



MDOT's Five Year Transportation Program FY 2005-2009

Listening Session



Presentation Objectives

- Overview of the FY 2005-2009 Five Year Transportation Program
- Review revenues available to support the program and MDOT's investment strategy
- Highlight major program emphasis areas
- Regional Highlights

Five Year Transportation Program Key Messages

- Multi-Modal Five Year Program
- Continue to improve our methods, processes, and customer satisfaction
- Focusing on system preservation and safety
- Awaiting federal transportation bill reauthorizations (highways and transit)

Five Year Transportation Program Key Messages

- The Five Year Program has become a:
 - Method for maintaining stable program delivery
 - Way of communicating with Michigan's public
 - Critical control check point for managing our financing strategies
 - Method to ensure we meet commitments to traveling public

Highway Program Accomplishments and Benefits

- Since 2002, more than 94% of the Road and Bridge Preservation Program announced has been completed
- 1,430 miles of roadway rehabilitated
- Nearly 40 miles of passing relief lanes constructed
- Approximately 1,045 bridges upgraded
- Approximately 4,300 roadway miles improved by the Capital Preventive Maintenance (CPM) Program

**FY 2005-2009
Highway Road and
Bridge Program**

Federal Revenue Assumptions Highway Program

- Future federal funding uncertain due to inaction on federal reauthorization bill
- Federal aid revenue estimate based on 2003 national authorization of \$31.6 billion
- Increasing 3.2% compound annually from 2003 level
- MDOT's expected share for state trunkline program is \$3.63 billion over the five years

State Revenue Assumptions Highway Program

State

- Total state revenue available over the five year time frame is estimated at \$2.8 billion
 - Includes revenue for capital outlay and routine maintenance

Bond

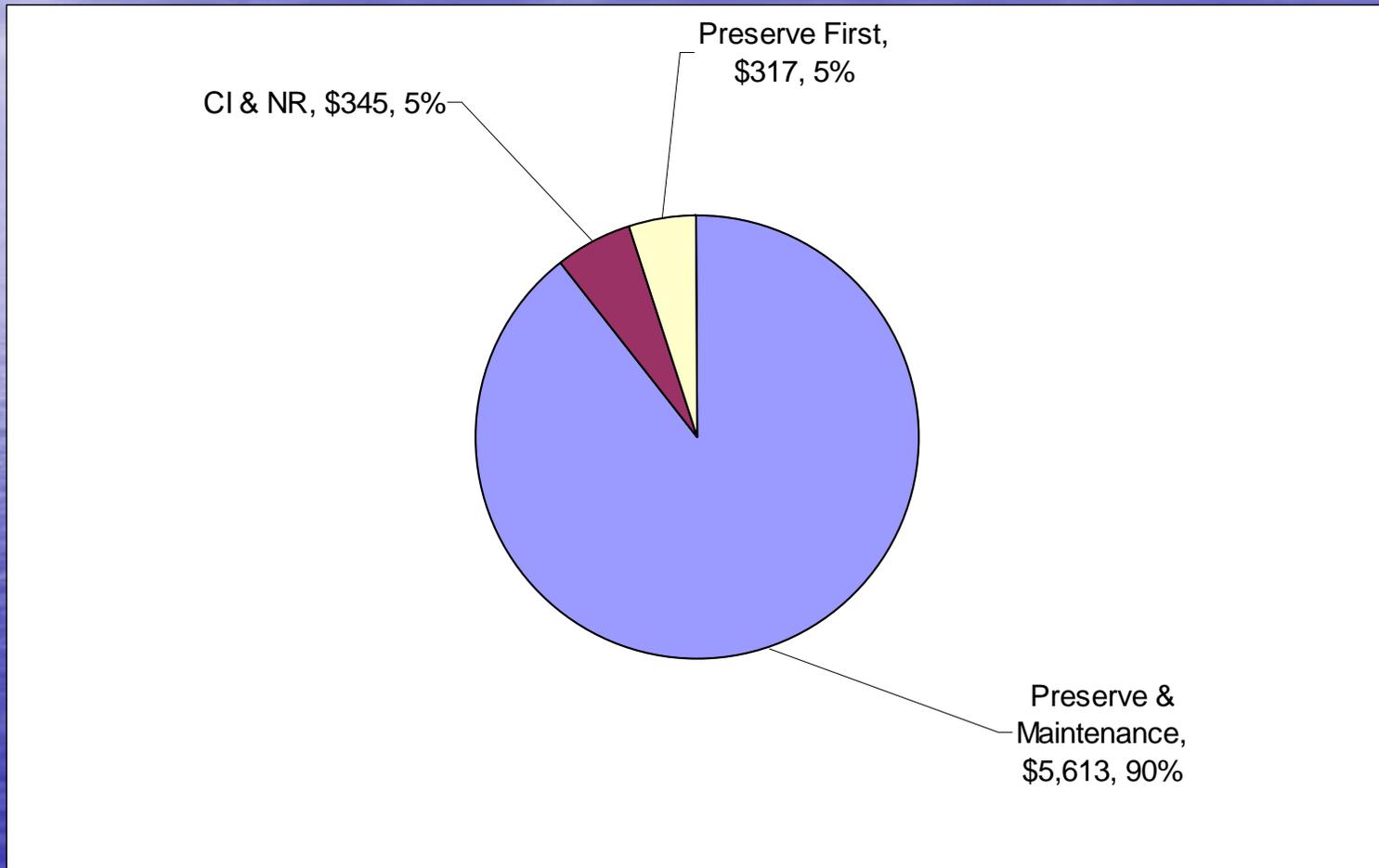
- Issuance of up to \$260 million in new bonds in 2006 to help fund Preserve First and reinstated capacity projects
- \$63 million from FY 2004 bond issue
- Convert short-term Garvee Notes to long-term debt beginning in 2006

2005-2009 Five-Year Program

Investment Template (in Millions)

	Annual Average	5-Year Total
Preserve Roads	\$410	\$2,052
Non-Freeway Resurfacing	\$11	\$55
Passing Relief Lanes	\$9	\$45
Total Repair and Rebuild Roads	\$430	\$2,152
Routine Maintenance	\$269	\$1,344
Capital Preventive Maintenance	\$95	\$476
Total Maintenance	\$364	\$1,820
Bridges	\$196	\$980
Total Repair & Rebuild Roads & Bridges	\$990	\$4,952
Capacity Improvements & Research	\$64	\$322
New Roads	\$5	\$23
Safety and Other	\$196	\$978
Total 5-Year Trunkline Program	\$1.26 billion	\$6.28 billion

MDOT's Five Year Highway Program FY 2005 – FY 2009 (in millions)



95% of the program preserves the existing system

Preserving the System

Pavement Preservation

- Annual average investment is \$525 million
- Repair & rebuild category where we apply long-term and intermediate pavement fixes
 - On average, 390 miles will be repaired each year
- Capital Preventive Maintenance, extending pavement life up to 7 years
 - Estimated 1,500 miles improved annually

Preserving the System

Pavement Preservation

- Preserve First Program
 - Places increased emphasis on preserving our transportation system
 - Allows us to improve the condition of our roads and bridges
 - Provides approximately \$317 million in additional road and bridge preservation work from 2005 to 2007
 - Additional \$54 million directed to Safety, Enhancement and Noise Abatement Programs from 2005 to 2007

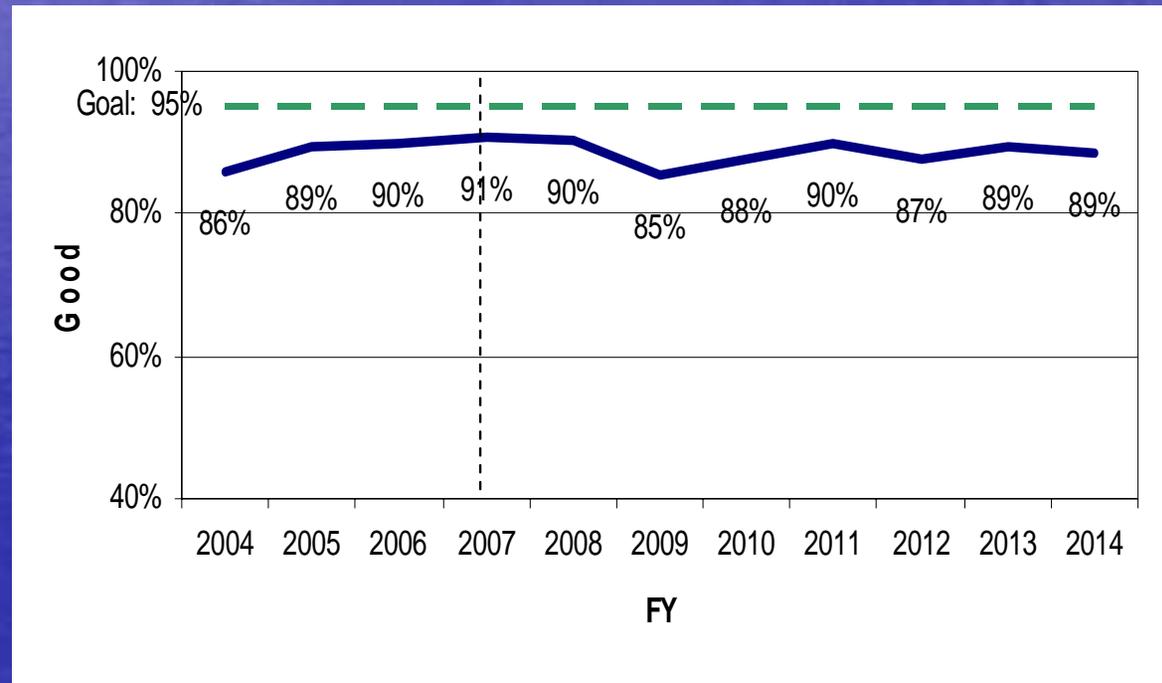
Preserving the System

Pavement Preservation Goals - Making Good Progress

More funding needed to meet and sustain goals

Freeway

- Current Condition is at 86% good in 2004
- Projected to be at 91% by 2007
- Condition stabilizes in the 87-89% range beyond 2007

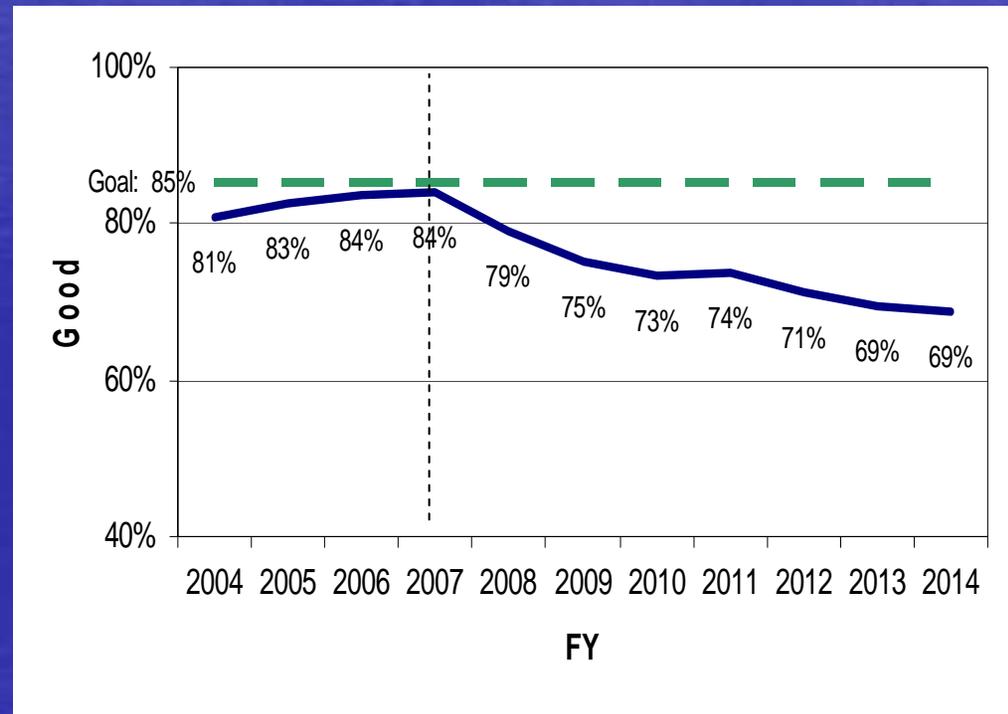


Preserving the System

Pavement Preservation Goals - Making Good Progress
More funding needed to meet and sustain goals

Non-Freeway

- Current pavement condition is at 81% good in 2004
- Projected to be at 84% good by 2007, nearly reaching goal of 85% good by 2007
- Progress falls off dramatically after 2007



Preserving the System

Pavement Preservation Direction

- Do not change the pavement goal of 95% good freeways and 85% good non-freeways
- Current strategy is good
- We are making good progress – even without the benefit of Reauthorization dollars
- We expect to be at 91% good freeway, 84% good non-freeway in 2007 by implementing this Five Year Plan
- *Preserve First* is clearly working

Preserving the System

Bridge Preservation

- Annual average investment is \$196 million
- We met the 2008 non-freeway bridge condition goal early
- Continue to make progress toward the freeway bridge condition goal

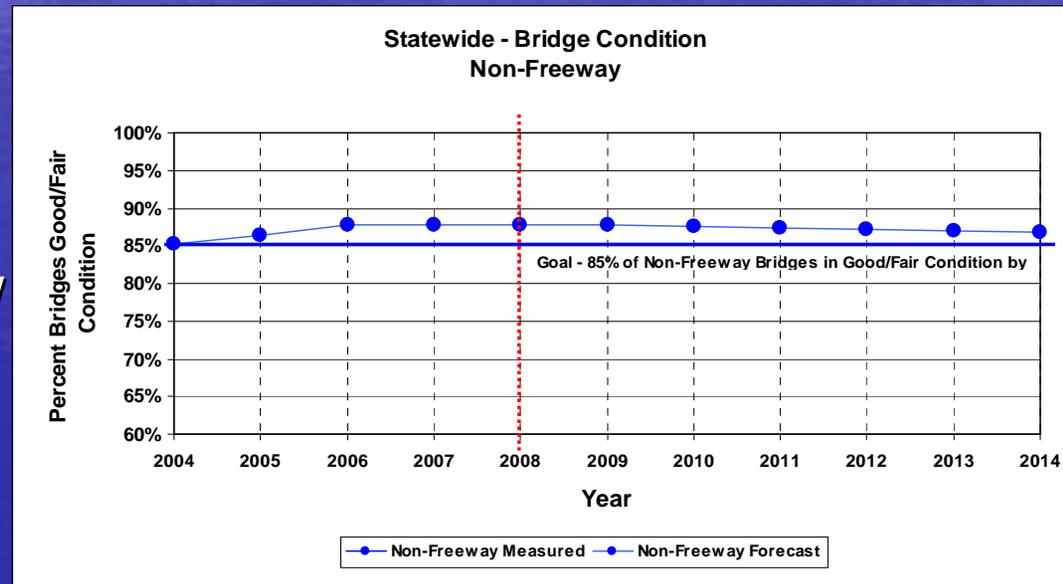


Preserving the System

Bridge Preservation

Non-Freeway

- Already met the non-freeway bridge condition goal of 85% good/fair by 2008
- Projected to sustain beyond 2008 with current level of investment

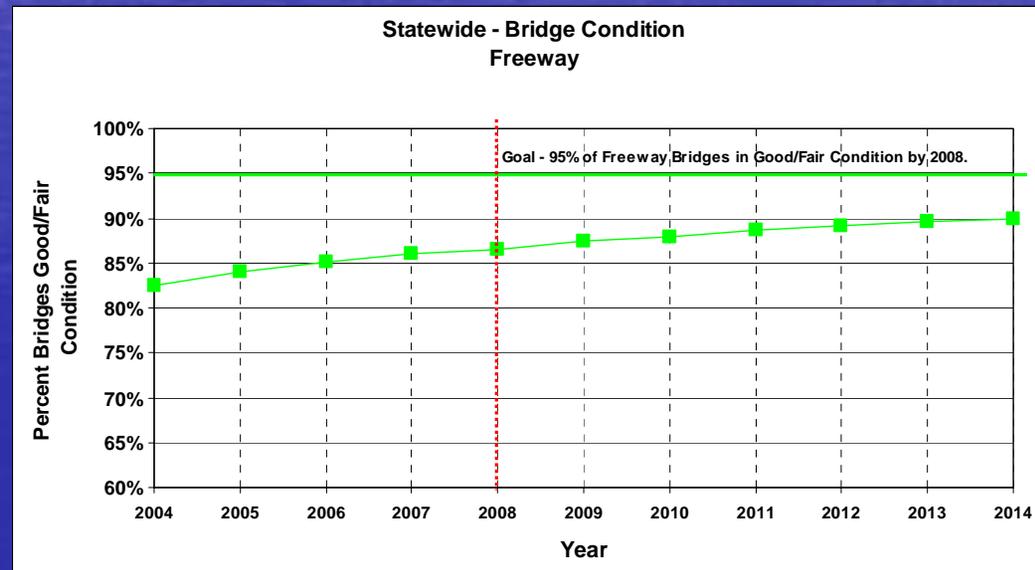


Preserving the System

Bridge Preservation

Freeway

- Current freeway condition state is 83% good/fair in 2004
- Projected freeway condition state is 87% good/fair by 2008
- Additional funding needed to reach 95% good/fair goal by 2008



Preserving the System

Bridge Preservation Direction

- Remain committed to achieving a goal of **95%** freeway bridges in good/fair condition
- Additional funds through Federal Reauthorization are needed to achieve and sustain the freeway bridge goal

Safety and Security

Traffic and Safety Program

- Annual average investment is nearly \$55 million
 - Includes \$24 million in Preserve First funding for 2005-2007
- Goal to reduce fatalities to 1.0 per 100 million vehicle miles traveled by 2008 on all Michigan roads
 - Current Level is 1.3 fatalities per 100 million vehicle miles traveled



Safety and Security

Traffic and Safety Program

- Comprehensive Safety Program
 - Elder driver
 - Pedestrian safety
 - Traffic operations
 - Roadway delineation
- Work Zone Safety



Expanding the System

Capacity Improvement / New Roads

- Total 2005-2009 investment is \$345 million
- Complete ongoing phase commitments
- Fully utilize federally designated funding



Aviation, Transit, Marine, and Rail Programs

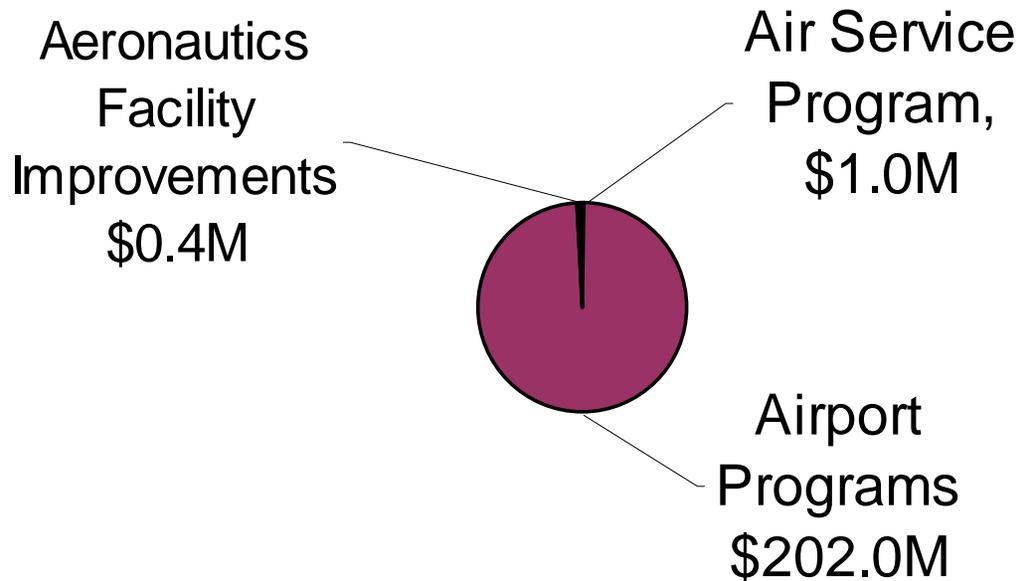


Aviation, Transit, Marine, and Rail Programs

- **Revenue - Federal**
 - Aviation funding - VISION-100
(95% federal/2.5% state/2.5% local)
 - Waiting for Reauthorization of TEA-21 Transit Funding
- **Revenue - State**
 - Up to 10% Fuel Tax
 - \$10M CTF cut in FY 2005
- **Revenue - Bond**
 - Short term – increase funding
 - Long term – debt service impact funding

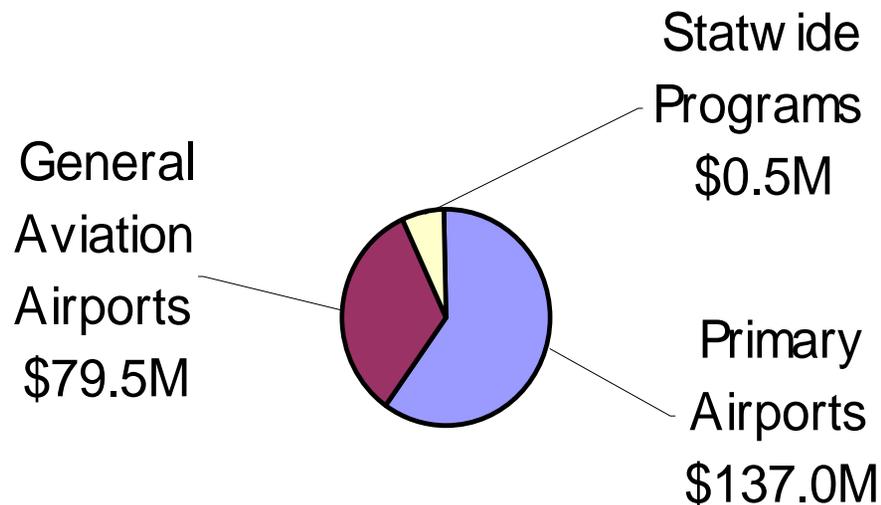
Aviation, Transit, Marine, and Rail Programs

FY 2005 Air Improvement Budget (\$203.45M)



Aviation, Transit, Marine, and Rail Programs

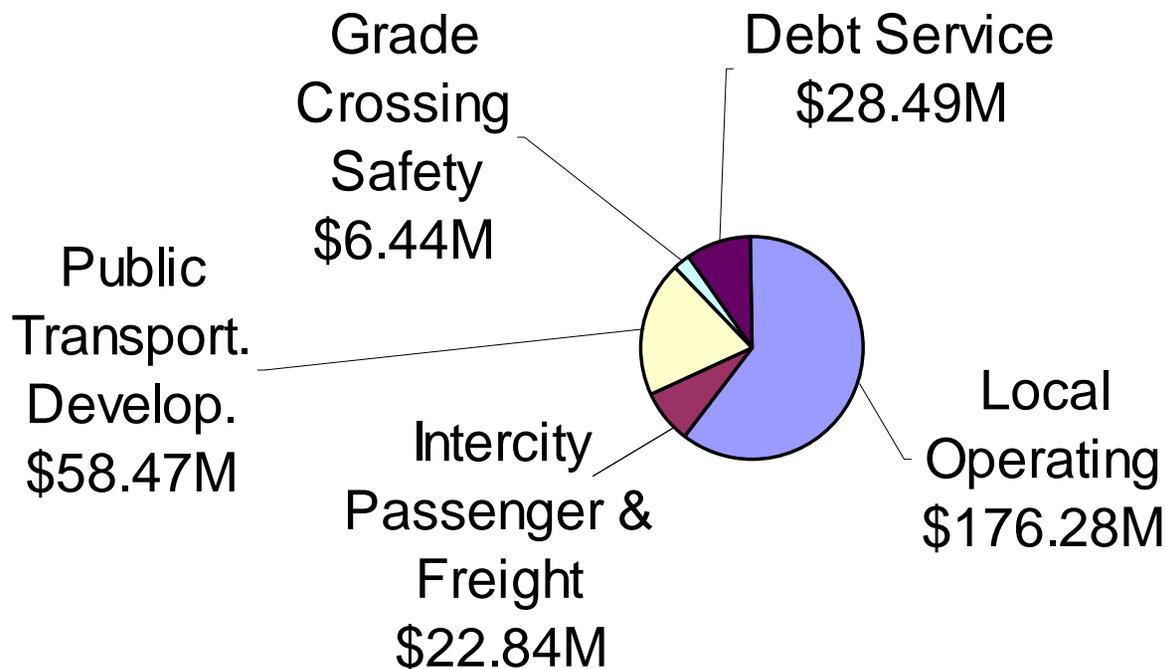
FY 2005 Anticipated Aviation Budget (\$217.0M)



- Includes some previous years' funding

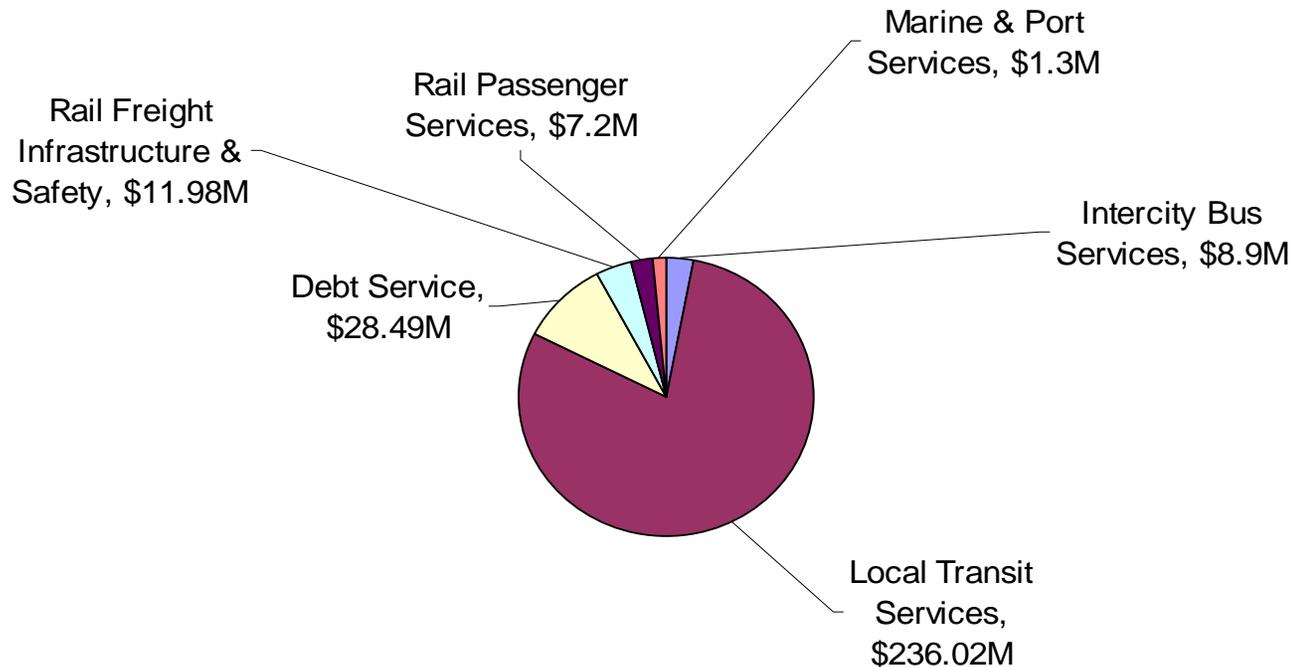
Aviation, Transit, Marine, and Rail Programs

FY 2005 Bus, Rail & Marine Budget (\$292.52M)



Aviation, Transit, Marine, and Rail Programs

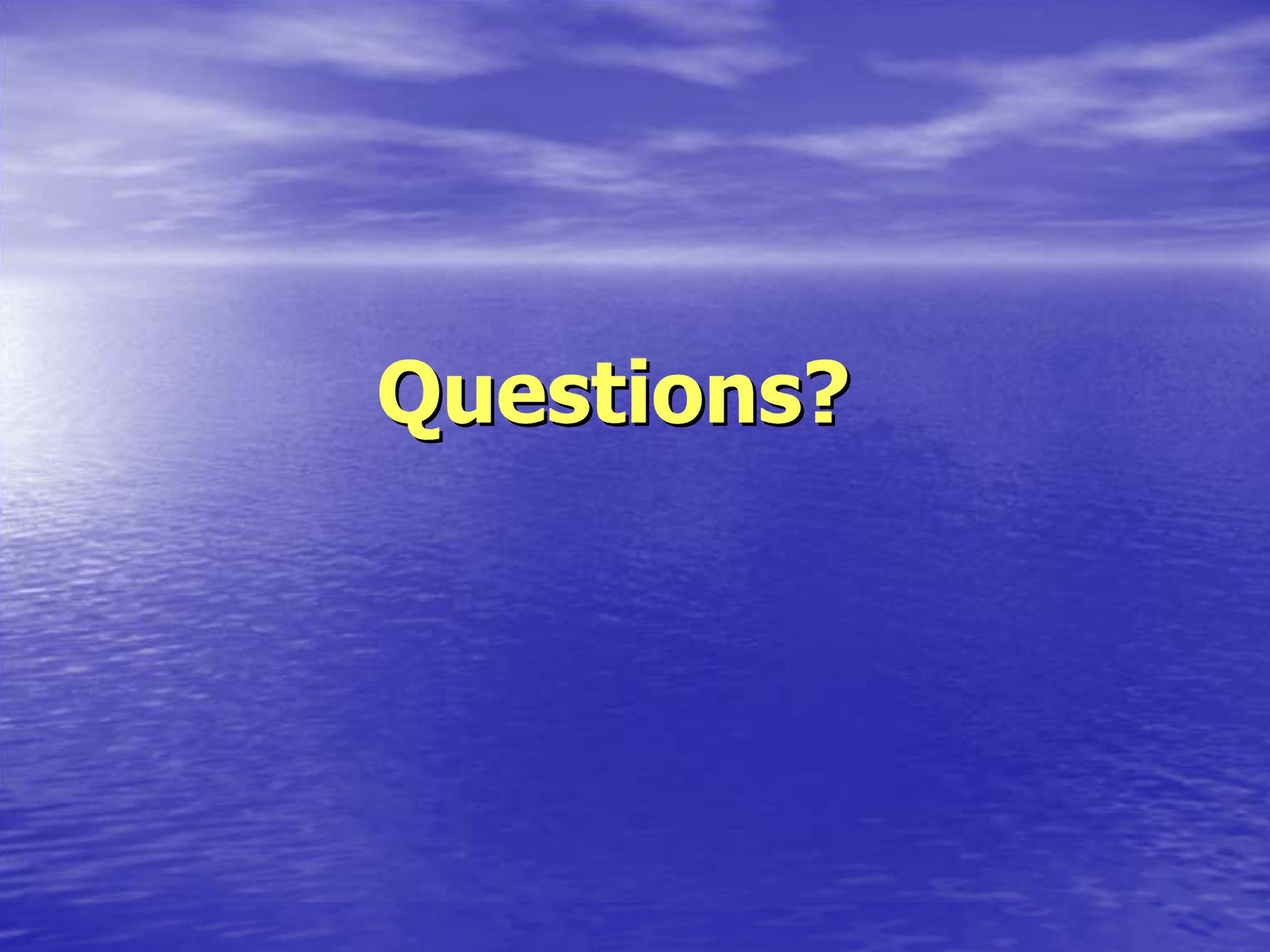
FY 2005 Anticipated Bus, Rail & Marine Programs (\$293.89M)



2005 – Centennial Year



- MDOT celebrates 100 years of transportation history (1905-2005)

The background of the slide is a deep blue color with a subtle, wavy texture that resembles water. A bright, horizontal band of light, representing a sun's reflection, stretches across the middle of the image. The overall effect is serene and clean.

Questions?