



State Transportation Improvement Program

Fiscal Years 2014-2017



Improving Michigan's total transportation system
by efficiently delivering transportation products,
services and information.

Michigan's FY 2014-2017 State Transportation Improvement Program

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Introduction

The State Transportation Improvement Program (STIP) is a federally mandated four-year planning document. The STIP lists surface transportation projects the state intends to fund with federal-aid provided under the federal-aid transportation program. The primary purpose of this document is to provide information regarding the programs and projects to which state and local transportation agencies have committed over the next four years. It verifies that transportation revenues are available and sufficient to finance these improvements.

The Moving Ahead for Progress in the 21st Century (MAP-21) Act was signed into law on July 6, 2012. This legislation provides funding for surface transportation programs for fiscal year (FY) 2013 and FY 2014. Michigan Department of Transportation's (MDOT's) FY 2014-2017 STIP was developed in accordance with the law and applicable federal regulations.

The transportation improvement projects reported in the STIP were developed in coordination with the state's Metropolitan Planning Organizations (MPOs) representing urbanized areas and with Rural Task Forces and small urban areas representing the state's rural areas. The planning process relies on the participation of state and local government officials, public and private transit providers, organizations representing the customers and providers of transportation in Michigan, and the general public.

The STIP is a compilation of transportation projects that will be authorized for funding in FY 2014-2017. The STIP is not a single report, but is comprised of 14 separate documents: 13 individual MPO Transportation Improvement Programs (TIPs) and one statewide non-MPO STIP document (see Appendix B for the complete list of all the MPOs in Michigan). All projects within MPO boundaries, whether under the jurisdiction of MDOT or a local transportation agency, are listed in the relevant MPO TIPs and are governed by that document. Each MPO TIP contains financial information for the projects listed in that TIP. MPO approved TIPs, along with subsequent amendments, are available for review and comment at the respective MPOs throughout the state. The STIP lists only projects outside of the MPO boundaries; however, it does contain financial information for the entire state. The TIPs are included in the STIP by reference.

In addition to a listing of projects and programs, this report contains information on the federally mandated statewide and metropolitan transportation planning processes, MDOT's transportation goals, the public participation process for the STIP, and a financial plan that compares annual transportation revenues to commitments.

MDOT's FY 2014-2017 STIP will serve as a four-year planning document for the state, and the project list will be periodically updated through the amendment process.

Certification

In accordance with 23 CFR 450.218, the Michigan Department of Transportation hereby certifies that the statewide transportation planning process is being carried out in accordance with all applicable requirements of:

- (1) 23 U.S.C. 134 and 135, 49 U.S.C. 5303 and 5304, and this part.
- (2) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR Part 21.
- (3) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity.
- (4) Section 1101(b) of the Moving Ahead for Progress in the 21st Century Act (MAP-21) and 49 CFR Part 26 regarding the involvement of disadvantaged business enterprises in U.S. Department of Transportation funded projects.
- (5) 23 CFR part 230, regarding implementation of an equal employment opportunity program on federal and federal-aid highway construction contracts.
- (6) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 *et seq.*) and 49 CFR Parts 27, 37, and 38.
- (7) In states containing nonattainment and maintenance areas, Sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 [c] and [d]) and 40 CFR Part 93.
- (8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving federal financial assistance.
- (9) Section 324 of Title 23 U.S.C., regarding the prohibition of discrimination based on gender.
- (10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR Part 27 regarding discrimination against individuals with disabilities.

David E. Wresinski, Director
Bureau of Transportation Planning
Michigan Department of Transportation

Date

Statewide Transportation Planning Process

3.1 The Planning Process Under 23 U.S.C.

The statewide planning process under the 23 U.S.C. Section, requires “*each State to carry out a continuing, cooperative, and comprehensive statewide multimodal transportation planning process, including the development of a long-range statewide transportation plan and statewide transportation improvement program (STIP), that facilitates the safe and efficient management, operation, and development of surface transportation systems that will serve the mobility needs of people and freight (including accessible pedestrian walkways and bicycle transportation facilities) and that fosters economic growth and development within and between States and urbanized areas, while minimizing transportation-related fuel consumption and air pollution in all areas of the State, including those areas subject to the metropolitan transportation planning requirements of 23 U.S.C. 134 and 49 U.S.C. 5303.*” (From 23 CFR 450.200.)

Federal regulations 23 U.S.C. 134 and 135 require MDOT and Michigan’s 13 MPOs to each develop a long-range plan covering a minimum 20-year horizon that provides direction for development and implementation of multimodal transportation programs. The “MI Transportation Plan – Moving Michigan Forward” is the state long-range transportation plan. The “2035 MI Transportation Plan” (2035 MITP) is an update and extension of the “2005-3030 MI Transportation Plan: Moving Michigan Forward” (2030 MITP). The 2035 MITP consists of both of these documents, which provide an overview of the findings and a high-level summary of the current assessment of key trends, demographic changes, and key initiatives that will guide the selection of transportation projects between now and 2035.

In addition to these two documents, the MITP also includes a number of technical and strategic reports published in conjunction with the 2030 MITP and 18 newly published white papers as part of the revision. The initial technical and strategic reports should be referred to for details on specific goals, objectives, strategies, and decision principles of the MITP, while the white papers should be referred to for current assessments of key trends and demographic changes, status updates of key initiatives that were discussed in detail in the initial technical and strategic reports, and descriptions of new initiatives that have been launched to fulfill the goals and objectives of the state long-range transportation plan. On September 27, 2012, the State Transportation Commission adopted the 2035 MITP. Local long-range plans, whether in draft or final form, are available for review and comment at the respective MPOs around the state.

In addition to the state long-range plan, Section 307 of Michigan’s annual transportation funding appropriation act requires that MDOT provide, “Before March 1 of each year, the department will provide...its rolling 5-year plan listing by county... all highway construction projects for the fiscal year and all expected projects for the ensuing fiscal years.” MDOT has expanded this requirement from a “highway construction” document into a comprehensive multimodal plan. On January 24, 2013, the State Transportation Commission adopted the 2013-2017 Five-Year Transportation Program. The introduction states:

“The 2013-2017 Five-Year Transportation Program continues Gov. Rick Snyder’s road map to enhancing all of Michigan’s transportation assets. It is the Michigan Department of Transportation’s plan to create the greatest value from available funds. The goal is to preserve and maintain a comprehensive transportation system that moves people and goods efficiently, reliably and safely.”

The STIP is the final planning document preceding the actual construction or implementation of projects. Implementation of the state’s long-range plan and Five-Year Transportation Program is accomplished through a four-year STIP. The STIP and respective 13 MPO TIP documents identify the projects that will be implemented and how they are to be financed. The STIP, with its associated TIPs, is a culmination of multiple transportation planning processes. The projects that are selected for the STIP and TIPs are the result of the needs and policies identified in the State Long-Range Transportation Plan, the Five-Year Transportation Program, and each MPO’s long-range plan. This STIP covers fiscal years 2014-2017 and will include by reference the FY 2014-2017 TIPs prepared by each MPO.

3.2 State Long-Range Transportation Plan 2035

The 2035 MITP revision reaffirms the policy framework of the 2030 MITP, as well as re-adopts the vision, goals, objectives, strategies, focus on Corridors of Highest Significance, and decision principles guiding program development. The most recent forecasts for population and employment were used to update the assumptions made in the 2030 MITP.

The 2035 MITP was initiated as an interim step to keep the state’s long-range transportation plan current. The 2035 MITP is an update to the 2030 MITP, which took two years to create and involved contacting 3,000 individuals, 2,600 online participants, and 3,600 household phone interviews. For the 2035 MITP, MDOT interviewed 2,200 households, conducted three Webinars, and held 15 public meetings during the 30-day public comment period.

This update extended the planning horizon to 2035, which is consistent with regional and metropolitan planning processes. The 20-year planning horizon is required by federal regulations found in 23 CFR 450 Subpart B.

The 2035 MITP takes into consideration continued population growth, demographic shifts and associated travel pattern changes, land use changes, employment growth, the shift to a service economy, impacts of immigration, and the demand for public transit services. The 2035 MITP provides an assessment of state transportation revenues, needs, and gaps under current revenue trends. The 2035 MITP examines needs and gaps with available revenues and offers visions, goals, and objectives for funding the transportation system.

The 2030 MITP vision statements that are reaffirmed in the 2035 MITP are:

- **Purposeful:** Michigan’s 2030 integrated transportation system will be the foundation of the state’s economic vitality and will sustain quality of life for its residents.

- **Prioritized:** Capacity improvements will be needed, but the first priority will be physical or technological improvements to enhance efficiency, mobility, and access.
- **Coordinated:** All transportation providers will work together to address the system's needs holistically. All modes will be maintained, preserved, operated, and protected as one system, one of the state's most important physical assets.
- **Safe:** Safety will be a primary goal. It will be addressed as each improvement is planned and implemented. Personal and system wide security will be enhanced, including border security.
- **Advanced:** MDOT will embrace technology and technological development. The department will use innovation in every aspect of what it builds and how it builds, and in every service that is provided.
- **Integrated Choices:** System integration will be achieved for both passenger and freight transportation through improvements in modal services and effective intermodal connections. The system will be responsive to the public's demand for more transit, bicycle, and pedestrian choices. The need for freight and passenger movement will be balanced, and the system will accommodate both without compromising goals for safety or economic competitiveness.
- **Appropriate to the Setting:** Transportation will be integrated between modes, and also with land use, economic, and environmental systems. Transportation solutions will be regionally sensitive, sustainable, and energy efficient. Infrastructure improvements will be tailored to the community and natural setting and planned cooperatively so customers and partners are satisfied with the result.
- **Flexibly-Funded:** Transportation financing will be diversified to include new methods and techniques, but public funds will remain dedicated to transportation purposes. Funding will be flexible so money can be allocated to meet the highest priority user needs.
- **Responsive:** MDOT will be an open and flexible organization, responsive to customer needs and with a transparent, accountable decision-making process. MDOT will be proactive, adaptable, and able to identify and respond to change as needed.

The four long-range transportation goals and associated objectives as established in the 2030 MITP and reaffirmed in the 2035 MITP are:

- **Stewardship:** Preserve transportation system investments, protect the environment, and utilize public resources in a responsible manner.
- **System Improvement:** Modernize and enhance the transportation system to improve mobility and accessibility.
- **Efficient and Effective Operations:** Improve the efficiency and effectiveness of the transportation system and transportation services and expand MDOT's coordination and collaboration with partners.
- **Safety and Security:** Continue to improve transportation safety and ensure the security of the transportation system.

The six key strategies in the 2030 MITP that are carried forward in the 2035 MITP are:

- **Focus Improvements on Corridors of Highest Significance:** There will never be sufficient funding to make every transportation improvement that is identified, however worthy. In order to be an appropriate steward of public trust, and make the most effective use of limited transportation revenue, MDOT will focus on improvement to the condition and efficient operation of multi-modal corridors of highest significance to the Michigan economy.
- **Measure Performance for All Modes:** MDOT's experience establishing and achieving its goals for highway pavement and bridge condition is very successful. A similar focus must be brought to bear on highway operations, safety, and the condition and performance of other modes, by establishing targets, measuring performance, and investing appropriately to achieve improvement.
- **Integrate the Transportation System:** The public has expressed its wish for more modal choices. In the years to come, as Michigan's population ages, single-occupancy vehicles may no longer be the most practical or preferable transportation option for many residents. Commercial traffic also increasingly uses more than one mode, and seamless connections are vital to keep the economy moving. Michigan must plan and invest now to ensure a greater array of well-connected transportation options.
- **Encourage Context Sensitive Solutions:** MDOT will conduct dialogues with local governments, road commissions, industry groups, land use advocates, the general public, and state agencies early in a project's planning phase. These dialogues help ensure that bridges, interchanges, bike paths, and other transportation projects "fit" into their communities. To make effective decisions, transportation agencies need to consider community values while making sound design choices that follow federal standards and meet or exceed regulatory agency requirements. Stakeholder input is a key component for good transportation decision-making.
- **Avoid, Minimize or Mitigate for Adverse Impacts:** MDOT works closely with federal, state, and local agencies and the 12 federally-recognized Tribes throughout the corridor and project planning processes to ensure appropriate stewardship and preservation of Michigan's cultural and natural resources. In the initial stages of corridor planning, MDOT will confer with these partner agencies and the federally-recognized Tribes to evaluate prospective projects for potential negative impacts to property owners, archaeological and historic resources, endangered species, farmlands, public recreational properties, air quality, floodplains, wetlands, land uses, contaminated sites, and noise levels, as required by the various federal, state, and local laws, rules, and regulations. The MI Transportation Plan, Environmental Technical Report includes a list of partners who assist our efforts to protect Michigan's natural and cultural resources.
- **Identify Appropriate Funding:** Current transportation revenue streams are not sufficient over the next 30 years to sustain the good condition of highway pavement and bridges, let alone improve operations, integration among modes, or the performance of non-highway modes. Providing flexibility to invest in a range of mutually supportive and integrated modal programs will be the first step toward meeting the vision. The public supports new and innovative transportation funding solutions as necessary, but a new focus on operations and integrated transportation will help move Michigan closer to its goals regardless of the level of funding.

For additional information, go to Michigan's [MI Transportation Plan](http://www.michigan.gov/slrp) Web site (<http://www.michigan.gov/slrp>), or contact any MDOT facility (region office, Transportation Service Center [TSC] or the central office). Appendix A provides a map and contact information for each MDOT region office and TSC.

3.3 Five-Year Transportation Program 2013-2017

MDOT, at the direction of the Governor and the State Transportation Commission, has annually published a rolling five-year transportation program since 1999. The 2013-2017 Five-Year Transportation Program, adopted by the State Transportation Commission on January 24, 2013, contains current multimodal investment strategies, as well as a list of specific road and bridge projects to be undertaken during this time frame.

Development of the Five-Year Transportation Program is based on sound asset management principles, realistic revenue forecasts, reasonable investment strategies, extensive customer feedback, and collaboration with our partners. It is a multi-stage, year-long effort and a crucial component of the cooperative planning process, as well as the basis for implementing the policies, strategies, and projects identified in the State Long-Range Transportation Plan. Key steps in the development of the Five-Year Program are:

1. Develop revenue estimates
2. Develop investment strategies
3. Issue call letter
4. Develop condition strategies
5. Select candidate projects
6. Scope and Estimate Candidate Projects
7. Select final projects
8. Submit proposed program
9. Leadership approval of Call for Projects
10. Draft transportation program
11. State Transportation Commission approval
12. Submit to the State Legislature

Throughout this process, MDOT continues to engage transportation stakeholders and the general public to develop the Five-Year Transportation Program. MDOT regions and TSC offices share project lists with local agencies, stakeholders, and the general public. Information regarding the Five-Year Transportation Program is presented and shared at rural elected officials' meetings, TSC transportation summits, Rural Task Force meetings, and MPO meetings. More detailed information regarding specific projects is shared with economic development agencies, tourism agencies, rural planning agencies, MPOs, road commissions, local officials, tribal governments, local non-profit organizations, and the general public.

Revenue estimates are reviewed twice a year in conjunction with the Michigan Department of Treasury. MDOT's current investment strategy focuses on the goals and objectives as set forth by the State Transportation Commission. Federal transportation policy and programs also play a significant role in shaping investment decisions made by MDOT and MPOs. The existing

framework of policies and programs were framed by the Transportation Equity Act for the 21st Century (TEA-21) and the Safe, Accountable, Flexible, and Efficient Transportation Equity Act of 2005-Legacy for Users (SAFETEA-LU), and now MAP-21, which was passed in 2012.

Factors considered in maintaining and developing the transportation system that are evaluated in the project selection process include, but are not exclusive to, the following: road and bridge conditions, safety regulations, public participation/outreach, job and economic growth, environmental stewardship, intelligent transportation systems (ITS), multimodal integration, and fiscal responsibility. Over the 2013 to 2017 time frame, MDOT will invest \$8.4 billion in the transportation network. This includes \$850 million invested in the Aviation Program, \$1,900 million invested in the Bus, Marine, and Rail Programs, and \$5,584 million invested in trunkline highways.

Also embedded within the Five-Year Transportation Program is MDOT's safety goal – to reduce fatalities and serious injuries. Within this document is a vision Toward Zero Deaths (TZD). MDOT's ultimate goal is to reduce fatalities to zero and minimize serious injuries. More specific year-to-year safety goals and strategies are outlined in the Michigan Strategic Highway Safety Plan (SHSP), along with the vision of TZD.

MDOT and the Transportation Asset Management Council use various tools, such as performance measures and forecasting tools, to rate road and bridge conditions and evaluate where the money can best be spent to maintain the transportation network. Asset management allows MDOT and local agencies to make proactive decisions to better utilize resources for improving the transportation network. Asset management involves collecting physical inventory and managing current conditions based on strategic goals and sound investments. It is a continuous, iterative process enabling managers to evaluate various scenarios, determine trade-offs between different actions, and select the best method for achieving specified goals. By using an asset management approach, MDOT and local agencies can apply the right fix, to the right infrastructure, at the right time, thereby more effectively utilizing scarce financial resources. This allows MDOT and other agencies to be more fiscally responsible and, therefore, get more projects done each year.

More information is available on MDOT's Web sites:

[Michigan Five Year Plan](#)

[Michigan Asset Management](#)

[Michigan Strategic Highway Safety Plan](#)

3.4 Metropolitan Planning

In metropolitan areas exceeding 50,000 residents, 23 U.S.C. 134 requires that MPOs be designated by agreement between the Governor and all affected local governments in order *“to carry out a continuing, cooperative, and comprehensive multimodal transportation planning process, including the development of a metropolitan transportation plan and a transportation improvement program (TIP), that encourages and promotes the safe and efficient development, management, and operation of surface transportation systems to serve the mobility needs of people and freight (including accessible pedestrian walkways and bicycle transportation facilities) and foster economic growth and development, while minimizing transportation-related fuel consumption and air pollution; and (b) encourages continued development and improvement of metropolitan transportation planning processes guided by the planning factors set forth in 23 U.S.C. 134(h) and 49 U.S.C. 5303(h).”* (From 23 CFR 450.300.) As you can see, the metropolitan planning process parallels and complements, and is required to be coordinated with the statewide transportation planning process.

The metropolitan planning process requires development of local long-range transportation plans for each of Michigan's MPOs. MPO long-range plans require greater detail than the state plan. All regional significant projects must be identified and have financial constraint demonstrated and air quality conforming requirements met to be implemented within the 20-year period of the MPO long-range plans. The MPO's plan must be updated every five years (four years in air quality nonattainment areas) and be consistent with the statewide goals and objectives established in the state long-range plan and by MDOT.

Each MPO is also responsible for developing a four-year Transportation Improvement Program (TIP) document by working with city and county transportation agencies, local transit operators, and state transportation officials. The MPO planning process is used to identify needs and prioritize projects within the metropolitan area boundaries. MPOs are required to develop and implement a public participation plan that provides a "reasonable opportunity" for comment on the TIP “at key decision points.” Each TIP lists all federal-aid and regionally significant road, street, highway, and transit projects within its boundaries whether under state or local jurisdiction. MPO TIPs are incorporated by reference into the STIP.

Michigan's MPOs and primary urbanized areas within those MPOs are identified below. Many smaller cities, towns, and townships are also represented by the MPOs.

<u>Metropolitan Planning Organization (MPO)</u>	<u>Acronym</u>	<u>Urbanized Area(s) Served</u>
Battle Creek Area Transportation Study	BCATS	Battle Creek
Bay City Area Transportation Study	BCATS	Bay City
Genesee County Metropolitan Alliance	GCMA	Flint
Grand Valley Metro Council	GVMC	Grand Rapids
Kalamazoo Area Transportation Study	KATS	Kalamazoo
Macatawa Area Coordinating Council	MACC	Holland/Zeland
Midland Area Transportation Study	MATS	Midland

<u>Metropolitan Planning Organization (MPO)</u>	<u>Acronym</u>	<u>Urbanized Area(s) Served</u>
Region 2 Planning Commission	R2PC	Jackson
Saginaw Metropolitan Area Transportation Study	SMATS	Saginaw
Southeast MI Council of Governments	SEMCOG	Ann Arbor; Detroit; Port Huron; Monroe County; Toledo, OH; Brighton/Howell/South Lyon
Southwest MI Planning Commission	SWMPC	Benton Harbor, St. Joseph and Niles
Tri-County Regional Planning Commission	TCRPC	Lansing
West Michigan Metropolitan Transportation Planning Program	WestPlan	Muskegon, Grand Haven, North Ottawa County

For additional information on the metropolitan transportation planning process, or to review and comment on a local plan, please contact the MPO closest to your area of interest. A map of MPOs and a list of MPO contacts is provided in Appendix B.

3.5 MDOT-MPO Cooperative Planning Process

MDOT and the state's MPOs are committed to the continuing, cooperative, and comprehensive transportation planning process in Michigan. The goal of the process is to foster closer coordination in all aspects of the transportation plan development process.

The process encourages teamwork and consensus building to identify state and local transportation needs, evaluate proposed projects to address those needs, and utilize agreed to planning tools to reach agreement for metropolitan transportation systems. The following are the seven factors to be considered in the overall planning process as established in TEA-21; and these same factors remain unchanged with the 2012 legislation, MAP-21.

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2. Increase safety and security of the transportation system for motorized and non-motorized users.
3. Increase security of the transportation system for motorized and non-motorized users.
4. Increase accessibility and mobility options available to people and for freight.
5. Protect and enhance the environment, promote energy conservation, and improve quality of life.
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
7. Promote efficient system management and operations.
8. Emphasize preservation of the existing transportation system.

Also established in TEA-21 and unchanged in MAP-21, is the requirement for MPOs to develop a documented Public Involvement Plan. This Public Involvement Plan establishes how the public would be involved in all transportation issues and the overall planning process.

MPOs and MDOT have established an overall process for tying together the State Long-Range Plan, Five Year-Transportation Program, local long-range plans, and STIP/TIP documents and associated project lists. The detailed step-by-step process for coordinating these different documents and processes is listed in Appendix K.

3.6 Rural Task Force Program

Local federally funded transportation projects to be implemented in rural areas outside of MPO boundaries are selected by the applicable Rural Task Force. These task forces represent the jurisdictions providing transportation services and include cities and villages with fewer than 5,000 residents, rural transit providers, county road commissions, MDOT, and, where appropriate, tribal governments.

Each Rural Task Force selects projects in accordance with funding targets established by MDOT, based on projected amounts of federal and state funds to be received. Projects within the task force boundaries are also reviewed for eligibility and consistency with the criteria established for the state's Transportation Economic Development Fund and the federal Surface Transportation Program.

Rural Task Force projects covered in this STIP include local surface transportation improvements and selected transit projects to be implemented over the next four years outside the metropolitan area boundaries. These projects are typically grouped together in a single line item in the statewide section of the STIP rather than being listed individually. Projects within the MPO areas are listed individually in the appropriate TIP.

Michigan has 22 Rural Task Forces. Appendix C shows a map of the task force boundaries and provides a list of Rural Task Force contacts. For project lists or additional information, go to MDOT's Rural Task Force Program Web site (<http://www.michigan.gov/ruraltaskforce>) or contact the appropriate Regional Planning Agency or statewide Rural Task Force Coordinator:

Brandon Wilcox, Rural Task Force Coordinator
Michigan Department of Transportation
Bureau of Transportation Planning
P.O. Box 30050
Lansing, Michigan 48909
E-mail: wilcoxb1@michigan.gov
Telephone: 517-335-2948
Fax: 517-373-9255

3.7 Small Urban Program

In direct response to requests by local officials, MDOT makes funds available for eligible road and transit capital projects to cities, villages, transit agencies, and road commissions located within or serving urban areas that have a population between 5,000 and 50,000. The funds are distributed to individual small urban areas through a competitive funding program administered by the state. MDOT strives for an equitable distribution of funds statewide to ensure that eligible communities can implement meaningful projects.

Consistency with 23 U.S.C. requirements is a key component in the determination of project eligibility. All road and transit projects must be federal-aid eligible within the federal urban area boundary and consistent with regional land use and development plans. The small urban area task forces must demonstrate that city, village, transit providers, and county road commissions have been included as full partners in the project selection process and that the necessary public participation has been conducted prior to project submittal. Consultation with tribal governments is also required where applicable. The urban area project selection committee must hold a public meeting to allow citizens within their community to participate in the project selection and prioritization process. Small urban areas within a metropolitan area boundary (MAB) must participate in the MPO planning process as well, and gain the MPO's approval of the project before submitting it to MDOT for funding.

As of the 2010 Census, there are 56 small urban areas in Michigan (see Appendix D). For small urban areas that are within MABs, the MPO is indicated; all others are in rural/non-MPO areas.

Projects selected for funding through the Small Urban Program are typically grouped together in a single line item in the rural/non-MPO section of the STIP; however, each project is listed individually by fiscal year on the Small Urban Program Web site, [MDOT - Small Urban](#). For additional information, go to the MDOT Web site or contact the Small Urban Program Coordinator:

Brandon Wilcox, Small Urban Program Coordinator
Michigan Department of Transportation
Bureau of Transportation Planning
P.O. Box 30050
Lansing, Michigan 48909
E-mail: wilcoxbl@michigan.gov
Telephone: 517-335-2948
Fax: 517-373-9255

Public Participation

Public participation, or involvement, is a fundamental requirement, as specified in 23 U.S.C. Agencies are required to have a documented process that is implemented for the development of the long-range plan. The act clearly requires not only a documented process, but also implementation of that process for the long-range plan and the STIP. *“In carrying out the statewide transportation planning process, including development of the long range statewide transportation plan and the STIP, the State shall develop and use a documented public participation process that provides opportunities for public review and comment at key decision points.”* (From 23 CFR 450.210 {a}.)

The rural (non-MPO) public participation requirements are summarized below:

- Use a documented process.
- Provide early and continuous involvement activities (of issues and decision-making process).
- Provide reasonable access to information, including a Web site if feasible.
- Provide adequate notice of meetings.
- Provide meetings at convenient and accessible locations and times.
- Use visualization techniques.
- Demonstrate explicit consideration and response to public input.
- Seek out and consider needs of those underserved (low-income, minorities, etc.).
- Have a documented process for consulting with non-MPO local officials.
- Have a documented process for consulting with tribal governments and federal land management agencies.

MDOT has developed a FY 2014-2017 STIP Public Involvement Plan (PIP). This document outlines the multiple opportunities available for public involvement in the overall planning process, starting with the State Long-Range Transportation Plan, 2035 MITP; 2013-2017 Five-Year Transportation Program; and FY 2014-2017 STIP. The first two documents and associated processes drive the projects that will eventually be in the FY 2014-2017 STIP document. While transportation planning is a continuous and ongoing process, it is essentially initiated with development of the State Long-Range Transportation Plan and further refined through the Five-Year Transportation Program development process.

The department's annual Five-Year Transportation Program provides the foundation for MDOT's shorter range planning and program development. It is a rolling five-year document. Each year, MDOT conducts the annual Call for Projects, which starts the process for identifying and adding the fifth year to the program. An annual notification of MDOT's program upon which the STIP is developed is presented to the State Transportation Commission for approval and then provided to the Legislature as required by state law.

MDOT's goal, through its continuous outreach to the public throughout all planning processes, is to provide quality participation for transportation stakeholder and decision-making. This is achieved when customers are identified and brought into the planning process. To achieve this goal, major planning and program development objectives include:

1. Solicit public participation in each phase of the statewide planning process.
2. Seek broad identification and representative involvement of customers and users of all transportation modes.
3. Utilize effective and equitable avenues for distributing information and receiving comments.
4. Provide educational materials and design participation initiatives that will support and encourage effective participation.
5. Maintain and develop staff expertise in all aspects of participation.
6. Support and encourage continuous improvement in the methods used to meet the public need for information and involvement.

MDOT engages in a broad range of activities to provide public outreach and involvement opportunities in conjunction with general transportation issues, the implementation of projects, and the development of multi-year improvement programs. Activities include responding to letters and e-mails sent by citizens covering a variety of transportation topics, such as specific projects, MDOT's performance, and transportation services. MDOT issues an average of 300 news releases annually to advise the public on transportation proposals, studies, safety issues, and projects.

Other public outreach activities by MDOT include holding focus group sessions; conducting surveys; collecting information through questionnaires and public comment forms; and issuing newsletters and brochures on programs, initiatives, or transportation issues. With most major projects and proposals, MDOT establishes a community involvement process to enable interest groups and individuals to participate through work groups, task forces, and committees. In addition, MDOT holds public hearings in conjunction with preparation of federally required environmental assessments and environmental impact statements, and on most projects that involve significant right-of-way acquisition. Information on these activities is advertised in the major newspapers whose circulation encompasses the location of a project or proposal.

The STIP is the final planning document preceding the actual construction or implementation of projects. Opportunities for public participation are provided throughout the project selection process at local, regional, and state levels. This cooperative effort includes, but is not limited to, open meetings at the state and local level where project selection and programming decisions are publicly considered, opportunities to comment on proposed projects at city council and city manager meetings, and public notices in local newspapers throughout the state requesting public comment on proposed projects. A review of MDOT's press releases reveal that, in addition to those public participation opportunities outlined above for the Five-Year Transportation Program, MDOT regions and TSCs host annual rural elected officials and tribal member meetings and spring summits for the general public. Invitations are mailed to the clerks of all counties, cities, villages, townships, and Tribal Officers within non-MPO areas. The State Regional Planning Agency also conducts direct mailings on our behalf. In addition, general public meetings are also advertised through radio

announcements and press releases.

Michigan takes pride in its commitment to involve “citizens, affected public agencies, representatives of public transportation employees, freight shippers, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, providers of freight transportation services, and other interested parties” in system-wide planning, project selection processes, project level planning, and decision-making associated with these efforts. In developing the STIP, state officials worked cooperatively with local officials, public and private transportation providers, and interested citizens. Many of the projects included in the STIP are the result of numerous public information meetings and hearings, as well as requests by local officials and the public for specific transportation improvements.

Projects selected for the STIP and TIPs are the result of the needs, policies, and projects identified in the State Long-Range Transportation Plan, each MPO’s long-range plan, and the Five-Year Transportation Program. The STIP is the vehicle through which the State Long-Range Transportation Plan and Five-Year Transportation Program are implemented. Throughout this entire process, public participation remains a continuous process and is paramount in delivering the transportation programs that meet Michigan’s needs now and in the future.

4.1 Public Review of the Draft STIP

The draft FY 2014-2017 STIP document will be available on MDOT’s STIP Web site for public review and comment for 30 days before it is sent to the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) for final approval. An e-mail notification will be sent to county road commissions, Rural Task Force agencies, small urban communities, Regional Planning Agencies, and cities and villages, etc.

Also, every two months, the STIP can be amended in accordance with the STIP amendment calendar in Appendix M. Whenever the STIP is amended, it will be posted to the MDOT STIP Web site for public review and comment two weeks before it is sent to the FHWA, and FTA if required, for review and final approval. Once the STIP is approved, the document will be posted to the MDOT STIP Web site.

Please refer to Appendix L for the timeline of when STIP and TIP amendments are processed and the definitions of what constitutes an amendment and administrative modification to the FY 2014-2017 STIP.

MDOT will continue to accept and address all comments as they are received. You may comment on this report in several ways:

- Visit MDOT’s [STIP Web site](http://www.michigan.gov/stip) at www.michigan.gov/stip and select the MDOT-STIP-Comments@michigan.gov link to send an e-mail to us.
- Send an e-mail directly to MDOT-STIP-Comments@michigan.gov.

Contact the appropriate MDOT region office (Appendix A), MDOT TSC (Appendix A), MPO

(see Appendix B), or Rural Task Force (see Appendix C).

Visit MDOT's central office or contact the central office by mail, phone, fax, or e-mail:

Michigan Department of Transportation
Bureau of Transportation Planning
Statewide Transportation Planning Division
P.O. Box 30050
425 West Ottawa Street
Lansing, MI 48909
Telephone: 517-335-1510
Fax: 517-373-9255
E-mail: kloham@michigan.gov
parsonsb@michigan.gov

Environmental Justice

In February of 1994, President William J. Clinton signed Executive Order 12898. Its major goal is to ensure that no minority or low-income population suffers “disproportionately high and adverse human health or environmental effects” due to any “programs, policies, and activities” undertaken by a federal agency or any agency receiving federal funds. As MDOT does receive federal funding, the above-mentioned order applies to its programs, policies, and activities. Environmental Justice (EJ), however, is not a new requirement. In fact, since no additional legislation accompanied the President’s order, its authority rests in Title VI of the Civil Rights Act of 1964, and MDOT has long considered these principles in its planning processes.

These requirements can be met in a variety of ways and on a variety of levels. MDOT’s first responsibility when planning specific projects is to identify populations that will be affected by a given project. If a disproportionate effect is anticipated, mitigation procedures must be followed. If mitigation options do not sufficiently eliminate the disproportionate effect, reasonable alternatives should be discussed and, if necessary, implemented. Disproportionate effects are those which are appreciably more severe for any EJ group or predominantly borne by a single EJ group.

In addition to a project-by-project analysis of EJ, MDOT is responsible for ensuring that its overall program does not disproportionately distribute benefits or negative effects to any target EJ population. Analysis at the statewide level examines the total negative and positive outcomes of transportation projects to see whether there is a disproportionate effect. This process involves establishing a baseline (a geographic representation of the location of those populations mentioned in the executive order) and then examining MDOT’s program as a whole as it relates to these areas. Generally, the negative effects of projects are examined at the individual project level; however, the analysis in this report focuses on the benefits of transportation improvements to an area. For this analysis, the following definitions were used:

- **Low-Income:** a person whose median household income was below the U.S. Department of Health and Human Services poverty guidelines in the past 12 months.
- **Minority:**
 - Black or African American refers to people having origins in any of the Black racial groups of Africa. It includes people who indicated their race or races as “Black, African American, Negro,” or wrote in entries such as African American, Aglo American, Nigerian, or Haitian.
 - Hispanic or Latino refers to “Some other race” and was included in Census 2000 for respondents who were unable to identify with the five Office of Management and Budget race categories. Respondents who provided write-in entries such as Moroccan, South African, Belizean, or Hispanic origin (for example, Mexican, Puerto Rican, or Cuban) are included in the “Some other race” category.
 - Asian refers to people having origins in any of the original peoples of the Far East, Southeast Asia, or the Indian subcontinent. It includes people who indicated their race or races as “Asian Indian,” “Chinese,” “Filipino,” “Korean,” “Japanese,” “Vietnamese,” or “Other Asian,” or wrote in entries such as Burmese, Hmong, Pakistani, or Thai.
 - American Indian or Alaskan Native refers to people having origins in any of the original peoples of North and South America (including Central America), and who maintain tribal affiliation or community attachment. It includes people who indicated their race or races by

marking this category or writing in their principal or enrolled Tribe, such as Rosebud, Sioux, Chippewa, or Navajo.

- Native Hawaiian and Other Pacific Islander refers to people having origins in any of the original peoples of Hawaii, Guam, Samoa, or other Pacific Islands. It includes people who indicated their race or races as “Native Hawaiian,” “Guamanian or Chamorro,” “Samoan,” or “Other Pacific Islander,” or wrote in entries such as Tahitian, Mariana Islander, or Chuukese (U.S. Census Bureau 2000, March 2001).
- Elderly refers to a person whose age is 65 years or older.
- Persons with no vehicles available refers to persons who reside in occupied housing units (as defined by the U.S. Census) with no vehicles available.

Low-income and minority thresholds were developed using U.S. Census American Community Survey five-year (2007-2011) data for low-income groups and U.S. Department of Health and Human Services data for minority groups. MPO populations were included in development of the thresholds to get a true statewide average. The location quotient (LQ) statistical method was used to arrive at the final thresholds. LQ is a "statistical method that strives to show if a local economy has a greater share than expected of a given economy. LQ helps to determine whether or not a particular block group has a greater share of its racial groupings than expected in the state. Hence, that local economy having a greater than one (>1) contribution will be recognized as an EJ zone in the state." Those EJ zone areas were mapped and overlaid on the projects contained in the FY 2014-2017 STIP.

The FY 2014-2017 STIP EJ analysis presents two project scenarios as follows:

- Statewide Projects: All FY 2014-2017 non-MPO trunkline and local (Rural Task Force and small urban) projects. Presentation of these projects is at the statewide level.
- MDOT Regional Projects: All FY 2014-2017 trunkline only projects in MDOT regions, including those projects within MPO areas.

Each of the above project scenarios were mapped and compared individually to each of the low-income and minority EJ zones. The maps at the end of this section show each project scenario compared to the low-income and minority populations in Michigan (light blue color).

The analysis addresses two fundamental EJ principles:

To avoid, minimize, or mitigate disproportionate high and adverse human health or environmental effects on low-income and minority populations.

To prevent the denial of or reduction or significant delay in the receipt of benefits by low-income and minority populations.

Table 1 summarizes the results of the analysis of all non-MPO projects and costs in relation to all non-MPO EJ zones. For the sake of consistency and comparison with the FY 2011-2014 STIP EJ analysis, Rural Task Force projects and small urban projects are listed separately.

Table 1
FY 2014-2017 Non-MPO Environmental Justice (EJ) Analysis

Type of Project	Total Projects	Total Projects in EJ Zones	Percent of Projects in EJ Zones
Trunkline (MDOT)	200	190	95.00%
Rural Task Force (Local)	383	361	94.26%
Small Urban (Local)	22	21	94.55%
Total	605	572	94.55%
Type of Project	Total Dollars	Total Dollars in EJ Zones	Percent of Dollars in EJ Zones
Trunkline (MDOT)	\$453,217,409	\$437,367,645	96.50%
Rural Task Force (Local)	\$203,284,345	\$182,488,845	89.77%
Small Urban (Local)	\$9,306,517	\$8,837,767	94.96%
Total	\$665,808,271	\$628,694,257	94.43%

Disproportionate Adverse Effects

Adverse effects, as defined in the final U.S. DOT Order on EJ (DOT Order 5610.2) contained in the Federal Register in 1997, include but are not limited to: bodily impairment, illness or death; air, noise, or water pollution and soil contamination; destruction or disruption of natural resources or aesthetic values; disruption of community cohesion; disruption of the availability of public and private facilities and services; displacement of persons, farms, or non-profit organizations; or increased traffic congestion.

Review of the total 605 trunkline and local non-MPO projects that comprise the proposed FY 2014-2017 STIP reveals that the majority fall within the preservation category (restore and rehabilitate, reconstruct, and resurface). The remainder of the projects consists of bridge; traffic and safety signing; carpool parking lots; and miscellaneous projects, including wetland mitigation and trail construction.

The proposed facility improvements located in low-income and minority population zones are similar in design and comparative to those located in non-low-income or non-minority zones. The projects are located in mostly rural, low-population areas, thereby minimizing potential adverse effects such as noise, vibration, displacement of person or businesses, or disruption of community cohesion. All displacements and acquisition of right-of-way will be at the project development level and follow appropriate state and federal procedures, including the Uniform Relocation Assistance and Real Property Acquisition Policies Act, to minimize impacts on affected individuals and businesses. Therefore, it has been determined that any adverse impacts associated with the proposed system improvements do not reach the disproportionately high and adverse standard.

Receipt of Beneficial Effects

As Table 1 shows, the FY 2014-2017 STIP includes 200 trunkline projects, 383 local Rural Task Force projects, and 22 local small urban projects found outside the MPO areas. This results in a grand total of 605 projects. Of this grand total, 572 (94.55 percent) projects are located within, partially within, or adjacent to an established EJ zone. Breaking it down further, of the 200 trunkline projects, 95.00 percent are within EJ zones. Of the 383 local Rural Task Force projects, 94.26 percent are within EJ zones. Of the 22 local small urban projects, 94.55 percent are within EJ zones.

Total trunkline and local (Rural Task Force and small urban) project costs in FY 2014-2017 are estimated to be \$665.8 million, of which about \$628.7 million (94.43 percent) will benefit EJ zones. Of the total trunkline and local (Rural Task Force and small urban) project costs, MDOT trunkline will account for 68.07 percent of the program and such projects will benefit approximately 96.50 percent of the EJ zones. Local Rural Task Force projects account for 30.53 percent of the total program and benefit approximately 89.77 percent of the EJ zones. Local small urban projects account for 1.4 percent of the total program and benefit approximately 94.96 percent of the EJ zones.

A significant number of projects and associated project costs are located within, partially within, or adjacent to areas established as EJ zones. Although the benefit is 94.43 percent, this is still significantly higher than the non-MPO population percentage, which is 22.83 percent of the total population (see Table 2). Therefore, it has been determined that low-income and minority populations are not being denied receipt of projects, but will positively benefit from the economic impact of the proposed transportation improvements.

Table 2 shows the population that is served by transportation improvement projects in selected geographic areas within the State of Michigan. The total population of non-MPO EJ zones was calculated as approximately 2 million or 20.30 percent of Michigan's population. In other words, 20.30 percent of Michigan's citizens are considered low-income or a minority. Of the total non-MPO population, 88.89 percent reside in EJ zones.

Table 2
2007-2011 Census Data for FY 2014-2017 STIP EJ Analysis

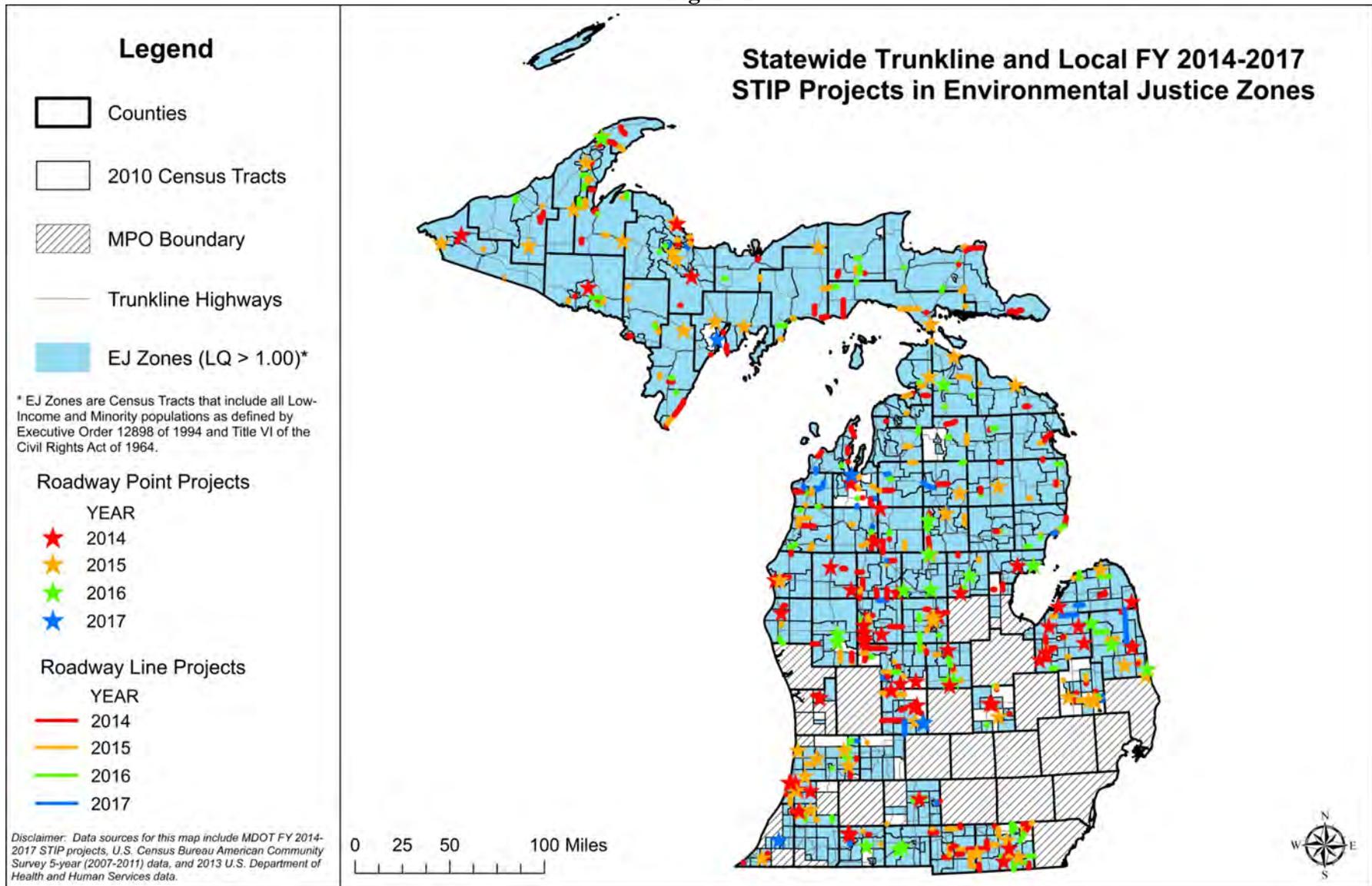
Geographic Area	Total Population	Percent of Total Population	Total Number of Census Tracts*
In the State of Michigan	9,920,621	100.00%	2776
In MPOs	7,655,339	77.17%	2162
In Non-MPO Areas	2,265,282	22.83%	614
In Non-MPO EJ Zones	2,013,592	20.30%	563

* A Census tract is the smallest geographic level for which EJ-related Census data is available.

EJ ensures that potential impacts and benefits derived from transportation services are provided equitably to every population in Michigan. Through careful planning and proactive involvement, MDOT guarantees the highest quality transportation services to all Michigan's citizens, regardless of race or income level.

Figure 1 displays the location of all the state and local (Rural Task Force and small urban) highway projects included in this document. Projects are displayed either as colored line or point segments. A line segment represents a project that is linear in nature, such as a highway between two intersecting roads. A point segment represents a project that has minimal length, such as a bridge or intersection project. Each color represents the year of project implementation.

Figure 1



Air Quality Analysis

Transportation Conformity analysis is a method of determining the air quality impacts of transportation plans (TIP, long-range plan, and STIP) against baselines or budgets, which are used to show there are no increases to ozone precursors or harmful regulated emissions resulting from implementation of the plans.

On May 12, 2012, the U.S. Environmental Protection Agency (EPA) revoked the 1997 8-hour 0.080 ppm Ozone standard for the purposes of regional transportation conformity. On May 21, 2012, the U.S. EPA issued designations for the new 2008 8-hour 0.075 ppm Ozone standard. The entire State of Michigan is designated as attainment under the 2008 standard.

Effective July 21, 2013 (as a result of both the partial revocation of the 0.080 Ozone standard and the designation of the entire state as attainment for the 0.075 standard), the State of Michigan is no longer required to demonstrate regional transportation conformity of long-range plans or TIPs until EPA publishes a notice designating the area in nonattainment.

Financing

This chapter of the STIP identifies available and anticipated revenue and makes a comparison with anticipated costs to demonstrate that there will be enough new revenue available to fund the projects to be implemented each year. The total capital investment in the transportation system for the four-year period, FY 2014-2017, including the highway and transit programs in this report and the referenced metropolitan area TIPs, will be over \$6.4 billion. The projects listed in the STIP and TIPs are financed with a combination of federal, state, and local funds; are required by federal law to be consistent with state and metropolitan area long-range plans, and are financially constrained by fiscal year.

The STIP and the MPO TIPs contain all Title 23 and Title 49 federally funded state trunkline and local projects and all regionally significant state and local projects regardless of funding source. Non-federally funded local projects that are not regionally significant can be included in the MPO TIPs at the discretion of the MPO and are not included in the financial constraint demonstration.

After federal approval of each new STIP and referenced TIPs, the STIP and TIPs are continuously maintained via amendment and administrative modification processes. While fiscal constraint is managed informally throughout the year, a formal fiscal constraint demonstration is updated three times a year or when significant changes occur; and annual revenue is compared to the total estimated cost of new projects. Individual TIPs will provide constraint information as changes occur. In maintaining fiscal constraint, if total proposed commitments exceed total estimated resources, then an amendment is required to reduce commitments or identify additional sources of revenue that may have become available, such as bonds or other new revenue sources, in order to bring the program into financial constraint.

All financial estimates in this document are based on assumptions developed in cooperation with the MPOs. FHWA, MDOT, transit agencies, and the Michigan Transportation Planning Association (MTPA), have formed a Financial Working Group that has worked cooperatively on transportation revenue forecasts. Assumptions included analysis of historical trends and that current funding mechanisms would remain in place throughout the life of the plan. As conditions change, estimates and the assumptions upon which they are based will be revisited to maintain the integrity of the financial analysis.

7.1 Financial Resources

Information on financial resources is presented in two parts: one for the Highway Program and one for the Transit Program. The sources and estimates described here form the basis for the revenue used in the financial constraint comparison described later in this chapter.

7.11 Highway Program

For major highway funding sources, this chapter will describe the source and provide the revenue estimation methodology and distribution between state and local programs.

The major funding sources for the highway program in Michigan are:

- Federal-Aid Highway Program
- Michigan Transportation Fund
- Bonds
- Private, local, and other

7.111 Federal-Aid Highway Program

Federal-aid for highways has been an ongoing program in the United States since the Federal-Aid Road Act of 1916. Subsequent legislation led to the creation of the interstate system, which has contributed to the economic vitality of the nation. Current federal legislation focuses on safety, improving traffic flow, and maintaining the system that is already in place.

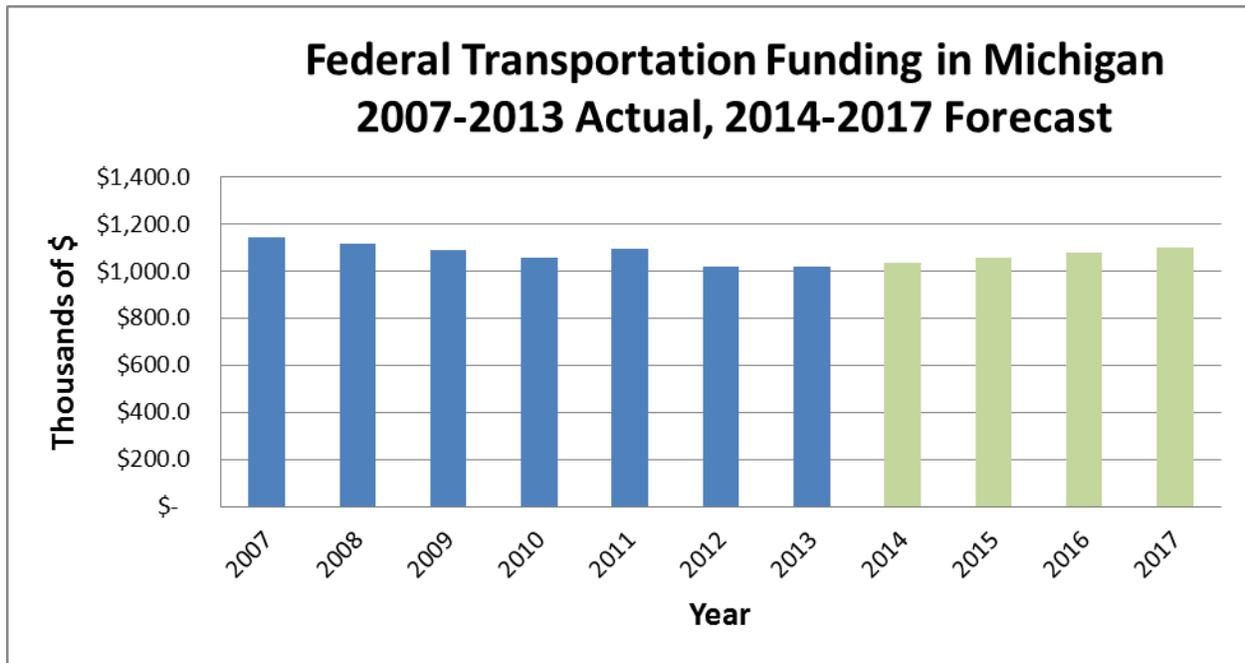
Federal funding for improvements to the surface transportation system is largely derived from excise taxes levied on the sale of motor fuel, large trucks and trailers, truck tires, and the use of heavy vehicles. Revenue from these federal excise taxes is collected in the Highway Trust Fund (HTF). The largest sources of HTF revenue come from federal gasoline and diesel taxes.

HTF funds are distributed to federal programs and states by formulas established in the authorizing legislation. These funds are apportioned to specific funding categories established by Congress to facilitate national goals and priorities. In July 2012, President Barak H. Obama signed MAP-21 into law. The funding categories included in MAP-21 are National Highway Performance Program, Surface Transportation Program, Highway Safety Improvement, Congestion Mitigation and Air Quality, and Transportation Alternatives Program. Additional funds are distributed to states by congressional earmark and through discretionary programs administered by FHWA.

For STIP revenue estimation, MDOT analyzes and estimates FHWA formula funds by total federal-aid apportionment. Our base year will be the last year of known value (2013). MAP-21 only provides authorization for 2013 and 2014. Without a full reauthorization package on the horizon, uncertainty remains for the future of transportation funding. With the realization that it took nearly three years for MAP-21 to get passed after expiration of the previous reauthorization, MDOT and the MPOs have cooperatively agreed that federal authorizations will be forecast at a growth rate of 2.0 percent.

Figure 2 shows the past trends (excluding American Recovery and Reinvestment Act funds) and the estimated future federal-aid. Under the assumptions made, the total apportioned, earmarks, and discretionary funds will range from \$1.1 billion to \$1.2 billion.

Figure 2



Source: MDOT, Bureau of Transportation Planning, June 2013

Under Michigan law, 25 percent of the state's Federal-Aid Highway Program is allocated to local programs and the remaining 75 percent to MDOT programs. The results of this distribution are shown in Table 3.

Table 3

Summary of Federal-Aid Highway Revenue Forecast by Year with State and Local Distribution (millions)				
Year	2014	2015	2016	2017
Apportionment	1035.9	1056.6	1077.8	1099.3
Earmarks and Allocations	10.0	10.0	10.0	10.0
Total Federal-aid	1,045.9	1,066.6	1,087.8	1,109.3
State Share	784.4	800.0	815.9	832.0
Local Share	261.5	266.6	271.9	277.3

Source: MDOT, Bureau of Transportation Planning, June 2013.

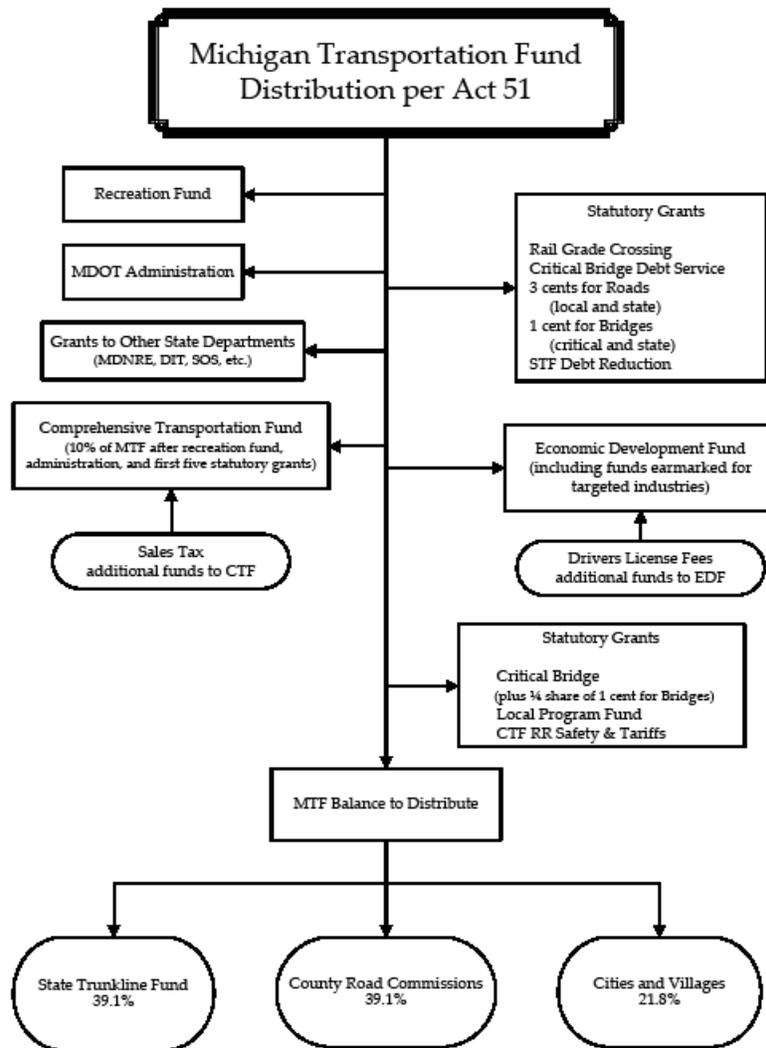
7.112 Michigan Transportation Fund

Established by Public Act 51 of 1951, the Michigan Transportation Fund (MTF) is the primary means of distributing state transportation revenue. The two main sources of MTF funding are state motor fuel and vehicle registration taxes. State fuel and motor vehicle registration taxes are “state restricted” funds dedicated to funding transportation in Michigan.

Motor fuel and vehicle registration taxes are user fees imposed to pay for highways, bridges, and public transportation throughout the state. These taxes are used to maintain the existing transportation infrastructure, construction of new roads and bridges, and public transportation programs. These taxes reflect the amount of use of Michigan’s transportation systems.

After miscellaneous transfers and deductions, the remaining funds are distributed to MDOT (39.1 percent), counties (39.1 percent), and cities and villages (21.8 percent) Figure 3 illustrates the distribution of MTF revenues.

Figure 3

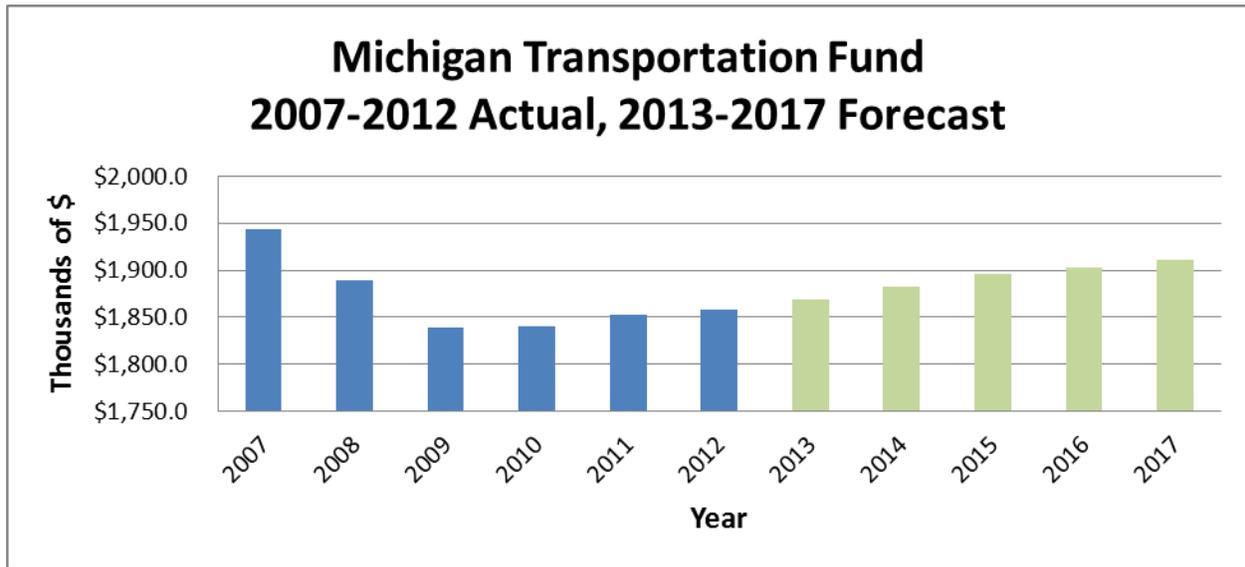


Source: MDOT, Bureau of Transportation Planning

To a large extent, MTF revenues are dependent upon fuel receipts and vehicle registration revenues. With the changes in driving behavior and declining state economy, Michigan transportation revenues have declined to funding levels that existed in the 1990s. In addition, costs for raw materials, such as asphalt, continue to rise. The Governor Jennifer Granholm appointed a Transportation Funding Task Force (TF2) in December 2007 to recommend revenue enhancements and efficiencies for the transportation system. While there is recognition from the Legislature and the transportation community that a revenue increase is needed, at the time of STIP development, additional revenues have not been identified.

For state revenue estimation, 2012 is the base year. Although there has been a decline over the past six years, current numbers show the decline has begun to bottom out. Accordingly, the MTF revenue estimate for FY 2013 to FY 2017 assumes a 0.5 percent increase per year.

Figure 4



Source: MDOT, Bureau of Transportation Planning, July 2013

As shown in Figure 4, the total MTF forecast for FY 2014-2017 will range from \$1.883 billion to \$1.911 billion. After deductions required by Act 51, such as the Transportation Economic Development and Comprehensive Transportation Funds, the remaining funds are distributed to the state and local agencies by formula. The result of this distribution is shown in Table 4. It is important to note that a large portion of these funds are used for agency operations and maintenance costs, as discussed later in this chapter, and, therefore, are not available for capital projects on the federal-aid eligible system.

Table 4

MTF Forecast and Distribution between State and Local Jurisdictions per Year after Deductions (millions)				
Year	2014	2015	2016	2017
MTF Total	1,882.6	1,895.7	1,903.1	1,910.8
Deductions	126.8	128.4	130.5	132.4
Available for Distribution	1,755.8	1767.3	1772.6	1778.4
Comprehensive Transportation Fund (CTF)	160.2	161.4	162.0	162.7
State	646.8	650.8	652.6	654.5
Local (Counties & Cities)	908.5	914.8	917.7	921.0
Transportation Economic Development Fund (TEDF)	40.3	40.3	40.3	40.3

Source: Michigan Transportation Fund Long-Range Revenue Model, Alt. 379, December 15, 2012.

7.113 Bonds

Bonding for highway and bridge projects has been a financing tool used by the MDOT for the majority of its existence, starting in 1919. Bonding has been used to close financing gaps and accelerate project delivery. Earlier project completion, improved system conditions, and economic benefits from transportation infrastructure have been viewed as positive offsets to increased debt service costs.

At this time, MDOT does not have any plans to issue bonds during the 2014-2017 time frame.

7.1131 Toll Credits

To the extent that tolls are collected on several Michigan bridges, these revenues are used to fund capital infrastructure improvements. The state may then use the credits for these improvements to increase the federal share of federal-aid projects. In the 2014-2017 time frame, there are no current plans to expend toll credits on highway projects.

7.114 Private, Local, and Other Revenue Sources

As funds from public sources become scarce, states, including Michigan, are looking to partner with private companies to help fund infrastructure programs. Although there are no projects in the current STIP that rely on private funding, it is a mechanism that is becoming more prevalent; and as projects are identified, they will be added into the STIP.

Local units of government have funds at their disposal based on their various local policies and millages. Transportation funding provided by local units of government varies from one municipality to another. Also, local MTF revenues can be used for more than just matching federal-aid projects; therefore, as long as local matching funds do not exceed MTF distributions, we assume the funds needed to match federal-aid will be made available.

MDOT receives additional “miscellaneous” revenues from sources such as license and permit fees and tolls from the Blue Water Bridge in Port Huron. MDOT currently estimates this amount at \$17.4 million to \$17.6 million.

New International Trade Crossing

The State of Michigan has reached a historic agreement with Canada to build the New International Trade Crossing bridge. The agreement calls for the Canadian government to pay all of the costs for the new bridge, including the improvements needed in Michigan. Michigan also received permission to use the Canadian investment as matching funds for projects throughout the state.

The matching funds will be used in Michigan similarly to the way toll credits are used. As Canadian expenditures are incurred, MDOT will receive credits that allow federal funds to be used with less matching funds required. The current estimate of these credits is \$550 million. Credits will likely be added to projects beginning in FY 2015.

7.115 Highway Operations and Routine Maintenance

A key strategy in delivering products and services to meet our customers’ most important needs is to focus the organization on protecting and optimizing the efficiency of the existing system. During the STIP four-year period, this strategy has resulted in the commitment of sufficient resources to operate and maintain the existing system and use the remaining funds for capital improvements.

Requirements in federal laws and regulations (23 CFR 450.216 {m}) reinforce this policy: “Financial constraint of the STIP shall be demonstrated and maintained by year and shall include sufficient financial information to demonstrate which projects are to be implemented using current and/or reasonably available revenues, while federally-supported facilities are being adequately operated and maintained...For purposes of transportation operations and maintenance, the STIP shall include financial information containing system-level estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain Federal-aid highways.” (Also see 23 CFR 450.324{i}.)

Examples of routine maintenance include snow and ice removal, pothole patching, unplugging drain facilities, replacing damaged signs and pavement markings, replacing damaged guardrails, repairing storm damage, repair or operation of traffic signs and signal systems, emergency environmental cleanup, emergency repairs, emergency management of road closures that result from uncontrollable events, cleaning streets and associated drainage, mowing roadsides, control of roadside brush and vegetation, roadside cleaning, and repairing lighting and grading.

Agencies must first operate and maintain the existing transportation system so these estimated costs are deducted from revenue estimates. Federal funds cannot be used for operating and maintenance (O&M) expenses. After O&M deductions, the remaining funds are available for capital improvements. Table 5 shows the proposed MDOT expenditures for O&M by year and funding from the State Trunkline Fund (STF) available for capital improvements after such deductions.

Table 5

MDOT Highway Operations and Routine Maintenance Funding					
	2014	2015	2016	2017	Total
STF Distribution	\$646.8	\$650.8	\$652.6	\$654.5	\$2,604.7
Operations¹	\$362.1	\$364.2	\$368.5	\$373.0	\$1,467.8
Maintenance²	\$275.7	\$277.1	\$278.5	\$279.8	\$1,111.1
Funds Remaining for Capital Uses	\$9.0	\$9.5	\$5.6	\$1.7	\$25.8
¹ Includes administration, buildings/facilities, grants to other departments and debt service. Operations reductions were achieved through going to an indirect rate on projects starting in FY 2011. ² FY 2014 is based on the FY 2014 Appropriation Bill (PA 59 of 2013), 2014-2017 increased 0.5 percent per FY for 2014.					

Source: Forecasted STF Revenue Available for Capital Outlay, MDOT Financial Operations Division, June 27, 2013.

7.116 Highway Revenue Summary

The Michigan State Legislature has taken steps to ensure that revenue is not lost to Michigan due to lack of funds needed to match federal-aid. In FY 2014, \$121 million from the general fund were appropriated to help MDOT match federal-aid. Additionally, there is \$115 million in the Road and Risk Reserve Fund which will be dedicated to transportation projects in FY 2014; and there is an additional \$115 million for the Priority Roads Investment Program. Table 6 summarizes the combined state and local highway program revenue estimate for the FY 2014--2017 STIP. The amounts are taken directly from the various estimates documented earlier and used in the first line of the statewide fiscal constraint table (Table 9) presented at the end of this chapter. The MTF amounts reflect reductions for O&M to show the amounts available for capital investment.

Revenue for locally funded projects that are not regionally significant, as defined in 23 CFR 450, is not included in this table and is not part of the fiscal constraint demonstration. Locally funded projects that are not regionally significant are listed in a separate section of individual TIPs.

Table 6

Summary of Statewide STIP Revenue Estimate for State and Local Highway Programs by Fiscal Year (millions)						
Fiscal Year	Federal Revenue	Non-Federal Revenue				Total Revenue
		MTF * (Available for Capital)	Bonds	Private, Local, and Other	Non- Federal Total	
2014	1,045.9	245.0	0	261.9	506.9	1,552.8
2015	1,066.6	9.5	0	315.8	325.3	1,391.9
2016	1,087.8	5.6	0	296.1	301.7	1,389.5
2017	1,109.3	1.7	0	337.5	339.2	1,448.5
Total	4,309.6	261.8	0	1,211.3	1,473.1	5,782.7

* Includes MDOT revenue available for the capital program, as well as matching funds provided by local governments in the E-file. FY 2014 = \$244.5 million, FY 2015 = \$298.2 million, FY 2016 = \$278.5 million, and FY 2017 = \$319.9 million for local federal-aid matching funds based on an average of historic match amounts. FY 2014 includes the general fund (\$121 million) and Road and Risk Reserve Fund (\$115 million).

Source: See Figures 1-6 (Figure 7 summarizes Figures 1-6)

7.12 Transit Program

For major transit funding sources, this chapter will describe the source and provide the revenue estimation methodology and the distribution between state and local programs.

The major funding sources for the Transit Program in Michigan are:

- Comprehensive Transportation Fund
- Federal transit funding

7.121 Comprehensive Transportation Fund

The Comprehensive Transportation Fund (CTF) receives funds from several sources, with the MTF providing the greatest amount. Article IX, Section 9 of the Michigan Constitution requires that motor fuel taxes and vehicle license and registration fees, less collection expense, be used for transportation purposes. The Constitution also provides that not more than 10 percent of motor fuel taxes and vehicle registration fees may be used for public transportation programs. Act 51 provides that 10 percent of MTF revenues, after deductions for administration, debt service, and other statutory earmarks, be allocated to CTF. The allocation to CTF after deductions is slightly over 8 percent.

The other major revenue source for CTF is motor vehicle related sales tax revenue. The Constitution provides that not more than 25 percent of the state general sales tax on motor vehicle related products shall be used for comprehensive transportation purposes.

CTF, as shown in Table 7, is projected to remain largely flat from FY 2014 to FY 2017. This is based on the recent history of stabilization after declining for several years.

Table 7

Summary of the Comprehensive Transportation Fund (CTF) 2014-2017 (millions)					
	2014	2015	2016	2017	Total
CTF	\$267.0	\$268.7	\$269.3	\$270.0	\$1075.0

Source: Michigan Transportation Fund Long-Range Revenue Model, Alt. 379, December 15, 2012 and CTF Sales Tax Transfer Estimate, Michigan Department of Treasury 2/7/2013.

7.122 Federal Transit Funding

Federal transit and intercity bus funding is authorized under MAP-21 through the 2014 fiscal year. Funding is provided directly to large urban transit agencies and MDOT for distribution to small urban and rural agencies. Virtually all of the funding made available to agencies in Michigan is provided through formula-based programs that are supported by the Mass Transit Account of the

Federal Highway Trust Fund. The Mass Transit Account gets its revenue from a dedicated portion of the federal per gallon excise tax on motor fuel. Currently, 2.86 cents of the tax on each gallon of gasoline and diesel fuel purchased for on-road use is deposited into the Mass Transit Account. Federal General Fund revenue is also invested in transit infrastructure through the large discretionary Capital Investment Grant Program that supports development and expansion of rapid transit in large metropolitan areas.

The Transit Program structure continues formula programs for the urban and non-urban areas and combines some specialized programs into these formula programs. MAP-21 replaces discretionary funding with formula funding for the bus and bus facility program.

Federal transit funds have increased under past authorizations; but under MAP-21, funding levels have decreased in Michigan because of the loss of discretionary funding for bus and bus facility projects. Revenues for 2014 are shown at the MAP-21 levels and then increase by the historic growth rate of 3.75 percent for 2015–2017 (Table 8).

Table 8

Summary of 2014-2017 Federal Transit Revenues for Allocated Programs (millions)					
	2014	2015	2016	2017	Total
Section 5303	\$2.9	\$3.0	\$3.2	\$3.3	\$12.4
Section 5304	\$.6	\$.6	\$.6	\$.7	\$2.5
Section 5307	\$87.0	\$90.2	\$93.6	\$97.1	\$367.9
Section 5309	\$4.5	\$4.7	\$4.8	\$5.1	\$19.1
Section 5310	\$9.2	\$9.4	\$9.8	\$10.1	\$38.5
Section 5311	\$21.3	\$22.1	\$22.9	\$23.8	\$90.1
Section 5337	\$1.0	\$1.0	\$1.1	\$1.1	\$4.2
Section 5339	\$10.5	\$10.9	\$11.3	\$11.7	\$44.4
Total	\$137.0	\$141.9	\$147.3	\$152.9	\$579.1

Source: MDOT Passenger Transportation, July 2013

7.123 Public Transportation Operations and Maintenance

MDOT and related public transportation agencies are dedicated to funding continued operations and maintenance of the existing public transportation system. Many issues continue to make this a challenge across the state, with some areas more successful than others. The issues include the need to continue to increase local transit revenues to cover the costs of operations and maintenance and how operations need to adjust to the expanding need of the population being served.

7.124 Transit Revenue Summary

- MDOT projects both CTF and federal revenues totaling nearly \$1.7 billion for the STIP time frame.
- The federal portion of the forecast assumes that new federal legislation is not in place for years after 2014, and we will operate under continuing resolutions or temporary legislation.
- Assumes that state revenue will continue to come from the sources that exist today and there are no increases in the amounts or methodology of fees imposed.
- The state portion of the forecast assumes that Public Act 51 of 1951 will remain in place. CTF provides funding for transit operations and maintenance and other transit projects.

7.2 Year of Expenditure

The process for estimating year of expenditure project construction costs for the STIP were developed by MDOT in consultation with and concurrence from the MPOs through the Michigan Transportation Planning Association. MDOT uses the national 1987 - current Producer Price Index for Highway and Street Construction, as well as its own records of construction costs, to develop cost growth factors for the MDOT regions. Although rates may vary by year, history has shown that they have been close to the actual increase in the construction price index. The current year of expenditure factor being used is 5 percent.

7.3 Advance Construction

Definition of Advance Construction (AC): AC is an innovative highway financing technique which allows a state or local agency to initiate a project using non-federal funds while preserving eligibility for future federal-aid. Eligibility means that FHWA has determined that the project listed in the STIP technically qualifies for federal-aid; however, no present or future federal funds are committed to the project. After an AC project is authorized, it may be converted to regular federal-aid funding provided federal funds are available. The decision to convert has the following impacts:

- The amount of federal-aid used for conversion is not available to initiate new federal-aid projects.
- Funds converted are available for use by the state without the federal rules that controlled their use the first time. They can be used to start new federal AC projects or used as state dollars for other purposes.

The decision to use AC impacts how projects are listed in the STIP, how available federal-aid is split between regular projects and AC conversions, and how the program is maintained at a consistent level. While AC provides funding flexibility, the state assumes some risk should the Federal-Aid Highway Program fail to be authorized in future years.

Use in Michigan: Local agencies using AC list such projects in the STIP at the time of the initial authorization using non-federal funds and again at the time of conversion showing the federal portion. An AC project can be fully converted in one action or partially converted over time as federal-aid becomes available. MDOT lists all AC projects in the STIP as AC at the time of initial authorization using non-federal funds. The AC conversion process for MDOT projects varies by project type. A few AC projects are listed again at the point(s) of conversion; however, the majority are converted through a lump sum approach that aggregates the AC conversions expected during the year without a second project-by-project listing. The aggregated AC conversion amount is deducted from the state's share of the federal-aid, splitting the revenue available to start regular federal-aid projects. Details of how MDOT uses AC and the impact on the STIP are provided in Appendix I.

7.4 Financial Constraint

Financial constraint is a comparison of total new resources, or estimated revenue, with total new commitments, or estimated costs. Financial analysis is a planning tool that provides a benchmark or frame of reference for delivering the transportation program; it is not an accounting tool. The major objectives of financial constraint are to:

- Maintain the program within estimated available revenues.
- Be consistent with all applicable laws and regulations.
- Be simple and easy to understand.
- Be consistent with MDOT business practices.

It is also desirable to maintain flexibility for the MPOs by establishing requirements for demonstrating financial constraint but enabling the MPOs to elaborate as desired. While all agencies must report constraint using the same template (in order to facilitate roll up of the data for the statewide constraint demonstration), the MPOs may modify the content and/or presentation of this information for local purposes.

This financial plan was developed using the federal, state, and local revenue information described in this chapter. The estimated costs are accumulated from the STIP project listing and project grouping listings for all components of the STIP, including the metropolitan TIPs, which are incorporated into this document by reference.

Basic elements of the demonstration of financial constraint are as follows:

- Financial constraint in this document is demonstrated using four tables: two tables for the rural, or non-MPO program (Tables 9 and 10 for highway and transit, respectively); and two tables for the total statewide program (Tables 11 and 12), which combines rural/non-MPO financial data with all the MPO TIP financial data. Individual MPO financial constraint tables are included in each MPO's TIP and each must demonstrate constraint.
- Estimated revenue and proposed commitments are reported by Michigan's fiscal year and covers the period beginning October 1, 2013 and ending September 30, 2017. FY 2014 begins on October 1, 2013.
- On the financial constraint tables, *Estimated Federal Revenue* shows the estimated federal-aid resources. *Estimated Non-Federal Revenue* includes all state and local matching funds other than federal-aid. *Total Estimated Revenue* is the total of federal and non-federal revenue. *Total Proposed Commitments* is the total estimated cost of proposed state and local projects listed in the STIP and associated TIPs for that revenue source for the fiscal year.
- Total proposed commitments cannot exceed total estimated federal, state, and local revenue each fiscal year for each MPO's TIP, for the rural/non-MPO program contained in this document, and for the collective statewide STIP.
- Converted advance construct funds are subtracted from the estimated federal funds available and included as a resource to the STF.
- The highway and transit portions are constrained separately.

Tables 11 and 12 demonstrate financial constraint for the entire highway and transit programs, which includes both rural (non-MPO) and MPO programs in their entirety. All MPO tables from the TIPs and the rural/non-MPO table from this document are combined for an overall view of the entire program. Total new resources are equal to or more than total new commitments for each of the four fiscal years.

Overall, the financial information in this plan demonstrates that there are sufficient dollars available each fiscal year to deliver the proposed programs and projects contained in this report and the individual MPO TIPs. The financing of the plan is fundamentally sound and is based on the best information currently available.

Table 9

FY 2014 Highway Rural (Non-MPO) Fiscal Constraint (millions)				
	Estimated Federal Revenue	Estimated Non-Federal Revenue	Total Estimated Revenue	Total Proposed Commitments
MDOT Advance Construction & "M" Program		\$124.66	\$124.66	\$124.66
MDOT Federal-Aid Program	\$53.65	\$6.44	\$60.09	\$60.09
Subtotal MDOT	\$53.65	\$131.1	\$184.75	\$184.75
Local STP	\$48.35	\$11.92	\$60.27	\$60.27
Local Bridge	\$28.38	\$7.45	\$35.83	\$35.83
Local CMAQ	\$.92	\$.23	\$1.15	\$1.15
Local Safety				
Local Equity Bonus (TEDF)				
Local Other FHWA				
Local Advance Construction Starts		\$4.5	\$4.5	\$4.5
Local Non-Federal				
Subtotal Local	\$77.65	\$24.1	\$101.75	\$101.75
Highway Total	\$131.3	\$155.2	\$286.5	\$286.5

Notes: Estimated federal revenue is apportionment (not obligation authority) for all phases for each trunkline and local project. Estimated non-federal revenue includes state and local match and other funds for all phases for each trunkline and local project.

Table 9 (cont.)

FY 2015 Highway Rural (Non-MPO) Fiscal Constraint (millions)				
	Estimated Federal Revenue	Estimated Non-Federal Revenue	Total Estimated Revenue	Total Proposed Commitments
MDOT Advance Construction & "M" Program		\$63.14	\$63.14	\$63.14
MDOT Federal-Aid Program	\$8.94	\$1.86	\$10.80	\$10.80
Subtotal MDOT	\$8.94	\$65.00	\$73.94	\$73.94
Local STP	\$0.02		\$0.02	\$0.02
Local Bridge				
Local CMAQ				
Local Safety				
Local Equity Bonus (TEDF)	\$0.10	\$0.19	\$0.29	\$0.29
Local Other FHWA				
Local Advance Construction Starts		\$4.51	\$4.51	\$4.51
Local Non-Federal				
Subtotal Local	\$0.12	\$4.70	\$4.82	\$4.82
Highway Total	\$9.06	\$69.7	\$78.76	\$78.76

Notes: Estimated federal revenue is apportionment (not obligation authority) for all phases for each trunkline and local project. Estimated non-federal revenue includes state and local match and other funds for all phases for each trunkline and local project.

Table 9 (cont.)

FY 2016 Highway Rural (Non-MPO) Fiscal Constraint (millions)				
	Estimated Federal Revenue	Estimated Non-Federal Revenue	Total Estimated Revenue	Total Proposed Commitments
MDOT Advance Construction & "M" Program		\$69.67	\$69.67	\$69.67
MDOT Federal-Aid Program	\$8.24	\$1.88	\$10.12	\$10.12
Subtotal MDOT	\$8.24	\$71.55	\$79.79	\$79.79
Local STP				
Local Bridge				
Local CMAQ				
Local Safety				
Local Equity Bonus (TEDF)	\$0.47	\$0.21	\$0.68	\$0.68
Local Other FHWA				
Local Advance Construction Starts				
Local Non-Federal				
Subtotal Local	\$0.47	\$0.21	\$0.68	\$0.68
Highway Total	\$8.71	\$71.76	\$80.47	\$80.47

Notes: Estimated federal revenue is apportionment (not obligation authority) for all phases for each trunkline and local project. Estimated non-federal revenue includes state and local match and other funds for all phases for each trunkline and local project.

Table 9 (cont.)

FY 2017 Highway Rural (Non-MPO) Fiscal Constraint (millions)				
	Estimated Federal Revenue	Estimated Non-Federal Revenue	Total Estimated Revenue	Total Proposed Commitments
MDOT Advance Construction & "M" Program		\$113.45	\$113.45	\$113.45
MDOT Federal-Aid Program	\$4.08	\$0.91	\$5.00	\$5.00
Subtotal MDOT	\$4.08	\$114.36	\$118.45	\$118.45
Local STP	\$0.12	\$0.02	\$0.14	\$0.14
Local Bridge				
Local CMAQ				
Local Safety				
Local Equity Bonus (TEDF)				
Local Other FHWA				
Local Advance Construction Starts		\$4.97	\$4.97	\$4.97
Local Non-Federal				
Subtotal Local	\$0.12	\$4.99	\$5.11	\$5.11
Highway Total	\$4.2	\$119.35	\$123.56	\$123.56

Notes: Estimated federal revenue is apportionment (not obligation authority) for all phases for each trunkline and local project. Estimated non-federal revenue includes state and local match and other funds for all phases for each trunkline and local project.

Table 10

FY 2014 Transit Rural (Non-MPO) Fiscal Constraint (millions)				
	Estimated Federal Revenue	Estimated Non-Federal Revenue	Total Estimated Revenue	Total Proposed Commitments
Comprehensive Transit Fund (CTF)				
Section 3038 Over the Road Bus Program				
Section 3045 National Fuel Cell Technology Development				
Section 5303 Metropolitan Transportation Planning				
Section 5304 Statewide Transportation Planning				
Section 5305 Metropolitan & Statewide Planning				
Section 5307 UZA Formula				
Section 5308 Clean Fuels Program				
Section 5309 Capital Bus and Capital New Starts				
Section 5310 Elderly & Disabled				
Section 5311 Non-UZA	\$17.35	\$74.40	\$91.75	\$91.75
Section 5312 Research, Development, Demonstration, and Deployment				
Section 5313 Transit Cooperative Research				
Section 5314 National Research & Technology				
Section 5316 Job Access/Reverse Commute				
Section 5317 New Freedom Initiative				
Section 5320 Alternative Transp. in Parks & Public Lands				
Section 5322 – Human Resources and Training				
Section 5324 - Emergency Relief				
Section 5326 – Asset Management Provisions				
Section 5329 – Safety				
Section 5337 – State of Good Repair Grants				
Section 5339 Alternative Analysis				
Section 5505 University Transportation Centers Program				
Transit Total	\$17.35	\$74.40	\$91.75	\$91.75

Table 10

FY 2015 Transit Rural (Non-MPO) Fiscal Constraint (millions)				
	Estimated Federal Revenue	Estimated Non-Federal Revenue	Total Estimated Revenue	Total Proposed Commitments
Comprehensive Transit Fund (CTF)				
Section 3038 Over the Road Bus Program				
Section 3045 National Fuel Cell Technology Development				
Section 5303 Metropolitan Transportation Planning				
Section 5304 Statewide Transportation Planning				
Section 5305 Metropolitan & Statewide Planning				
Section 5307 UZA Formula				
Section 5308 Clean Fuels Program				
Section 5309 Capital Bus and Capital New Starts				
Section 5310 Elderly & Disabled				
Section 5311 Non-UZA	\$17.35	\$74.40	\$91.75	\$91.75
Section 5312 Research, Development, Demonstration, and Deployment				
Section 5313 Transit Cooperative Research				
Section 5314 National Research & Technology				
Section 5316 Job Access/Reverse Commute				
Section 5317 New Freedom Initiative				
Section 5320 Alternative Transp. in Parks & Public Lands				
Section 5322 – Human Resources and Training				
Section 5324 - Emergency Relief				
Section 5326 – Asset Management Provisions				
Section 5329 – Safety				
Section 5337 – State of Good Repair Grants				
Section 5339 Alternative Analysis				
Section 5505 University Transportation Centers Program				
Transit Total	\$17.35	\$74.40	\$91.75	\$91.75

Table 10 (cont.)

FY 2016 Transit Rural (Non-MPO) Fiscal Constraint (millions)				
	Estimated Federal Revenue	Estimated Non-Federal Revenue	Total Estimated Revenue	Total Proposed Commitments
Comprehensive Transit Fund (CTF)				
Section 3038 Over the Road Bus Program				
Section 3045 National Fuel Cell Technology Development				
Section 5303 Metropolitan Transportation Planning				
Section 5304 Statewide Transportation Planning				
Section 5305 Metropolitan & Statewide Planning				
Section 5307 UZA Formula				
Section 5308 Clean Fuels Program				
Section 5309 Capital Bus and Capital New Starts				
Section 5310 Elderly & Disabled				
Section 5311 Non-UZA	\$17.35	\$74.40	\$91.75	\$91.75
Section 5312 – Research, Development, Demonstration, and Deployment				
Section 5313 Transit Cooperative Research				
Section 5314 National Research & Technology				
Section 5316 Job Access/Reverse Commute				
Section 5317 New Freedom Initiative				
Section 5320 Alternative Transp. in Parks & Public Lands				
Section 5322 – Human Resources and Training				
Section 5324 – Emergency Relief				
Section 5326 – Asset Management Provisions				
Section 5329 – Safety				
Section 5337 – State of Good Repair Grants				
Section 5339 Alternative Analysis				
Section 5505 University Transportation Centers Program				
Transit Total	\$17.35	\$74.40	\$91.75	\$91.75

Table 10 (cont.)

FY 2017 Transit Rural (Non-MPO) Fiscal Constraint (millions)				
	Estimated Federal Revenue	Estimated Non-Federal Revenue	Total Estimated Revenue	Total Proposed Commitments
Comprehensive Transit Fund (CTF)				
Section 3038 Over the Road Bus Program				
Section 3045 National Fuel Cell Technology Development				
Section 5303 Metropolitan Transportation Planning				
Section 5304 Statewide Transportation Planning				
Section 5305 Metropolitan & Statewide Planning				
Section 5307 UZA Formula				
Section 5308 Clean Fuels Program				
Section 5309 Capital Bus and Capital New Starts				
Section 5310 Elderly & Disabled				
Section 5311 Non-UZA	\$17.35	\$74.40	\$91.75	\$91.75
Section 5312 – Research, Development, Demonstration, and Deployment				
Section 5313 Transit Cooperative Research				
Section 5314 National Research & Technology				
Section 5316 Job Access/Reverse Commute				
Section 5317 New Freedom Initiative				
Section 5320 Alternative Transp. in Parks & Public Lands				
Section 5322 – Human Resources and Training				
Section 5324 – Emergency Relief				
Section 5326 – Asset Management Provisions				
Section 5329 - Safety				
Section 5337 – State of Good Repair Grants				
Section 5339 Alternative Analysis				
Section 5505 University Transportation Centers Program				
Transit Total	\$17.35	\$74.40	\$91.75	\$91.75

Table 11

FY 2014 Highway Statewide Fiscal Constraint (millions)				
Highway	Estimated Federal Revenue	Estimated Non-Federal Revenue	Total Estimated Revenue	Total Proposed Commitments
Revenue Available	\$1,045.90	\$506.93	\$1,552.83	\$1,433.01
Reductions for AC Conversions				
GANS Debt Service	(\$53.44)		(\$53.44)	
Prior Year Advance Construction Conversions	(\$265.00)	\$265.00		
Same Year Advance Construction Conversions	(\$102.40)	\$102.40		
Net Revenue Available	\$625.06	\$856.93	\$1,481.99	\$1,436.36
Advance Construction and 100% State Program		\$210.54	\$210.54	\$210.54
Highway Federal-Aid Program Total	\$625.06	\$646.39	\$1,271.45	\$1,225.82

Advance construction amount includes same year and multi-year conversions for projects over \$3 million.

Table 11 (cont.)

FY 2015 Highway Statewide Fiscal Constraint (millions)				
Highway	Estimated Federal Revenue	Estimated Non-Federal Revenue	Total Estimated Revenue	Total Proposed Commitments
Revenue Available	\$1,066.60	\$325.35	\$1,391.95	\$1,045.57
Reductions for AC Conversions				
GANS Debt Service	(\$53.44)		(\$53.44)	
Prior Year Advance Construction Conversions	(\$265.00)	\$265.00		
Same Year Advance Construction Conversions	(\$102.40)	\$102.40		
Net Revenue Available	\$645.76	\$675.15	\$1,320.91	\$1,045.71
Advance Construction and 100% State Program		\$285.34	\$285.34	\$285.34
Highway Federal-Aid Program Total	\$645.76	\$389.91	\$1,035.57	\$760.37

Advance construction amount includes same year and multi-year conversions for projects over \$3 million.

Table 11 (cont.)

FY 2016 Highway Statewide Fiscal Constraint (millions)				
Highway	Estimated Federal Revenue	Estimated Non-Federal Revenue	Total Estimated Revenue	Total Proposed Commitments
Revenue Available	\$1,087.80	\$301.66	\$1,389.46	\$891.35
Reductions for AC Conversions				
GANS Debt Service	(\$53.99)		(\$53.99)	
Prior Year Advance Construction Conversions	(\$265.00)	\$265.00		
Same Year Advance Construction Conversions	(\$102.40)	\$102.40		
Net Revenue Available	\$666.41	\$651.46	\$1,317.87	\$891.35
Advance Construction and 100% State Program		\$219.67	\$219.67	\$219.67
Highway Federal-Aid Program Total	\$666.41	\$431.79	\$1,098.20	\$671.68

Advance construction amount includes same year and multi-year conversions for projects over \$3 million.

Table 11 (cont.)

FY 2017 Highway Statewide Fiscal Constraint (millions)				
Highway	Estimated Federal Revenue	Estimated Non-Federal Revenue	Total Estimated Revenue	Total Proposed Commitments
Revenue Available	\$1,109.30	\$339.17	\$1,448.47	\$959.30
Reductions for AC Conversions				
GANS Debt Service	(\$53.99)		(\$53.99)	
Prior Year Advance Construction Conversions	(\$265.00)	\$265.00		
Same Year Advance Construction Conversions	(\$102.40)	\$102.40		
Net Revenue Available	\$687.91	\$688.97	\$1,376.88	\$959.30
Advance Construction and 100% State Program		\$283.45	\$283.45	\$283.45
Highway Federal-Aid Program Total	\$687.91	\$405.52	\$1,093.43	\$675.85

Advance construction amount includes same year and multi-year conversions for projects over \$3 million.

Table 12

FY 2014 Transit Statewide Fiscal Constraint (millions)				
Transit	Estimated Federal Revenue	Estimated Non-Federal Revenue	Total Estimated Revenue	Total Proposed Commitments
Comprehensive Transit Fund (CTF)				
Section 3038 Over the Road Bus Program				
Section 3045 National Fuel Cell Technology Development				
Section 5303 Metropolitan Transportation Planning				
Section 5304 Statewide Transportation Planning				
Section 5305 Metropolitan & Statewide Planning				
Section 5307 UZA Formula	\$88.6	\$83.19	\$171.79	\$171.79
Section 5308 Clean Fuels Program				
Section 5309 Capital Bus and Capital New Starts	\$8.84	\$2.21	\$11.05	\$11.05
Section 5310 Elderly & Disabled	\$7.57	\$2.07	\$9.64	\$9.65
Section 5311 Non-UZA	\$19.18	\$166.64	\$185.82	\$185.83
Section 5312 Research, Development, and Deployment				
Section 5313 Transit Cooperative Research				
Section 5314 National Research & Technology				
Section 5316 Job Access/Reverse Commute	\$0.66	\$0.44	\$1.1	\$1.1
Section 5317 New Freedom Initiative	\$0.21	\$0.02	\$0.23	\$0.23
Section 5320 Alternative Transp. in Parks & Public Lands				
Section 5322 – Human Resources and Training				
Section 5324 – Emergency Relief				
Section 5326 – Asset Management Provisions				
Section 5329 – Safety				
Section 5337 – State of Good Repair Grants	\$0.8	\$0.2	\$1.0	\$1.01
Section 5339 Alternative Analysis	\$10.22	\$4.24	\$14.46	\$14.46
Section 5505 University Transportation Centers Program				
Transit Total	\$136.08	\$259.01	\$395.09	\$395.09

Table 12 (cont.)

FY 2015 Transit Statewide Fiscal Constraint (millions)				
Transit	Estimated Federal Revenue	Estimated Non-Federal Revenue	Total Estimated Revenue	Total Proposed Commitments
Comprehensive Transit Fund (CTF)				
Section 3038 Over the Road Bus Program				
Section 3045 National Fuel Cell Technology Development				
Section 5303 Metropolitan Transportation Planning				
Section 5304 Statewide Transportation Planning				
Section 5305 Metropolitan & Statewide Planning				
Section 5307 UZA Formula	\$89.39	\$77.48	\$166.87	\$166.87
Section 5308 Clean Fuels Program				
Section 5309 Capital Bus and Capital New Starts	\$2.63	\$.65	\$3.28	\$3.28
Section 5310 Elderly & Disabled	\$5.13	\$1.55	\$6.68	\$6.68
Section 5311 Non-UZA	\$19.45	\$175.99	\$195.44	\$195.44
Section 5312 Research, Development, and Deployment				
Section 5313 Transit Cooperative Research				
Section 5314 National Research & Technology				
Section 5316 Job Access/Reverse Commute	\$.23	\$.23	\$.46	\$.46
Section 5317 New Freedom Initiative	\$.08	\$.02	\$.10	\$.10
Section 5320 Alternative Transp. in Parks & Public Lands				
Section 5322 – Human Resources and Training				
Section 5324 – Emergency Relief				
Section 5326 – Asset Management Provisions				
Section 5329 – Safety				
Section 5337 – State of Good Repair Grants	\$.82	\$.20	\$1.02	\$1.02
Section 5339 Alternative Analysis	\$18.26	\$5.41	\$23.67	\$23.67
Section 5505 University Transportation Centers Program				
Transit Total	\$135.99	\$261.53	\$397.52	\$397.52

Table 12 (cont.)

FY 2016 Transit Statewide Fiscal Constraint (millions)				
Transit	Estimated Federal Revenue	Estimated Non-Federal Revenue	Total Estimated Revenue	Total Proposed Commitments
Comprehensive Transit Fund (CTF)				
Section 3038 Over the Road Bus Program				
Section 3045 National Fuel Cell Technology Development				
Section 5303 Metropolitan Transportation Planning				
Section 5304 Statewide Transportation Planning				
Section 5305 Metropolitan & Statewide Planning				
Section 5307 UZA Formula	\$76.77	\$75.79	\$152.56	\$152.56
Section 5308 Clean Fuels Program				
Section 5309 Capital Bus and Capital New Starts	\$.34	\$.08	\$.43	\$.42
Section 5310 Elderly & Disabled	\$5.31	\$1.43	\$6.74	\$6.74
Section 5311 Non-UZA	\$19.5	\$173.17	\$192.67	\$192.67
Section 5312 Research, Development, and Deployment				
Section 5313 Transit Cooperative Research				
Section 5314 National Research & Technology				
Section 5316 Job Access/Reverse Commute	\$.24	\$.24	\$.48	\$.48
Section 5317 New Freedom Initiative	\$.08	\$.02	\$.1	.1
Section 5320 Alternative Transp. in Parks & Public Lands				
Section 5322 – Human Resources and Training				
Section 5324 – Emergency Relief				
Section 5326 – Asset Management Provisions				
Section 5329 – Safety				
Section 5337 – State of Good Repair Grants	\$.84	\$.21	\$1.05	\$1.05
Section 5339 Alternative Analysis	\$18.28	\$9.53	\$27.81	\$27.81
Section 5505 University Transportation Centers Program				
Transit Total	\$121.36	\$260.47	\$381.83	\$381.83

Table 12 (cont.)

FY 2017 Transit Statewide Fiscal Constraint (millions)				
Transit	Estimated Federal Revenue	Estimated Non-Federal Revenue	Total Estimated Revenue	Total Proposed Commitments
Comprehensive Transit Fund (CTF)				
Section 3038 Over the Road Bus Program				
Section 3045 National Fuel Cell Technology Development				
Section 5303 Metropolitan Transportation Planning				
Section 5304 Statewide Transportation Planning				
Section 5305 Metropolitan & Statewide Planning				
Section 5307 UZA Formula	\$79.98	\$78.5	\$158.48	\$158.48
Section 5308 Clean Fuels Program				
Section 5309 Capital Bus and Capital New Starts	\$.20	\$.05	\$.25	\$.25
Section 5310 Elderly & Disabled	\$5.5	\$1.49	\$6.99	\$6.99
Section 5311 Non-UZA	\$19.53	\$174.65	\$194.18	\$194.18
Section 5312 Research, Development, and Deployment				
Section 5313 Transit Cooperative Research				
Section 5314 National Research & Technology				
Section 5316 Job Access/Reverse Commute	\$.26	\$.26	\$.52	\$.52
Section 5317 New Freedom Initiative	\$.08	\$.02	\$.10	.1
Section 5320 Alternative Transp. in Parks & Public Lands				
Section 5322 – Human Resources and Training				
Section 5324 – Emergency Relief				
Section 5326 – Asset Management Provisions				
Section 5329 – Safety				
Section 5337 – State of Good Repair Grants	\$.85	\$.21	\$1.06	\$1.06
Section 5339 Alternative Analysis	\$18.33	\$5.39	\$23.72	\$23.72
Section 5505 University Transportation Centers Program				
Transit Total	\$124.73	\$260.57	\$385.3	\$385.3

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Required Fields																							
Fiscal Year	County	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	Phase	Advance Construct	Federal Cost (\$1000s)	Federal Fund Source	State Cost (\$1000s)	State Fund Source	Local Cost (\$1000s)	Local Fund Source	Total Phase Cost (\$1000s)	MDOT Job No.	Local ID No.	MPO/Rural Action Date	Amendment Type	Air Quality	Comments	Total Project Cost (\$1000s)
2014	ALLEGAN	MDOT	I-196 SB	at the Saugatuck Rest Area #727	0.589	Roadside facility	Building Replacement/Site Work	CON	AC			4,097	M			4,097	101615				NA		4,397
2014	BARRY	MDOT	M-66	M66: Pearl St - Brumm Rd, M79: M66-WVL Nashville	1.478	Restore & rehabilitate	reconstruction & rehabilitation	CON	AC			4,451	M			4,451	118771				NA		5,000
2014	BAY	MDOT	US-10	US-10 over Hoppler Creek	0.254	Bridge - other	Block Floor	CON		74	ST	16	M			90	113228				NA		115
2014	BAY	MDOT	US-10	M-47 NB and SB over US-10	0.016	Bridge replacement	Bridge Removal and Replacement	CON	AC			4,346	M			4,346	108778				NA		4,608
2014	BAY	MDOT	I-75	Pinconning Road to Bay/Arenac COL	3.33	Restore & rehabilitate	Concrete Overlay	CON	AC			12,453	M			12,453	110397				NA		13,431
2014	BENZIE	Benzie County	Countywide	Benzie Countywide	0.00	Transit	Purchase one less than 30' replacement bus (replace bus #14). Bus #14 is a 7-year bus, it was delivered in FY2008. It currently has 143,556. It will be eligible for replacement in FY2014 based on estimated miles.	EPE		60	CM	15	M			75	118589				NA		75
2014	BENZIE	Frankfort	Citywide	City of Frankfort	1	Miscellaneous	replacement of one Light Duty (under 13,000 lbs g.v.w.) Truck with a newer vehicle with cleaner emissions and enhanced fuel efficiency	EPE		24	CM			6	CITY	30	118754				NA		30
2014	BENZIE	Honor	Countywide	Benzie County	1.00	Miscellaneous	Replacement of one Heavy Duty (#330, over 13,000 lbs g.v.w.) with a newer vehicle with cleaner emissions.	EPE		35	CM			14	CITY	49	118752				NA		49
2014	BENZIE	MDOT	M-115	from Bridge Street east 4 miles	4.11	Restore & rehabilitate	Crush and Shape, Resurface	ROW		8	ST	2	M			10	79645				NA		6,779
2014	BENZIE	MDOT	M-115	from Bridge Street east 4 miles	4.109	Restore & rehabilitate	Crush and Shape, Resurface	PE		703	ST	156	M			859	79645				NA		6,779
2014	BERRIEN	Berrien County	Countywide	Countywide	0	Transit operations equipment	Bus purchase -replace 1 2007 medium duty, diesel engine bus with 1 2014 or newer extended cutaway bus. The old bus will exceed the FTA useful life criteria of 7 years or 200,000 miles	EPE		75	CM	19	M			94	118094				NA		94
2014	BERRIEN	MDOT	I-94 WB	Watervliet Rest Area	0.392	Roadside facility	Expand truck parking area	CON		1,402	TPFD	351	M			1,753	117756				NA		2,000
2014	CALHOUN	MDOT	I-94 BL	29 Mile Road/Clark Street to I-94	1.964	Resurface	Multiple course HMA Overlay	CON	AC			4,102	M			4,102	86969				NA		4,627
2014	CASS	Cass County	Countywide	Countywide	0	Transit operations equipment	Bus purchase - replace 1 2006 medium duty bus with 1 2013 or newer medium duty bus. The old bus will exceed the FTA replacement criteria of 7 years or 200,000 miles	EPE		100	CM	25	M			125	118099				NA		125
2014	CLARE	MDOT	Countywide	Tittabawassee River Watershed	0.3	Miscellaneous	Wetland Mitigation	CON		465	ST	103	M			568	101328				NA		903

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2014	CRAWFORD	MDOT	M-72	Kalkaska County line to M-93 intersection	6.048	Restore & rehabilitate	Crush and shape and resurface FY 2017	PE		688	NH	153	M			840	116416				NA		5,818
2014	CRAWFORD	MDOT	I-75	at North Down River Road		Miscellaneous	Completion of the interchange at I-75 at North Down River Road from a partial interchange to a full interchange by adding two ramps to allow for southbound access and northbound exiting, replace the bridges on North Down River road over I-75 and over the East Branch AuSable River, and reconstruct and widen North Down River road from just east of I-75 westward to M-93.	PE		800	OFHWA			200	OLF	1,000					NA	TIGER IV Grant	10,800
2014	CRAWFORD	MDOT	I-75	at North Down River Road		Miscellaneous	Completion of the interchange at I-75 at North Down River Road from a partial interchange to a full interchange by adding two ramps to allow for southbound access and northbound exiting, replace the bridges on North Down River road over I-75 and over the East Branch AuSable River, and reconstruct and widen North Down River road from just east of I-75 westward to M-93.	CON	AC			7,840	M	1,960	OLF	9,800					NA	TIGER IV Grant	10,800
2014	DELTA	MDOT	US-2	over the Escanaba River	0.36	Bridge replacement	Bridge Replacement	PE		44	BRT	11	M			55	115866				NA		19,875
2014	DELTA	MDOT	US-2	over the Escanaba River	0.357	Bridge replacement	Bridge Replacement	SUB		296	BRT	74	M			370	115866				NA		19,875
2014	GOGEBIC	MDOT	US-2	Tourist Park Rd to Curry Street	1.114	Reconstruct	Pavement reconstruction	CON	AC			4,653	M			4,653	110584				NA		10,561
2014	GRAND TRAVERSE	MDOT	M-113	N. of M-186 south to US-131	5.088	Restore & rehabilitate	Crush and Shape	CON	AC			3,420	M			3,420	103027				NA		4,085
2014	HILLSDALE	Key Opportunities, Inc.	Transit	Countywide, Key Opportunities, Inc.	0	Miscellaneous	Vehicle Equipment	EPE		10	STL			3	TRAL	13	119297				NA		13
2014	HOUGHTON	MDOT	M-26	M-26, Houghton County	3.13	Resurface	Mill & Two Course Overlay	CON	AC			3,608	M			3,608	107008				NA		4,032
2014	IONIA	MDOT	I-96	I-96 under Cutler Road	0.60	Bridge replacement	Bridge Replacement	PE		34	IM	4	M			38	115817				NA		4,047
2014	IONIA	MDOT	I-96	I-96 under Cutler Road	0.604	Bridge replacement	Bridge Replacement	SUB		165	IM	18	M			184	115817				NA		4,047
2014	IONIA	Muir	Prairie Street	over Maple River	0	Bridge replacement	Bridge Replacement	CON	AC			4,275	M	225	CITY	4,500	115684				NA		4,500
2014	IOSCO	MDOT	US-23	E. Point Road to AuSable River Bridge	4.84	Reconstruct	HMA Reconstruction	CON	AC			5,924	M			5,924	105981				NA		6,466
2014	LAPEER	Lapeer County	Countywide	Lapeer Countywide	0	Transit	Replacement of one medium duty bus (yr 2004) with a (yr 2014) medium duty bus.	EPE		100	CM	25	M			125	118597				NA		125

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2014	LAPEER	Lapeer County	Countywide	Countywide		Miscellaneous	Bus purchase - replacement of one medium duty bus (year 2004) with a (year 2014) medium duty bus	EPE		105	CM	26	M			131	120027				NA		131
2014	LAPEER	Lapeer County	Bowers Rd	Bowers road at Roods Lake Road	0.044	Widen - minor	Add a passing flare for eastbound traffic at the Bowers/Roods Lake intersection. Work shall include hot mix asphalt paving, curb and gutter installation, and minor drainage work; and all together with necessary related work	CON		115	CM			29	CNTY	144	116711				NA		144
2014	LEELANAU	MDOT	M-22	Westman Rd to Port Oneida Rd.	3.335	Miscellaneous	3.8 miles of NPS Trailway Construction	CON		1,646	FLH			197	CNTY	1,843	115983				NA		1,843
2014	LEELANAU	MDOT	M-22	from M-201 to Omena	5.043	Restore & rehabilitate	Crush and Shape	CON	AC			4,334	M			4,334	83588				NA		4,656
2014	LENAAWEE	Lenawee County	Citywide	Adrian Citywide	0	Transit	Replace one (1) medium-duty diesel engine bus (#21) with lift with one (1) new medium-duty diesel engine bus with lift. The old vehicle currently meets the FTA useful life criteria of 7 years.	EPE		106	CM	27	M			133	118602				NA		133
2014	LENAAWEE	MDOT	US-12	at Springville Highway, Lenawee County	0.13	Traffic ops/safety	Add Passing Flare	CON		200	CM	50	M	0		250	118129				NA		285
2014	MACKINAC	MDOT	I-75	I-75 / US-2 Interchange		Miscellaneous	Renovation of Existing Freeway Lighting	CON		113	IM	13	M			125	119811				NA		145
2014	MARQUETTE	MDOT	US-41	US-41, Marquette County	2.907	Reconstruct	Resurfacing & Restoration	ROW		16	NH	4	M			20	116378				NA		6,060
2014	MASON	Mason County	Areawide	Mason County areawide	0	Transit	Purchase one less than 30? medium duty replacement bus (replace bus #7) Bus #7 is a 7 year bus and was delivered in FY2006 making it eligible in 2013. It currently has 177,900 miles.	EPE		106	CM	27	M			133	118608				NA		133
2014	MASON	MDOT	US-10	US10 (LUDINGTON) @ JACKSON ST	0	Traffic ops/safety	Radio Interconnect & Modernization	CON		170	CMG					170	111325				NA		204
2014	MECOSTA	MDOT	US-131	at Jefferson Road NE Quadrant	0.00	Roadside facility	Coldmill/Resurface	CON		37	ST	8	M			45	106349				NA		45
2014	MECOSTA	MDOT	US-131	NB and SB over 3 Mile Road	0.169	Bridge replacement	Superstructure Replacement	CON	AC			4,045	M			4,045	118289				NA		4,397
2014	MECOSTA	MDOT	US-131	US-131 over Muskegon River	2.1	Bridge - other	Epoxy Overlay, joint replacement	CON	AC			9,189	M			9,189	115159				NA		9,988
2014	MECOSTA	MDOT	US-131	S Mecosta Co Line to 6 Mile Rd	6.061	Restore & rehabilitate	Coldmill, C&S, HMA Resurface	CON	AC			12,992	M			12,992	105524				NA		13,600
2014	MENOMINEE	MDOT	M-35	Jimtown road South 9.42 miles	9.462	Resurface	Coldmilling and Resurfacing	CON	AC			5,465	M			5,465	110682				NA		6,216
2014	OSCEOLA	MDOT	US-131	South County Line to South of US-10	3.362	Restore & rehabilitate	Crush & Shape, Resurface	CON	AC			3,705	M			3,705	103041				NA		4,060
2014	ROSCOMMON	MDOT	US-127	Muskegon River north	5.129	Restore & rehabilitate	Cold milling; crush and shape	CON	AC			6,382	M			6,382	106863				NA		6,884
2014	ST. JOSEPH	MDOT	M-60	In the village of Mendon	1.086	Reconstruct	Roadway Reconstruction	CON	AC			4,001	M			4,001	103154				NA		4,820

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2014	STATEWIDE	MDOT	CPM CSM Bridge Trunkline GPA	Regionwide		GPA	CPM CSM Bridge Trunkline	CON		198	ST	49	M			247					NA		247
2014	STATEWIDE	MDOT	Enhancements Trunkline GPA	Regionwide		GPA	Enhancements Trunkline	CON		385	STE	96	M			481					NA		481
2014	STATEWIDE	MDOT	Rural Bridge Replacement and Rehabilitate Trunkline GPA	Regionwide		GPA	Rural Bridge Replacement and Rehabilitate Trunkline	CON		1,287	ST	274	M			1,561					NA		1,561
2014	STATEWIDE	MDOT	CPM Road Trunkline GPA	Regionwide		GPA	CPM Road Trunkline	CON		1,376	ST	305	M			1,681					NA		1,681
2014	STATEWIDE	MDOT	Pre-Construction Phases GPA	Regionwide		GPA	Pre-Construction Phases Trunkline			5,287	ST	812	M			6,099					NA		6,099
2014	STATEWIDE	MDOT	Rural Highway Rehab and Reconstruct Trunkline GPA	Regionwide		GPA	Rural Highway Rehab and Reconstruct Trunkline	CON		6,451	ST	1,431	M			7,882					NA		7,882
2014	STATEWIDE	MDOT	Highway Safety Trunkline GPA	Regionwide		GPA	Highway Safety Trunkline	CON		24,090	ST	1,004	M			25,095					NA		25,095
2014	STATEWIDE	MDOT	Regionwide	Regionwide	0.00	Roadside facility	Restriping of Carpool Lots	CON		5	ST	1	M			6	107017				NA		6
2014	STATEWIDE	MDOT	Statewide	Statewide		Miscellaneous	2014 Yes! Expo (RCWD)	EPE		6	ST					6	119689				NA		6
2014	STATEWIDE	MDOT	Statewide	Statewide		Miscellaneous	2014 Construction Career Days	EPE		10	ST					10	119685				NA		10
2014	STATEWIDE	MDOT	Statewide	Statewide		Miscellaneous	2014 Construction Science Fair (RCWD)	EPE		10	ST					10	119706				NA		10
2014	STATEWIDE	MDOT	Statewide	Statewide		Miscellaneous	2014 RCWD - National Summer Trans Institute	EPE		12	ST					12	119698				NA		12
2014	STATEWIDE	MDOT	Statewide	Statewide		Miscellaneous	2014 Y Achievers. Reimbursement cost-college	EPE		20	ST					20	119711				NA		20
2014	STATEWIDE	MDOT	Statewide	Statewide		Miscellaneous	2014 OHR Recruitment, Outreach, and Career Fairs	EPE		32	ST					32	119694				NA		32
2014	STATEWIDE	MDOT	Statewide	At Michigan Technological University and Ferris State University		Miscellaneous	FY 2014 NSTI - National Summer Transportation Institute	EPE		90	SST					90					NA		90
2014	STATEWIDE	MDOT	Statewide	Statewide		Miscellaneous	2014 RCAR (RCWD) program	EPE		130	ST					130	119681				NA		130
2014	STATEWIDE	MDOT	Regionwide	Various (I-69, I-96, I-496, US-127)	0	Miscellaneous	Addition of ITS devices (DMS and CCTV).	PE		120	CM	30	M			150	116407				NA		1,250
2014	STATEWIDE	MDOT	Section 5311	Statewide		Transit operations	RTAP	T-Ops		250	5311					250					NA		250
2014	STATEWIDE	MDOT	Statewide	Statewide		Miscellaneous	2014 TRAC (RCWD) program	EPE		363	ST					363	119671				NA		363
2014	STATEWIDE	MDOT	Statewide	Statewide		Miscellaneous	2014 Wounded Vets (RCWD) program	EPE		375	ST					375	119676				NA		375
2014	STATEWIDE	MDOT	DBE Support Services	Regionwide			DBE Support Services	CON		400	ST					400					NA		400
2014	STATEWIDE	MDOT	Regionwide	Various locations in Metro Region	2	Traffic ops/safety	ITS System Modernizations	CON		682	ST	151	M			833	107612				NA		953
2014	STATEWIDE	MDOT	Statewide	Statewide		Miscellaneous	FY 2015 Bureau of Highway's Training Program	EPE		1,250	ST					1,250	119773				NA		1,250
2014	STATEWIDE	MDOT	Regionwide	Various locations in Superior Region	0	Traffic ops/safety	Design & Install approx. 8 ESS	CON		1,637	ST	363	M			2,000	107426				NA		2,215
2014	STATEWIDE	MDOT	Regionwide	Southwest Region	0	Miscellaneous	I-94 CCTV and Detectors	CON		2,047	ST	454	M			2,501	107965				NA		3,101
2014	STATEWIDE	MDOT	Statewide	Statewide		Miscellaneous	2014 YDMP (RCWD) program	EPE	AC			3,500	M			3,500	119666				NA		3,500
2014	STATEWIDE	MDOT	Section 5311	Statewide		Transit operations	Non-UZA Formula	T-Ops		17,100	5311	33,500	CTF	40,900	OLF	91,500					NA		91,500

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2014	STATEWIDE	Rural Task Forces	Rural Task Force	Statewide		Miscellaneous	Rural Task Force Program - Transit Projects	CON		2,000	ST	500	M			2,500					NA		2,500
2014	STATEWIDE	Rural Task Forces	Rural Task Force	Statewide		Miscellaneous	Rural Task Force Program - Road Projects	CON		39,053	ST			8,963	CNTY	48,016					NA		48,016
2014	STATEWIDE	Small Urban Program	Small Urban Program	Statewide		Miscellaneous	Small Urban Program - Transit Projects	CON		200	ST	50	M			250					NA		250
2014	STATEWIDE	Small Urban Program	Small Urban Program	Statewide		Miscellaneous	Small Urban Program - Road Projects	CON		6,797	ST			2,410	CNTY	9,207					NA		9,771
2014	STATEWIDE	Statewide	On the Job Training (OJT) - Provide Career Programs and Internships	Statewide		Miscellaneous	On the Job Training - Provide Career Programs and Internships	EPE		300	ST					300					NA		300
2014	STATEWIDE		Bridge Local GPA	Regionwide		GPA	Bridge Local	CON		28,382	BRO	5,662	M	1,792	OLF	35,836					NA		35,836
2014	TUSCOLA	MDOT	M-15	over Cass River	0.098	Bridge replacement	Bridge Replacement	CON	AC			3,199	M			3,199	102456				NA	Toll Credits - Toll Credit Amount - \$639774	3,199
2014	VAN BUREN	MDOT	I-196 NB	at I-196 BL (Phoenix Rd. Exit 20)	0	Traffic ops/safety	New exit loop ramp from I-196 NB to I-196 BL WB	CON		434	CM	96	M			530	118927				NA		665
2014	VAN BUREN	MDOT	I-94	Berrien County Line to 0.8 miles east of CR 681	4.35	Reconstruct	Repair Existing and Multiple Course HMA Overlay	CON	AC			11,000	M			11,000	114292				NA		28,837
2014	VAN BUREN	Van Buren County	Countywide	Bangor municipal bus service area - countywide	0	Transit vehicle additions/replacements	2014 - Replacement of 2004 diesel bus with 2014 cleaner emission modal	EPE		101	CM	25	M			126	118125				NA		126
2014	WEXFORD	MDOT	US-131	at M-55 Interchange	0	Roadside facility	New Carpool Parking Lot	CON		101	ST	22	M			123	107459				NA		132
2015	ALCONA	Alcona County	Barlow Road	M72 to Village of Lincoln	1.492	Resurface	resurface	CON		108	EDDF	96	M	100	CNTY	304	112771				NA		304
2015	ALLEGAN	MDOT	US-131	under M-222	0.001	Bridge replacement	Bridge Replacement	CON	AC			4,272	M			4,272	73748				NA		4,582
2015	BAY	MDOT	US-10	US-10 under Nine Mile Road, Bay County	0.608	Bridge replacement	Bridge Replacement	CON	AC			3,708	M			3,708	118329				NA		4,247
2015	BENZIE	MDOT	US-31	at Joyfield Road	0.103	Widen - minor	Construct right turn lane	CON		98	CM	25	M			123	116331				NA		150
2015	CALHOUN	Calhoun County	Raymond Road	Over Kalamazoo River	0	Bridge replacement	Bridge Replacement	CON	AC			4,292	M	226	CNTY	4,517	118642				NA		4,517
2015	CALHOUN	MDOT	M-99	M-99 (Superior Street)	0.374	Reconstruct	Brick Paver Reconstruction.	ROW		1	ST	0	M			1	116324				NA		6,250
2015	CALHOUN	MDOT	M-99	M-99 (Superior Street)	0.374	Reconstruct	Brick Paver Reconstruction.	PE		305	ST	68	M			372	116324				NA		6,250
2015	CHEBOYGAN	MDOT	US-23	US-23 (Mackinaw Ave) over Little Black River	0.374	Bridge replacement	Bridge Replacement	CON		810	ST	180	M			990	115777				NA		1,136
2015	CHIPPEWA	MDOT	M-129	and M-48 North in the northwest quadrant	0.10	Roadside facility	Construct new carpool lot	CON		45	ST	10	M			55	113571				NA		100
2015	DELTA	MDOT	US-2	over the Escanaba River	0.36	Bridge replacement	Bridge Replacement	ROW		40	BRT	10	M			50	115866				NA		19,875
2015	DELTA	MDOT	US-2 & M-28	at Garden, Seoney & Naubinway Rest Areas	0.06	Roadside facility	Placement of Escanaba Traveler Information Kiosks	CON		333	ST	74	M			407	113774				NA		500
2015	DELTA	MDOT	US-2	over the Ogontz River	0.983	Bridge replacement	Bridge Replacement	CON		795	ST	176	M			972	118804				NA		1,116
2015	EMMET	MDOT	US-31	Townsend to Eppler	2.885	Widen - major (capacity increase)	Widening for center left turn lane FY 2015	CON	AC			3,502	M			3,502	113598				NA		3,522
2015	EMMET	MDOT	US-31	Townsend to US-131	3.366	Restore & rehabilitate	Crush and Shaping	CON	AC			5,141	M			5,141	110605				NA		5,672
2015	GOGEBIC	MDOT	US-2	Curry Street to Roosevelt Road	0.956	Reconstruct	Pavement reconstruction	CON	AC			4,218	M			4,218	110585				NA		10,561

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2015	GRAND TRAVERSE	MDOT	US-31	3 Mile Road to Holiday Hills Road	1.482	Reconstruct	Remove pavement and replace with HMA	CON	AC			8,579	M			8,579	109985				NA		9,311
2015	HILLSDALE	Key Opportunities, Inc.	Transit	Countywide, Key Opportunities, Inc.	0	Miscellaneous	Maintenance Equipment	EPE		10	STL			3	TRAL	13	119298				NA		13
2015	HOUGHTON	MDOT	M-38	over the Silver River	1.4	Bridge replacement	Bridge Replacement	CON		1,340	ST	297	M			1,638	118767				NA		1,880
2015	HOUGHTON	MDOT	US-41	US-41 over Portage Lake	0	Bridge - other	CPM, mechanical, electrical work	CON	AC			5,529	M			5,529	118271				NA		6,250
2015	IONIA	MDOT	I-96	at Portland Road NW quadrant	0.00	Roadside facility	Resurface Carpool Lot	CON		41	ST	9	M			50	110038				NA		50
2015	IOSCO	MDOT	US-23	Auelrich Road to Kirkland Drive	3.803	Reconstruct	ASCRL with two course HMA Overlay	CON	AC			5,031	M			5,031	112946				NA		9,581
2015	LAPEER	MDOT	I-69	I-69 EB&WB over Newark, Winslow, Summers Rds	3.033	Bridge - other	Epoxy Overlay	CON		1,210	BHI	134	M			1,344	113543				NA		2,198
2015	LENAWEE	Lenawee Transportation Corporation	Transit	Countywide	0.00	Miscellaneous	Office Equipment	EPE		11	STL			3	TRAL	14	119278				NA		14
2015	MASON	MDOT	US-10	AT BRYE ROAD	0	Traffic ops/safety	Radio Interconnect & Modernization	CON		100	CMG					100	111331				NA		120
2015	MENOMINEE	MDOT	M-35	NCL of Menominee North 6 miles	6	Resurface	HMA Coldmilling and Resurface	CON	AC			5,076	M			5,076	110684				NA		5,526
2015	ONTONAGON	MDOT	M-38	M-26/M-38 easterly junction	0.10	Roadside facility	Pave existing Gravel Lot	CON		52	ST	12	M			64	113718				NA		68
2015	OSCEOLA	MDOT	US-131	South of US-10 interchange to North of US-10	2.27	Restore & rehabilitate	Crush and Shape, HMA Resurface	CON	AC			3,818	M			3,818	90219				NA		4,096
2015	OSCODA	MDOT	M-33	Clinton Twp T28N, R3E, Sec. 22	0.001	Miscellaneous	Wetland Construction	CON		409	ST	91	M			500	76612				NA		850
2015	SHIawassee	MDOT	I-69	and Grand River Avenue, northwest quadrant	0.00	Roadside facility	Mill and resurface	CON		35	ST	8	M			43	110719				NA		47
2015	STATEWIDE	MDOT	Regionwide	Various locations	0	Roadside facility	Striping of Carpool Lots	CON		5	ST	1	M			6	110649				NA		6
2015	STATEWIDE	MDOT	Regionwide	Grand Region	0	Miscellaneous	Install ESS, RWIS and ITS	PE		409	ST	91	M			500	106329				NA		5,500
2015	STATEWIDE	MDOT	Statewide	Statewide	0	Miscellaneous	Environmental sensor station maintenance and forecasting	EPE		400	CM	100	M			500	116393				NA		500
2015	STATEWIDE	MDOT	Regionwide	Various (I-69, I-96, I-496, US-127)	0	Miscellaneous	Addition of ITS devices (DMS and CCTV)	CON		880	CM	220	M			1,100	116407				NA		1,250
2015	STATEWIDE	MDOT	Regionwide	Southwest Region	0	Miscellaneous	RWIS Phase 1	CON		1,637	ST	363	M			2,000	107966				NA		2,450
2015	STATEWIDE	MDOT	Grand Region	Grand Region	56.033	Traffic ops/safety	Freeway Signing Upgrade	CON	AC			3,795	M			3,795	113334				NA		4,350
2015	STATEWIDE	MDOT	Section 5311	Statewide		Transit operations	Non-UZA Formula	T-Ops		17,100	5311	33,500	CTF	40,900	OLF	91,500					NA		91,500
2015	STATEWIDE	MDOT	Section 5311	Statewide		Transit operations	RTAP	T-Ops		250	5311					250					NA		250
2015	TUSCOLA	MDOT	M-25	Bay Park Road to the Huron County Line	3.911	Resurface	HMA Mill and Overlay	CON	AC			4,251	M			4,251	109334				NA		4,488
2015	VAN BUREN	MDOT	M-140	City of Watervliet to CR 378	7.218	Resurface	Two Course HMA Overlay	CON	AC			6,225	M			6,225	110107				NA		6,850
2016	ANTRIM	MDOT	US-131	North Junction of M-32 to south of Boyne Falls	6.399	Reconstruct	Crack Relief Layer with two course HMA overlay	CON	AC			5,900	M			5,900	109982				NA		6,000
2016	BARAGA	MDOT	US-41	1.5 miles south of L'Anse, Lot #107001	0.07	Roadside facility	Pave Existing Gravel Carpool Lot	CON		55	ST	12	M			67	113714				NA		74
2016	BRANCH	MDOT	US-12	US-12 over Swan Creek	0.928	Bridge replacement	Bridge replacement	CON		941	ST	209	M			1,149	113257				NA		1,301
2016	BRANCH	MDOT	US-12	over Michigan Southern Railroad	0.189	Bridge replacement	Bridge Replacement	CON	AC			3,055	M			3,055	108712				NA		3,316
2016	CHIPPEWA	MDOT	M-28	Near the intersection of M-28/M-123 Eckerman	0.1	Roadside facility	Construct new car pool parking lot.	CON		76	ST	17	M			92	113575				NA		201
2016	CHIPPEWA	MDOT	M-28	west of I-75 at Dafter TST	0.1	New route/structure (capacity increase)	Construct New PITWS	CON		82	ST	18	M			100	110631				NA		103

8. Non-MPO Rural Project List
Michigan's FY 2014-2017 State Transportation Improvement Program

STIP/TIP Report																							
07.31.13																							
Required Fields																							
Fiscal Year	County	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	Phase	Advance Construct	Federal Cost (\$1000s)	Federal Fund Source	State Cost (\$1000s)	State Fund Source	Local Cost (\$1000s)	Local Fund Source	Total Phase Cost (\$1000s)	MDOT Job No.	Local ID No.	MPO/Rural Action Date	Amendment Type	Air Quality	Comments	Total Project Cost (\$1000s)
2016	CLARE	MDOT	US-10	US-10 over Chippewa Creek	0.229	Bridge replacement	Bridge Replacement	CON		627	ST	139	M			766	115905				NA		877
2016	DICKINSON	MDOT	US-2	US-2 from Dawn's Lake Road to Baler Road	0.95	Reconstruct	Pavt Rem, HMA reconstruct, Drainage improvements	CON	AC			3,400	M			3,400	113708				NA		4,000
2016	GRATIOT	MDOT	M-57	Southeast quadrant of the US-127/M-57 interchange	0.00	Roadside facility	Resurfacing of existing lot	CON		44	ST	10	M			54	113221				NA		54
2016	GRATIOT	MDOT	US-127	Washington Road to Polk Road	2.803	Resurface	Two Course HMA Overlay	CON	AC			7,151	M			7,151	110485				NA		22,858
2016	GRATIOT	MDOT	US-127	Polk Road to Van Buren Road	2.689	Resurface	Two Course HMA Overlay	CON	AC			7,243	M			7,243	112711				NA		22,858
2016	HOUGHTON	MDOT	US-41	US-41, Hancock	0.929	Reconstruct	Reconstruct	CON	AC			5,272	M			5,272	110594				NA		5,742
2016	IOSCO	Iosco County	Turtle Road	AuGres River Bridge to National City Road	1.75	Restore & rehabilitate	Reconstruct	CON		475	EDDF	80	M	139	CNTY	694	116202				NA		694
2016	IOSCO	MDOT	US-23	South of Kirkland Drive to north of Point Road	1.997	Restore & rehabilitate	Passing Lane Rehabilitation	CON	AC			3,636	M			3,636	109659				NA		9,581
2016	IRON	MDOT	US-2	US-2 from Oss Road Easterly to Crystal Falls	5.165	Resurface	HMA mill and resurface, joint reprs, drainage	PE		368	ST	82	M			450	113854				NA		5,130
2016	LENAWEE	Lenawee Transportation Corporation	Transit	Countywide	0	Miscellaneous	Tires	EPE		9	STL			2	TRAL	11	119277				NA		11
2016	MARQUETTE	MDOT	US-41	US-41, Marquette County	2.907	Reconstruct	Resurfacing & Restoration	PE		335	NH	74	M			409	116378				NA		6,060
2016	MECOSTA	MDOT	US-131 NB	6 Mile Road north to 13 Mile Road	7.373	Restore & rehabilitate	Coldmill, C&S, HMA Resurface	CON	AC			6,485	M			6,485	112464				NA		7,535
2016	MONTCALM	MDOT	US-131	at 22 Mile Road/ M-46 NW Quadrant	0.001	Roadside facility	Crack Sealing	CON		2	ST	1	M			3	102922				NA		3
2016	NEWAYGO	MDOT	M-37	at 40th Avenue	0	Roadside facility	Crack Sealing	CON		2	ST	1	M			3	113534				NA		3
2016	OCEANA	MDOT	US-31	Fruitvale Road north to Winston Road	5.366	Resurface	Cold Mill, Joint Repairs, HMA Resurfacing	CON	AC			8,403	M			8,403	112158				NA		8,785
2016	ROSCOMMON	MDOT	US-127	M-55 to Muskegon River Bridge	10.751	Restore & rehabilitate	Crush and shape and resurface and cold milling	CON	AC			10,324	M			10,324	113455				NA		10,794
2016	SANILAC	MDOT	M-25	M-25 over Mill Creek East of Delta / Schoolcraft line east to M-149	0.124	Bridge replacement	Bridge Replacement	CON		1,533	ST	340	M			1,873	113232				NA		2,396
2016	SCHOOLCRAFT	MDOT	US-2	Schoolcraft line east to M-149	4.1	Resurface	Coldmill and HMA overlay	CON	AC			3,802	M			3,802	113742				NA		4,148
2016	ST. JOSEPH	MDOT	M-86	M-86 over Prairie River	0.999	Bridge replacement	Removal and replacing bridge	CON		1,701	ST	377	M			2,078	113259				NA		2,374
2016	STATEWIDE	MDOT	Regionwide	Various Locations in Bay Region	0.00	Roadside facility	Striping of Carpool Lots	CON		5	ST	1	M			6	113217				NA		6
2016	STATEWIDE	MDOT	Regionwide	various locations	0	Roadside facility	Signing Upgrade Carpool Lots	CON		64	ST	14	M			78	113533				NA		78
2016	STATEWIDE	MDOT	Statewide	Statewide	0	Miscellaneous	ESS Maintenance & Forecasting	CON		409	ST	91	M			500	116392				NA		500
2016	STATEWIDE	MDOT	Regionwide	Various locations in the North Region	0	Miscellaneous	Design & Install approx. 15 ESS	CON		2,000	RP	500	M			2,500	113423				NA		2,750
2016	STATEWIDE	MDOT	Regionwide	Grand Region	0	Miscellaneous	Install ESS, RWIS and ITS	CON	AC			5,000	M			5,000	106329				NA		5,500
2016	STATEWIDE	MDOT	Section 5311	Statewide		Transit operations	Non-UZA Formula	T-Ops		17,100	5311	33,500	CTF	40,900	OLF	91,500					NA		91,500
2016	STATEWIDE	MDOT	Section 5311	Statewide		Transit operations	RTAP	T-Ops		250	5311					250					NA		250
2017	BAY	MDOT	I-75	Cottage Grove Road to Linwood Road	1.801	Restore & rehabilitate	Major Rehabilitation	CON	AC			10,800	M			10,800	116087				NA		11,050
2017	BENZIE	MDOT	M-115	from Bridge Street east 4 miles	4.109	Restore & rehabilitate	Crush and Shape, Resurface	CON	AC			5,910	M			5,910	79645				NA		6,779
2017	BERRIEN	MDOT	I-196	M-63 over I-196	0.3	Bridge replacement	Bridge Replacement	CON	AC			4,595	M			4,595	115754				NA		5,075
2017	BERRIEN	MDOT	M-139	at US-31, Northwest Quadrant	0.00	Roadside facility	Carpool Lot Expansion	CON		61	ST	13	M			74	116458				NA		84
2017	CALHOUN	MDOT	M-99	M-99 (Superior Street)	0.374	Reconstruct	Brick Paver Reconstruction.	CON	AC			5,877	M			5,877	116324				NA		6,250

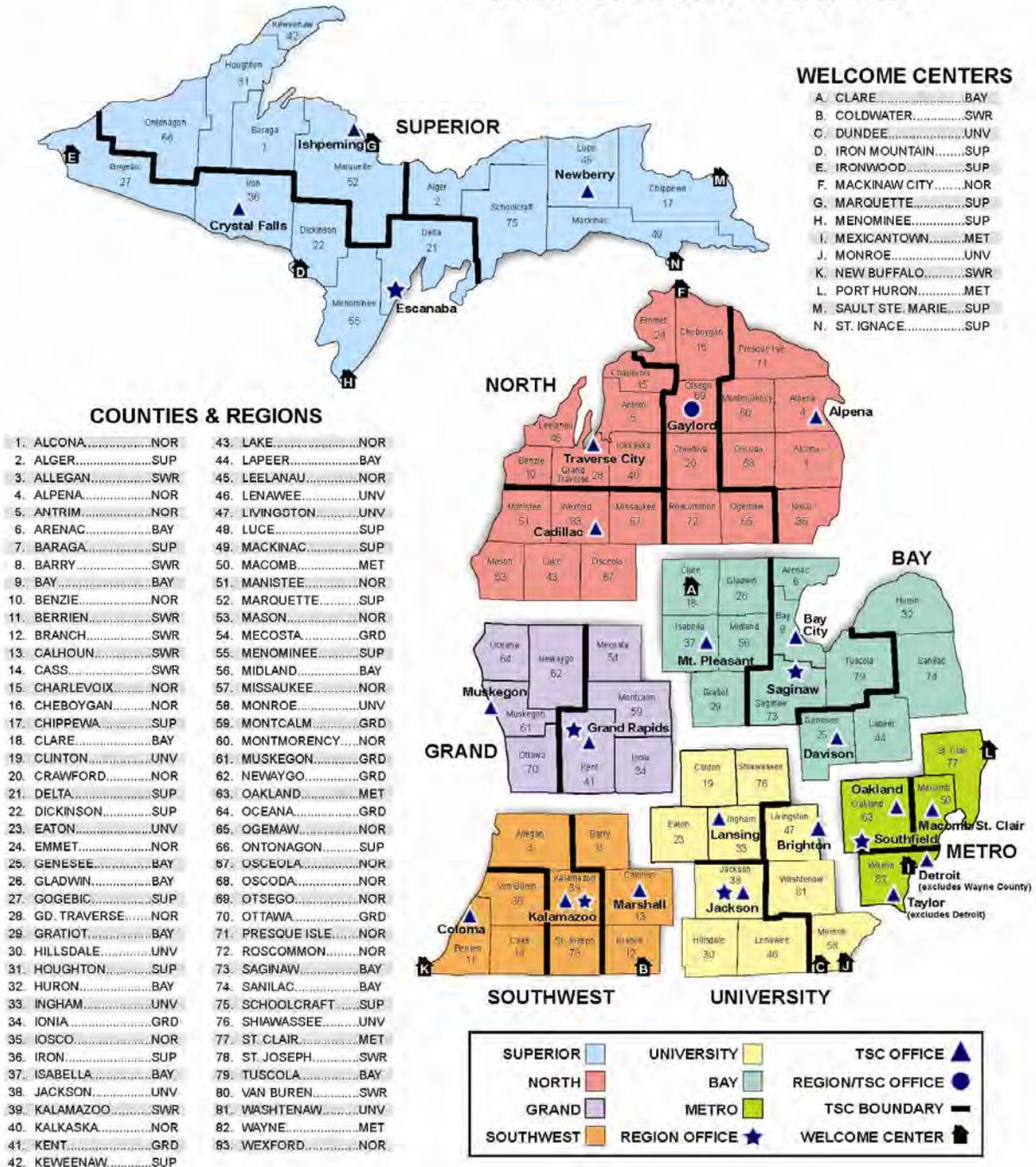
8. Non-MPO Rural Project List
Michigan's FY 2014-2017 State Transportation Improvement Program

STIP/TIP Report																							
07.31.13																							
Required Fields																							
Fiscal Year	County	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	Phase	Advance Construct	Federal Cost (\$1000s)	Federal Fund Source	State Cost (\$1000s)	State Fund Source	Local Cost (\$1000s)	Local Fund Source	Total Phase Cost (\$1000s)	MDOT Job No.	Local ID No.	MPO/Rural Action Date	Amendment Type	Air Quality	Comments	Total Project Cost (\$1000s)
2017	CALHOUN	MDOT	I-94	I7 1/2 to 21 1/2 Mile Road	4.445	Resurface	Multiple Course HMA Overlay	CON	AC			15,210	M			15,210	110138				NA		17,420
2017	CRAWFORD	MDOT	M-72	Kalkaska County line to M-93 intersection	6.048	Restore & rehabilitate	Crush and shape and resurface FY 2017	CON	AC			4,978	M			4,978	116416				NA		5,818
2017	DELTA	MDOT	US-2	at Escanaba River (B01) Bridge	0.1	Bridge - other	Escanaba River Bridge Anti-Icing Application	CON		450	ST	100	M			550	113777				NA		604
2017	DELTA	MDOT	US-2	over the Escanaba River	0.357	Bridge replacement	Bridge Replacement	CON	AC			19,400	M			19,400	115866				NA		19,875
2017	GRATIOT	MDOT	US-127	Van Buren Road to Begole Road	3	Restore & rehabilitate	Two Course HMA Overlay	CON	AC			6,911	M			6,911	115805				NA		22,858
2017	IONIA	MDOT	I-96	I-96 under Cutler Road	0.604	Bridge replacement	Bridge Replacement	CON	AC			3,825	M			3,825	115817				NA		4,047
2017	IONIA	MDOT	I-96	at Grand River Avenue	0	Roadside facility	HMA Mill/Resurface	CON		66	ST	15	M			81	115869				NA		81
2017	IOSCO	MDOT	US-23	Tawas Beach Road to Aulerich Road	1.83	Reconstruct	HMA Reconstruction	CON	AC			5,356	M			5,356	103019				NA		5,923
2017	IRON	MDOT	US-2	US-2 from Oss Road Easterly to Crystal Falls	5.165	Resurface	HMA mill and resurface, joint reprs, drainage	CON	AC			4,640	M			4,640	113854				NA		5,130
2017	MACKINAC	MDOT	I-75BL	Gronden Road to Mackinac Trail	1.108	Reconstruct	Recon. multilane lane pavement.	CON	AC			3,794	M			3,794	115775				NA		4,194
2017	MARQUETTE	MDOT	US-41	US-41, Marquette County	2.907	Reconstruct	Resurfacing & Restoration	CON	AC			5,631	M			5,631	116378				NA		6,060
2017	ST. JOSEPH	MDOT	US-131	from Broadway Road to Coon Hollow Road	1.169	Reconstruct	Reconstruct existing, no widening	CON	AC			7,722	M			7,722	116377				NA		8,500
2017	STATEWIDE	MDOT	Statewide	Statewide	0	Miscellaneous	ITS Program Office Support	EPE		200	CM	50	M			250	116387				NA		250
2017	STATEWIDE	MDOT	Regionwide	US-127, I-75 and I-94 in Bay Region	0	Miscellaneous	Install ITS devices-Triangle Phase 2b	CON		532	NH	118	M			650	116498				NA		700
2017	STATEWIDE	MDOT	Statewide	Statewide	0	Miscellaneous	STOC Operations	CON		696	ST	154	M			850	116391				NA		850
2017	STATEWIDE	MDOT	Regionwide	University Region	0	Miscellaneous	Install RWIS stations	CON		2,210	ST	490	M			2,700	111058				NA		3,000
2017	STATEWIDE	MDOT	Regionwide	Bay Region Area	0	Miscellaneous	RWIS Phase I	CON	AC			3,000	M			3,000	113514				NA		3,600
2017	STATEWIDE	MDOT	Statewide	Statewide	0	Miscellaneous	Connected Vehicles	EPE	AC			5,000	M			5,000	116386				NA		5,000
2017	STATEWIDE	MDOT	Section 5311	Statewide		Transit operations	Non-UZA Formula	T-Ops		17,100	5311	33,500	CTF	40,900	OLF	91,500					NA		91,500
2017	STATEWIDE	MDOT	Section 5311	Statewide		Transit operations	RTAP	T-Ops		250	5311					250					NA		250
2017	TUSCOLA	Caro Transit Authority	Transit	Areawide	0.00	Miscellaneous	Bus Purchase	EPE				63	CTF			63	119036				NA		63
2017	WEXFORD	MDOT	Old 131	N of US-131 S Crossing to S of US-131 N Crossing	2.68	Reconstruct	pavement removal, Bituminous Reconstruction	CON	AC			5,787	M			5,787	113348				NA		12,209

Appendix A



Region Offices, Transportation Service Centers and Welcome Centers



Superior Region Office	1818 3rd Avenue North Escanaba, MI 49829	Phone: 906-786-1800 Fax: 906-789-9775
Crystal Falls TSC <i>Counties: Dickinson, Gogebic, Iron, Ontonagon</i>	120 Tobin-Alpha Road Crystal Falls, MI 49920	Phone: 906-875-6644 Toll Free: 866-584-8100 Fax: 906-875-6264
Escanaba TSC <i>Counties: Alger, Delta, Menominee, Schoolcraft</i>	1818 3rd Avenue North Escanaba, MI 49829	Phone: 906-786-1800 Toll Free: 888-414-6368 Fax: 906-789-9775
Ishpeming TSC <i>Counties: Baraga, Houghton, Keweenaw, Marquette</i>	100 South Westwood Drive Ishpeming, MI 49849	Phone: 906-485-4270 Toll Free: 888-920-6368 Fax: 906-485-4878
Newberry TSC <i>Counties: Chippewa, Luce, Mackinac</i>	14113 M-28 Newberry, MI 49868	Phone: 906-293-5168 Toll Free: 866-740-6368 Fax: 906-293-3331

North Region Office	1088 East M-32 Gaylord, MI 49735	Phone: 989-731-5090 Fax: 989-731-0536
Alpena TSC <i>Counties: Alcona, Alpena, Iosco, Montmorency, Oscoda, Presque Isle</i>	1540 Airport Rd. Alpena, MI 49707	Phone: 989-356-2231 Toll Free: 877-404-6368 Fax: 989-354-4142
Cadillac TSC <i>Counties: Lake, Manistee, Mason, Missaukee, Osceola, Wexford</i>	7915 US-131 Cadillac, MI 49601	Phone: 231-775-3487 Toll Free: 800-943-6368 Fax: 231-775-0301
Gaylord TSC <i>Counties: Cheboygan, Crawford, Emmet, Ogemaw, Otsego, Roscommon</i>	11088 East M-32 Gaylord, MI 49735	Phone: 989-731-5090 Toll Free: 888-304-6368 Fax: 989-731-0536
Traverse City TSC <i>Counties: Antrim, Benzie, Charlevoix, Kalkaska, Grand Traverse</i>	2084 US-31 South, Suite B Traverse City, MI 49684	Phone: 231-941-1986 Toll Free: 888-457-6368 Fax: 231-941-1512

Grand Region Office	2660 Leonard Street, NE Grand Rapids, MI 49525	Phone: 616-464-1800 Fax: 616-464-1189
Grand Rapids TSC <i>Counties: Kent, Ionia, Montcalm, Mecosta</i>	2660 Leonard Street, NE Grand Rapids, MI 49525	Phone: 616-464-1800 Fax: 616-464-1189
Muskegon TSC <i>Counties: Muskegon, Newaygo, Oceana, Ottawa</i>	2225 Olthoff Drive Muskegon, MI 49444	Phone: 231-777-3451 Fax: 231-777-3621

Bay Region Office	55 E. Morley Drive Saginaw, MI 48601	Phone: 989-754-7443 Fax: 989-754-8122
Bay City TSC <i>Counties: Arenac, Bay, Saginaw, Tuscola</i>	2590 E. Wilder Road Bay City, MI 48706	Phone: 989-671-1555 Fax: 989-671-1530
Davison TSC <i>Counties: Genesee, Lapeer, Huron, Saginaw</i>	9495 E. Potter Road Davison, MI 48423	Phone: 810-653-7470 Fax: 810-653-1248
Mount Pleasant TSC <i>Counties: Clare, Gladwin, Gratiot, Isabella, Midland</i>	1212 Corporate Drive Mt. Pleasant, MI 48858	Phone: 989-773-7756 Fax: 989-775-6329

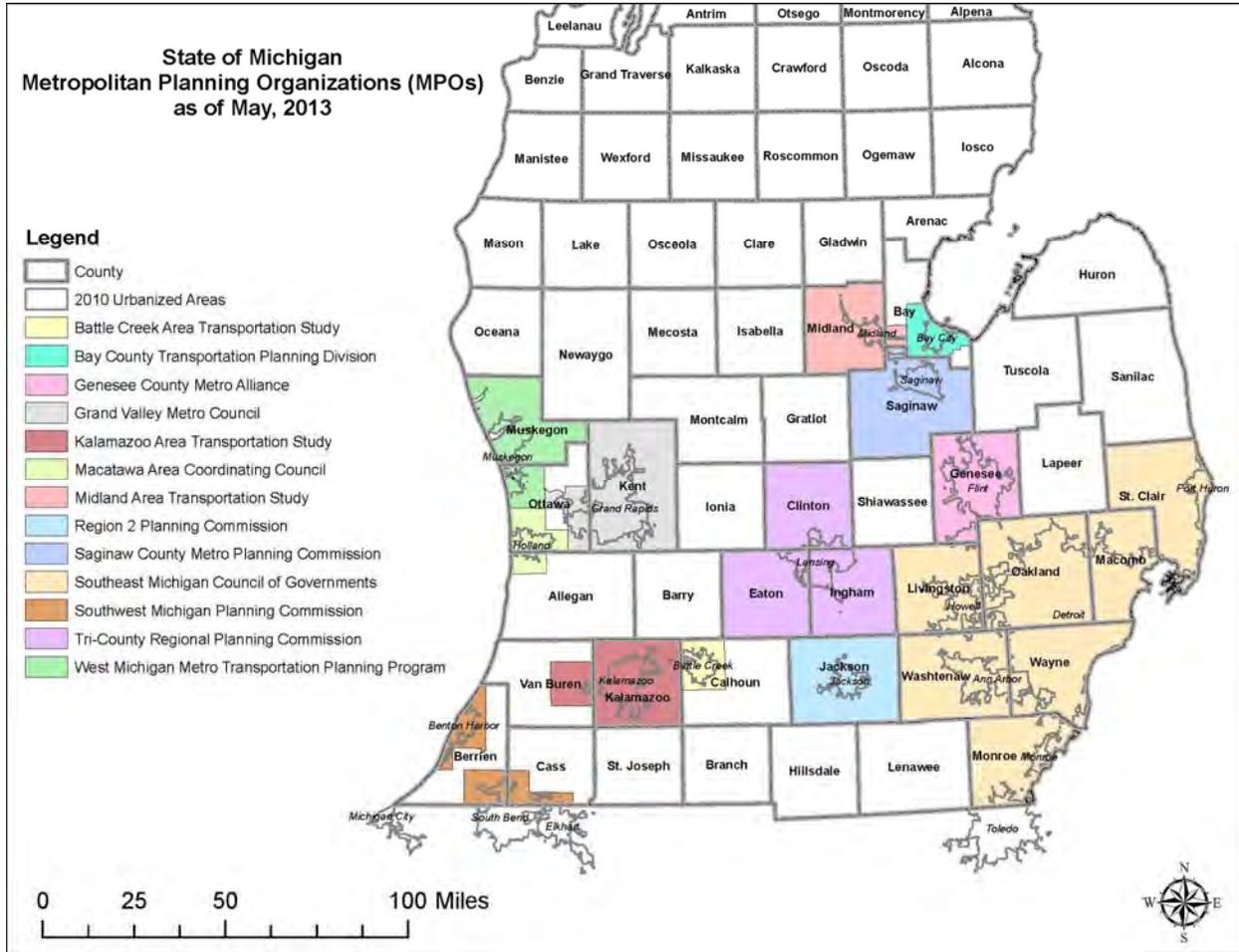
Southwest Region Office	1501 East Kilgore Road, Kalamazoo, MI 49001	Phone: 269-337-3900 Fax: 269-337-3909
Coloma TSC <i>Counties: Berrien, Cass, VanBuren</i>	3880 Red Arrow Highway Benton Harbor, MI 49022	Phone: 269-849-1165 Toll Free: 877-321-6368 Fax: 269-849-1227
Kalamazoo TSC <i>Counties: Allegan, Kalamazoo, St. Joseph</i>	5372 South 9 th Street Kalamazoo, MI 49009	Phone: 269-375-8900 Toll Free: 877-320-6368 Fax: 269-544-0080
Marshall TSC <i>Counties: Barry, Branch, Calhoun</i>	15300 W. Michigan Avenue Marshall, MI 49068	Phone: 269-789-0592 Toll Free: 877-324-6368 Fax: 269-789-0936

University Region Office	4701 W. Michigan Avenue Jackson, MI 49201	Phone: 517-750-0401 Fax: 517-750-4397
Brighton TSC <i>Counties: Livingston, Monroe, Washtenaw</i>	10321 E. Grand River, Ste. 500 Brighton, MI 48116	Phone: 810-227-4681 Fax: 810-227-7929
Jackson TSC <i>Counties: Hillsdale, Jackson, Lenawee</i>	2750 N. Elm Road Jackson, MI 49201-6802	Phone: 517-780-7540 Fax: 517-780-5454
Lansing TSC <i>Counties: Clinton, Eaton, Ingham, Shiawassee</i>	2700 Port Lansing Road Lansing, MI 48906	Phone: 517-335-3754 Fax: 517-335-3752

Metro Region Office	18101 W. Nine Mile Road Southfield, MI 48075	Phone: 248-483-5100 Fax: 248-569-3103
Detroit TSC <i>Counties: Wayne-City of Detroit</i>	1400 Howard St Detroit, MI 48216	Phone: 313-965-6350 Fax: 313-965-5933
Macomb –St. Clair TSC <i>Counties: Macomb and St. Clair</i>	26170 21 Mile Road, Chesterfield, MI 48051	Phone: 586-421-3920 Fax: 586-598-4043
Oakland TSC <i>Counties: Oakland</i>	800 Vanguard Drive Pontiac, MI 48341	Phone.: 248-451-0001 Fax: 248-451-0125
Taylor TSC <i>Counties: Wayne with the exception of Detroit</i>	6510 Telegraph Road Taylor, MI 48180	Phone: 313-375-2400 Fax: 313-295-0822

Appendix B

Metropolitan Planning Organizations



Appendix B

Metropolitan Planning Organizations in Michigan

Mr. Sandeep Dey, Executive Director
West Michigan Shoreline
Regional Development Commission
316 Morris Avenue, Suite 340
P.O. Box 387
Muskegon, Michigan 49443-0387
Phone: (231) 722-7878
Fax: (231) 722-9362
E-mail: sdey@wmsrdc.org
General e-mail: wmsrdc@wmsrdc.org
Website: <http://www.wmsrdc.org>

Mr. John W. Weiss, Executive Director
Grand Valley Metro Council
678 Front Avenue, NW, Suite 200
Grand Rapids, Michigan 49504
Phone: (616) 776-3876
Fax: (616) 774-9292
Phone: 616-776-7604
E-mail: john.weiss@gvmc.org
Website: www.gvmc.org

Mr. Derek Bradshaw, Director-Coordinator
Genesee County Metropolitan
Planning Commission
1101 Beach Street, Room 223
Flint, Michigan 48502-1470
Phone: (810) 257-3010
Phone (Derek): (810) 766-6546
Fax: (810) 257-3185
E-mail: dbradshaw@co.genesee.mi.us
General e-mail: gcmpc@co.genesee.mi.us
Website:
www.gc4me.com/departments/planning_commission

Mr. Paul Tait, Executive Director
Southeast Michigan Council of Governments
535 Griswold Street, Suite 300
Detroit, Michigan 48226-3602
Phone: (313) 961-4266
Fax: (313) 961-4869
E-mail: tait@semcog.org
Website: www.semcog.org

Ms. Pat Karr, Executive Director
Battle Creek Area Transportation Study
Municipal Bldg., 601 Avenue A
Springfield, Michigan 49015-1474
Phone: (269) 963-1158
Fax: (269) 963-4951
E-mail: bcats@bcatsmpo.org (03/2011)
Website: <http://www.bcatsmpo.org/>

Mr. Steve Duke, Executive Director
Region 2 Planning Commission
Jackson County Tower Building
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Jackson, Michigan 49201
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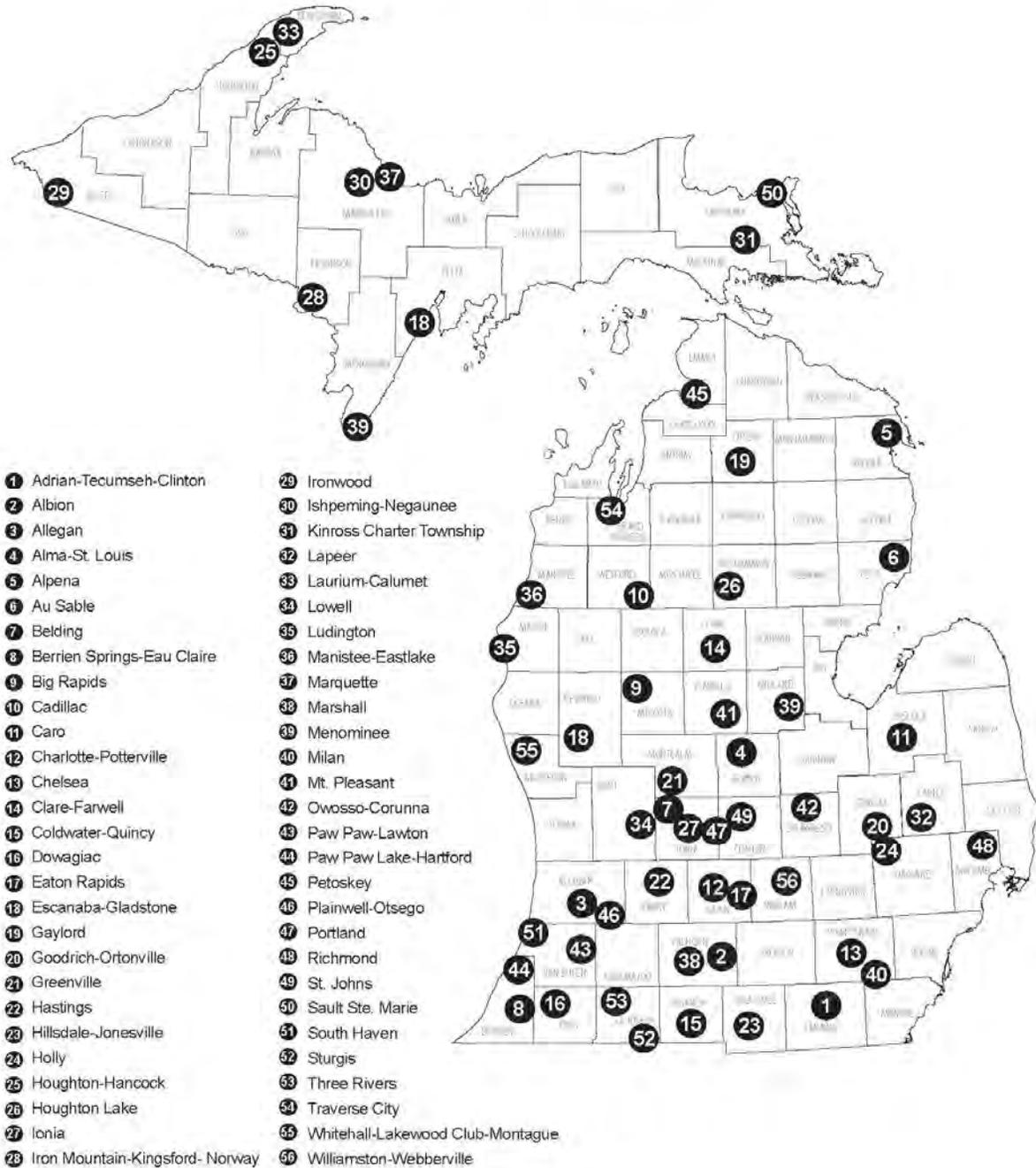
Appendix C - Regional Planning Agencies and Rural Task Forces
Michigan's FY 2011-2014 State Transportation Improvement Program

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Appendix D

Michigan's Small Urban Areas
 (Census Urban Cluster)



6/2013

**MDOT SMALL URBAN PROGRAM
 ELIGIBLE AREAS / AREA INFORMATION**

	Small Urban Area (Census Urban Cluster Name)	2010 Census Urban Cluster Population	County(s)	Metropolitan Planning Organization (MPO)
1.	Adrian – Tecumseh - Clinton	44,823	Lenawee	
2.	Albion	9,219	Calhoun, Jackson	
3.	Allegan	6,322	Allegan	
4.	Alma – St. Louis	16,924	Gratiot	
5.	Alpena	14,258	Alpena	
6.	Au Sable	6,384	Iosco, Alcona	
7.	Belding	5,789	Ionia	
8.	Berrien Springs – Eau Claire	7,358	Berrien	
9.	Big Rapids	14,241	Mecosta	
10.	Cadillac	11,690	Wexford	
11.	Caro	5,113	Tuscola	
12.	Charlotte - Potterville	12,682	Eaton	Lansing (TCRPC)
13.	Chelsea	5,329	Washtenaw	Detroit (SEMCOG)
14.	Clare-Farwell	5,597	Clare	
15.	Coldwater-Quincy	16,876	Branch	
16.	Dowagiac	6,082	Cass	
17.	Eaton Rapids	5,408	Eaton	Lansing (TCRPC)
18.	Escanaba – Gladstone	20,850	Delta	
19.	Gaylord	8,298	Otsego	
20.	Goodrich-Ortonville	5,860	Genesee	Genesee (GCMPC)
21.	Greenville	9,743	Montcalm	
22.	Hastings	7,713	Barry	
23.	Hillsdale-Jonesville	11,646	Hillsdale	
24.	Holly	8,229	Oakland	Detroit (SEMCOG)
25.	Houghton-Hancock	15,452	Houghton	
26.	Houghton Lake	8,300	Roscommon	
27.	Ionia	14,409	Ionia	
28.	Iron Mountain-Kingsford-Norway	17,594	Dickinson	
29.	Ironwood	5,229	Gogebic	
30.	Ishpeming – Negaunee	12,301	Marquette	
31.	Kinross Charter Township	6,555	Chippewa	
32.	Lapeer	13,424	Lapeer	
33.	Laurium - Calumet	7,325	Houghton	
34.	Lowell	6,803	Kent	Grand Rapids(GVMC)
35.	Ludington	10,710	Mason	
36.	Manistee - Eastlake	9,606	Manistee	
37.	Marquette	26,946	Marquette	
38.	Marshall	7,683	Calhoun	
39.	Menominee	8,570	Menominee	
40.	Milan	7,514	Monroe, Washtenaw	Detroit (SEMCOG)
41.	Mt. Pleasant	37,447	Isabella	
42.	Owosso - Corunna	22,426	Shiawassee	
43.	Paw Paw – Lawton	8,684	Van Buren	
44.	Paw Paw Lake-Hartford	11,589	Berrien, Van Buren	
45.	Petoskey	8,210	Emmet	
46.	Plainwell – Otsego	11,740	Allegan	
47.	Portland	5,020	Ionia	
48.	Richmond	6,140	Macomb	Detroit (SEMCOG)
49.	St. Johns	8,425	Clinton	Lansing (TCRPC)
50.	Sault Ste. Marie	13,114	Chippewa	
51.	South Haven	5,791	Allegan, Van Buren	
52.	Sturgis	13,040	St. Joseph	
53.	Three Rivers	10,820	St. Joseph	
54.	Traverse City	47,109	Traverse, Leelanau	
55.	Whitehall – Lakewood Club - Montague	10,568	Muskegon	Muskegon(WMSRDC)
56.	Williamston - Webberville	6,317	Ingham	Lansing (TCRPC)

Appendix E

Funding Codes

DESCRIPTION	CODE
CTF OVER THE ROAD BUS PROGRAM	3038
CTF NATIONAL FUEL CELL TECHNOLOGY DEVELOPMENT PROGRAM	3045
CTF METRO TRANSPORTATION PLANNING	5303
CTF STATEWIDE TRANSPORTATION PLANNING	5304
CTF METROPOLITAN TRANSPORTATION PLANNING	5305
CTF URBANIZED FORMULA	5307
CTF CLEAN FUELS PROGRAM	5308
CTF CAPITAL PROGRAM	5309
CTF ELDERLY AND DISABLED	5310
CTF NON URBAN FORMULA	5311
CTF RESEARCH, DEVELOPMENT, DEMONSTRATION, AND DEPLOYMENT	5312
CTF TRANSIT COOPERATIVE RESEARCH	5313
TECHNICAL ASSISTANCE AND STANDARDS	5314
CTF JOB ACCESS REVERSE COMMUTE	5316
CTF NEW FREEDOM	5317
CTF ALTERNATIVE TRNSP. PARKS AND PUBLIC LAND	5320
CTF HUMAN RESOURCES AND TRAINING	5322
CTF EMERGENCY RELIEF	5324
CTF ASSET MANAGEMENT PROVISIONS	5326
CTF SAFETY	5329
CTF STATE OF GOOD REPAIR GRANTS	5337
CTF ALTERNATIVE ANALYSIS	5339
UNIVERSITY TRANSPORTATION CENTERS PROGRAM	5505
AMERICAN RECOVERY - CTF URBANIZED FORMULA	A307
AMERICAN RECOVERY - CTF NON URBAN FORMULA	A311
AERONAUTICS METRO STANDARD RATE	AA
AERONAUTICS AVIATION SERVICES	AAS
AERONAUTICS FEDERAL BLOCK GRANTS	AB
AMERICAN RECOVERY - DBE OJT	ADBE
AMERICAN RECOVERY - FERRY BOATS	AFBD
AMERICAN RECOVERY - FOREST HIGHWAYS	AFFH
AMERICAN RECOVERY - NATIONAL PARK ROADS	AFLH
AERONAUTICS NOISE PROGRAM	AG
AERONAUTICS 90% STATE 10% LOCAL	AH
AMERICAN RECOVERY - INDIAN RESERVATION ROADS	AIRR
AERONAUTICS STANDARD AIP AIP 2004 & AFTER	AK
AERONAUTICS STANDARD AIP PRE 2004 and POST 2011	AL

DESCRIPTION	CODE
AERONAUTICS 50% STATE and 50% LOCAL	AM
AMERICAN RECOVERY - ANY AREA	AR
AMERICAN RECOVERY - ENHANCEMENT	ARE
AMERICAN RECOVERY - ENHANCEMENT 120 DAY OBL	ARE1
AMERICAN RECOVERY - RURAL	ARL
AMERICAN RECOVERY - RURAL	ARL
ARRA TIGER GRANT	ARTG
AMERICAN RECOVERY - TMA	ARU
AMERICAN RECOVERY - SMALL MPO, SMALL URBAN	ARUL
AERONAUTICS 100% STATE PROGRAM	AS
AERONAUTICS 95% STATE & 5% LOCAL	AT
AERONAUTICS 9/11 SECURITY REIMBURSEMENTS 2002	AW
BOND EDF LOCAL ROADS FOR FIRST ISSUE	BE01
BOND EDF LOCAL ROADS FOR SECOND ISSUE	BE02
BOND EDF LOCAL ROADS FOR THIRD ISSUE	BE03
BOND GARVEE	BG
BRIDGE REHAB PRIOR 1991 BILL INTERSTATE	BHI
BRIDGE REHAB NHS	BHN
BRIDGE REHAB NOT CLASSIFIED OFF SYSTEM	BHO
BRIDGE REHAB SURFACE TRANSPORTATION	BHT
BOND ISSUE 2004	BI04
BOND ISSUE 2006	BI06
BOND ISSUE 2008	BI08
BOND ISSUE 2011	BI11
BOND ISSUE 2012	BI12
BOND ISSUE 2008 MATCH	BI8M
BUREAU OF INDIAN AFFAIRS	BIA
BRIDGE NOT CLASSIFIED OFF SYSTEM	BO
BUSINESS OPP & WORK FORCE DEVELOP CENTER	BOWD
BRIDGE REPLACEMENT PL PRE 91 INTERSTATE	BRI
BRIDGE REPLACEMENT NATIONAL HIGHWAY SYSTEM	BRN
BRIDGE REPLACEMENT NOT CLASSIFIED OFF SYSTEM	BRO
BRIDGE REPLACEMENT SURFACE TRANSPORTATION	BRT
BOND TRUNKLINE ROADS FIRST ISSUE	BT01
BOND TRUNKLINE ROADS SECOND ISSUE	BT02
BOND TRUNKLINE ROADS THIRD ISSUE	BT03
CORRIDOR & BORDER CROSSING DISCRETIONARY	CBCD
CORRIDOR & BORDER INFRASTRUCTURE SAFETEA-LU	CBIP
LOCAL - CITY	CITY
CONGESTION MITIGATION AIR QUALITY	CM
CONGESTION MITIGATION 100% FEDERAL	CMG
CONGESTION MITIGATION 100% LOCAL	CMX

DESCRIPTION	CODE
LOCAL - COUNTY	CNTY
CMAQ PROJECTS TO REDUCE PM 2.5 EMISSIONS	CPM
CMAQ REDUCTION OF PM 2.5 EMISSIONS 100% FEDERAL	CPMG
COMPREHENSIVE TRANSPORTATION FUND	CTF
ISTEA DEMONSTRATION 100% FEDERAL INTERSTATE	DIG
ISTEA DEMONSTRATION 100% FEDERAL NHS	DNG
ISTEA DEMONSTRATION 100% FEDERAL NOT CLSFD	DOG
DEMONSTRATION FEDERAL-AID SYSTEM	DP
DEMONSTRATION FEDERAL-AID SYSTEM	DP
DEMONSTRATION FEDERAL-AID SYS INTERSTATE	DPI
ISTEA DEMONSTRATION 80% FEDERAL NHS	DPN
ISTEA DEMONSTRATION 80% FEDERAL NOT CLSFD	DPO
ISTEA DEMONSTRATION 80% FEDERAL STP	DPS
DEMONSTRATION SECTION 112 DIVISION A	DPSA
DEMONSTRATION 100% LOCAL	DPX
DEMONSTRATION SURFACE TRANSPORTATION PRIORITIES	DSTP
EQUITY BONUS SAFETEA-LU	EBSL
ECON DEVELOPMENT CATEGORY A	EDA
ECON DEVELOPMENT CATEGORY A WITH FEDERAL	EDAF
ECON DEVELOPMENT CATEGORY A 100% LOCAL	EDAX
ECON DEVELOPMENT CATEGORY C	EDC
ECON DEVELOPMENT CATEGORY C WITH FEDERAL	EDCF
ECON DEVELOPMENT CATEGORY D	EDD
ECON DEVELOPMENT CATEGORY D WITH FEDERAL	EDDF
ECON DEVELOPMENT CATEGORY F	EDF
ECON DEVELOPMENT CATEGORY F WITH FEDERAL	EDFF
ECON DEVELOPMENT 100% LOCAL	EDX
EMERGENCY RELIEF	ER
FERRY BOAT & TERMINAL DISCRETIONARY	FBD
FEDERAL FOREST HIGHWAY	FFH
FEDERAL LANDS HIGHWAYS PUBLIC LANDS	FLH
HIGHWAY BRIDGE OBLIGATION AUTHORITY	HBOA
HIGHWAYS FOR LIFE	HFL
HIGHWAY INFRASTRUCTURE PROGRAM	HIP
HIGH PRIORITY PROJECTS DEMONSTRATION	HPP
HIGH PRIORITY PROJECTS SAFETEA-LU	HPSL
HIGH RISK RURAL ROADS HSIP SAFETEA-LU	HRRR
HIGH SPEED RAIL ROAD CROSSING 100%	HSG
HIGHWAY SAFETY IMPROVEMENT	HSIP
INTERSTATE MAINTENANCE NO ADDED LANES	IM
INTERSTATE MAINTENANCE DISCRETIONARY	IMD
INTERSTATE MAINTENANCE SAFETY 100% FEDERAL	IMG

DESCRIPTION	CODE
INTELLIGENT TRANSPORTATION SYSTEM	ITS
JOBS TODAY BOND ISSUE 2007 GARVEE	JT07
JOBS TODAY BOND ISSUE 2007 GARVEE MATCH	JTM
LOCAL FUND MATCH PROGRAM	LFMP
LOCAL TECHNICAL ASSISTANCE	LTA
MICHIGAN FUNDS MICHIGAN BETTERMENT	M
MICHIGAN BUDGET STABILIZATION	MBS
MICHIGAN BUDGET STABILIZATION	MBS
MICHIGAN BLUE WATER BRIDGE	MBWB
MICHIGAN CRITICAL STRUCTURES	MCS
MICHIGAN DRAINAGE ASSESSMENT	MDA
MICHIGAN EMERGENCY	MER
MINIMUM GUARANTEE	MG
MICHIGAN INSTITUTIONAL ROADS	MIR
MICHIGAN MINOR ROAD SIDE	MMR
MICHIGAN RAILROAD	MRR
MICHIGAN ADV ROW ACQUISITION REVOLV REAL ESTATE	MRRF
MICHIGAN SAFETY PROGRAM	MS
MICHIGAN TURNBACK PROGRAM	MTB
NON STATE FUNDED 100% LOCAL	MX
NATIONAL CORR INFRASTRUCTURE IMPR SAFETEA-LU	NCII
NATIONAL HIGHWAY SYSTEM	NH
NATIONAL HIGHWAY SAFETY 100% FEDERAL	NHG
NATIONAL HIGHWAY SYSTEM 100% LOCAL	NHX
NATIONAL RECREATIONAL TRAILS	NRT
OTHER LOCAL FUNDS	OLF
METRO PLANNING	PL
PROJECTS OF NATIONAL AND REGIONAL SIGNIFICANCE	PNRS
PRIVATE (NON-GOVERNMENTAL)	PRVT
RESEARCH PROJECT	RP
SCENIC BYWAYS DISCRETIONARY	SBD
SCENIC BYWAYS DISCRETIONARY	SBD
STATE INFRASTRUCTURE BANK	SIB
STATE INFRASTRUCTURE BANK 100%	SIBG
SURFACE TRANS SAFETY 100% FED FOR STL-ITEMS	SLG
STATEWIDE PLANNING & RESEARCH	SPR
STATEWIDE PLANNING & RESEARCH 100% FEDERAL	SPRG
SURFACE SAFETY HWY XXING HAZARD ELIMINATION 100%	SRHG
SURFACE SAFETY HWY XXING PROTECTION DEVICES 100%	SRPG
SAFE ROUTES TO SCHOOL EITHER SAFETEA-LU	SRSE
SAFE ROUTES TO SCHOOL INFRASTRUCT SAFETEA-LU	SRSI
SAFE ROUTES TO SCHOOL NON INFRAST SAFETEA-LU	SRSN

DESCRIPTION	CODE
SUPPORTIVE SERVICES TRAINING	SST
SURFACE TRANSPORTATION ANY AREA	ST
SURFACE TRANSPORTATION ENHANCEMENT	STE
SURFACE TRANS SAFETY 100% FED FOR ST-ITEMS	STG
SURFACE TRANS SAFETY HAZARD ELIMINATION	STH
SURFACE TRANS ON INTERSTATE 90%	STI
SURFACE TRANSPORTATION RURAL	STL
SURFACE TRANS SAFETY 100% FED FOR STL-ITEMS	STLG
SURFACE TRANS SAFETY HWY XXING PROTECTION	STR
STP RAIL HWY SAFETY & INCENTIVE PAYMENT 100%	STRG
SURFACE TRANS SAFETY HWY XXING HAZARD ELIMINATION	STRH
SURFACE TRANS SAFETY HWY XXING PROTECTION DEVICES	STRP
SURFACE TRANS WAS RURAL SECONDARY TRUNKLINE	STT
SURFACE TRANS SAFETY 100% FED FOR STT-ITEMS	STTG
SURFACE TRANS SAFETY WAS RURAL SEC TRUNKLINE	STTS
SURFACE TRANS URBAN AREAS > 200K POP	STU
SURFACE TRANS 100% FED FOR STU	STUG
SURFACE TRANS URBAN AREAS < 200K POP LOCAL	STUL
SURFACE TRANS URBAN AREAS < 200K POP TRUNKLN	STUT
SURFACE TRANS URBAN AREAS > 200K POP 100% LOC	STUX
SURFACE TRANS ANY AREA 100% LOCAL	STX
SURFACE TRANS SAFETY 100% FED FOR STU-ITEMS	SUG
SURFACE TRANS URBAN AREAS < 200K POP	SUL
SURFACE TRANS URBAN AREAS < 200K POP 100%	SULG
TRANSPORTATION ALTERNATIVES PROGRAM FLEX	TA
TRANSPORTATION ALTERNATIVES RURAL	TAL
TRANSPORTATION ALTERNATIVES URBAN AREAS > 200K POP	TAU
TRANSPORTATION ALTERNATIVES URBAN AREAS < 200K POP	TAUL
TRANS COMMUNITY AND SYSTEM PRESERVATION	TCSP
TRANSPORTATION GRANT 100% FEDERAL	TG
TIGER II DISCRETIONARY GRANTS	TGR2
TIGER III DISCRETIONARY GRANTS	TGR3
TRANS IMPROVEMENT PROJECTS SAFETEA-LU	TIP
TRANS IMPROVEMENT PROJECTS SAFETEA-LU	TIP
TRUCK PARKING FACILITIES DISCRETIONARY	TPFD
LOCAL - TRANSIT AUTHORITY FUNDS	TRAL
LOCAL - TOWNSHIP	TWP
LOCAL - VILLAGE	VLG

Appendix F
Highway Programs

Bridge Preventive Maintenance	Projects to maintain bridges, decks, and bridge structures in good/fair condition and to prevent more costly bridge repairs/replacements at a later date.
Bridge Replacement and Rehabilitation	The repair, rehabilitation or replacement of trunkline bridges.
Capacity Improvement	Widening (addition of lanes) to highways to relieve urban congestion and improve service along the state's most important commercial routes.
Capital Preventive Maintenance (CPM) Highways	Highway road projects to improve and extend pavement life and prevent more costly repairs at a later date.
Carpool Parking Lot	Construct new or maintain, improve or expand commuter parking facilities.
Congestion Mitigation and Air Quality (CMAQ)	Programs and projects that reduce certain specified air pollutants from transportation related sources.
Discretionary	Projects funded through special grants.
Enhancement	Landscaping, non-motorized paths, historic preservation, and highway storm water run-off mitigation projects.
Federal Lands Highway	Projects that provide accessible and scenic roads to and through public lands.
Freeway Lighting	Replace, repair, upgrade, and install freeway lighting.
Indian Reservation Roads	Improvements to roadways that provide access to State Indian Reservations as identified by Federal Lands Highway Division (FHWA) and the Bureau of Indian Affairs (BIA).
Intelligent Transportation Systems (ITS)	Improve the safety and performance on all transportation modes through the use of technological applications.
Jurisdictional Transfer	Program that transfers responsibility of a road or bridge from state jurisdiction to local jurisdiction or vice versa.
Michigan Institutional Roads	Improvements to roads serving state institutions.
New Roads – Capacity Expansion	Construction of new or relocated roads or new alignments to improve system continuity, relieve congestion, and facilitate Michigan's economic vitality.
Noise Walls	Reconstruction, rehabilitation, and installation of noise abatement walls and other improvements to the sound wall system.
Non-Freeway Resurfacing	Resurfacing projects specifically targeted to help meet MDOT's non-freeway condition goal.
Passing Relief Lanes	Construction of passing lanes on two-lane, two-way roadways with limited passing sight distance.
Program Development and Scoping	Engineering and surveying necessary to determine cost and scope for road and bridge projects within MDOT highway corridors.

Pump Stations	Repair, replace, rehabilitate, reconstruct, repair, and install freeway pump stations.
Railroad Crossings	Improve surface conditions for rail crossings and upgrade warning devices.
Recreational Trails	A federal program to develop and maintain recreational trails and trail-related facilities for non-motorized and motorized recreational trail uses.
Rehabilitation and Reconstruction (R&R) Highways	Preservation work to improve the condition and ride quality of pavements on the state trunkline system.
Roadsides	Improvements to the roadside environment that involve landscaping, rest areas, or non-motorized facilities.
Rural Task Force	Program provides federal funding for local road projects and transit projects to cities and villages with less than 5,000 people.
Safe Routes to School	Programs, projects, and activities that encourage children in K-8 to walk or bike to school.
Small Urban	Road projects and transit projects to cities and villages with a population between five thousand and fifty thousand people.
State Park Access	Improvements to roadways that provide access to the state park system.
Traffic and Safety	Improve highway safety by design, construction and placement of signs, pavement markings, median protection, traffic signals, and other safety improvement projects.
Transportation Alternatives	Construct facilities for pedestrians and bicyclists; construct turnouts, overlooks, and viewing areas to benefit state tourism; preserve historic sites; environmental mitigation activities to protect the state's watersheds and water bodies; and Safe Routes to School projects are also eligible for this program.
Transportation Economic Development Fund (TEDF)	Assists in the funding of highway, road, and street projects necessary to support economic growth.
Weigh Stations	Improvements to truck weigh stations on the state trunkline system.
Wetland Pre-Mitigation	Construction of wetlands to be used for mitigation on future highway projects.

Appendix G

Transit Programs

On July 6, 2012, President Barak H. Obama signed into law a new two-year transportation authorization, entitled Moving Ahead for Progress in the 21st Century (MAP-21). The new law authorizes \$10.6 billion in FY 2013 and \$10.7 billion in FY 2014 for public transportation.

MAP-21 took effect on October 1, 2012. This new transportation law replaces the previous law (SAFETEA-LU), which expired on September 30, 2012.

The primary federal-aid programs under MAP-21 that provide funds for public transportation are listed below. The transit programs include:

State of Good Repair Grants (5337)

MAP-21 establishes a new grant program to maintain public transportation systems in a state of good repair. This program replaces the fixed guideway modernization program (Section 5309). Funding is limited to fixed guideway systems (including rail, bus rapid transit, and passenger ferries) and high intensity buses (high intensity bus refers to buses operating in high occupancy vehicle [HOV] lanes). Projects are limited to replacement and rehabilitation, or capital projects required to maintain public transportation systems in a state of good repair. Projects must be included in a transit asset management plan to receive funding. The new formula includes: (1) the former fixed guideway modernization formula; (2) a new service-based formula; and (3) a new formula for buses on HOV lanes. Authorized funding for this program is \$2.1 billion in FY 2013 and \$2.2 billion in FY 2014.

Bus and Bus Facilities Program (5339)

A new formula grant program is established under Section 5339, replacing the previous Section 5309 discretionary Bus and Bus Facilities Program. This capital program provides funding to replace, rehabilitate, and purchase buses and related equipment, and to construct bus-related facilities. Authorized funding is \$422 million in FY 2013 and \$428 million in FY 2014. Each year, \$65.5 million will be allocated with each state receiving \$1.25 million and each territory (including D.C. and Puerto Rico) receiving \$500,000. The remaining funding will be distributed by formula based on population, vehicle revenue miles, and passenger miles. This program requires a 20 percent local match.

Emergency Relief (5324)

This new program assists states and public transportation systems with emergency-related expenses. Emergencies are defined as natural disasters affecting a wide area or a catastrophic failure from an external cause for which the Governor of a state has declared an emergency (and the Secretary of Transportation has concurred) or the President has declared a major disaster. The program funds capital projects to protect, repair, reconstruct, or replace equipment and facilities. It also funds transit agency operating costs related to evacuation; rescue operations; temporary public transportation service; or changing public transportation route service before, during, or after an

emergency in an area directly affected. The grants only cover expenses not reimbursed by the Federal Emergency Management Agency. The program will provide immediate funding, similar to the FHWA emergency program. Funding will be appropriated by Congress as needed.

Transit-Oriented Development Planning Pilot

MAP-21 creates a new discretionary pilot program for transit-oriented development planning grants. Eligible activities include comprehensive planning in corridors with new rail, bus rapid transit, or core capacity projects. The comprehensive plans should seek to enhance economic development, ridership, and other goals; facilitate multimodal connectivity and accessibility; increase access to transit hubs for pedestrian and bicycle traffic; enable mixed-use development; identify infrastructure needs associated with the project; and include private sector participation. MAP-21 authorizes \$10 million for FY 2013 and \$10 million for FY 2014.

Urbanized Area Formula Grants (5307)

The largest of the Federal Transit Administration's (FTA's) grant programs, this program provides grants to urbanized areas to support public transportation. Funding is distributed by formula based on the level of transit service provision, population, and other factors. Total funding is \$4.9 billion in FY 2013 and \$5 billion in FY 2014 (includes the growing states and high density states formula). The program remains largely unchanged with a few exceptions:

- Activities eligible under the former Job Access and Reverse Commute (JARC) Program, which focused on providing services to low-income individuals to access jobs, are now eligible under the Urbanized Area Formula Program. This includes operating assistance with a 50 percent local match for job access and reverse commute activities. In addition, the urbanized area formula for distributing funds now includes the number of low-income individuals as a factor. There is no floor or ceiling on the amount of funds that can be spent on job access and reverse commute activities.
- MAP-21 expands eligibility for using urbanized area formula funds for operating expenses. Previously, only urbanized areas with populations below 200,000 were eligible to use federal transit funding for operating expenses. Systems operating between 76 and 100 buses in fixed route service during peak service hours may use up to 50 percent of their "attributable share" of funding for operating expenses. Systems operating 75 or fewer buses in fixed route service during peak service hours may use up to 75 percent of their "attributable share" of funding for operating expenses. This expanded eligibility for operating assistance under the Urbanized Area Formula Program excludes rail systems.

New Discretionary Passenger Ferry Grants

Funding in the amount of \$30 million per year is set aside from the urban formula program totals to support passenger ferries. Funding will be awarded on a competitive selection basis.

New Takedown for Safety Oversight

MAP-21 sets aside one half of one percent (approximately \$22 million per year) of urbanized area formula funds for state safety oversight grants (see above section on safety).

Rural Area Formula Grants (5311)

This program provides capital, planning, and operating assistance to support public transportation in rural areas, defined as areas with fewer than 50,000 residents. Funding is based on a formula that uses land area, population, and transit service. Total funding is \$600 million in FY 2013 and \$608 million in FY 2014. The program remains largely unchanged with a few exceptions:

Activities eligible under the former JARC Program, which provided services to low-income individuals to access jobs, are now eligible under the Rural Area Formula Program. In addition, the formula now includes the number of low-income individuals as a factor. There is no floor or ceiling on the amount of funds that can be spent on job access and reverse commute activities.

Tribal Program

The Tribal Program now consists of a \$25 million formula program and a \$5 million discretionary grant program. Formula factors include vehicle revenue miles and the number of low-income individuals residing on tribal lands.

Enhanced Mobility of Seniors and Individuals with Disabilities (5310)

This program provides formula funding to increase the mobility of seniors and persons with disabilities. Funds are apportioned based on each state's share of the targeted populations. States are apportioned funding for all areas under 200,000 population and large urbanized areas are apportioned funding for areas over 200,000 population. The former New Freedom Program (5317) is folded into this program. The New Freedom Program provided grants for services for individuals with disabilities that went above and beyond the requirements of the Americans with Disabilities Act (ADA). Activities eligible under New Freedom are now eligible under the Enhanced Mobility of Seniors and Individuals with Disabilities Program.

Projects selected for funding must be included in a locally developed, coordinated public transit-human services transportation plan; and the competitive selection process, which was required under the former New Freedom Program, is now optional. At least 55 percent of program funds must be spent on the types of capital projects eligible under the former section 5310 -- public transportation projects planned, designed, and carried out to meet the special needs of seniors and individuals with disabilities when public transportation is insufficient, inappropriate, or unavailable. The remaining 45 percent may be used for: public transportation projects that exceed the requirements of ADA; public transportation projects that improve access to fixed route service and decrease reliance by individuals with disabilities on complementary paratransit; or alternatives to public transportation that assist seniors and individuals with disabilities. Using these funds for operating expenses requires a 50 percent local match, while using these funds for capital expenses (including acquisition of public transportation services) requires a 20 percent local match.

Fixed Guideway Capital Investment Grants (5309)

Also known as “New Starts/Small Starts,” this program awards grants on a competitive basis for major investments in new and expanded rail, bus rapid transit (BRT), and ferry systems. The program is funded at \$1.9 billion dollars for FY 2013 and FY 2014, subject to appropriations by Congress.

MAP-21 adds new eligibility for core capacity improvement projects, that is, projects that expand capacity by at least 10 percent in existing fixed guideway transit corridors that are at or above capacity, or are expected to be at capacity within five years.

MAP-21 streamlines the project development process for New Starts. It eliminates the alternatives analysis requirement and instead relies on the review of alternatives performed during the metropolitan planning and environmental review processes. It creates the “project development” phase, during which environmental reviews are completed. Project sponsors must complete this phase within two years or seek an extension from FTA. MAP-21 reduces the number of FTA approval steps by consolidating the “preliminary engineering” and “final design” stages into a single “engineering” step. It also requires FTA to develop an expedited review process for determining the technical capacity of project sponsors to undertake the proposed project if they have recently and successfully completed at least one other new fixed guideway or core capacity improvement project.

The fixed guideway modernization and bus and bus facilities programs, which were previously funded under Section 5309, have now been restructured and moved to a new Section 5337 - State of Good Repair Program, and a new Section 5339 - Bus and Bus Facilities Program.

MAP-21 creates a competitive pilot program for expedited project delivery. In addition, it funds Small Starts projects through a single year grant or an expedited grant agreement. New Starts and core capacity projects are funded through a full funding grant agreement. Congressional notification of grant award is ten days for Small Starts projects and 30 days for New Starts and core capacity projects. MAP-21 requires FTA to issue policy guidance on the process and evaluation criteria within 180 days of enactment, and a rule within one year of enactment.

Metropolitan, Statewide, and Non-metropolitan Planning Programs (5303, 5304, and 5305)

These programs provide funding and procedural requirements for multimodal transportation planning in metropolitan areas and states that is cooperative, continuous, and comprehensive, resulting in long-range plans and short-range programs of transportation investment priorities. Funding of \$127 million is authorized in FY 2013 and \$129 million in FY 2014. The planning programs are jointly administered by FTA and FHWA, which also provides additional funding.

MAP-21 requires MPOs and states to establish performance targets that address national performance measures issued by the U.S. DOT and are based on goals outlined in law – safety, infrastructure condition, congestion reduction, system reliability, economic vitality, environmental sustainability, reduced project delivery delays, transit safety, and transit asset management. TIPs must include a description of the anticipated progress toward achieving the targets brought about by implementing the TIP. Five years after enactment of MAP-21, U.S. DOT will report to Congress on the effectiveness of performance-based planning and assess the technical capacity of MPOs in

smaller areas to undertake performance-based planning. Within two years of the date of enactment, MPOs in urbanized areas designated as transportation management areas must include transit officials on their policy boards.

Regional transportation planning organizations comprised of volunteer local government and transportation officials may be designated to assist the state in addressing the needs of non-metropolitan areas. Accordingly, "statewide planning" has been renamed "statewide and non-metropolitan planning" to signify the important role local officials play in the development of statewide plans and programs in non-metropolitan areas of states.

Research, Development, Demonstration, and Deployment (5312)

Previous Section 5312 (Research, Development, Demonstration, and Deployment Projects) and Section 5314 (National Research Programs) are now consolidated into one program under Section 5312. MAP-21 authorizes \$70 million annually for FY 2013 and FY 2014 subject to appropriations by Congress. Funding supports public transportation research; innovation and development; and demonstration, deployment, and evaluation. Projects under this last category require a project evaluation within two years of award. MAP-21 creates a new low or no emissions vehicle deployment program. FTA is required to submit an annual report to Congress that includes a description of projects funded, an evaluation of each project described, and a proposed allocation of assistance for the next fiscal year. MAP-21 requires a local match of not less than 20 percent for Section 5312 projects.

Technical Assistance and Standards (5314)

MAP-21 authorizes \$7 million annually for FY 2013 and FY 2014 in discretionary funding, subject to appropriations by Congress, for a wide range of technical assistance activities and development of voluntary standards and best practices. (Previously, some of these activities were funded under research.) A local match of not less than 20 percent is required for projects carried out using a grant. An annual report to Congress is required, similar to the one for the research section above.

Human Resources and Training (5322)

The act authorizes \$5 million, subject to appropriations by Congress, in FY 2013 and FY 2014 for human resource activities, including: employment training and outreach programs; research on public transportation personnel and training needs; and training and assistance for minority business opportunities. MAP-21 authorizes a competitive grant program to support innovative public transportation workforce development. A 50 percent local match is required for this competitive grant program. FTA must submit a report to Congress on measurable outcomes and impacts of the programs funded.

MAP-21 also authorizes \$5 million, subject to appropriations by Congress, in FY 2013 and FY 2014 for a national transit institute. Formerly authorized under Section 5315, this national transit institute is to develop training and education programs related to topics in public transportation and must be administered through a public, four-year degree-granting institution.

Appendix H

Primary Work Types

Surface Transportation (Highways, Bridges, Roadside and Non-motorized)

Resurface
Reconstruct
Restore and rehabilitate
Widen - major (capacity increase)
Widen - minor
New route/structure (capacity increase)
Roadside facility
Traffic ops/safety
Bridge restore and rehabilitate
Bridge replacement
Bridge - other

TRANSIT

Transit operations
Transit communication equipment
Transit maintenance equipment and parts
Transit operations equipment
Transit facility
Transit vehicle rehabilitation
Transit vehicle additions/replacement

MISCELLANEOUS

Studies
Planning and research
Aviation
Marine/port
Intermodal/multimodal
Rail
Wetland mitigation
Heritage routes
Miscellaneous
General Program Account (GPA) (specific type of GPA is identified in the *Project Name* column)

Primary Work Type Descriptions

Surface Transportation (Highways, Bridges, Roadside and Non-motorized)

Resurface

- Road/bridge resurface
- Non-motorized facility resurface (all surface types)
- Bituminous shoulders
- Pavement patching
- Milling
- Minor drainage improvements
- Curb and gutter
- Crack sealing

Reconstruct

- Road, bridge, and/or interchange reconstruction
- Non-motorized facility reconstruction (all surface types)
- Work due to shifted or deteriorated surface/pavement (all surface types)
- Major base and drainage improvements

Restore and Rehabilitate

- Road, bridge, and/or interchange rehabilitation
- Non-motorized facility rehabilitation (all surface types)
- Work due to shifted or deteriorated pavement (all surface types)
- Minor base and drainage improvements
- Recycling existing pavement
- Bituminous shoulders
- Adding new or reconditioned surface (all surface types)
- Joint repairs and pavement patching

Widen - Major (Capacity Increase)

Length thresholds vary because each area/project may have different length criteria or inter-agency agreements.

- Additional lanes, could include reconstruction and modernization of existing infrastructure.
- Passing relief lanes
- Bridge widen

Widen - Minor

Length thresholds vary because each area/project may have different length criteria or inter-agency agreements.

- Additional lane(s)
- Passing relief lane(s)
- Bridge widen

New Route/Structure (Capacity Increase)

- New bridge
- New interchange/ramp
- New non-motorized path
- New road

Roadside Facility

- Rest area
- Welcome center
- Carpool parking lot
- Weigh station
- Noise wall(s)
- Toll booth

Traffic Operations

- Sign replacement
- Pavement marking
- Traffic signals
- Lane reconfiguration (e.g., re-striping a four-lane road to a three lane road with center left turn lane and bike lanes)

Bridge Restore and Rehabilitate

- Superstructure repair
- Substructure repair
- Substructure replacement
- Widen – maintain lanes
- Miscellaneous rehabilitation
- Overlay – shallow
- Overlay – deep

Bridge Replacement

- Bridge replacement
- Deck replacement
- Superstructure replacement
- Culvert replacement

Bridge - Other

- Bridge CPM (If total project is over \$5 million, it is excluded from GPA.)
- Bridge Capital Scheduled Maintenance (CSM) (If total project is over \$5 million, it is excluded from GPA.)
- Non-motorized bridge
- Interchange modification involving bridge work

Transit

Operations

- 5307 (urban) operations
- Section 18 (rural and intercity) operations

Communication Equipment

- Radios, towers, antennas, and/or other related equipment
- Phone/dispatch systems
- Vehicle locator systems

Maintenance Equipment and Parts

- Roller cabinets
- Hand tools and stands
- Compressors
- Portable hoists
- Diagnostic equipment
- Engines
- Transmission stands
- Portable bus washers
- Power jacks, cleaners
- Oil or fuel pump
- Miscellaneous parts

Operations Equipment

- Facility equipment
- Office equipment/supplies
- Office furnishings
- Non-revenue (service) vehicles

Transit Facility

- Purchase or renovation of transit/multi-modal facility and terminal
- Cost of real estate and/or building acquisition
- Facility construction
- Site improvements
- Environmental clean-up

Vehicle Rehabilitation

- Rehabilitation of revenue vehicles

Vehicle Additions/Replacement

- Purchase additional revenue vehicles (fleet expansion)
- Purchase replacement revenue vehicles

Miscellaneous

Studies

- Environmental studies
- Corridor studies

Planning and Research

- Traffic count program

Aviation

Marine/Port

Intermodal/Multimodal

Rail

Wetland mitigation

Heritage routes

General miscellaneous

- Air Quality/Ozone Action Program
- ITS Operations
- Congestion Management System (CMS), Pavement Management System (PMS), Geographic Information System (GIS), etc., management systems

GPA (Specific type of GPA is identified in the *Project Name* column. See Appendix K for proposed GPAs.)

Appendix I

MDOT's Approach to Advance Construction and Connection to the STIP

In Michigan, advance construction (AC) is a highway financing tool that allows projects to be built earlier than they would under the normal federal funding timelines. This appendix defines the types of AC used by MDOT and how this usage is connected to the STIP. There are currently four types of AC used by MDOT: planned, earmarked project, financial, and bond project AC.

While there are differences in the conversion approach, all MDOT AC projects follow a common approach at the beginning. For the initial authorization, each AC project is listed individually in the STIP/TIP and identified as AC with a non-federal funding source. During the year, if changes occur in the proposed funding approach (regular federal-aid to AC or vice-versa), such changes are captured through an administrative modification with a formal update to the STIP listing and a new constraint demonstration at least three times per year.

Differences in conversion practices and frequency are presented with AC type. (A summary table is provided at the end of this appendix.)

Planned AC

Large or multi-year projects may be authorized as AC in order to complete construction and maintain eligibility for federal-aid. This allows MDOT to move construction of a project to a date that is earlier than would be otherwise possible under regular federal-aid procedures.

Planned AC projects are listed individually again for partial conversions with an identified federal funding source. The conversions process could span three to five years.

Earmarked Project AC

Individual projects set forth by a member of Congress in authorizing legislation have not been given their entire allocation in a single year. Typically, these projects receive a portion of their allocation in each year covered by the authorizing legislation. Michigan obligates these projects with the funds available at the time of initial obligation and uses AC for the remaining portion of the projects. The AC portions of earmark projects are listed individually again for partial conversion consistent with the availability of identified federal earmark funds. The conversions process could span up to five years.

Financial AC

Primarily an accounting tool, financial AC is used by MDOT in its day-to-day operations of managing cash flow. Projects with significant cost estimates (generally all projects over \$3 million) are typically established as financial AC projects with state funds while still preserving their ability to use federal-aid in the future. As significant costs are incurred on a project, it may either partially or completely be converted to a federal-aid project. A large project which utilizes financial AC may be partially converted to federal-aid many times over the financial lifetime of the project. The use of

financial AC allows for more efficient utilization of federal-aid and maximizes the flow of federal-aid to MDOT.

Projects in this category are not listed again for conversion. This AC type represents a large group of projects with many variables. While accurately predicting what will happen with each project would be difficult, an aggregate estimate of AC conversions for this type of project can be accomplished with some degree of reliability. Consequently, the AC conversions for this category are handled as a lump sum which is deducted from available federal-aid. (See the constraint section for more detail.) For most projects in this category, full or partial conversions will occur within one to three years.

In addition to the cash flow benefit of financial AC, there are other reasons why MDOT may choose to use financial AC to preserve the federal-aid eligibility of projects.

Federal-aid is generally available only for the year in which it is granted to the state. If a project is delayed for any reason and cannot use the federal-aid that was planned for the project, MDOT can convert federal-aid on a project that has been started with financial AC.

Bond Project AC

MDOT may also utilize financial AC to fund projects for which we have sold bonds to construct. The State Transportation Commission (STC) approves projects that bonds are going to be sold to finance. The debt service for these bonds is paid for with dollars made available by making AC conversions. Projects approved by the STC are the only ones that may use bonds and have their debt service paid with federal-aid after AC conversion.

Projects in this category are not listed again for conversion. This AC type represents a large group of projects with a predictable annual conversion need. Consequently, the AC conversions for this category are handled as a lump sum which is deducted from available federal-aid. (See the constraint section for more detail.) Projects in this category are partially converted over the life of the bond – typically up to 20 years.

Draft Generalized Summary of AC Types and Operational Practices for MDOT Projects in the STIP/TIP*						
*Variations to these generalizations can and will occur						
AC Type	Principle Application	Initial Listing	Source of Non-Federal Funds	Listing at time of Conversion	Conversion Practice	Comments
Planned	Major multi-year projects	Each project is listed individually and identified as AC in the STIP.	State AC conversions Private	Projects are listed individually a second time for conversion.	Partial conversions for a structured closeout within three to five years	Non-federal source could be private for <u>design/build/finance</u> projects.
Earmark	Federal earmark projects where funds are available over a period of years		State AC conversions Bonds		A proposed federal funding category is shown.	Partial conversions for a structured closeout consistent with availability of earmarks (usually three to five years)
Financial	Projects over \$3 million		State AC conversions	Projects are not listed a second time for conversion.	Full and partial conversions for closeout within one to three years	Conversions draw against an AC conversion lump sum identified in the STIP financing chapter. A distinction is made between same year conversions and prior year conversions.
Bond Project	Bond projects		Bonds	Funding for conversion is identified in the STIP financing chapter.	Partial conversions over the life of the bond issuance (18-20 years)	Conversions draw against an AC conversion lump sum for bond debt service identified in the STIP financing chapter. Bond projects remain in the “unconverted AC” category for several years.

Appendix J

General Program Accounts

Federal regulations allow for the grouping of projects that are “not considered to be of appropriate scale” to merit individual listing in the STIP. In Michigan, these groupings are called General Program Accounts or GPAs. Some projects with specific work type activities and some phases can be grouped together in a GPA. Project lists for each program are typically maintained by the MDOT program manager.

For all GPA categories, the following conditions apply:

1. The total project cost for all phases cannot exceed \$5 million.
2. The project cannot be part of a new roads or capacity expansion project.
3. The project cannot be a congressional earmark project.
4. Each project must also be a categorical exclusion and air quality neutral.
5. Right-of-way activities are limited to grading permits, mutual benefit permits, and minor takings without relocation.

GPA's by MPO for FY 2014-2017

	Non-MPO	SEMCOG	All Other MPOs
Trunkline Highway CPM	x	x	x
Trunkline Bridge CPM/CSM	x	x	x
Trunkline Transportation Enhancements	x	x	x
Trunkline Highway Safety	x	x	x
Trunkline Highway Railroad Crossings	x	x	x
Trunkline Pre-Construction Phases	x	x	x
Trunkline Program Development and Scoping	x	x	x
Local Bridge	x	x	
Local Transportation Alternatives (previously Enhancements)	x	x	
Local Highway Safety	x	x	
Local Highway Railroad Crossings	x	x	
Local Rural Task Force	x	x	
Local Small Urban	x	x	
Trunkline Highway Rehab and Reconstruct	x	x	
Trunkline Bridge Replacement and Rehabilitation	x	x	
Trunkline Freeway Roadside Infrastructure Improvement		x	

Trunkline Highway Capital Preventive Maintenance GPA

Project Identification/Selection

Candidate project identification is made by MDOT's region offices using CPM guidelines, the region's CPM budget, and MDOT's pavement condition goals. Projects are reviewed by the CPM program manager, then reviewed and approved by the Project Screening Committee as part of the annual Call for Projects process.

Work Type Activities

Generally, projects are low cost trunkline highway maintenance activities that are completed in one construction season to extend pavement life and prevent more costly repairs at a later date. Work activities protect the pavement structure, slow the rate of pavement deterioration, and/or correct pavement surface deficiencies and include the following:

- Non-structural bituminous overlays
- Surface milling with non-structural bituminous overlays
- Chip seals
- Micro-surfacing, crack treatment
- Overband crack filling
- Bituminous shoulder ribbons
- Ultra-thin overlays
- Full depth concrete pavement repair
- Concrete joint rescaling
- Concrete small repair
- Concrete crack sealing
- Diamond grinding
- Dowel bar retrofit
- Concrete pavement restoration
- Bituminous shoulder ribbons

Trunkline Bridge Capital Preventive Maintenance/Capital Scheduled Maintenance GPA

Project Identification/Selection

Candidate project identification is made by MDOT's region offices using criteria in the *Michigan Structure Inventory and Appraisal Coding Guide*, the *Michigan Bridge Analysis Guide*, bridge management systems, and MDOT's capital outlay bridge preservation program goals. Projects are reviewed by MDOT's bridge systems manager, then reviewed and approved by the Project Screening Committee as part of the annual Call For Projects process.

Work Type Activities

Generally, projects are low cost trunkline bridge maintenance activities that are completed in a construction season to extend bridge service life. Work activities prevent good/fair condition structures from becoming poor condition structures and include:

- Joint replacement
- Superstructure wash
- Vegetation control
- Drain system clean/repair
- Paint - complete or zone
- Joint replacement
- Joint repair
- Concrete sealing
- Crack sealing
- Minor concrete patching
- Approach pavement relief joints
- Slope paving repair
- Pin and hanger replacement
- Overlay - epoxy
- Deck patching
- Scour protection
- Substructure patching
- Hot Mixed Asphalt (HMA) cap (no membrane)
- HMA overlay (with waterproofing membrane)
- Miscellaneous bridge CPM
- Miscellaneous bridge CSM

Trunkline Transportation Enhancements GPA

Project Identification/Selection

Eligible applicants submit projects year round to MDOT. There are five project approval stages before funds can be awarded: Project Eligibility/Application Completeness, Concept, Technical, Program Factors, and Conditional Funding Commitment (CFC). Once a project has advanced through each stage of the approval process to the CFC stage, it becomes “one project among all projects awaiting completion of funding conditions.” A project advances to the funding award level once all CFC conditions are met and funding is available. Project elections/announcements are made more than once a year, but are not made on a regular schedule.

Work Type Activities

Projects are awarded reimbursement funding under five broad categories:

- Non-motorized (facilities, safety, education, rail trails)
- Aesthetics (scenic or historic site acquisition, programs, landscaping)
- Historic preservation (historic restoration, preservation, operation)
- Water quality (mitigation to address run-off)
- Wildlife mortality (reduce mortality and maintain habitat connectivity)

Trunkline Highway Safety GPA

Project Identification/Selection

All safety funds are allocated to each region based on percentage of high crash locations, but no region receives less than 5 percent. Candidate projects are identified by MDOT's region offices "through the current high crash list, 3R/4R safety reviews, customer concerns, and pavement friction analyses...[and] must meet a time-of-return of ten years or less." Projects are reviewed and approved as part of the annual Call for Projects process.

Work Type Activities

Generally, projects will be low cost trunkline traffic and safety activities completed within a construction season to reduce the rate or severity of crashes and improve traffic operations. Work activities include:

- Guardrail replacements
- Pavement markings
- Signal upgrades
- New signals
- New signal upgrades
- Signing
- Intersection safety improvements
- Turn lanes
- Minor interchange improvements
- Cantilevers and trusses
- Impact attenuators

Trunkline Highway Railroad Crossing GPA

Project Identification/Selection

The purpose of the Trunkline Railroad Safety Program is to finance safety measures necessary for the at-grade trunkline crossings to improve the surface condition and upgrade warning devices. This

program allows needed crossing improvements to take place much sooner than waiting many years for the railroad to do this work. The crossing inventory serves as the potential project list, and projects are selected based on condition rating and crash data, fixing the worst crossings first.

Work Type Activities

Generally, projects will be low cost trunkline highway/rail crossing improvements. Work activities include:

- Crossing upgrades
- Signals
- Gates
- Miscellaneous railroad crossings safety improvements

Trunkline Pre-Construction Phases GPA

Project Identification/Selection

Construction projects listed in the STIP and TIP documents may require one or more of the following pre-construction phases: Early Preliminary Engineering (EPE), Preliminary Engineering (PE), Right-of-Way (ROW), Bridge Sub-Structure Design (SUB), and Utility (UTL). The construction phases along with their respective pre-construction phases are selected as part of the annual Call for Projects process.

Trunkline CMAQ non-construction phases are now eligible for this GPA for the FY 2014-2017 STIP/TIP documents.

EPE – Engineering studies and/or environmental studies to evaluate a transportation corridor and alternative road alignments within that corridor. Additionally, the EPE phase is used to fund and conduct a wide variety of studies to assist MDOT in finding ways to improve the overall transportation process.

PE – Engineering, survey, and drafting work necessary to develop specific design plans for a construction project and associated construction contract.

ROW – Coordination and administration of all real estate activities, including field inspections, appraisals, acquisition of property rights, easements, permits, and compliance with all relevant federal and state laws regarding ROW acquisitions.

SUB - Preliminary engineering for bridges and other structures. Engineering, survey, and drafting work necessary to develop specific plans for a bridge/substructure construction project and associated construction contract.

Work Type Activities

EPE

- Corridor studies
- Engineering studies
- Environmental studies
- Feasibility studies
- Hydraulic studies
- Location studies
- Needs studies
- Planning studies
- Project planning studies
- Route studies
- Traffic studies
- Accident data gathering and analysis
- Aerial photography and mapping
- Engineering inspections
- Field inspections
- General design criteria
- Geotechnical data gathering
- Project scoping

PE

- Conduct survey work
- Design and/or review final engineering and construction plans
- Project cost estimation

ROW

- Field inspections
- Appraisals
- Grading permits
- Mutual benefit permits
- Minor takes without relocation

SUB

- Conduct survey work
- Geotechnical data gathering
- Hydraulic studies
- Design and/or review final engineering and construction plans
- Project cost estimation

UTL

- Work related to the utilities (re-routing gas lines, moving electrical poles/towers/buried cables, etc.).

Trunkline Program Development and Scoping GPA

Project Identification/Selection

Corridors defined by MDOT regions that contain road or bridge needs will be examined to determine cost and scope for potential projects for use in the Call for Projects process.

Work Type Activities

The work consists of engineering and surveying activities necessary to determine costs and scopes for road and bridge projects within the corridor to meet corridor needs and MDOT improvement strategies. Each corridor will be assigned a job number(s) and a federal project number that will cover costs for developing scoping documents for all potential projects in the corridor. The scoping project should only be listed in the STIP or TIP that contains the majority of the corridor as defined by its termini.

Local Bridge GPA

Project Identification/Selection

New legislation has established the way projects are selected, and the Local Bridge Program replaces the Michigan Critical Bridge Program. MDOT provides condition, sufficiency and rating point criteria to the Local Bridge Advisory Board (LBAB) and to the seven Regional Bridge Councils (RBCs). The RBCs determine initial project priorities. The LBAB finalizes project priorities in a three-year bridge plan. Funding is allocated on available funds and weighted ratios stipulated in the new legislation.

Work Type Activities

The Local Bridge Program provides for the improvement, rehabilitation, restoration, or replacement of existing local bridges.

Local Transportation Alternatives (TAP) GPA (formerly the Local Transportation Enhancement GPA)

Project Identification/Selection

- In general, TAP funds are administered by the State DOT. States administer the Recreational Trails Program through a designated state agency or agencies, which may or may not be the State DOT [23 USC 206(c) and 213(f)].
- TAP funds must be obligated for eligible projects submitted by eligible entities (see below) through a competitive process [23 USC 213(c)].
- Funds suballocated to urbanized areas over 200,000 must be in the MPO TIP. The MPO, through a competitive process, selects the projects in consultation with the state from proposed projects submitted by eligible entities [23 USC 213(c)].

- Funds suballocated to small urban and rural areas will be administered by the state. The state, through a competitive process, selects the projects from proposed projects submitted by eligible entities.

Under 23 USC 213(c)(4)(B), the eligible entities to receive TAP funds are:

- Local governments
- Regional transportation authorities
- Transit agencies
- Natural resource or public land agencies
- School districts, local education agencies, or schools
- Tribal governments
- Any other local or regional governmental entity with responsibility for oversight of transportation or recreational trails (other than an MPO or a state agency) that the state determines to be eligible, consistent with the goals of Subsection (c) of Section 213 of Title 23.

Under TAP, nonprofits are not eligible as direct grant recipients of the funds. Nonprofits may partner with any eligible entity on an eligible TAP project, if state or local requirements permit.

Work Type Activities

Funds may be used for projects or activities that are related to surface transportation and described in the definition of “transportation alternatives” [23 USC 101(a)(29)].

- Construction, planning, and design of on and off road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation.
- Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities, to access daily needs.
- Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users.
- Construction of turnouts, overlooks, and viewing areas.
- Community improvement activities, including:
 - Inventory, control, or removal of outdoor advertising.
 - Historic preservation and rehabilitation of historic transportation facilities.
 - Vegetation management practices in transportation ROW to improve roadway safety, prevent against invasive species, and provide erosion control.
 - Archaeological activities relating to impacts from implementation of a transportation project eligible under 23 USC.
- Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to:
 - Address stormwater management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff.

- Reduce vehicle caused wildlife mortality or restore and maintain connectivity among terrestrial or aquatic habitats.

In addition to defined transportation alternatives (as described above), the

- The recreational trails program under 23 USC 206.
- The Safe Routes to School Program under §1404 of SAFETEA-LU.
- Planning, designing, or constructing boulevards and other roadways largely in the ROW of former interstate system routes or other divided highways.

Workforce development, training, and education activities are also eligible uses of TAP funds [§52004; 23 USC 504(e)].

Local Highway Safety GPA

Project Identification/Selection

MDOT conducts a Call for Projects each November for all ACT 51 agencies. The Call for Projects is for projects to be funded two years into the future.

A committee ranks projects based on proposed scope of work in relation to crash data; time of return or cost/benefit; coordination with other projects; average daily traffic; location of project in relation to high impact locations (i.e., schools, parks, entertainment/recreational facilities, etc.), local agency's recent history of receiving safety funds; and local agency's history of delivering projects on time.

Projects are selected based on ranking and funding availability. A maximum of \$400,000 of federal Surface Transportation Hazard Elimination (STH) funds can be applied to a project. Currently, for the Safety Program, four targeted funding areas have been identified that approximately 75 percent of the program will fund. They consist of:

1. Projects involving "K" and "A" type injuries.
2. Traffic signal optimization (one second all red phasing).
3. Guardrail upgrades and clear zone improvements.
4. Centerline and/or shoulder rumble strip projects.

The total cost of a project utilizing STH funds can exceed \$400,000 as long as the federal STH portion does not exceed \$400,000.

Work Type Activities

Generally, projects are low cost local traffic and safety projects completed within a construction season to reduce the rate or severity of crashes and improve traffic operations.

Work activities include:

- Guardrail replacement, installation or elimination, or slope flattening.
- Traffic signal installation, upgrades, or optimization.
- Curve corrections (horizontal and/or vertical)
- Sight distance improvements
- Drainage improvements
- Bridge railing replacement or retrofit
- Intersection safety/alignment improvements
- Clear zone improvements
- Rumble strips
- Permanent signing improvements
- Permanent pavement marking improvements
- Shoulder widening or adding paved shoulder ribbons.
- Pedestrian and non-motorized facility improvements.
- Super-elevation modification.

Local Highway Railroad Crossings GPA

Project Identification/Selection

The local crossing inventory serves as the project list, and projects are selected based on type of equipment, condition rating, road and rail traffic volumes and crash data, and fixing the worst crossings first.

Work Type Activities

Generally, projects are low cost local road/rail crossing improvements. Work activities include:

- Crossing upgrades
- Signals
- Gates
- Miscellaneous railroad crossing safety improvements

Local Rural Task Force Program (new GPA)

Project Identification/Selection

Local federally funded transportation projects to be implemented in rural areas outside of MPO boundaries are selected by the applicable Rural Task Force. These task forces represent the jurisdictions providing transportation services and include cities and villages with fewer than 5,000

residents, rural transit providers, county road commissions, MDOT, and, where appropriate, tribal governments.

Each Rural Task Force selects projects in accordance with funding targets established by MDOT, based on projected amounts of federal and state funds to be received. Projects within the task force boundaries are also reviewed for eligibility and consistency with the criteria established for the state's Transportation Economic Development Fund and the federal Surface Transportation Program.

Work Type Activities

Road and transit capital projects and economic development projects are eligible for funding. All road projects must be located on the federal-aid highway system and within the federal urban area boundary. Projects must be consistent with regional land use and development plans.

Local Small Urban Program (new GPA)

Project Identification/Selection

In direct response to requests by local officials, MDOT makes funds available for eligible road and transit capital projects to cities, villages, transit agencies, and road commissions located within or serving urban areas that have a population between 5,000 and 50,000. The funds are distributed to individual small urban areas through a competitive funding program administered by the state. MDOT strives for an equitable distribution of funds statewide to ensure that eligible communities can implement meaningful projects.

Work Type Activities

Consistency with 23 U.S.C. requirements is a key component in the determination of project eligibility. All road and transit projects must be federal-aid eligible, within the federal urban area boundary, and consistent with regional land use and development plans. The small urban area task forces must demonstrate that city, village transit providers, and county road commissions have been included as full partners in the project selection process and that the necessary public participation has been conducted prior to project submittal. Consultation with tribal governments is also required where applicable. The urban area project selection committee must hold a public meeting to allow citizens within their community to participate in the project selection and prioritization process. Small urban areas within an MAB must participate in the MPO planning process as well, and gain the MPO's approval of the project before submitting it to MDOT for funding.

Trunkline Freeway Roadside Infrastructure Improvement GPA

Project Identification/Selection:

Consistent with the State Transportation Commission policy, region and TSC staffs are proactively investigating opportunities to improve the aesthetics of our highways and bridges. If practical, aesthetic treatments will be included in the design features of bridge structures and roadsides. During the planning stages of urban reconstruction projects, MDOT works with local communities to identify and pursue funding for streetscape and landscape improvements. MDOT's annual Call for Projects process allows the MDOT regions and TSC staffs to recommend additional freeway infrastructure improvements.

Work Type Activities:

Generally, projects are low cost trunkline improvements to roadside infrastructure. Work type activities include the following:

Freeway Lighting

- Replace freeway lighting
- Replace existing lighting
- Replace tower lighting
- Replace median lighting
- Replace shoulder lighting
- Repair existing lighting
- Upgrade freeway lighting
- Install new freeway lighting

Landscaping

- Landscaping for new and existing rest areas
- Landscaping for new and existing weigh stations
- Interchange landscaping
- Tree replacement

Freeway Pump Stations

- Repair existing pump stations
- Replace existing pump stations
- Rehabilitate existing pump stations
- Reconstruct existing pump stations
- Restore existing pump stations

Miscellaneous Freeway Infrastructure Improvements

- Repair, replace, upgrade, and/or install fencing at roadside facilities
- Upgrade ADA ramps and sidewalks at roadside facilities
- Resurface parking areas

Trunkline Highway Rehabilitation and Reconstruct GPA

Project Identification/Selection

Road preservation projects are prioritized based on approved asset management strategies, with a specific focus on doing the right repair at the right time to extend the life of MDOT's roads and keep them in good condition. MDOT programs include a combination of long-term fixes (reconstruction), intermediate fixes (resurfacing/rehabilitation), aggressive capital preventive maintenance, and routine maintenance of the system.

Work Type Activities

Generally, projects are low cost trunkline highway maintenance completed in one construction season to extend pavement life and prevent more costly repairs at a later date. Work activities protect the pavement structure, slow the rate of pavement deterioration, correct pavement surface deficiencies, and include the following:

- Bituminous resurfacing
- Bituminous resurfacing and bit shoulders
- Resurface, mill and pulverize
- Bituminous resurface and minor widening
- Thin concrete overlay (< 7") – ultra thin
- Thin concrete overlay (> 7") – white topping
- Bituminous resurface and drainage improvements
- Bituminous resurface and curb and gutter
- Reconstruct non-freeway
- Hot mixed asphalt resurfacing (one course)
- Recycle existing concrete pavement
- Bituminous shoulders
- Drainage correction and culvert replacement
- Pump house reconstruct/replace
- Super-elevation correction
- Crack and surface over old pavement
- Unbonded concrete overlay
- Pavement patching
- Long and transverse joint repairs
- Minor rehabilitation
- Concrete pavement inlay
- Concrete pavement repair and diamond grinding
- Crush – shape – resurface
- Cold-in-place recycle and resurface
- Concrete pavement rubblize and bituminous resurfacing
- Reconstruct existing – no widen
- Reconstruct for sight distance
- Interchange reconstruction
- Concrete reconstruction

- Bituminous reconstruction
- Multiple course HMA overlays
- Resurface parking area
- Warranty inspections

Trunkline Bridge Replacement and Rehabilitate GPA

Project Identification/Selection

MDOT's bridge condition goals are based on the National Bridge Inspection (NBI) ratings. This system rates major elements of the bridge – deck, superstructure, and substructure. NBI utilizes a 0-9 rating scale for the condition of each element. An element with a rating of 4 or less is considered poor and in need of rehabilitation or replacement. The lowest rating for the three major elements determines the overall bridge rating. Bridge condition is one of the main factors in project selection. Other major factors include the need for coordination with other work within a corridor to minimize future traffic impacts and functional deficiencies of the bridge.

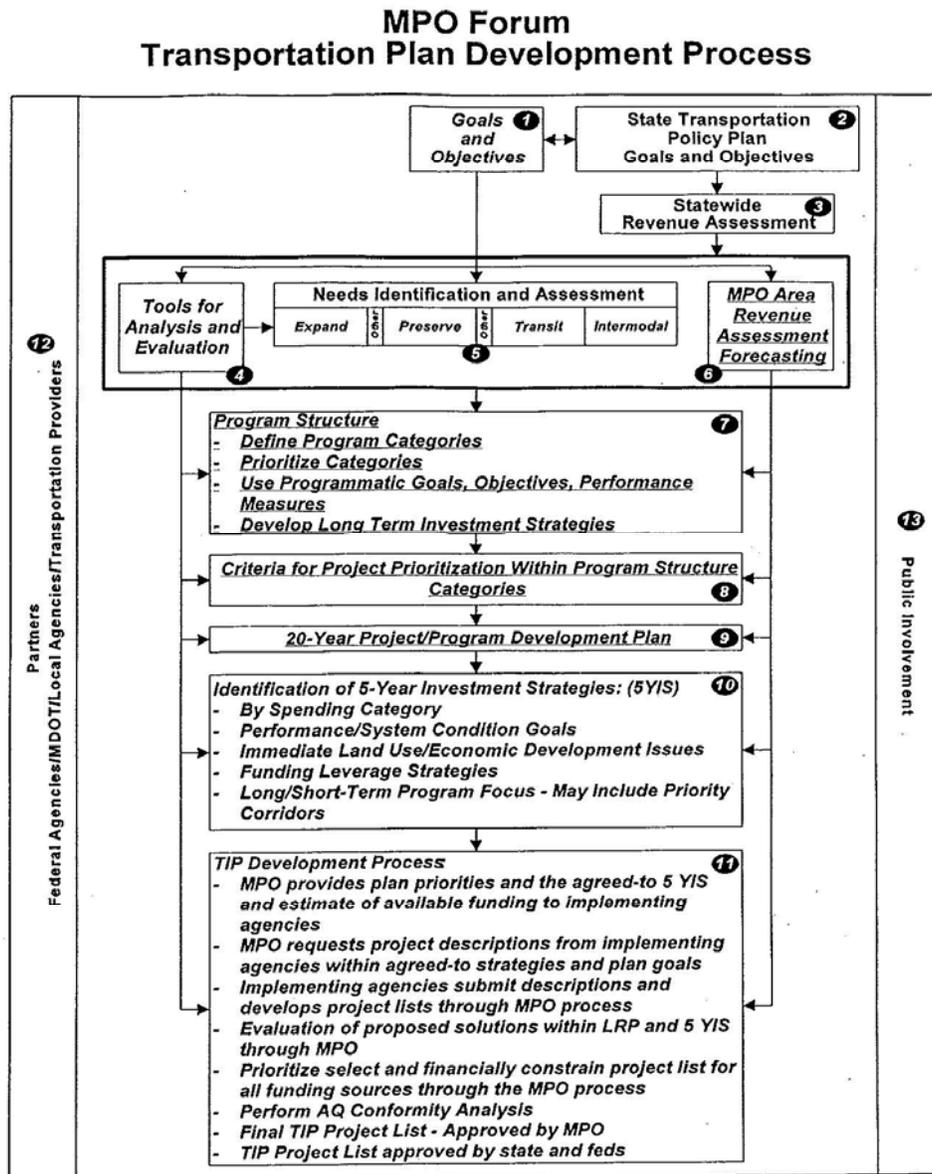
Work Type Activities

Bridge rehabilitation and replacement activities typically increase the inspection ratings of at least one of the three major elements – deck, superstructure, and substructure. These work activities reduce the deterioration rate and extend the life of the structure. Work type activities include the following:

- Superstructure repair
- Substructure repair
- Substructure replacement
- Widen – maintain lanes
- Miscellaneous rehabilitation
- Overlay – shallow
- Overlay – deep
- Drainage corrections
- Deck replacement
- Superstructure replacement
- Bridge replacement
- Miscellaneous replacement
- Culvert replacement

Appendix K

MPO Forum Transportation Plan Development Process



Appendix K

MPO Forum Transportation Plan Development Process

Box 1 - Goals and Objectives

1. Goals are needed to drive plan development.
2. The goals and objectives should be specific need based.
3. Performance measures should be clearly tied to goals and objectives.
4. Public involvement is essential part of setting goals/objectives.
5. MPO process of setting goals and objectives needs to consider state goals and objectives, and vice versa.
6. Goals and objectives need to include MAP-21 planning factors.

Box 2 - State Transportation Policy Plan Goals and Objectives

1. Developed by State Transportation Commission.
2. States the mission for Michigan's transportation system.
3. Provides common framework.
4. Michigan Transportation Planning Process (MTPP) guides transportation agencies at state, regional, county, and municipal levels in coordinating policies, plans, programs, and projects in setting mutual objectives.
5. MTPP provides foundation for State Long-Range Plan.
6. Public involvement is an essential part of setting goals/objectives.
7. MPO process of setting goals and objectives needs to consider state goals and objectives, and vice versa.

Box 3 - Statewide Revenue Assessment

1. Provide broad framework and statewide assumptions for development of the MPO area revenue forecasting.
2. Will include assumptions about federal-aid and state and local revenues.
3. County level estimates will provide the basis for MPO forum forecasting (reference Box 6).

Box 4 - Tools for Analysis and Evaluation

1. Different tools used for different project types.
2. Tools require current and accurate data.
3. There may be significant variation in the level of analysis between the different MPOs.
4. Tools may include:
 - Urban transportation modeling.
 - Management systems.
 - Benefit/Cost.
 - Tools tied to performance measures.
5. Analytical tools will provide rationale, transportation recommendations, and decisions.

Box 5 - Needs Identification and Assessment

1. Performance standards or goals required to assess needs.
2. Alternative solutions to correct deficiencies must be examined to assess needs
3. Needs based analysis must be documented.
4. Needs may address infrastructure or service.
5. Needs should be addressed programmatically.
6. Cost/benefit analysis may assist MPOs in selecting future solutions.
7. Outcome will identify needs and evaluated solutions.
8. Analysis may identify potential major investment study candidates.

Box 6 - MPO Area Revenue Assessment Forecasting

1. Assumptions should be clearly stated to permit forecasting review and annual tracking.
2. Revenue forecasts must include all funding sources.
3. Assumption on state and federal forecasts will be consistent statewide and equally applicable to large and small MPOs.
4. Revenue estimates will be based on a combination of factor, including historical expenditures and Act 51.

Box 7 - Program Structure

1. Provide framework to manage types of improvements or deficiencies to be addressed.
2. Provide framework to anticipate likely results from system improvements.
3. Tied to goals and objectives.
4. Program could be categorized by type of work to be performed or deficiencies to be addressed.
5. Number of categories depends on needs and desires of partners.
6. Should be collaborative effort with partners.
7. Assigned priorities should reflect overall program emphasis for region.
8. Investment strategies could include percent to be spent on identified categories and types of solutions.

Box 8 - Criteria for Project Prioritization

1. Each MPO can develop its own criteria.
2. Criteria is tied to program categories.
3. Each category gets matched with criteria.
4. Management systems are used.
5. Different methodologies can be used.
6. Recognized transportation/traffic planning/engineering methodologies can be used within each MPO.
7. Criteria should be tied to goals and objectives, program structure, five-year investment strategy, performance measures, and ISTEA planning factors.

Box 9 - 20 Year Project/Program Development Plan

1. Summarized procedures and results of previous steps in the planning process.
2. Apply criteria for project prioritization within the program structure to establish project priorities for improve/expand projects and earmarks which establish the relationship among other categories. These other categories may include high priority corridors or projects or major investment studies.
3. Links 20 year projected revenue to recommended long-term investment strategies, includes improve/expand projects.
4. Includes air quality conformity analysis, if appropriate.

Box 10 - Identification of the Five-Year Investment Strategy

1. Assigns projected five years of revenue by spending category.
2. Identifies performance/system condition goals.
3. Includes recommended strategies to address immediate land use or economic development issues.
4. Explores strategies to leverage funding.
5. Provides the bridge between a long and short term program focus.
6. May include priority corridors or projects.

Box 11 - TIP Development Process

1. MPO provides plan priorities and the agreed-to 5 YIS and estimate of available funding to implementing agencies.
2. MPO requests project descriptions from implementing agencies with agreed to strategies and plan goals.
3. Implementing agencies submit descriptions and develop project lists through MPO process.
4. Evaluation of proposed solutions within the transportation plan TP (formerly long-range plan) and 5 YIS through MPO.
5. Prioritize, select, and financially constrain project list for all funding sources.
6. Perform air quality conformity analysis.
7. Final TIP project list - approved by MPO.
8. TIP project list approved by state and FHWA.

Box 12 - Partners

1. All partners will be involved.
2. Federal agencies provide guidance, technical assistance, and appropriate review.
3. Partners participate cooperatively in all phases of transportation plan development process.
4. All local agencies, MDOT, and members of the MPO will work together throughout the transportation plan development process.
5. Specific roles and responsibilities for MPO members will be outlined in a memorandum of understanding.

Box 13 - Public Involvement

1. Public involvement is continuing and proactive throughout the process.
2. Participation will be determined by individual public involvement plans.
3. Additional public involvement may be necessary for each partner and should be coordinated with the MPO.
4. Partners are encouraged to solicit early public involvement where it is necessary to achieve consensus.

Appendix L

STIP Amendment Schedule and Guidelines
 Draft FY 2014 S/TIP Amendment Schedule (6.21.13)

October 2013							November 2013							December 2013						
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S
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6	7 ¹	8	9	10	11	12	3	4	5	6	7	8 ⁶	9	8	9 ²	10	11	12	13	14
13	14 ²	15	16	17	18	19	10	11	12	13	14	15 ⁶	16	15	16	17	18	19	20 ⁵	21
20	21	22	23	24	25	26	17	18	19	20	21	22	23	22	23	24	25	26	27	28
27	28	29	30	31			24	25 ³	26	27	28	29	30	29	30	31				

January 2014							February 2014							March 2014						
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S
			1	2	3	4							1							1
5	6	7	8	9	10 ⁴	11	2	3	4	5	6	7 ⁴	8	2	3	4	5	6	7 ²	8
12	13	14	15	16	17 ⁶	18	9	10 ¹	11	12	13	14 ⁶	15	9	10	11	12	13	14 ⁶	15
19	20	21	22	23	24 ³	25	16	17	18 ²	19	20	21 ⁵	22	16	17	18	19	20	21	22
26	27	28	29	30	31		23	24	25	26	27	28		23	24	25	26	27	28	29
														30	31					

April 2014							May 2014							June 2014						
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6	7 ¹	8	9	10	11 ⁴	12	4	5	6	7	8	9 ⁴	10	8	9 ²	10	11	12	13 ⁴	14
13	14 ²	15	16	17	18	19	11	12	13	14	15	16 ⁶	17	15	16	17	18	19	20	21
20	21	22	23	24	25 ⁵	26	18	19	20	21	22	23 ³	24	22	23	24	25	26	27 ⁵	28
27	28	29	30				25	26	27	28	29	30	31	29	30					

July 2014							August 2014							September 2014						
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		1	2	3	4	5						1	2		1	2	3	4	5 ²	6
6	7	8	9	10	11 ⁴	12	3	4	5	6	7	8	9	7	8	9	10	11	12 ⁶	13
13	14	15	16	17	18 ⁶	19	10	11 ^{**1}	12	13	14	15 ⁴	16	14	15	16	17	18	19 ³	20
20	21	22	23	24	25 ³	26	17	18 ²	19	20	21	22	23	21	22	23	24	25	26	27
27	28	29	30	31			24	25	26	27	28	29 ⁵	30	28	29	30				
							31													

** June 2 is last snapshot to amend the FY 2014 program

*** August Snapshots would not be approved until October

*** August Snapshots are to begin amending FY 2015 program

Amendment Schedule Action Items:	
FHWA approves FY 2014-17 STIP/TIP	MDOT finished with reviews/Sends Ltr ⁴
MAP Database Query ¹	FHWA/FTA Approval: Program changes ⁵
Projects submitted to MPO ²	EPA Approval (if applicable) ⁴
MPO submission deadline ³	STIP Non-MPO Amendments sent out for Public Review and Comment ⁶

Michigan Department of Transportation Amendments and Administrative Guidelines for Updating Projects in the STIP (Non-MPO)

Amendments:

- Project(s) or project phase(s) additions that are not eligible for a GPA.
- Project(s) or project phase(s) deletions from the FHWA approved STIP project list.
- Total project phase cost increases greater than or equal to 25 percent of the amount shown on the FHWA approved STIP project list.
- Project funding changes (changing from a state source to a federal-aid source).
- Scope changes, including the following:
 - Route change
 - Significant change to location along route (changes of ½ mile or more)
 - Significant change to type of work (if the primary work type field changes, then it is significant).

Administrative Changes:

- Total project phase cost increases less than 25 percent of the amount shown on the FHWA approved STIP project list.
- Any project phase cost decrease.
- Funding source changes other than changing a state source to a federal-aid source, such as:
 - Project changes from one type of federal-aid fund to another type of federal-aid fund.
 - Project changes from federal-aid to state funds.
- Scope changes:
 - Minor changes to the location along the same route.
 - Minor changes to the type of work (if the primary work type field would remain the same, then it is an administrative change).
- Requests to move a project that is listed in the STIP from one fiscal year to another.
- Technical corrections. (Technical corrections are used to correct various typos, misspellings, and various other data entry errors. These types of technical corrections will be processed as administrative changes.)

Administrative changes are minor in nature and can be approved quickly when necessary and as needed. Administrative changes do not require a public involvement period. Administrative changes would be made in the E-File by Statewide Planning Section staff. The updated E-File would then be sent to FHWA with a note about the administrative change(s) so that FHWA would have the most recent information with the most recent E-File.

Appendix M

Additional Online Resources

U.S. Department Of Transportation

[A Guide to Transportation Decisionmaking](#)

Federal Highway Administration

[A Guide To Federal-Aid Programs And Projects](#)

[Status of the Highway Trust Fund](#)

[MAP-21 Summary](#)

[MAP-21 FactSheets](#)

[Transportation Alternatives Program](#)

Federal Transit Administration

[About the Federal Transit Administration](#)

[Major Assistance Programs](#)

[Grants and Financing](#)

Michigan Department of Transportation

[MI Transportation Plan \(State Long-Range Plan\)](#)

[Michigan Five Year Plan](#)

[Michigan Asset Management](#)

[Michigan Strategic Highway Safety Plan](#)

[Rural Task Force Program](#)

[Small Urban Program](#)

[Michigan's Statewide Planning Process Participation Plan](#)

[Rail and Public Transportation](#)

[Federal Passenger Transportation](#)

[State Passenger Transportation](#)

[MDOT's Annual Financial Reports](#)

[MDOT's Local Bridge Program](#)

[MDOT's Economic Development Fund](#)

[MDOT's Local Highway Safety Program](#)

[Safe Routes to School](#)

[MDOT Programs](#)

Michigan Transportation Fund

[MTF Gas and Registration Tax Payments](#)
[MTF – Act 51 Frequently Asked Questions](#)
[MTF Distribution](#)

Other

[Environmental Protection Agency Laws and Regulations](#)
[Michigan Association of Regions](#)
[Michigan Transportation Planning Association](#)

Appendix N

Michigan Department of Transportation State Transportation Improvement Program Public Involvement Brochure

Through two-way information sharing, stakeholders and MDOT join together to develop plans that best meet the ongoing transportation needs of the state. This public involvement guide provides a road map for assuring your voice is not only heard, but makes a difference in moving Michigan forward.

The STIP's Role in Transportation Planning

The State Transportation Improvement Program (STIP) is a federally required planning document that lists surface transportation projects that the state plans to fund with federal aid. It provides information on the programs and projects to which state and local transportation agencies have committed to over the next four years, and verifies that transportation funds are available and sufficient to finance them. Included are all federal-aid transit projects, rural federal-aid road projects, federal-aid road projects in small urban areas, and state trunkline (highway) projects located within MPO areas.

The primary source of funding for Michigan's transportation programs are federal funds provided under multi-year federal authorization acts. Federal surface transportation funds are generated from federal motor fuel taxes and certain excise taxes, and distributed to states by formula. The STIP is a compilation of transportation projects that will be authorized for funding in fiscal years 2014-2017.

While the project lists tend to generate the most public interest and input, the STIP also includes important information on the transportation planning processes, public involvement, and a financial plan that compares annual resources to new commitments. All components play a role and need to undergo public review.

Choosing Projects

So who chooses the projects? Project prioritization is the result of state and local processes designed to assure the broadest participation in meeting the state's transportation needs. As you will see, there are many ways to get involved and influence project selection. Michigan's 12 Metropolitan Planning Organizations (MPOs) approve road and bridge projects for the metro areas in the state with populations greater than 50,000. MDOT selects them for the non-MPO areas and RTFs approve transit projects as well as local, non-trunkline work.

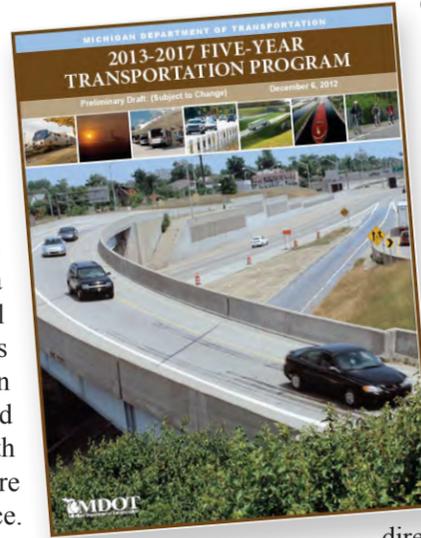
To meet its regional transportation needs, each MPO develops a Transportation Improvement Program (TIP) for its area in cooperation with MDOT and regional partners. MDOT shares its list of priorities with the respective MPO, which in turn conducts its own public involvement and decision-making process to come up with its IP. The TIPs from all 12 MPOs are incorporated in the MDOT STIP by reference. STIP projects in the non-MPO or rural areas of Michigan are developed by MDOT in cooperation with the local government officials through the rural consultation process. MDOT's central and region

offices work closely with regional planning agencies and rural local officials to address the needs and concerns for the transportation system that are unique to their area.

As mentioned, the STIP is much more than a list of projects. The report also contains information on the federally mandated statewide and metropolitan transportation planning processes, the Michigan Department of Transportation's (MDOT) transportation goals, a financial plan that compares annual transportation resources to new commitments, and the public participation process for the STIP.

Early and Continuous

The STIP public involvement opportunities are as diverse as the processes used to select projects. Project prioritization takes several months to complete and involves multiple opportunities along the way for the public to have an important voice in project prioritization. The most effective way to get involved is to participate in project discussions early, frequently and strategically with as many decision makers as possible. Participation at MPO, RTF and pre-RTF county meetings is a great way to share in the discussions that shape local decisions. It's also effective for learning what lies ahead for MDOT and the state's transportation needs. You will find various opportunities for providing written and spoken comments during public meetings. Comments shared at meetings will be directed to the appropriate MDOT staff for consideration and follow up. Dates, times and locations of scheduled public meetings are posted on-line at www.michigan.gov/stip.



Public participation is integral to efficient, effective and responsive transportation decisions. The Michigan Department of Transportation (MDOT) values and encourages public involvement throughout its planning processes.



Assistance Available

Need assistance to more fully participate in transportation planning? MDOT and its partnering agencies can help. With seven days advance notice, meeting materials can be provided in alternative formats like large print, audio recordings, signing and language translation.

Please call:
517-373-9534

or Call toll-free:
877-499-6232 V/TTY,
or FAX:
517-335-6004 V/TTY,
517-3373-9255

or Contact:

Bob Parsons

Public Involvement /Hearings Officer
Bureau of Highway Development
Michigan Department of Transportation
P.O. Box 30050
Lansing, MI 48820

Email:

parsonsb@michigan.gov

MDOT: Providing the highest quality integrated transportation services for economic benefit and improved quality of life.



Prepared by: MDOT Graphic Design & Mapping Unit
Bureaus\transportation planning\statewide planning division\
Guide to influencing MDOT Stip (6/13 bw)

Get Involved!

Your Guide to Influencing MDOT's Transportation Improvement Program



From goals setting to prioritizing projects to environmental clearance, the public plays an important role in shaping Michigan's transportation system.

Get Involved!



Get Involved Tip #1

MDOT planners, Regions and Transportation Service Center engineers often are present at local council, commission and other government meetings to present project concepts, answer questions and receive input from participants. During STIP development, these meetings help MDOT gather input on project priorities. They also can be an excellent opportunity to discuss preliminary project details and influence things like traffic management plans, detours and staging as projects move from concept to construction.

Get Involved Tip #2

The more involved you are in the workings of your local governments, the better able you are to shape transportation decisions and foster relationships with city managers, township supervisors, road commission engineers and MDOT Region and TSC contacts to learn what's ahead and make your needs known. Don't wait. The earlier you get involved the better.

Get Involved Tip #3

MDOT publishes its 5-YTP in December for 30 days of public review and comment. This review period is especially important during STIP prep, since the first through fourth years of the 5-YTP comprise MDOT's trunkline projects in the next STIP. The list appears on MDOT's 5-YTP Web site as an interactive map where the public may comment on specific projects. The State Transportation Commission will approve the next 5-YTP at its January 2014 meeting, another opportunity for you to comment publically on MDOT's transportation priorities.

Get Involved Tip #4

Since many decisions that go into STIP development are local, attend your local MPO, RTF or Small Urban committee meetings to have the greatest voice in project prioritization. Transportation decisions move along in the planning process more slowly than quickly, so the earlier you get involved the better. Learn when the meetings are scheduled at www.michigan.gov/stip. Don't wait until projects break ground to express yourself.

MDOT's STIP Partners

Metropolitan Planning Organization (MPO) - a transportation policy-making body of representatives from local government and transportation agencies with authority and responsibility in metropolitan planning areas with populations greater than 50,000. Members may include counties, cities, townships, airports, transit agencies, intermediate school districts, community colleges and universities. There are 13 MPOs in Michigan. They submit their projects separately in a Transportation Improvement Program (TIP) that is referenced in the STIP.

Rural Task Force (RTF) - a multi-county decision-making body that chooses how federal dollars are spent on local road and transit projects in a rural geographical area with population under 40,000. Members include one representative from a city/village, transit agency and road commission in each county. There are 22 RTFs statewide. Projects approved by the RTFs are included in the STIP.

Small Urban Task Force - A decision-making body comprised of cities, villages, transit agencies and road commissions located within or service urban areas that have a population of 5,000 to 50,000. The committee selects road and transit capital projects for funding consideration under MDOT's Small Urban program included in the STIP. There are 55 in Michigan.

The Annual Call and Five-Year Transportation Program

The STIP cycle begins with MDOT's Annual Call for (Highway) Projects, which adds a new year of state road and bridge projects to the annual Five-Year Transportation Program (5-YTP). During the Call, MDOT's 21 Transportation Service Centers located throughout the state communicate with rural task forces, county road commissions, MPOs, cities, and villages to evaluate a list of prospective projects. This advanced notice of potential projects gives the local agencies an opportunity to comment and influence such things as scheduling in order to coordinate proposed work with local projects and events.

The 5-YTP is an excellent example of MDOT's ongoing effort to encourage early involvement in developing projects for the STIP. It is an integrated multi-modal program that implements the goals and policies outlined by the State Transportation Commission, emphasizing preservation of the transportation system and providing safe mobility to Michigan's citizens.

Besides providing a list

Get Involved Tip #5

Want to know which projects MDOT is planning for the next five years? View them on a map at www.michigan.gov/mdot5yearplan or request a printed copy at 517-373-9534. Tell MDOT what you think!

of road and bridge projects planned for the next five years, the document addresses the investment strategies, funding assumptions, and economic benefits and impacts for the various modes, including highways, public transit, rail, aviation, marine, and non-motorized transportation. It is a major effort to keep the general public and local planning agencies throughout the state informed early in the process of project and program development. It also provides an excellent opportunity for the public to influence the department's priorities and the development of projects for inclusion in subsequent STIPs.

The document is placed on MDOT's Web site at www.michigan.gov/mdot5yearplan and is printed upon request. Additionally, the road and bridge projects are plotted on a Web-based interactive state map with location, type of work, construction year and contact information on each project. The public can easily view projects of interest, comment on them or suggest additional needed improvements.



Building the STIP

After the State Transportation Commission approves the final 5-YTP, MDOT planners develop the STIP list from road and bridge projects included in years one through four of the 5-YTP that are not part of an MPO TIP. Again, each of the 13 MPOs prepares its own STIP list of state and local projects; they are included by reference in MDOT's STIP. Besides trunkline road and bridge projects, the STIP includes federal-aid transit and local road and bridge projects approved by local RTFs and Small Urban Committees.

Though MDOT does not own or operate transit and intercity passenger bus services in the state, it does assist providers with obtaining funds needed for capital improvements. Rural public transit projects in the STIP must be approved by the local RTF or be recommended to MDOT by the Small Urban Committee in urbanized areas with populations of 5,000 to 50,000.

As MDOT moves forward with the STIP development, MPOs do the same with their TIPs. The STIPs and TIPs are evaluated for air quality conformity, environmental justice analysis and environmental considerations, and reported in the draft STIP. MDOT finalizes the draft STIP document and releases it for a 30-day public comment period. The MPOs conduct a similar involvement process before approving their TIP and submitting it to MDOT for inclusion in the STIP.

MDOT places the draft document on line on the STIP Web site and makes it available at MDOT Region and TSC officers as

well as at the MPOs and Regional Planning Agencies. MDOT and RPAs notify local government agencies, transportation advocacy groups and interested public of the availability of the draft document. Local libraries also may assist by including a link to the document through their Web sites.

At the conclusion of the 30-day comment period, MDOT staff review the comments received to determine the final STIP narrative and project list. Comments and requests for transportation improvements not included in the draft document are noted and shared with Region and TSC staff for consideration in future project lists. MDOT concludes the public involvement for the STIP by preparing a document that summarizes and responds to the comments received. The final STIP is scheduled for submittal to the FHWA/FTA in August. As the final STIP is developed, if it becomes apparent that there are significant differences from the draft STIP, MDOT makes the document available for another public review prior to submittal to the FHWA/FTA.

Get Involved Tip #6

Your final opportunity to comment on the 2014-17 STIP will occur in August 2013 when the draft document is released for review and comment. Remember that the projects included in the lists have been scrutinized by MDOT and local agencies throughout several months of planning. Tell MDOT if the list does not include a project you would like to see. It's never too late to make your voice heard. Projects that do not appear can always be included in the next STIP. Stay involved along the way to assure your voice is heard.

Amending the STIP

The STIP is completely updated every two to three years, but it may undergo annual changes due to shifts in priorities and funding. MDOT periodically vets these changes with the public by listing them on the Web site at www.michigan.gov/stip and encouraging public comment. Transportation planning agencies are notified of the amendments as well before they are forwarded to the respective federal agencies for approval.

Amendments to the project lists in metropolitan areas are the responsibility of individual MPOs, which follow procedures detailed in their public participation plans. MDOT region planners and engineers work closely with MPOs to address needed changes between formal STIP cycles. The amendments must go through a similar committee approval process that

is subject to public participation.

MDOT projects in the rural areas are presented to the public through the annual rural task force process. While the RTFs are not required to vote on MDOT projects like MPOs, MDOT region and TSC offices communicate regularly and share changes as they occur with the appropriate local transportation agencies and RTFs. MDOT's annual Call for Projects and Five-Year Transportation Program provide an excellent way for stakeholders to provide ongoing input and recommend changes in priority to influence the next round of STIP development. MDOT strives to keep the lines of communication open throughout the STIP cycle and beyond to assure that its plans fully address the current transportation needs of the entire state.