



MICHIGAN SENATE

Appropriations Requests for Legislatively Directed Spending Items

Date Submitted: 03/30/2026

1. Sponsoring legislator's full name:

Senator Ruth Johnson

2. Cosponsoring legislators' names (if applicable):

N/A

3. Intended legislatively directed spending item recipient:

Polly Ann Trailway Management Council

4. Physical address of legislatively directed spending item recipient and the intended location of the project or activity:

23 E Elmwood PO Box 112 Leonard, MI 48367

5. The recipient's employer identification number:

383384901

6. Requested amount of the legislatively directed spending item:

\$15,000,000.00

7. What is the purpose and how does the legislatively directed spending item provide a public benefit that is an appropriate use of taxpayer money?

Located approximately 40 miles north of Detroit and 30 miles southeast of Flint, this four season rail-trail is open primarily for walking and bicycling and designated segments are ideal for equestrian use and cross-country skiing. The trailway property is typically 50-feet wide and generally follows the former Grand Trunk Railroad right-of-way. The Polly Ann Trail can be thought of in two main segments: the northern Lapeer County segment (Dryden Twp, Village of Dryden, Attica Twp, Imlay Twp, Imlay City, Arcadia Twp) and the southern Oakland County segment (Orion Twp, Oxford Twp, Village of Oxford, Addison Twp, Village of Leonard). In the late 1990s, the Michigan Department of Natural Resources (DNR) acquired the trailway property and the local municipalities have been collaborating since that time to transform the former railroad into to a shared-use path. This project is essential to

address deficiencies and implement transformative safety countermeasures and bring this important regional trail into compliance with current State and Federal shared-use path standards. The following are a few of the known deficiencies:

- Trail surface needs to be brought up to current AASHTO standards: 10-foot wide with 2-foot clear zones; firm and stable for users of all ages and abilities. This is the most important design consideration needed and will help expand mobility options and reduce emissions.
- Many existing trail/road crossings follow the old railroad alignment and cross on a diagonal rather than at a 90-degree angle. The existing alignment causes the most vulnerable users to be in the roadway and exposed to motor vehicle traffic for longer distances and longer periods of time. Correcting these crossings will also help to improve sight distance.
- Roadway approaches: per AASHTO guidelines, the best practice for unpaved shared-use paths should be to provide paved aprons extending a minimum of 20 feet from paved road surfaces with detectable warning strips.
- Unauthorized motor vehicle access is occurring and needs to be restricted.
- Culverts, bridges and other ageing infrastructure are in need of repair or replacement.
- Traffic control devices (e.g. rectangular rapid flashing beacon or pedestrian hybrid beacon), retroreflective regulatory and caution signs, and pavement markings are critical to install at appropriate locations.
- Trailheads with support amenities which may include bike parking, vehicle parking, bike repair stations, shade shelters, hydration stations, and restrooms.
- Green Stormwater Infrastructure and Management will help improve water and air quality.
- Pathway connections to neighborhoods, high-demand destinations and the larger active transportation networks are needed to help improve access to economic opportunities.
- Vegetation management to improve sight distance and prolong the life of the trail surface.
- Utility coordination to minimize construction delays and need for design changes.
- Encroachments from adjacent landowners need to be identified and addressed.
- Sustainable design to minimize future maintenance costs and avoid adverse environmental impacts.
- Continue to conduct meaningful public engagement and ensure to reach out to neighboring property owners and affected populations.
- Wayfinding signage to reduce hazards associated with getting lost, identify key community destinations, and confidence markers for Michigan's Iron Belle Trail and Pure Michigan Trail designations.

The Polly Ann Trail is a 37-mile long rail-trail and active transportation spine located in southeast Michigan. The proposed project will be used for costs directly associated with trailway construction. This will include all work necessary to develop, modernize, and/or reconstruct the trail. If the full requested amount of funding is unavailable, the project can be scaled back to achieve the objectives of the LDSI Program and meet all relevant program requirements.

8. Has the legislatively directed spending item previously received or been awarded any of the following types of funding in the past 5 years? If so, how much? Check all that apply:

N/A

Amount

N/A

9. Estimated time frame for completion of the legislatively directed spending item project:

If approved, project is anticipated to begin planning and design in fall 2026 with construction anticipated to begin in early 2027.

10. Is the recipient a nonprofit corporation?

Yes

Additional Information for Nonprofit Corporations (if applicable)

The answer to questions 1 to 3 must be "Yes" for the nonprofit corporation to qualify for a legislatively directed spending item.

1. Has the nonprofit corporation continuously operated in this state for the preceding 36 months?

Yes

2. Has the nonprofit corporation had a physical office in this state for not less than the preceding 12 consecutive months?

Yes

3. Does the organization have a board of directors?

Yes

4. List all of the officers and active members on the board of directors:

• Curtis W. Wright, Chair • Ed Brakefield, Vice-Chair • Matt Pfeiffer, Treasurer • Mike McDonald, Secretary • Ashley Ross, Member • Aaron Whatley, Member • Bill Moore, Member • Catherine Colvin, Member o Linda S. Moran, Trail Manager o Kevin Greene, Citizen Representative

Certification By Sponsoring Legislator

"I certify that my immediate family members, legislative staff members, and I have no direct or indirect pecuniary interest in the requested legislatively directed spending item."

"I certify that the intended recipient of this legislatively directed spending item is not a for-profit entity."

"I certify that the information in this form is true to the best of my knowledge."

Senator Ruth Johnson