fund share, and reduce local, total cost unchanged (Safety project with Washtenaw federal funds)	214659	2024	WCRC	Miller	at Zeeb	Construct Roundabout	Intersection safety improvemetn	CON	\$613,775		\$586,226	\$1,200,000
Detete project and roll funds to 215051 Nixon	214932	2025 & 2026	Ann Arbor	Dexter	Maple to M14	Sidewalk gapfill	Sidewalk gapfill	CON	\$600,000		\$600,000	\$1,600,000
Increase STP by \$455,672 from deletion of 214932 and target update, total cost unchanged	215051	2025	Ann Arbor	Nixon	Huron Parkway to 200' south of Bluett	Reconstruction	Add boulevard segments, roundabout, and safety improvements	CON	\$1,473,038		\$2,318,669	\$3,791,707
Delete and replace with Woodland and Maple	214556	2025	Saline	Ann Arbor	Henry to Bennet	Road Rehabilitation	Resurface roadway		\$526,473		\$398,330	\$924,803
New Project	214556	2025	Saline	Woodland and Maple	Woodland from Maple to Industrial - Industrial from Woodland to 600' north of Campus Parkway	Road Rehabilitation	2 course HMA mill and fill on Industrial, one course mill and fill on Woodland, signage, curb repairs pavement markings, ADA improvements and restoration.	CON	\$540,670		\$398,330	\$939,000
Increase STP by \$52,483, and reduce loal, total cost unchanged	214924	2026	Ypsilanti	Harriet	First to Hawkins	Reconstruction	Resurface roadway, add/enhance pedestrian crossings. Coordinate with YCUA on main replacement; repair storm system as needed. Bumpouts; ADA crossings. Coordinate with The Ride to add bus pads/shelters where desired. Add crosswalks at Armstrong to improve access to transit.		\$852,483		\$402,517	\$1,255,000
Increase STU by \$468,819 from delete of 214921 and target increase, total cost unchanged	214725	2026	Ann Arbor	Nixon Phase 2	200' south of Bluett to Green Road roundabout	Reconstruction	Add boulevard segments, roundabout, and safety improvements		\$1,800,209		\$3,327,181	\$5,127,390

**MICHIGAN DEPARTMENT OF TRANSPORTATION
 FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM
 AMENDMENTS
 3/08/2024**

	Changes Made to Project	Fiscal Year	Job no.	Phase	County	MPO/RTF	Responsible Agency	Project Name	Limits	Length	Primary work Type	Project Description	Federal Budget	Federal Fund Source	State Budget	State Fund Source	Local Budget	Total Phase Cost	Local ID No.	Air Quality	Final S/TIP Approved	General Program Account	Comments	Total Job Cost
1	ADD	2025	129977	ROW	Washtenaw	WATS/SEMCOG	MDOT	US-23	14 bridges on US-23 in Washtenaw County	0	Bridge Replacement	Bridge Replacement, Epoxy Overlay, Deck Patching	\$8,185	BFP	\$1,815		\$0	\$10,000	12861			Not Applicable	Project moved to FY 2026	\$83,519,893
2	ADD	2026	113501	CON	Washtenaw	WATS/SEMCOG	MDOT	US-23 BR	I-94 BL to M-14	1.239	Reconstruction	Reconstruct possible ASCRL in sections	\$20,331,540	NH	\$3,944,902		\$563,558	\$24,840,000	13007			Not Applicable		\$27,165,000

MEMORANDUM

To: Policy Committee
From: Nick Sapkiewicz
Date: April 4, 2024
Re: 2nd Call for FY 2024 TIP Modifications for the 2023-2026 TIP

Background

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

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

The lists of modifications provided are MDOT changes only as WATS' modifications were shown with TIP amendments to provide additional context.

Action

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

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**MICHIGAN DEPARTMENT OF TRANSPORTATION
 FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM
 ADMINSTRATIVE MODIFICATIONS
 3/08/2024**

	MPO NAME	JOB TYPE	JOB ID	CHANGE REQUEST SEQUENCE NUMBER	CHANGE REQUEST APPROVED DATE	CHANGE REQUEST AUTHOR	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	MPO APPROVAL DATE	MPO APPROVAL DATE FOR FED AMENDMENT	CHANGE REQUEST REASON	FEDERAL AMENDMENT TYPE
1	SEMCOG	Trunkline	113501	13	9/8/23 16:51	RUBLEYJ2	2024	US-23 BR	I-94 BL to M-14	1.239	Reconstruction	Reconstruct possible ASCRL in sections	ROW	\$81,850	\$15,881	\$2,269	\$100,000	Y	09/11/2023	07/28/2022	Delayed ROW phase to FY 24	
2	SEMCOG	Trunkline	113501	13	9/8/23 16:51	RUBLEYJ2	2024	US-23 BR	I-94 BL to M-14	1.239	Reconstruction	Reconstruct possible ASCRL in sections	UTL	\$20,463	\$3,971	\$567	\$25,000	Y	02/24/2023	05/02/2022	Delayed ROW phase to FY 24	
3	SEMCOG	Trunkline	113501	13	9/8/23 16:51	RUBLEYJ2	2027	US-23 BR	I-94 BL to M-14	1.239	Reconstruction	Reconstruct possible ASCRL in sections	CON	\$20,331,540	\$3,944,902	\$563,558	\$24,840,000	Y	08/06/2019		Delayed ROW phase to FY 24	
4	SEMCOG	Trunkline	113501	15	11/20/23 16:00	RUBLEYJ2	2024	US-23 BR	I-94 BL to M-14	1.239	Reconstruction	Reconstruct possible ASCRL in sections	ROW	\$81,850	\$15,881	\$2,269	\$100,000	Y	09/11/2023	07/28/2022	Moved to FY26 with CFP updates.	
5	SEMCOG	Trunkline	113501	15	11/20/23 16:00	RUBLEYJ2	2024	US-23 BR	I-94 BL to M-14	1.239	Reconstruction	Reconstruct possible ASCRL in sections	UTL	\$20,463	\$3,971	\$567	\$25,000	Y	02/24/2023	05/02/2022	Moved to FY26 with CFP updates.	
6	SEMCOG	Trunkline	113501	15	11/20/23 16:00	RUBLEYJ2	2026	US-23 BR	I-94 BL to M-14	1.239	Reconstruction	Reconstruct possible ASCRL in sections	CON	\$20,331,540	\$3,944,902	\$563,558	\$24,840,000	Y	08/06/2019		Moved to FY26 with CFP updates.	Phase Added
7	SEMCOG	Trunkline	120363	17	10/19/23 15:37	SMALLEYE	2021	TSC-wide	Various locations in Washtenaw and Monroe counties - Brighton TSC	0.000	Traffic Flow Improvement	Traffic signal modernization and actuation	PE	\$495,000	\$0	\$0	\$495,000	Y	09/15/2021	07/25/2019	identified trunkline 2024 and 2025 projects that are eligible for CRP funding so that we can use these funds. In that effort I???ve identified one or more of your projects that would qualify. This is NOT additional funding. This is replacing existing funding with new funding from this program Project identified was JN120363. The change that needs to be made is to replace \$109,167 of federal funds with funding using the CRSM finsys code and the Y606-Small MPO federal funding source.	
8	SEMCOG	Trunkline	120363	17	10/19/23 15:37	SMALLEYE	2023	TSC-wide	Various locations in Washtenaw and Monroe counties - Brighton TSC	0.000	Traffic Flow Improvement	Traffic signal modernization and actuation	ROW	\$75,000	\$0	\$0	\$75,000	Y	10/31/2022	07/25/2019	identified trunkline 2024 and 2025 projects that are eligible for CRP funding so that we can use these funds. In that effort I???ve identified one or more of your projects that would qualify. This is NOT additional funding. This is replacing existing funding with new funding from this program Project identified was JN120363. The change that needs to be made is to replace \$109,167 of federal funds with funding using the CRSM finsys code and the Y606-Small MPO federal funding source.	

**MICHIGAN DEPARTMENT OF TRANSPORTATION
FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM
ADMINISTRATIVE MODIFICATIONS
3/08/2024**

9	SEMCOG	Trunkline	120363	17	10/19/23 15:37	SMALLEYE	2024	TSC-wide	Various locations in Washtenaw and Monroe counties - Brighton TSC	0.000	Traffic Flow Improvement	Traffic signal modernization and actuation	CON	\$2,045,043	\$0	\$0	\$2,045,043	Y	10/25/2023	07/25/2019	identified trunkline 2024 and 2025 projects that are eligible for CRP funding so that we can use these funds. In that effort I've identified one or more of your projects that would qualify. This is NOT additional funding. This is replacing existing funding with new funding from this program Project identified was JN120363. The change that needs to be made is to replace \$109,167 of federal funds with funding using the CRSM finsys code and the Y606-Small MPO federal funding source.	
10	SEMCOG	Trunkline	120363	18	1/8/24 8:39	SMALLEYE	2021	TSC-wide	Various locations in Washtenaw and Monroe counties - Brighton TSC	0.000	Traffic Flow Improvement	Traffic signal modernization and actuation	PE	\$495,000	\$0	\$0	\$495,000	Y	09/15/2021	07/25/2019	adjusted con phase budget to include local funding.	
11	SEMCOG	Trunkline	120363	18	1/8/24 8:39	SMALLEYE	2023	TSC-wide	Various locations in Washtenaw and Monroe counties - Brighton TSC	0.000	Traffic Flow Improvement	Traffic signal modernization and actuation	ROW	\$88,077	\$0	\$0	\$88,077	Y	10/31/2022	07/25/2019	adjusted con phase budget to include local funding.	
12	SEMCOG	Trunkline	120363	18	1/8/24 8:39	SMALLEYE	2024	TSC-wide	Various locations in Washtenaw and Monroe counties - Brighton TSC	0.000	Traffic Flow Improvement	Traffic signal modernization and actuation	CON	\$2,085,526	\$0	\$366,417	\$2,451,943	Y	01/08/2024	07/25/2019	adjusted con phase budget to include local funding.	GPA over or over 25%
13	SEMCOG	Trunkline	120363	19	1/10/24 11:53	SMALLEYE	2021	TSC-wide	Various locations in Washtenaw and Monroe counties - Brighton TSC	0.000	Traffic Flow Improvement	Traffic signal modernization and actuation	PE	\$495,000	\$0	\$0	\$495,000	Y	09/15/2021	07/25/2019	Removed US-24 @ Lorain and M-125 @ Noble, and adjusted local funding accordingly.	
14	SEMCOG	Trunkline	120363	19	1/10/24 11:53	SMALLEYE	2023	TSC-wide	Various locations in Washtenaw and Monroe counties - Brighton TSC	0.000	Traffic Flow Improvement	Traffic signal modernization and actuation	ROW	\$88,077	\$0	\$0	\$88,077	Y	10/31/2022	07/25/2019	Removed US-24 @ Lorain and M-125 @ Noble, and adjusted local funding accordingly.	
15	SEMCOG	Trunkline	120363	19	1/10/24 11:53	SMALLEYE	2024	TSC-wide	Various locations in Washtenaw and Monroe counties - Brighton TSC	0.000	Traffic Flow Improvement	Traffic signal modernization and actuation	CON	\$2,085,526	\$0	\$172,075	\$2,257,601	Y	01/10/2024	07/25/2019	Removed US-24 @ Lorain and M-125 @ Noble, and adjusted local funding accordingly.	GPA over or over 25%
16	SEMCOG	Trunkline	120366	11	8/18/23 10:32	PALMERS3	2021	TSC-wide	Various Locations - Brighton TSC	6.836	Traffic Signals	Traffic signal optimization	PE	\$480,000	\$0	\$0	\$480,000	Y	08/03/2021	07/28/2016	timing plans will be installed through central system and construction phase is no longer needed	
17	SEMCOG	Trunkline	120366	11	8/18/23 10:32	PALMERS3	2023	TSC-wide	Various Locations - Brighton TSC	6.836	Traffic Signals	Traffic signal optimization	CON	\$20,000	\$0	\$0	\$20,000	Y	08/10/2022	07/25/2019	timing plans will be installed through central system and construction phase is no longer needed	
18	SEMCOG	Trunkline	120366	12	8/29/23 11:36	PALMERS3	2021	TSC-wide	Various Locations - Brighton TSC	6.836	Traffic Signals	Traffic signal optimization	PE	\$480,000	\$0	\$0	\$480,000	Y	08/03/2021	07/28/2016	extended PE end date to 12/20/24 to allow for coordination with Central Signal System deployment. Changed project manager to William Seeger.	
19	SEMCOG	Trunkline	120366	12	8/29/23 11:36	PALMERS3	2023	TSC-wide	Various Locations - Brighton TSC	6.836	Traffic Signals	Traffic signal optimization	CON	\$20,000	\$0	\$0	\$20,000	Y	08/10/2022	07/25/2019	extended PE end date to 12/20/24 to allow for coordination with Central Signal System deployment. Changed project manager to William Seeger.	
20	SEMCOG	Trunkline	129977	22	11/3/23 11:31	HOENSHEIDK	2027	US-23	14 bridges on US-23 in Washtenaw County	0.000	Bridge Replacement	Bridge Replacement, Epoxy Overlay, Deck Patching	CON	\$67,888,251	\$15,054,025	\$0	\$82,942,272	Y	12/14/2022		Revised the Plan Completion (12/5/25) and Letting (12/4/26) dates per discussion with University Region. Packaged with JN 211155.	Phase Added
21	SEMCOG	Trunkline	129977	23	1/25/24 15:40	KNAUFFM	2027	US-23	14 bridges on US-23 in Washtenaw County	0.000	Bridge Replacement	Bridge Replacement, Epoxy Overlay, Deck Patching	CON	\$67,888,251	\$15,054,025	\$0	\$82,942,272	Y	12/14/2022		Added ROW phase to this project.	
22	SEMCOG	Trunkline	129977	24	2/21/24 10:13	GILLA	2027	US-23	14 bridges on US-23 in Washtenaw County	0.000	Bridge Replacement	Bridge Replacement, Epoxy Overlay, Deck Patching	CON	\$67,888,251	\$15,054,025	\$0	\$82,942,272	Y	12/14/2022		Updated PM assignment per email request from Katie H.	

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23	SEMCOG	Trunkline	200202	18	8/24/23 9:07	RUBLEYJ2	2019	US-12	US-12 from west of Platt Rd to west of US-23 interchange	1.023	Intersection Improvements	Operational improvements	PE	\$1,555,150	\$344,850	\$0	\$1,900,000	Y	04/18/2019	07/27/2017	Increased CON phase budget to include \$250,000 for minor fin sys Michigan Non-Motorized Path Set-Aside (MNMP). Changed PC and Letting Dates.	
24	SEMCOG	Trunkline	200202	18	8/24/23 9:07	RUBLEYJ2	2021	US-12	US-12 from west of Platt Rd to west of US-23 interchange	1.023	Intersection Improvements	Operational improvements	ROW	\$3,601,400	\$798,600	\$0	\$4,400,000	Y	12/10/2020	12/04/2020	Increased CON phase budget to include \$250,000 for minor fin sys Michigan Non-Motorized Path Set-Aside (MNMP). Changed PC and Letting Dates.	
25	SEMCOG	Trunkline	200202	18	8/24/23 9:07	RUBLEYJ2	2024	US-12	US-12 from west of Platt Rd to west of US-23 interchange	1.023	Intersection Improvements	Operational improvements	CON	\$14,323,750	\$3,176,250	\$0	\$17,500,000	Y	08/31/2023	07/27/2023	Increased CON phase budget to include \$250,000 for minor fin sys Michigan Non-Motorized Path Set-Aside (MNMP). Changed PC and Letting Dates.	
26	SEMCOG	Trunkline	200202	20	10/9/23 8:19	RUBLEYJ2	2019	US-12	US-12 from west of Platt Rd to west of US-23 interchange	1.023	Intersection Improvements	Operational improvements	PE	\$1,555,150	\$344,850	\$0	\$1,900,000	Y	04/18/2019	07/27/2017	Changed letting from Dec to Jan.	
27	SEMCOG	Trunkline	200202	20	10/9/23 8:19	RUBLEYJ2	2021	US-12	US-12 from west of Platt Rd to west of US-23 interchange	1.023	Intersection Improvements	Operational improvements	ROW	\$3,601,400	\$798,600	\$0	\$4,400,000	Y	12/10/2020	12/04/2020	Changed letting from Dec to Jan.	
28	SEMCOG	Trunkline	200202	20	10/9/23 8:19	RUBLEYJ2	2024	US-12	US-12 from west of Platt Rd to west of US-23 interchange	1.023	Intersection Improvements	Operational improvements	CON	\$14,323,750	\$3,176,250	\$0	\$17,500,000	Y	08/31/2023	07/27/2023	Changed letting from Dec to Jan.	
29	SEMCOG	Trunkline	201015	10	11/20/23 7:45	RUBLEYJ2	2029	I-94	Washtenaw/Jackson County Line to Freer	6.542	Milling and Two Course Asphalt Resurfacing	Two course mill & resurface	CON	\$26,910,511	\$2,990,057	\$0	\$29,900,568	Y	03/20/2020		The CON phase is being abandoned. This section of pavement was included in JN 216455, a single course mill and resurfacing CPM project that was completed during the 2023 season as part of the 2028 CFP.	Phase Abandoned
30	SEMCOG	Trunkline	202564	16	8/25/23 16:51	OBRIENE	2022	TSCwide	Brighton TSC area	10.414	Non-Freeway Sign Replacement	Sign Upgrade	PE	\$45,000	\$0	\$0	\$45,000	Y	07/31/2019	07/11/2018	Changed Letting and Plan Completion dates due to revisions in the 5 Year Plan. This change was previously overlooked.	
31	SEMCOG	Trunkline	202564	16	8/25/23 16:51	OBRIENE	2025	TSCwide	Brighton TSC area	10.414	Non-Freeway Sign Replacement	Sign Upgrade	CON	\$160,718	\$0	\$0	\$160,718	Y	09/05/2023	07/25/2019	Changed Letting and Plan Completion dates due to revisions in the 5 Year Plan. This change was previously overlooked.	
32	SEMCOG	Trunkline	202564	19	12/5/23 11:40	OBRIENE	2022	TSCwide	Brighton TSC area	10.414	Non-Freeway Sign Replacement	Sign Upgrade	PE	\$45,000	\$0	\$0	\$45,000	Y	07/31/2019	07/11/2018	Changed financial system from NHG to STG.	
33	SEMCOG	Trunkline	202564	19	12/5/23 11:40	OBRIENE	2025	TSCwide	Brighton TSC area	10.414	Non-Freeway Sign Replacement	Sign Upgrade	CON	\$160,718	\$0	\$0	\$160,718	Y	12/14/2023	07/25/2019	Changed financial system from NHG to STG.	
34	SEMCOG	Trunkline	202564	20	2/21/24 7:04	OBRIENE	2022	TSCwide	Brighton TSC area	10.414	Non-Freeway Sign Replacement	Sign Upgrade	PE	\$45,000	\$0	\$0	\$45,000	Y	07/31/2019	07/11/2018	Changed Project Manager.	
35	SEMCOG	Trunkline	202564	20	2/21/24 7:04	OBRIENE	2025	TSCwide	Brighton TSC area	10.414	Non-Freeway Sign Replacement	Sign Upgrade	CON	\$160,718	\$0	\$0	\$160,718	Y	12/14/2023	07/25/2019	Changed Project Manager.	
36	SEMCOG	Trunkline	202564	21	2/21/24 10:11	UZCATEGUIA	2022	TSCwide	Brighton TSC area	10.414	Non-Freeway Sign Replacement	Sign Upgrade	PE	\$45,000	\$0	\$0	\$45,000	Y	07/31/2019	07/11/2018	Change PM to Bret Taylor.	
37	SEMCOG	Trunkline	202564	21	2/21/24 10:11	UZCATEGUIA	2025	TSCwide	Brighton TSC area	10.414	Non-Freeway Sign Replacement	Sign Upgrade	CON	\$160,718	\$0	\$0	\$160,718	Y	12/14/2023	07/25/2019	Change PM to Bret Taylor.	
38	SEMCOG	Trunkline	202569	22	8/28/23 15:10	OBRIENE	2025	TSCwide	I-94BL, US-23BR, US-12BR, US-12	33.850	Non-Freeway Sign Replacement	Non-freeway Signing replacement	CON	\$632,000	\$0	\$0	\$632,000	Y	04/17/2023	05/08/2018	Changing letting date to balance budget after revision and correction of 5 year plan.	
39	SEMCOG	Trunkline	202569	25	12/5/23 11:41	OBRIENE	2025	TSCwide	I-94BL, US-23BR, US-12BR, US-12	33.438	Non-Freeway Sign Replacement	Non-freeway Signing replacement	CON	\$632,000	\$0	\$0	\$632,000	Y	12/14/2023	05/08/2018	Changed financial system from NHG to STG.	
40	SEMCOG	Trunkline	202569	26	2/21/24 7:06	OBRIENE	2025	TSCwide	I-94BL, US-23BR, US-12BR, US-12	33.438	Non-Freeway Sign Replacement	Non-freeway Signing replacement	CON	\$632,000	\$0	\$0	\$632,000	Y	12/14/2023	05/08/2018	Changed Project Manager.	
41	SEMCOG	Trunkline	202569	27	2/21/24 10:12	UZCATEGUIA	2025	TSCwide	I-94BL, US-23BR, US-12BR, US-12	33.438	Non-Freeway Sign Replacement	Non-freeway Signing replacement	CON	\$632,000	\$0	\$0	\$632,000	Y	12/14/2023	05/08/2018	Updated PM to Bret Taylor	
42	SEMCOG	Trunkline	204943	15	7/19/23 11:01	NADJARIANJ	2023	US-23 SB	4 structures on US-23 / M-14	0.000	Overlay - Epoxy	Epoxy Overlay, Steel Repairs	CON	\$4,710,542	\$1,044,549	\$0	\$5,755,090	Y	07/19/2023		increased road con amounts to reflect specs and estimates final review estimate.	GPA over or over 25%

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43	SEMCOG	Trunkline	205511	11	10/27/23 13:09	KNAUFFM	2029	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	04/26/2021		Due to funding limitations, this project is being abandoned. The region will continue to monitor these three poor rated variable depth tee beam structures during inspections. It is anticipated that there will not be enough funding to cover all three of these bridges at one time, but when funding is available these will be added back into the program as full bridge replacements.	Phase Abandoned
44	SEMCOG	Trunkline	206296	8	12/19/23 11:15	PALMERS3	2024	Areawide	University Region, Livingston and Washtenaw Counties	0.000	Freeway Courtesy Patrol Operations	Freeway Courtesy Patrol	OPS	\$468,182	\$103,818	\$0	\$572,000	Y	12/19/2023		changed major route to areawide and added specific dates to the Work (detailed).	
45	SEMCOG	Trunkline	209147	10	11/13/23 11:10	PALMERS3	2023	M-14 E	M-14, US-23 in Washtenaw County	15.675	ITS Infrastructure and Device Installation	Install ITS Devices	PE	\$327,400	\$72,600	\$0	\$400,000	Y	02/10/2023		Increased PE funds to \$400,000 and added CRU minor finsys per request of CMAQ manager	
46	SEMCOG	Trunkline	209147	10	11/13/23 11:10	PALMERS3	2025	M-14 E	M-14, US-23 in Washtenaw County	15.675	ITS Infrastructure and Device Installation	Install ITS Devices	CON	\$2,277,922	\$505,123	\$0	\$2,783,045	Y	02/10/2023		Increased PE funds to \$400,000 and added CRU minor finsys per request of CMAQ manager	
47	SEMCOG	Trunkline	209147	11	2/29/24 8:42	PALMERS3	2023	M-14 E	M-14, US-23 in Washtenaw County	15.675	ITS Infrastructure and Device Installation	Install ITS Devices	PE	\$327,400	\$72,600	\$0	\$400,000	Y	02/10/2023		moved letting to coordinate with schedule for current ITS work along M-14	
48	SEMCOG	Trunkline	209147	11	2/29/24 8:42	PALMERS3	2025	M-14 E	M-14, US-23 in Washtenaw County	15.675	ITS Infrastructure and Device Installation	Install ITS Devices	CON	\$2,277,922	\$505,123	\$0	\$2,783,045	Y	02/10/2023		moved letting to coordinate with schedule for current ITS work along M-14	
49	SEMCOG	Trunkline	210971	13	10/17/23 8:30	RICKJ	2027	US-23BR	M-14 EB at Barton Drive	0.750	Intersection Improvements	Provide free-flow on-ramp, improve the Barton Dr. off-ramp.	ROW	\$572,950	\$127,050	\$0	\$700,000	Y	04/07/2023		Moved the project dates per request from program manager to due to template constraints.	Phase Added
50	SEMCOG	Trunkline	210971	13	10/17/23 8:30	RICKJ	2030	US-23BR	M-14 EB at Barton Drive	0.750	Intersection Improvements	Provide free-flow on-ramp, improve the Barton Dr. off-ramp.	CON	\$12,308,423	\$2,729,357	\$0	\$15,037,780	Y	12/12/2022		Moved the project dates per request from program manager to due to template constraints.	Phase Added
51	SEMCOG	Trunkline	211017	12	8/30/23 15:17	UZCATEGUIA	2021	US-23 N	Various Locations - Brighton TSC US-23	80.461	Freeway Sign Replacement	TSC-wide - US-23 Freeway Signing Engineering, Design and Update	PE	\$1,000,000	\$0	\$0	\$1,000,000	Y	09/13/2021		Updated the letting date to 06/07/24	
52	SEMCOG	Trunkline	211017	12	8/30/23 15:17	UZCATEGUIA	2024	US-23 N	Various Locations - Brighton TSC US-23	80.461	Freeway Sign Replacement	TSC-wide - US-23 Freeway Signing Engineering, Design and Update	CON	\$7,760,000	\$0	\$0	\$7,760,000	Y	02/25/2022	12/01/2023	Updated the letting date to 06/07/24	Phase Added
53	SEMCOG	Trunkline	211017	13	1/2/24 15:50	UZCATEGUIA	2021	US-23 N	Various Locations - Brighton TSC US-23	80.461	Freeway Sign Replacement	TSC-wide - US-23 Freeway Signing Engineering, Design and Update	PE	\$1,000,000	\$0	\$0	\$1,000,000	Y	09/13/2021		Update PM to Bret Taylor	
54	SEMCOG	Trunkline	211017	13	1/2/24 15:50	UZCATEGUIA	2024	US-23 N	Various Locations - Brighton TSC US-23	80.461	Freeway Sign Replacement	TSC-wide - US-23 Freeway Signing Engineering, Design and Update	CON	\$7,760,000	\$0	\$0	\$7,760,000	Y	02/25/2022	12/01/2023	Update PM to Bret Taylor	
55	SEMCOG	Trunkline	211017	14	1/18/24 12:05	TAYLORB34	2021	US-23 N	Various Locations - Brighton TSC US-23	80.461	Freeway Sign Replacement	TSC-wide - US-23 Freeway Signing Engineering, Design and Update	PE	\$1,000,000	\$0	\$0	\$1,000,000	Y	09/13/2021		Moved letting date and plan completion date to allow for PM to have additional time to review.	
56	SEMCOG	Trunkline	211017	14	1/18/24 12:05	TAYLORB34	2024	US-23 N	Various Locations - Brighton TSC US-23	80.461	Freeway Sign Replacement	TSC-wide - US-23 Freeway Signing Engineering, Design and Update	CON	\$7,760,000	\$0	\$0	\$7,760,000	Y	02/25/2022	12/01/2023	Moved letting date and plan completion date to allow for PM to have additional time to review.	
57	SEMCOG	Trunkline	211155	17	11/20/23 15:52	PITTMANJ	2027	US-23 N	M-14 to I-94	7.316	Reconstruction	Road system and operational improvement as defined through EA process	CON	#####	\$41,630,585	\$0	#####	Y	02/22/2023		Updated PCD (7-10-26) and Letting (12-1-28) based on University Region program balancing. Updated ROW phase start date.	Phase Added
58	SEMCOG	Trunkline	213488	11	11/20/23 15:48	RICKJ	2023	US-23	School Road to Ida Center Road	4.020	Concrete Reconstruction	Road Reconstruction	PE	\$2,453,863	\$544,137	\$0	\$2,998,000	Y	01/04/2023	07/28/2022	Revised let date to fit within constrained program, adjusted POB and POE, increased CON phase to account for inflation.	

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59	SEMCOG	Trunkline	213488	11	11/20/23 15:48	RICKJ	2028	US-23	School Road to Ida Center Road	4.020	Concrete Reconstruction	Road Reconstruction	CON	\$67,989,150	\$7,554,350	\$0	\$75,543,500	Y	02/24/2023		Revised let date to fit within constrained program, adjusted POB and POE, increased CON phase to account for inflation.	Phase Added
60	SEMCOG	Trunkline	213488	12	1/19/24 6:51	FOWLERE	2023	US-23	School Road to Ida Center Road	4.020	Concrete Reconstruction	Road Reconstruction	PE	\$2,453,863	\$544,137	\$0	\$2,998,000	Y	01/04/2023	07/28/2022	Per Statewide Planning, this project is included in the MDOT Freight Plan. Added minor fin sys code to CON Phase to account for usage of National Highway Freight Program funds.	
61	SEMCOG	Trunkline	213807	5	9/25/23 7:48	RUBLEYJ2	2023	M-36	Various Trunkline Routes	18.874	Asphalt Crack Treatment	Crack Sealing	CON	\$229,180	\$50,820	\$0	\$280,000	Y	08/10/2022		Updated asset PR MP to match the routes in the proposal	
62	SEMCOG	Trunkline	214078	6	12/6/23 7:57	RUBLEYJ2	2026	US-23BR N	M-14 and Main St Interchange	0.500	Overhead Sign Structures	Interchange lighting	PE	\$81,000	\$9,000	\$0	\$90,000	Y	12/14/2023		Moved PE funding from FY27 to FY26 per CFP updates.	
63	SEMCOG	Trunkline	215583	3	9/28/23 12:44	DAVISM45	2022	M-17	M-17 (Washtenaw Ave) from Yost Boulevard to Oakwood Avenue	3.222	Planning	PEL Study	EPE	\$941,275	\$208,725	\$0	\$1,150,000	Y	02/22/2022		using additional region scoping funds this study is amending the scope tasks and funds to public involvement, adding visualization tasks to the alternatives, and increasing more work tasks to implementation and grant writing.	
64	SEMCOG	Trunkline	215583	5	11/16/23 9:46	DAVISM45	2022	M-17	M-17 (Washtenaw Ave) from Yost Boulevard to Oakwood Avenue	3.222	Planning	PEL Study	EPE	\$941,275	\$208,725	\$0	\$1,150,000	Y	02/22/2022		updated job description end date to match phase scheduled end date per finance	
65	SEMCOG	Trunkline	215769	7	2/1/24 8:28	OCCHIUTO	2023	US-23	Warren Road over over US-23	0.000	Bridge Replacement	Bridge Replacement	ROW	\$777,575	\$172,425	\$0	\$950,000	Y	05/05/2023	07/27/2023	Plan completion delayed allowing more time to complete the design plans.	
66	SEMCOG	Trunkline	215769	8	2/6/24 15:43	GILLA	2023	US-23	Warren Road over over US-23	0.000	Bridge Replacement	Bridge Replacement	ROW	\$777,575	\$172,425	\$0	\$950,000	Y	05/05/2023	07/27/2023	Changed fin sys to just BO as this bridge is off-system and NBI.	
67	SEMCOG	Trunkline	215769	8	2/6/24 15:43	GILLA	2024	US-23	Warren Road over over US-23	0.000	Bridge Replacement	Bridge Replacement	CON	\$7,813,878	\$1,732,704	\$0	\$9,546,582	Y	02/07/2024	07/28/2022	Changed fin sys to just BO as this bridge is off-system and NBI.	
68	SEMCOG	Trunkline	215788	8	2/6/24 15:47	GILLA	2023	US-23	Joy Road over US-23	0.000	Bridge Replacement	Bridge Replacement	ROW	\$306,938	\$68,063	\$0	\$375,000	Y	05/05/2023	07/27/2023	Changed fin sys to just BOI as all the bridges on this job are off-system and NBI.	
69	SEMCOG	Trunkline	215788	8	2/6/24 15:47	GILLA	2024	US-23	Joy Road over US-23	0.000	Bridge Replacement	Bridge Replacement	CON	\$7,664,945	\$1,699,680	\$0	\$9,364,625	Y	02/07/2024	07/28/2022	Changed fin sys to just BOI as all the bridges on this job are off-system and NBI.	
70	SEMCOG	Trunkline	217641	2	1/25/24 8:39	RUBLEYJ2	2024	Brighton TSC	Various trunkline routes in Brighton TSC area	0.000	Asphalt Crack Treatment	Crack sealing	CON	\$286,475	\$63,525	\$0	\$350,000	Y	01/25/2024		Updated work description for authorized dates. Updated construction cost based on final estimate from S&E.	GPA over or over 25%
71	SEMCOG	Trunkline	218337	2	8/25/23 16:50	UZCATEGUIA	2026	M-14 W	TSC areawide	17.289	Freeway Sign Replacement	TSC areawide - M-14 Freeway Signing Engineering, Design and Upgrade	PE	\$449,064	\$0	\$0	\$449,064	Y	09/05/2023		Location updated	
72	SEMCOG	Trunkline	218337	3	10/3/23 11:07	UZCATEGUIA	2026	M-14 W	TSC areawide	17.289	Freeway Sign Replacement	TSC areawide - M-14 Freeway Signing Engineering, Design and Upgrade	PE	\$449,064	\$0	\$0	\$449,064	Y	09/05/2023		Updated PM to Bret Taylor	

MEMORANDUM

To: Policy Committee
From: Ryan Buck
Date: April 11, 2024
Re: FY 2023 Audit

Background

For the second year, WATS utilized Maner Costerisan to perform an audit of financial statements. After some mutual education as part of the FY 2022 Audit, the process worked very well for FY 2023. A representative from Maner Costerisan will be in attendance at our meeting to review the audit and answer any questions.

The audit does recognize the financial report as delinquent to the State of Michigan. For the FY 2022 audit, the inability to find a new auditor delayed finalization of the audit until June 2023. The auditor had originally noted that the FY 2022 report was delinquent, however WATS provided documentation regarding Act 200 of 1957 Section 123.637, Subsection 7 which specifically allows intermunicipality committees to provide audits every other year rather than every year. The finding was subsequently removed from the final report. Going into this year's audit WATS discussed this law as part of scheduling, however, after the auditing team did further research and corresponded with the Michigan Department of Treasury, the auditor has included the delinquency as a finding. Fortunately, with a streamlined process and two years of working together, I'm confident that will not be an issue in the future.

The audit can be found [here](#). Physical copies will be available at the meeting.

Recommended Action

The FY 2023 Audit is provided to the Policy Committee for acceptance.

POLICY COMMITTEE MEMBERS

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