



TO: Mayor and Council

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CC: Jackie Beaudry, City Clerk
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SUBJECT: Infrastructure Agenda

DATE: March 4, 2022

Background:

In previous communications I have discussed the need for the City of Ann Arbor to become more aggressive about generating revenue to address the myriad of needs that we have. Examples that were cited include securing a federal lobbyist, procuring contracted grant writers, developing a relationship with an economist, and pursuing economic growth by maximizing the use of our assets.

To realize success, we need to focus on both an intermediate and long-term view. Our progress is further predicated upon the leadership of the organization (legislative and executive) being both unified and coordinated. It is essential on the staff side for us not to operate in silos. It is easy, and perhaps advisable at times for departments to behave

in a parochial manner. However, when overall progress is the goal a team centered approach is imperative.

This brings us to infrastructure.

As you know, the federal government has passed sweeping legislation that will invest trillions of dollars across the country over the next five years. These funds are being ceded through various federal cabinets and are being disbursed both through state governments, but also directly to municipalities in some instances.

To lay claim to Ann Arbor's fair share we must be organized – hence the administration is putting forth an Infrastructure Agenda.

The Infrastructure Agenda will contain a description of the specific projects that are responsive to the federal legislation. Each of us that are charged with advocating for Ann Arbor should be committed to its success.

It is my assertion that our agenda needs to be shared with our state and federal lobbying team, legislative staff members, relevant state and federal delegation members, strategic media outlets, and available to our community at large.

It is my intention to convene an internal infrastructure team so that we are poised and strategically prepared for opportunities that are competitive and time sensitive. Achieving success at securing resources is part of the equation, but being able to execute once awarded is equally as important. That may necessitate hiring in targeted areas. There will be considerable scrutiny surrounding the spending of these funds.

We are within a limited window of opportunity. The administration looks forward to collaborating with you.

Agenda Development

The staff worked across the organization to develop the list of projects that we believe are eligible for the various buckets of funding. They are presented to you below. As opposed to viewing the Infrastructure Agenda as a static document we believe there is also an element of fluidity to it as rules of engagement are presented over time by federal authorities.

Important Note:

Before the Agenda is strategically disseminated we want to remain in a holding pattern for a period of time to allow members of Council time to review the list. Should you have any questions or concerns about what we are presenting please let us know. We will provide notification before we start to circulate it.

Project List

The project list is presented in an itemized, but not prioritized, manner followed by a descriptive presentation that contains a bit more detail about what the projects are.

Mega Projects

Within the federal legislation they have created special categories for projects that require in excess of \$100M & \$500M in investment.

<u>Name:</u>	<u>Estimated Cost:</u>
Water Treatment Plant Replacement	\$108,100,000
Ann Arbor Train Station	\$100,768,000
Treeline Trail	\$110,000,000

Eligible Projects

<u>Name:</u>	<u>Estimated Cost:</u>
Road Paving Projects	Varying Amounts
Net-Zero Fire Station 4	\$6,500,000
Fire Station 3 Net Zero	\$7,000,000
Wheeler Center Solar Park	\$40,000,000
South State Street Corridor	\$47,347,000
Fleet Electrification	\$22,500,000
Solar on City Facilities	\$8,500,000
Records Management System	\$1,400,000
Galvanized Water Line Replacements	\$6,000,000
Barton Dam Bank Rehab	\$5,770,000
Water Treatment Plant Filter Rehab	\$5,000,000
Vision Zero Transportation	\$30,000,000
Sustainable Energy Utility Start Up	\$10,000,000
City Facility Decarbonization	\$10,000,000
Resilience Hubs	\$10,000,000

Project Descriptions:

Water Treatment Plant Replacement: This project includes the design and replacement of the 1938 treatment basins that are in disrepair and not meeting current performance standards for water treatment flocculation and settling basins.

Ann Arbor Train Station: The Ann Arbor Station project proposes to build a new train station in Ann Arbor, including platforms, intermodal facility, and parking, that will be sized large enough to meet our current and future needs. Ann Arbor is the highest volume train station in the state of Michigan in terms of annual passengers boarding, and we anticipate that future demand will only increase. Anticipated additional train service between Chicago and Detroit, Ann Arbor and Traverse City, and the potential for commuter rail services will only push ridership up. A larger station, built with strong connections to existing multi-modal transit services, will help meet the current and future ridership demands, help Ann Arbor reduce vehicle miles travelled in the region, and push the City closer to meeting its sustainability goals.

Treeline Trail: The implementation of the Treeline urban trail concept that envisions a 2.75 mile-long trail along the path of the historical Allen Creek corridor with the goal to provide quality green and recreational spaces and increase non-motorized mobility and connectivity along this path.

Various Road Projects: The City of Ann Arbor has road resurfacing needs across the community. It is our intent to package these into specific projects consistent with the stated criteria the Feds or State disseminates.

Net-Zero Fire Station 4: The City of Ann Arbor Fire Department is working toward building the first Net-Zero Fire Station in the State of Michigan. The project would replace the fire station located at 2415 S. Huron Parkway (Fire Station 4), which was built in 1966 and has outlived its expected lifespan. The station presents near constant maintenance issues and has a failing sanitary sewer discharge. It lacks any energy conservation, sustainability, or gender equality features. Ann Arbor based A3C Collaborative Architecture leads the planning and design services along with sub-contractor TCA Architecture, who adds extensive experience and expertise from designing two net-zero fire stations for Salt Lake City. The new fire station would be the city's first carbon-neutral facility with geothermal heating and cooling, solar panels, and other energy efficiency actions. Beyond aligning with the city's A2ZERO carbon neutrality goals, the project will also accommodate today's needs for gender neutrality in terms of showering, bathrooms, and sleeping quarters. Additionally, the new site design would also provide a new exit without the blind corner that currently exists at Platt Road and Huron Parkway. A safer entrance and exit for emergency response are very valuable to all.

Fire Station Net 3 Zero: The City of Ann Arbor Fire Department is working toward building the second Net-zero Fire Station in the State of Michigan. The project would replace the fire station located at 2130 Jackson Road (Fire Station 3), which was built in 1963 and has outlived its expected lifespan. The station presents near constant maintenance issues. It lacks any energy conservation, sustainability, or gender equality features. The new fire station would be the city's second carbon-neutral facility with geothermal heating and cooling, solar panels, and other energy efficiency actions. Beyond aligning with the city's A2ZERO carbon neutrality goals, the project will also accommodate today's needs for gender neutrality in terms of showering, bathrooms, and sleeping quarters.

Wheeler Center Solar Park: Project to develop a 20MW solar field in the City of Ann Arbor, that would also serve as DTE's very first community solar offering. We have a portion of the project set-aside for a potential low-income offering, which would mean that shares of the community solar project could be offered to residents at a discounted rate, so they receive more of the benefit of the project with less of the total cost.

South State Street Corridor: The State Street corridor, between Oakbrook Drive and Ellsworth Drive is a vital gateway to the City of Ann Arbor. Entrance and exit ramps from I-94 within the corridor allow regional access to Michigan Medicine hospital facilities and other facilities with regional draw. State Street also serves as a key artery for both

commercial and residential traffic to and from the south. The current configuration of the roadway (designed and built in the 1960s) is largely optimized for vehicle throughput. However, the corridor has a history of vehicular safety concerns and is lacking in terms of multi-modal access for all users. Sidewalks are absent or inconsistent along much of the corridor, and there are no cycling facilities. Further the current configuration of the roadway allows for a minimal number of safe pedestrian crossing locations, leaving much of the area disconnected at a pedestrian scale and prompting additional vehicle trips even for short distance of travel. This project will address the above referenced deficiencies through reconstruction of the facility. The [project web page](#) includes information concerning the public engagement process, meeting summaries, and analyses that support the project. The [South State Street Corridor Transportation Study](#) itself provides a detailed report including consideration of alternatives and selection of the preferred alternative.

Fleet Electrification: Funding to support the full electrification of all viable vehicles within the City's fleet.

Solar on City Facilities: This project supports the deployment of more than 4MW of rooftop, carport, and ground mounted solar systems at 19 city facilities. The systems are being designed for battery readiness meaning that not only will they operate with solar, but they could have batteries installed to help manage grid reliability and ensure resilience. If we are able to directly purchase these solar systems, we will be able to immediately see savings in our energy bills. These savings can be used for other community priorities.

Records Management System: This is a technology infrastructure initiative. It will provide enhanced community policing in Ann Arbor by increasing data collection that will expand transparency highlighting needed improvements. This will help inform training, reduce biases, strengthen officer decision making centered around the sanctity of human life.

Galvanized Water Line Replacements: This project is driven by an unfunded federal mandate to replace galvanized water service leads where such leads have been in contact with lead "goosenecks" or similar appurtenances.

Barton Dam Bank Rehab: Project necessary to address FERC mandated repairs. Includes seepage repair through right embankment and the installation of additional piezometers for ongoing monitoring.

Water Treatment Plant Filter Rehab: This project would modify existing underdrains to optimize for more effective for PFAS removal.

Vision Zero Transportation: Creation of a suite of specific project per needs identified in City's Transportation Master Plan. Crosswalk improvements and lighting of presently unlit road corridors.

Sustainable Energy Utility Start Up: This would be the first of its kind supplemental public utility in the nation that focuses on generating clean, local, affordable, and resilience electricity. It would focus on deploying solar, energy storage, energy waste reduction, and beneficial electrification support while working towards the deployment of micro and nano grids.

City Facility Decarbonization: This pool of resources would be used to renovate city facilities. We are doing energy audits at many facilities now to identify saving potential but there are a lot of opportunities to improve the energy efficiency, comfort, and health in city buildings.

Resilience Hubs: This would support the transition of existing community spaces into resilience hubs by deploying solar and storage, green infrastructure, electrical upgrades, and upgrades to programmatic space to Bryant Community Center, Peace Community Center, Arrowwood Community Center, Avalon Housing sites, and Ann Arbor Housing Commission sites. These are important nodes in our resilience, equity, and sustainability infrastructure in the City and additional resources will help us ensure that these nodes operate every day – even when a disaster strikes.

Special Note: In our most recent committee meeting between the Ann Arbor Public Schools (AAPS) and the City of Ann Arbor I mentioned the possibility that we might be able to collaborate with them on some infrastructure projects if we pursued anything that was near schools. The following projects are near or connected to school facilities. It might potentially strengthen our funding applications on some of these if we can show some collaboration with our school system.

- Solar at Mack Pool
- Solar at the Water Treatment Plant which is close to Wines
- Solar at Burns Senior Center which is across from Burns Park Elementary School
- Solar at Farmer's Market which is across from Community High School
- Resilience Hubs which potentially could include Scarlet Middle School