

APPROVED

September 12, 2008

Michigan State
Administrative Board

Lansing, Michigan

September 2, 2008

A regular meeting of the State Administrative Board was held in the Lake Superior Room, 1st Floor, Michigan Library and Historical Center, on Tuesday, September 2, 2008, at 11:00 a.m.

Present: Brandon Hofmeister, Deputy Legal Counsel, representing Jennifer M. Granholm, Chairperson
Walt Herzig, Chief of Staff, representing John D. Cherry, Jr., Lt. Governor
Patrick F. Isom, Assistant Attorney General, representing Michael A. Cox, Attorney General
Brian DeBano, Chief of Staff, representing Terri Lynn Land, Secretary of State
Mary G. MacDowell, Director, Financial Services Bureau, representing Robert J. Kleine, State Treasurer
Wayne Roe, Jr., Administrator, Contract Services Division, representing Kirk T. Steudle, Director, Department of Transportation
Sherry Bond, Secretary

Absent: Michael P. Flanagan, Superintendent of Public Instruction

Others Present:

James Burris, Elise Lancaster, Pat Mullen, Janet Rouse, Department of Management and Budget; Mike Blackledge, Department of Transportation; John Walter, Michigan Strategic Fund

1. CALL TO ORDER:

Mr. Hofmeister called the meeting to order and led the Pledge of Allegiance to the Flag.

2. READING OF MINUTES OF PRECEDING MEETING AND APPROVAL THEREOF:

Ms. MacDowell moved that the minutes of the regular meeting of August 19, 2008, be approved and adopted. The motion was supported by Mr. DeBano and unanimously approved.

3. HEARING OF CITIZENS ON MATTERS FALLING UNDER JURISDICTION OF THE BOARD:

NONE

4. COMMUNICATIONS:

Third Quarter of 2008 Report of the Chief Compliance Officer of the Michigan Strategic Board regarding compliance with internal policies and procedures and with applicable laws related to 21st century jobs fund programs.

5. UNFINISHED BUSINESS:

NONE

6. NEW BUSINESS:

Retention and Disposal Schedule(s):

DEPARTMENT OF COMMUNITY HEALTH, Bureau of Health Systems, 9/2/08

DEPARTMENT OF MANAGEMENT AND BUDGET, Office of Retirement Systems
All Retirement Systems, 9/2/08

Ms. MacDowell moved that the retention and disposal schedules, be approved and adopted. The motion was supported by Mr. Herzig and unanimously approved.

7. REPORTS AND RECOMMENDATIONS OF COMMITTEES:
(Please see the following pages)

APPROVED

September 2, 2008

Michigan State
Administrative Board

COMMITTEE REPORT TO THE STATE ADMINISTRATIVE BOARD

The Honorable Jennifer M. Granholm, Governor
and
Members of the State Administrative Board

A regular meeting of the Building Committee was held at 11:00 a.m.
on August 26, 2008. Those present being:

Chairperson:	<u>Mary G. MacDowell, representing</u> State Treasurer Kleine	Approved	_____
Member:	<u>Steven Liedel, representing</u> Lt. Governor Cherry	Approved	_____
Member:	<u>Kelly Keenan, representing</u> Governor Granholm	Approved	_____

Others: Iris Lopez, Department of Attorney General; Sherry Bond,
James Burris, Cindy Collins, Elise Lancaster, Janet Rouse, Jud
Sorensen, Department of Management and Budget; Kris Squibb,
Department of Natural Resources; Rick Dolan, Department of
Transportation; Paulus Obey, Ron Rodorigo, Engineered Construction;
David Tyler, Engineering Application, Inc.; Thomas Halligan,
Goyette Mechanical

The Building Committee regular agenda was presented.

Mr. Paulus Obey of Engineered Construction explained his protest of
the award of Item 2 on the agenda to Goyette Mechanical.

Mr. Halligan of Goyette Mechanical said his company would be honoring
the bid price \$1,249,000.00 as submitted and this price includes the
allowance of \$100,000.00.

Following discussion, Mr. Keenan moved that the regular agenda be
recommended to the State Administrative Board for approval. Supported
by Mr. Liedel, the motion was unanimously adopted.

Ms. MacDowell adjourned the meeting.

A G E N D A

BUILDING COMMITTEE / STATE ADMINISTRATIVE BOARD

August 26, 2008 / September 2, 2008
11:00 A.M. Lake Superior Room 1st Floor
Michigan Library and Historical Center

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This agenda is for general informational purposes only. At its discretion, the Building Committee may revise this agenda and may take up other issues at the meeting.

AWARD OF CONSTRUCTION CONTRACTS

1. DEPARTMENT OF MANAGEMENT AND BUDGET, LANSING – Michigan Vietnam Memorial – Maintenance and Repair
File No. 071/07239.EEW - Index No. 00816
Low Responsive Bidder: Total Mechanical Contruction, LLC, Farmington;
\$307,000.00

Purpose/Business Case

The purpose of this contract is to perform maintenance and repair work on the Michigan Vietnam Memorial to include finishes, lighting, landscaping, pavement, drainage, and ADA accessibilty issues.

Benefit

The State will benefit by ensuring that the Monument continues to be an everlasting tribute to the soldiers, sailors, and airmen who gave their lives in defense of this Country.

Funding Source

100% Agency Restricted Funds

Commitment

The contract cost is fixed based on competitive bids. The amount of the contract is within the authorized budget.

Risk Assessment

Failure to approve this contract could result in the continued deterioration of the monument which could place the State in a very negative position with the Vietnam veterans community.

Zip Code

48909

2. DEPARTMENT OF MANAGEMENT AND BUDGET, FLINT – Flint State Office Building – Renovation of Heating, Ventilating, and Air Conditioning (HVAC) and Controls
File No. 071/07113.JNS - Index Nos. 44407 & 11639
Low Responsive Bidder: Goyette Mechanical Company, Flint, Michigan;
\$1,249,000.00

Protest of Award

Engineered Construction LP, on August 1, 2008, filed a written protest of the recommended award of this contract to Goyette Mechanical Company. Both Engineered Construction LP and Goyette Mechanical Company will be in attendance and have requested an opportunity to be heard at the Building Committee Meeting as per Paragraph 12.4 of the Instructions to Bidders associated with this project.

Purpose/Business Case

The purpose of this contract is to replace all existing pneumatic controls on the Heating, Ventilating and Air Conditioning (HVAC) system for the entire building with new Direct Digital Controls (DDC). The scope of work will also include replacing the existing mixing boxes above the ceilings on all seven floors with new single duct variable air volume (VAV) boxes including hot water reheat coils and hot water piping to each box. The new DDC System will be compatible with the State's building automation network allowing remote 24 hour monitoring of alarms by DMB's Central Control and providing quicker maintenance response. Replacement of each floor's existing mixing boxes with new VAV boxes including reheat coils will correct existing building HVAC problems.

Benefit

The State will benefit by replacing a 25 year old HVAC pneumatic control system that has experienced numerous failures and can no longer be maintained with a new direct digital control system. Proposed renovations will also provide significant improvements in energy efficiency.

Funding Source

95% Agency Operating Funds; 5% Lump Sum Special Maintenance Funds

Commitment

The contract cost is fixed based on competitive bids. The amount of the contract is within the authorized budget.

Risk Assessment

Failure to approve this contract will result in the continued use of the out-dated, inefficient HVAC system.

Zip Code

48502

3. DEPARTMENT OF CORRECTIONS, YPSILANTI – Huron Valley Men's Correctional Facility – Housing Unit 6 Renovations
File No. 472/07014.EEW - Index No. 05350
Low Responsive Bidder: Bernco, Inc., St. Clair Shores; \$812,000.00

Purpose/Business Case

The purpose of this contract is to convert the programs area in Building 6 at the Huron Valley Men's Correctional Facility to an 86 bed Level I/II Housing Unit for female prisoners being relocated from the Scott Correctional Facility which is scheduled to close next year. This is the first project of seven to convert the men's facility into a female prison.

Benefit

The State will benefit by having all of the State's incarcerated females at one location providing savings in operations cost.

Funding Source

100% Agency Operating Funds

Commitment

The contract cost is fixed based on competitive bids. The amount of the contract is within the authorized budget.

Risk Assessment

Failure to approve this contract could result in the Department of Corrections having to place these Level I/II prisoners in housing units with higher level prisoners which would result in security and safety issues.

Zip Code

48197

4. DEPARTMENT OF INFORMATION TECHNOLOGY, DIMONDALE – Secretary of State Office Building – Lake Superior Hosting Center – Power Enhancement
File No. 084/08260.SJU - Index No. 85702
Low Responsive Bidder: HBC Contracting, Lansing; \$722,000.00

Purpose/Business Case

The purpose of this contract is to provide a new electrical equipment room within the Secretary of State Office Building. This electrical room will provide a source of both primary and back-up electrical power for the Lake Superior Hosting Center. Included as part of this contract is the associated HVAC, fire suppression and minor office area renovation work that supports the new electrical room.

Benefit

The State will benefit by having a sufficient source of primary and back-up electrical power available to meet DIT server migration project timelines.

Funding Source

100% Agency Operating Funds

Commitment

The contract cost is fixed based on competitive bids. The amount of the contract is within the authorized budget.

Risk Assessment

Failure to approve this contract will result in DIT not being able to implement its computer server migration program due to the lack of adequate electrical power. Several State agencies would be prevented from implementing new applications because an adequate source of electrical power would not be available to operate their new servers.

Zip Code

48909

5. DEPARTMENT OF NATURAL RESOURCES, HOUGHTON AND ONTONAGON COUNTIES – Bergland to Sidnaw Trail over East Branch Ontonagon River – Bridge Rehabilitation
File No. 751/05154.RAA – Index No. 74300
Low Responsive Bidder: Great Lakes Marine Contracting, Inc., Black Creek, WI; \$378,973.50

Purpose/Business Case

The purpose of this contract is to repair the existing trail bridge structure including deck and railing replacement, trail grading and clearing.

Benefit

The State will benefit by correcting deficiencies to make the bridge safe for public and staff.

Funding Source

100% Restricted Funds

Commitment

The contract cost is fixed based on competitive bids. The amount of the contract is within the authorized budget.

Risk Assessment

Failure to approve this contract may result in continued costly maintenance of the bridge, possible unsafe conditions for public and staff, and potential closing of the trail system.

Zip Codes

49931 & 49953

6. DEPARTMENT OF NATURAL RESOURCES, CEDAR RIVER – J.W. Wells State Park – Access to Recreation Phase 1
File No. 751/07218.JAN - Index No. 50900
Low Responsive Bidder: Alfredson Brothers Construction Company, Menominee; \$312,000.00

Purpose/Business Case

The purpose of this contract is to construct unique, universally accessible recreational opportunities for the disabled citizens of the State of Michigan. This project will provide accessibility at the playground, beach area and along the interpretive trails.

Benefit

The State will benefit by providing the disabled citizens of the State of Michigan, along with everyone else, the access to recreation.

Funding Source

100% Private Funds from the Kellogg Foundation

Commitment

The contract cost is fixed based on competitive bids. The amount of the contract is within the authorized budget.

Risk Assessment

Failure to approve this contract will result in continued inaccessibility to the recreational opportunities for disabled citizens.

Zip Code

49887

- 7. DEPARTMENT OF TRANSPORTATION, MARSHALL – Marshall Transportation Service Center – Expansion
File No. 591/06390.RAN - Index No. 60108
Low Responsive Bidder: Frederick Construction, Inc., Kalamazoo; \$258,000.00

Purpose/Business Case

The purpose of this contract is to expand the Marshall Transportation Service Center (TSC). The expansion will allow the current staff, which has grown in number and can no longer work efficiently in the currently overcrowded conditions, to have much improved work environment.

Benefit

The State will benefit by having a single facility to meet current needs of the TSC staff.

Funding Source

100% Agency Operating Funds

Commitment

The contract cost is fixed based on competitive bids. The amount of the contract is within the authorized budget.

Risk Assessment

Failure to approve this contract will result in the Marshall TSC staff continuing to work in a cramped environment.

Zip Code

49068

REVISIONS TO CONSTRUCTION CONTRACTS

- 8. DEPARTMENT OF NATURAL RESOURCES, CHEBOYGAN – Cheboygan Lock & Dam – Lock & Dam Repairs
File No. 751/03476.HRB – Index No. 99016
Morrish-Wallace Construction Company, Inc., dba/Ryba Marine Construction, Cheboygan; CCO No. 5, Incr. \$66,245.89

Purpose/Business Case

The purpose of this change order is to provide 1-1/2" of 13A asphalt overlay on existing boating access parking lot. Due to the age of the existing pavement it requires continuous, costly maintenance.

Benefit

An overlay will provide for long term stability and a sound surface to meet ADA requirements.

Funding Source

100% Restricted Funds

Commitment

Prices quotes are actual contractor costs.

Risk Assessment

Failure to approve this change order will result in continued costly maintenance and jeopardize the safety and integrity of the parking lot surface.

Zip Code

49721

NEW LEASE FOR PRIVATE PROPERTY

9. DEPARTMENT OF STATE, HOLLAND - New Lease #11208 effective December 1, 2008, through November 30, 2018, with Clinton Corporation, a Michigan Corporation, 2876 28th Street SW, Suite 201, Grandville, MI 49418, as Lessor, and the State of Michigan by the Department of Management and Budget for the Department of State, as Lessee, for 4,200 square feet of office space located at 587-80 East 8th Street, Holland, Michigan 49423. The annual per square foot rental rate for this space is \$10.50 (\$3,675.00 per month). Effective December 1, 2013, through November 30, 2018, the annual per square foot rental rate for this space is \$11.55 (\$4,042.50 per month). This rate does not include utilities, janitorial, and trash removal from wastebaskets. This Lease contains one 5-year renewal option with an annual per square foot rental rate of \$12.10 (\$4,235.00 per month). This Lease contains a Standard cancellation clause with 90-days notice. The Attorney General has approved this Lease as to legal form.

Purpose/Business Case

This Lease will allow the Department to move to a new location within the same mall.

Benefit

The benefit is a larger office that will provide customers and employees with an improved office environment to better conduct transactions. The rental rate is within the current market rate for comparable space.

Funding Source

27% General Fund, 73% Restricted Funds

Commitment Level

Ten years with one 5-year renewal option; however, this Lease contains a Standard cancellation clause with 90-days notice.

Risk Assessment

Non-approval of this Lease will hinder the Department from providing uninterrupted quality customer service because the current location fails to a meet their operational needs.

Zip Code

49423

10. DEPARTMENT OF HUMAN SERVICES, IRON MOUNTAIN - New Lease #11306 effective February 1, 2009, through January 31, 2019, with Cable Constructors, Inc., a Michigan Corporation, PO Box 190 (105 Kent Street), Iron Mountain, Michigan 49801, as Lessor, and the State of Michigan by the

Department of Management and Budget for the Department of Human Services, as Lessee, for 8,736 square feet of office space located at 1401 Carpenter Avenue, Iron Mountain, Michigan 49801. The annual per square foot rental rate for this space is \$9.00 (\$6,552.00 per month). This rate does not include public utility charges, janitorial, and office trash removal. This Lease contains two five-year renewal options with an annual per square foot rental rate of \$11.39 (\$8,291.92 per month). This Lease contains a Standard cancellation clause with 90-days notice. The Attorney General has approved this Lease as to legal form.

Purpose/Business Case

The purpose of this new Lease is to provide the department with a safer work environment and a more appropriate sized office to better service their clients than their current leased space. The rental rate is within the current market rate.

Benefit

Approval of this lease will allow the department to properly provide services to their clients in adequate and safe office space.

Funding Source

55% General Fund; 45% Federal Funds

Commitment Level

Ten years with two five-year renewal options; however, this Lease contains a Standard cancellation clause with 90-days notice.

Risk Assessment

Non-approval of this Lease will hinder the Department from providing a safe work environment and suitable office space for staff and properly providing services to their clients.

Zip Code

49801

ADDENDUM TO LEASE FOR PRIVATE PROPERTY

11. DEPARTMENT OF TREASURY, LANSING - Addendum #1 to Lease #7316-2007 effective September 1, 2008, through February 28, 2018, with Eyde Construction Company, a Limited Liability Company, 4660 South Hagadorn Road, Suite 660, East Lansing, Michigan 48820, as Lessor, and the State of Michigan by the Department of Management and Budget for the Department of Treasury, as Lessee, for 5,491 square feet of office space located at 5015 South Cedar Street, Lansing. The annual per square foot rental rate for this space is \$15.00 (\$6,863.75 per month). This Addendum becomes effective upon the last State approval and continues to the termination date of the lease, or any extension. This Lease contains a Standard cancellation clause with 90-days notice. The Attorney General has approved this Addendum as to legal form.

Purpose/Business Case

This exchange of suites within the same building will result in an increase of space which will allow the department to hire additional employees and utilize their space more effectively. This space is used and occupied in a co-location setting by tax

collection service employees who are required to monitor the collection function of the private collection agency tasked with property seizure. Approximately 1,200 square feet of this space is used for storage of seized property.

Benefit

This allows this agency to increase the revenue it generates by better utilization of space.

Funding Source

31% General Fund; 69% Restricted Funds

Commitment Level

Ten years; however, this Lease contains a Standard cancellation clause with 90-days notice.

Risk Assessment

Non-approval of this Lease will risk a loss of revenue for the State.

Zip Code

48910

12. DEPARTMENT OF HUMAN SERVICES, BARAGA - Addendum #1 to Lease #10723 approved by the State Administrative Board on September 15, 1999, Item #11, between Steven P. and Nancy A. Kinnunen, Husband and Wife, RR Box 160 A, Atlantic Mine, Michigan 49905, as Lessor, and the State of Michigan by the Department of Management and Budget for the Department of Human Services, as Lessee, for 6,585 square feet of space located at 108 Main Street (P.O. Box 10), Baraga, Michigan 49908. This Addendum provides for reducing the rental rate for the remaining lease term and renewal options and updating the base year for tax adjustments. The annual per square foot rental rate is \$15.23 (\$8,357.46 per month). The annual per square foot rental rate for the two five-year renewal option is 15.23 (\$8,357.46 per month). This Addendum becomes effective upon the last State approval and continues to the termination date of the lease, or any extension. This Lease contains a Standard cancellation clause with 90-days notice. The Attorney General has approved this lease as to legal form.

Purpose/Business Case

The department has been legislatively mandated to reduce facility and other costs while still maintaining customer services the public expects. This addendum will allow the Department to realize a costs savings by reducing the rental rate for the remaining term and the two renewal options.

Benefit

This Addendum allows the Department to remain at the current location and avoid relocation costs, while meeting the mandate to reduce costs.

Source of Funds

55% General Fund; 45% Federal Funds

Commitment Level

Two years and two five-year renewal options; however, this Lease contains a Standard cancellation clause with 90-days notice.

Risk Assessment

Non-approval of this Addendum will hinder the Department from continuing to provide uninterrupted service. Could possibly bring about increased costs if they are required to relocate and meet the mandate.

Zip Code

49908

CONTRACT CHANGE ORDER

13. DEPARTMENT OF MANAGEMENT AND BUDGET, LANSING - CCO #4 for Lease #10853 approved by the State Administrative Board on August 15, 2000, Item #4 between Lawrence D. and Doris A. Clark, as Lessor, and the State of Michigan by the Department of Management and Budget for the Department of Management and Budget, as Lessee. This CCO provides for installation of two 30 amp single phase circuits and one electrical switch, as requested by the Department of Management and Budget at a cost not-to-exceed \$1,036.20. The space is located at 7707 Rickle Rd., Lansing, MI 48917

Purpose/Business Case

The purpose of this CCO is to provide electrical power to new analytical instruments.

Benefit

This CCO allows for expanded analytical capability which is necessary to identify and meet applicable standards to protect the health of employees of Michigan.

Source of Funds

100% General Funds to be billed back to Department of Labor & Economic Growth;
50% Federal Funds & 50% Restricted Funds

Commitment Level

Present through March 31, 2016; however, this Lease contains an Executive New cancellation clause with 90-days notice.

Risk Assessment

Non-approval of this CCO will hinder the Department from the ability to expand their species analytical capabilities to meet applicable standards.

Zip Code

48917

Ms. MacDowell presented the Building Committee Report for the regular meeting of August 26, 2008. After review of the foregoing Building Committee Report, Ms. MacDowell moved that the Report covering the regular meeting held August 26, 2008, be approved and adopted. The motion was supported by Mr. DeBano and unanimously approved.

APPROVED

September 2, 2008

Michigan State
Administrative Board

COMMITTEE REPORT TO THE STATE ADMINISTRATIVE BOARD

The Honorable Jennifer M. Granholm, Governor
and
Members of the State Administrative Board

A regular meeting of the **Finance and Claims** Committee was held at **11:00 a.m.** on **August 26, 2008**. Those present being:

Chairperson: Mary G. MacDowell, representing Approved _____
State Treasurer Kleine

Member: Iris Lopez, representing Approved _____
Attorney General Cox

Member: Kelly Keenan, representing Approved _____
Governor Granholm

Others: Steve Liedel, Governor's Office; Sherry Bond, James Burris, Elise Lancaster, Janet Rouse, Jud Sorensen, Department of Management and Budget; Kris Squibb, Department of Natural Resources; Rick Dolan, Department of Transportation; Paulus Obey, Ron Rodorigo, Engineered Construction; David Tyler, Engineering Application, Inc.; Thomas Halligan, Goyette Mechanical

The Finance and Claims Committee regular agenda was presented.

Following discussion, Ms. Lopez moved that the regular agenda be recommended to the State Administrative Board for approval with Items 2(15), 6(2), 15(2), and 22(2) of the regular agenda withdrawn. The motion was supported by Mr. Keenan and unanimously adopted.

Ms. MacDowell adjourned the meeting.

At the State Administrative Board meeting on September 2, 2008, Item 1(1) of the regular agenda was withdrawn by the Department of Corrections.

2. DEPARTMENT OF HUMAN SERVICES continued

- 3) Kay O'Shaughnessy
Iron, MI NOT TO EXCEED
\$ 48,000.00 Total
FY09-11 100% Federal
Three-year contract for Parent
Education and Support Services
in Dickinson County
- 4) Nina Bennett
Crystal Falls, MI NOT TO EXCEED
\$ 48,000.00 Total
FY09-11 100% Federal
Three-year contract for Parent
Aide services in Iron County
- 5) Family & Children Services
Kalamazoo, MI NOT TO EXCEED
\$ 61,320.00 Total
FY09-11 100% Federal
Three-year contract for Parent
Education and Support services
in Kalamazoo County
- 6) Community, Assessment,
Referral & Education
Fraser, MI NOT TO EXCEED
\$ 495,000.00 Total
FY09-11 100% Federal
Three-year contract for
substance abuse support program
- 7) Heartland Community Services,
LLC \$ 95,060.00 Total
Big Rapids, MI **FY08-11** 100% Federal
Three-year, 2 month contract
for kinship care services
- 8) Barbara A. Lemcool
Traverse City, MI \$ 34,230.00 Total
FY09-11 100% Federal
Three-year contract for
coordination services
- 9) Robert G. MacEachran
Traverse City, MI \$ 32,865.00 Total
FY09-11 100% Federal
Three-year contract for
coordination services

2. DEPARTMENT OF HUMAN SERVICES continued

- | | | |
|-----|---|---|
| 10) | Catholic Social Services of
Oakland
Pontiac, MI | NOT TO EXCEED
\$ 84,734.07 Total
FY09-11 100% Federal
Three-year contract for post
adoption services |
| 11) | Catholic Social Services of
Oakland
Pontiac, MI | NOT TO EXCEED
\$ 245,316.00 Total
FY09-10 100% Federal
Two-year contract for Teen
Parent services |
| 12) | Van Buren Community Mental
Health Authority
Paw Paw, MI | NOT TO EXCEED
\$ 487,314.00 Total
FY09-11 100% Federal
Three-year contract for
wraparound coordination
services in VanBuren County |
| 13) | Catholic Family Services
Kalamazoo, MI | NOT TO EXCEED
\$ 46,347.00 Total
FY09-11 100% Federal
Three-year contract for Youth
in Transition services |
| 14) | Mid Michigan Guardianship
Lansing, MI | NOT TO EXCEED
\$ 108,345.00 Total
FY09-11 100% Federal
Three-year contract for Legal
Intervention and Representative
Payee services |
| 15) | Andre Bosse Center
Hart, MI | \$ 60,012.00 Total
FY09-11 100% Federal
Three-year contract for Family
to Family Visitation |
| 16) | Catholic Charities West
Michigan
Muskegon, MI | NOT TO EXCEED
\$ 360,000.00 Total
FY09-11 100% Federal
Three-year contract for Mentor
Recruitment and Training,
Family Support Services in
Ottawa County |

Withdrawn

2. DEPARTMENT OF HUMAN SERVICES continued

- 17) Robert E. Lauer, Ph.D.
Ann Arbor, MI NOT TO EXCEED
\$ 299,520.00 Total
FY09-11 100% GF
Three-year contract for
Psychologist services at Maxey
Training School
- 18) Central Michigan District
Health Department \$ 74,997.00 Total
Gladwin, MI **FY09-11** 100% Federal
Three-year contract for Healthy
Start Program
- 19) Anna Walton NOT TO EXCEED
Holt, MI \$ 26,000.00 Total
FY08-10 100% General Fund
Two-year, two-month contract
for Foster Care recruitment and
training in Ingham County
- 20) Northern Family Intervention \$ 222,561.00 Total
Services, Inc. **FY09-11** 100% Federal
Gaylord, MI Three-year contract for parent
education
- 21) Oscoda County MSU Extension/
Oscoda County Board of \$ 54,000.00 Total
Commissioners **FY09-11** 100% Federal
Oscoda, MI Three-year contract for youth
mentoring in Oscoda County

3. DEPARTMENT OF NATURAL RESOURCES

- 1) Research Contracts \$ 1,943,127.00 Total
(Listing on file) **FY09-22** Various funds
Multiple fisheries and wildlife
research contracts to Michigan
universities

SECTION II - AGENCY SUBMITTED - CONTRACT CHANGES

4. DEPARTMENT OF CORRECTIONS

- 1) BSA Interventions \$ 5,000.00 Amendment
Kalamazoo, MI \$ 29,000.00 New Total
FY08 100% Restricted Funds
Additional funds to Provide Sex
Offender Counseling
- 2) Catholic Social Services \$ 10,000.00 Amendment
Muskegon, MI \$ 34,500.00 New Total
FY08 100% Restricted Fund
Additional funds to provide sex
offender counseling to parolees
and probationers
- 3) Bell Behavioral Services \$ 4,000.00 Amendment
Ishpeming, MI \$ 28,500.00 New Total
FY08 100% Restricted Fund
Additional funds to provide sex
offender counseling for
parolees and probationers

5. DEPARTMENT OF HUMAN SERVICES

- 1) Gryphon Place \$ 95,000.00 Amendment
Kalamazoo, MI \$ 665,000.00 New Total
FY09 80% Fed/20% GFGP
Additional funding for a
Six month extension to crisis
intervention and referral
services due to increase in
number of clients being served
- 2) Otsego County Friend of the \$ 96,861.00 Amendment
Court \$ 378,881.00 New Total
Gaylord, MI **FY08** 100% Federal
Additional funds to pay
increased salaries as a result
of additional workload and
union contracts

5. DEPARTMENT OF HUMAN SERVICES continued

- 3) Grand Traverse County Friend of the Court
Traverse City, MI \$ 82,035.00 Amendment
\$ 1,252,852.00 New Total
FY08 100% Federal
Additional funds to pay increased salaries as a result of additional workload and union contracts
- 4). Catholic Human Services, Inc.
Gaylord, MI \$ 8,960.40 Amendment
\$ 27,824.00 New Total
FY08-10 100% Federal
Additional funds to pay for additional classroom programming due to increase in number of clients being served

SECTION III - AGENCY SUBMITTED - NEW GRANTS

6. DEPARTMENT OF HUMAN SERVICES

- 1) Various CSBG 09 - Series
(Listing on file) \$ 27,499,346.00 Total
FY09 100% Federal
One-year grant for a variety of services for low-income individuals and families to become self-sufficient
- 2) Chippewa-Luce-Mackinac
Community Action and Human
Resource Authority, Inc.
Sault Ste. Marie, MI \$ 300,000.00 Total
FY08 100% General Funds
Funding to assist with the completion of Phase II of the Newberry Community Action Facility Project in Newberry, MI

Withdrawn

7. DEPARTMENT OF LABOR AND ECONOMIC GROWTH

- 1) Prima Civitas Foundation \$ 2,000,000.00 Total
Lansing, MI **FY08-11** 100% Federal Funds
Federal pass-through grant
whereby the Grantee will
receive funding to provide
retraining and placement of
dislocated workers into
healthcare occupations
- 2) Statewide Community \$ 633,932.00 Total
Rehabilitation **FY08-09** 100% Federal Funds
Program Grantees Grantee's will receive federal
(Listing on file) funding to establish, develop
or improve community
rehabilitation programs and
services contributing to the
rehabilitation of persons with
disabilities by providing
services that foster community
integration and competitive
employment
- 3) Statewide Workforce \$ 200,000.00 Total
Development Boards **FY08-09** 100% Federal Funds
(Listing on file) Annual youth funding formula
distributions to the Grantees
to increase longer term
academic and occupational
learning opportunities for
youth in high youth
concentration areas of the
State of Michigan

8. DEPARTMENT OF NATURAL RESOURCES

- 1) Snowmobile Club Grants \$ 1,365,000.00 Total
(Listing on file) **FY09** 100% State Restricted
Grants for the purchase of
grooming equipment on State
designated trails

8. DEPARTMENT OF NATURAL RESOURCES continued

2) Inland Fisheries Grants \$ 170,194.00 Total
(Listing on file) **FY09** 100% State Restricted
Grants to improve access to
fisheries resources

9. DEPARTMENT OF STATE POLICE

1) Detroit Police Department \$ 125,000.00 Total
Detroit, MI **FY09** 100% Federal Funds
One-year grant to provide
funding to continue the Safe
Community project designed to
address their traffic safety
problems such as alcohol
impaired driving, safety belt
use, and pedestrian safety

2) Various Enforcement Agencies \$ 5,269,000.00 Total
(Listing on file) **FY09** 100% Federal Funds
One-year grant providing
agencies with funding as
indicated by data for
enforcement

SECTION IV - AGENCY SUBMITTED - GRANT CHANGES

10. DEPARTMENT OF COMMUNITY HEALTH

1) Midwest AIDS Prevention \$ 40,138.00 Amendment
Project \$ 290,529.00 New Total
Ferndale, MI **FY08** 100% Federal Funds
Additional funds for additional
participants for one year grant
agreement to provide funding
for HIV prevention services to
high risk individuals

11. DEPARTMENT OF LABOR AND ECONOMIC GROWTH

- 1) Statewide Workforce Development Boards (Listing on file) \$ 350,000.00 Amendment \$167,336,284.00 New Total **FY08** 100% Federal Funds Grantees will receive additional federal funding to develop and plan the delivery of enhanced services for the Jobs, Education and Training (JET) Plus Program participants

SECTION V - DMB SUBMITTED - NEW CONTRACTS

12. DEPARTMENT OF HUMAN SERVICES

- 1) Children's Charter of the Courts of Michigan Lansing, MI \$ 205,110.00 (3 years) **FY08-11** 60% Federal 40% GF 071I8200180 Training and Technical Assistance for Prevention of Child Abuse and Neglect for Zero to Three Grantees

13. DEPARTMENT OF INFORMATION TECHNOLOGY

- 1) enfoTech & Consulting, Inc Lawrenceville, NJ \$ 1,038,780.00 (3 years) **FY08-11** 30% Federal 70% Restricted Funds 071I8200188 Michigan Air Emissions Reporting System
- 2) ESRI Redland, CA \$ 500,000.00 (1 year) **FY09** 100% Other Funds 071I8200263 Geographic Information System Software, Maintenance and Services

13. DEPARTMENT OF INFORMATION TECHNOLOGY continued

Various RE:START Vendors

**Short-term Staff Augmentation
Information Technology for
various departments**

- | | |
|--|---|
| 3) Digital Technology
(Xiaohong Wu)
Novi, MI | \$ 114,400.00 (1 yr 28 days)
FY08-09 100% Revolving Funds
071I82000287 To obtain
temporary professional services
to assist the Department of
Information Technology,
Michigan Business Services
Improvement Initiative for two
Programmer Analysts with three-
years of Java applications
development experience |
| 4) OpTech
(Chitti Babu)
(Srinivas Parkala)
Detroit, MI | \$ 228,000.00 (1 yr 28 days)
FY08-09 100% Revolving Funds
071I82000287 To obtain
temporary professional services
to assist the Department of
Information Technology,
Michigan Business Services
Improvement Initiative for two
Programmer Analysts with three-
years of Java applications
development experience |
| 5) Peer Solutions Group
(Peter Campanale)
Farmington Hills, MI | \$ 164,320.00 (1 year)
FY08-09 80% Federal 20% GF
071I8200220 To obtain
quotations for temporary
professional services to assist
the Department of Information
Technology, and the Michigan
Department of Transportation.
Michigan Department of
Transportation needs the
services of a resource that can
modify four or more
applications that were
developed using FoxPro |

13. DEPARTMENT OF INFORMATION TECHNOLOGY continued

6) WOW Global \$ 228,800.00 (1 year)
(Karthik Seethamuraju) **FY08-09** 100% Revolving Funds
Pittsburg, PA 071I8200226 To provide
candidates for a Technical
Consultant to assist the
Department of Information
Technology in support of the
State's Single Sign On Systems

14. DEPARTMENT OF LABOR AND ECONOMIC GROWTH

1) Mid-State Litho, Inc. \$ 89,500.00 (One-Time)
Flint, MI **FY08** 100% Federal Funds
071I8200269 Automated Book
Bindery System

2) National Committee on \$ 123,156.00 (3 years)
Quality Assurance **FY08-11** 100% Restricted
Washington, DC 071I8200170 Obtain, Analyze
and Validate Data for HMO
Consumer Guide

15. DEPARTMENT OF MANAGEMENT AND BUDGET

1) Cummins Bridgeway, LLC \$ 331,364.00 (3 years)
Hudson, MI **FY08-11** 100% Restricted
071I8200116 Generator
Maintenance Services-Statewide

2) Various Pre-Qualified Vendors \$ 0.00 (6 years)
(Listing on file) **FY08-14** 100% Restricted
071I8200128 Hazardous Waste
Removal Services for Department
of Environmental Quality

Withdrawn

16. DEPARTMENT OF NATURAL RESOURCES

1) Vermeer of MI, Inc. \$ 40,649.00 (One-Time)
Jackson, MI **FY08** 100% Restricted Funds
071I8200256 Rubber Track
Loader with Brushcutter

17. DEPARTMENT OF STATE

1) Security by Design, Inc. \$ 59,450.00 (One-Time)
Detroit, MI **FY08** 11% GF 89% Restricted
071I8200255 Surveillance
Digital Video Recorders and
Cameras

18. DEPARTMENT OF STATE POLICE

1) Carl Zeiss SMT Inc. \$ 159,154.00 (One-Time)
Peabody, MA **FY08** 100% Restricted Funds
071I8200262 Scanning Electron
Microscope

2) Wolverine Power System \$ 102,000.00 (One-Time)
Zeeland, MI **FY08** 100% General Funds
071I8200231 Three Tandem Axle
Trailers with Generators

19. DEPARTMENT OF TRANSPORTATION

1) Truck & Trailer Specialties \$ 55,619.00 (One-Time)
Dutton, MI **FY08** 100% Restricted Funds
071I8200241 Underbody Scrapers

2) Truck & Trailer Specialties \$ 239,321.00 (One-Time)
Dutton, MI **FY08** 100% Restricted Funds
071I8200223 Six Stainless
Steel Dump Bodies

SECTION VI - DMB SUBMITTED - CONTRACT CHANGES

20. BUREAU OF LOTTERY

1) Simons, Michelson, Zieve \$ 17,500,000.00 Amendment
(SMZ) \$ 52,500,000.00 New Total
Troy, MI **FY09** 100% Restricted Funds
071B5200395 Additional
funding for a one-year option
to the contract for
Advertising and Media Services

21. DEPARTMENT OF COMMUNITY HEALTH

- 1) Detroit Bio Medical Laboratories Farmington Hill, MI \$ 22,250.00 Amendment \$ 509,468.11 New Total **FY09** 100% General Funds 071B4200003 Additional funding for a two-month extension of the contract for General Laboratory Services for Center for Forensic Psychiatry
- 2) Various (Listing on file) \$ 3,018,727,400.00 Amendment \$12,368,990,966.00 New Total **FY08-09** 58% Federal 42% GF Additional funding for a one-year option to the contract for Comprehensive Health Care for Medicaid Beneficiaries

22. DEPARTMENT OF CORRECTIONS

- 1) PharmaCorr LLC St. Louis, MO \$ 36,000,000.00 Amendment \$114,754,200.22 New Total **FY09** 100% General Funds 071B6200211 Additional funding for a one-year option to the contract for Prisoner Pharmacy Services
- 2) Women's Legal Services, P.C. Holt, MI \$ 500,000.00 Amendment \$ 4,500,000.00 New Total **FY09** 100% General Funds 071B4200410 Additional funding for a six-month extension of the contract for Legal Writer Services for Prisoners

Withdrawn

23. DEPARTMENT OF ENVIRONMENTAL QUALITY

- 1) left blank intentionally

24. DEPARTMENT OF HUMAN SERVICES

- 1) GC Services Limited Partnership
Houston, TX \$ 500,000.00 Amendment
\$266,012,571.00 New Total
FY09-10 100% Restricted
071B7000419 Additional funding
for Collection Services
- 2) Michigan Coalition Against
Domestic and Sexual
Violence Okemos, MI \$ 120,000.00 Amendment
\$ 2,494,100.00 New Total
FY09 100% Federal Funds
071B4200017 Additional funding
for a three-month extension of
the contract for Domestic
Violence Prevention Training
- 3) PCA Corrections, LLC
Lake St. Louis, MO \$ 1,300,000.00 Amendment
\$ 4,319,272.03 New Total
FY08-09 50% GF 50% Other
071B5200290 Additional funding
for a one-year option to the
contract for Pharmacy Services
for Juvenile Facilities -
Retroactive

25. DEPARTMENT OF INFORMATION TECHNOLOGY

- 1) Electronic Data System
Lansing, MI \$ 45,000,000.00 Amendment
\$248,531,396.24 New Total
FY08-09 100% General Fund
071B4200147 Additional
funding for Michigan Master
Computing Contract
- 2) Integris, Inc
Billerica, MA \$ 1,158,000.00 Amendment
\$ 22,208,135.00 New Total
FY08-09 68% Federal 32% GF
071B1001139 Additional funding
for Contract Data Warehouse
Consultant for Department of
Human Services

26. DEPARTMENT OF MANAGEMENT AND BUDGET

- | | | |
|----|---|---|
| 1) | Grand Rapids Building
Services, Inc.
Grand Rapids, MI | \$ 20,841.00 Amendment
\$ 131,456.00 New Total
FY08-09 100% Restricted Funds
071B4200375 Additional
funding for Janitorial
Services for the Michigan
Department of Transportation |
| 2) | United Parcel Service
East Lansing, MI | \$ 200,000.00 Amendment
\$ 2,300,000.00 New Total
FY09 100% Various Funds
071B2001062 Additional
funding for a three-month
extension of the contract for
Overnight Mail Delivery
Services, Statewide |
| 3) | United Parcel Service
East Lansing, MI | \$ 200,000.00 Amendment
\$ 1,400,000.00 New Total
FY09 100% Various Funds
071B9000285 Additional
funding for a three-month
extension of the contract for
Small Package Ground Delivery
Services-Statewide |
| 4) | Xerox Corporation
East Lansing, MI | \$ 86,800.00 Amendment
\$ 1,987,763.53 New Total
FY08-10 100% General Funds
071B8200022 Additional
funding for Xerox Printer/
Copier Maintenance Contract
for Michigan State Police |

SECTION VII - RELEASE OF FUNDS TO WORK ORDER

SECTION VIII - REVISION TO WORK ORDER

SECTION IX - CLAIMS - PERSONAL PROPERTY LOSS

27. DEPARTMENT OF CORRECTIONS

Employee Claims

- 1) Crystal Atkins \$239.93

The claimant (08-SAB-099) requests \$239.93 reimbursement for her windshield broken by inmates playing softball. The Department recommends approval of this claim.

- 2) Kevin Ellerthorpe \$301.56

The claimant (08-SAB-102) requests \$301.56 reimbursement for damage to his motorcycle when an inmate using a riding lawn mower ran into it and knocked it over. The Department recommends approval of this claim.

- 3) Debbie Russ \$ 50.00

The claimant (08-SAB-096) requests \$50.00 reimbursement for her insurance deductible when a rock thrown from a lawn mover broke her vehicle window. The Department recommends approval of this claim.

- 4) Reno Walcher \$194.97

The claimant (08-SAB-101) requests \$194.97 reimbursement for his sunglasses broken during an altercation with an inmate. The Department recommends approval of this claim.

- 5) Hartford Insurance Company \$510.38
as subrogee of Shirley Willett

The claimant (08-SAB-093) requests \$510.38 reimbursement for damage to their insured's vehicle when a State employee opened the door of the State car he was operating, hitting her vehicle. The Department recommends approval of this claim.

27. DEPARTMENT OF CORRECTIONS

Inmate Claims

- 6) Byron Brown #624413 \$ 51.19

The claimant (08-SAB/DOC-271) requests \$51.19 reimbursement for numerous food and personal items lost while under control of the Department. The Department recommends approval of this claim

- 7) Kendall Donaldson #365661 \$ 12.09

The claimant (08-SAB/DOC-211) requested \$12.09 reimbursement for his headphones lost while under control of the Department. The Department recommends approval of \$ 14.09 for this claim.

- 8) Ralph Dwyer #401631 \$ 22.50

The claimant (08-SAB/DOC-265) requested \$22.50 reimbursement for art supplies he ordered and did not receive. The Department recommends approval of this claim.

- 9) Clinton Lewis #135874 Unspecified

The claimant (08-SAB/DOC-321) requested an unspecified amount for reimbursement for hobby craft items destroyed while under control of the Department. The Department recommends approval of \$94.34 for this claim.

- 10) Arthur Perry #121507 \$ 77.43

The claimant (08-SAB/DOC-267) requested \$77.43 reimbursement for his typewriter damaged during transfer. The Department recommends approval of this claim.

- 11) Ollie Smith #240508 \$ 34.98

The claimant (08-SAB/DOC-276) requested \$34.98 reimbursement for his tape player lost while under control of the Department. The Department recommends approval of this claim.

27. DEPARTMENT OF CORRECTIONS

Inmate Claims

- 12) Ronald Vandeberg #326759 \$ 34.98

The claimant (08-SAB/DOC-317) requested \$34.98 reimbursement for his radio/tape player thrown away by staff. The Department recommends approval of this claim.

28. DEPARTMENT OF NATURAL RESOURCES

- 1) Richard Boughton \$86.25

The claimant (08-SAB-082) requests \$86.25 reimbursement for towing charges when his trailer wheel got stuck in the public access while trying to launch his boat. The Department recommends approval of this claim

- 2) Rhonda Hernandez \$916.11

The claimant (08-SAB-081) requests \$916.11 reimbursement for damage to her vehicle when they bottomed out in the driveway of the cabin they were renting. The Department recommends approval of this claim.

29. DEPARTMENT OF STATE

- 1) Aaron Williams, Jr. \$400.00

The claimant (08-SAB-063) requests \$400.00 reimbursement for impound charges due to Secretary of State error. The Department recommends denial of this claim.

SECTION X - CLAIMS - PERSONAL INJURY LOSS

SECTION XI - APPROVAL OF SPECIAL ITEMS

30. DEPARTMENT OF CORRECTIONS

Requests permission to dispose of unclaimed and abandoned prisoner property without intrinsic value in accordance with PD-BCF-53.01, Section IV, Abandoned and Unclaimed Property from the following facilities:

Saginaw Correctional Facility, 08/07/2008

31. DEPARTMENT OF MANAGEMENT AND BUDGET

- 1) Requests approval to release allotments for capital outlay appropriations included in Public Act 214 of 2008 (Sec. 110) totaling 53,400,000 (\$450,000 state general fund), for the Department of Military and Veterans Affairs special maintenance, remodeling and additions, land acquisitions, and Camp Grayling military operations on urban terrain (MOUT) training course construction programs for the fiscal year ending September 30, 2009. (Detail attached)
- 2) Requests approval to release allotments for capital outlay appropriations included in Public Act 252 of 2008 (Sec. 113) totaling \$14,193,000 (\$0 state general fund), for the Department of Natural Resources state park and forest area improvements and state waterways boating programs for the fiscal year ending September 30, 2009. (Detail attached)
- 3) Requests approval to release allotments for capital outlay appropriations included in Public Act 253 of 2008 (Sec. 113) totaling \$3,750,000 (\$0 state general fund), for the Department of Agriculture farmland and open space development acquisition program for the fiscal year ending September 30, 2009. (Detail attached)
- 4) Requests approval to release allotments for capital outlay appropriations included in Public Act 261 of 2008 (Sec. 108-9) totaling \$2,000,000 (\$0 state general fund), for the Department of Management and Budget major special maintenance, remodeling and addition for state agencies program for the fiscal year ending September 30, 2009. (Detail attached)

32. DEPARTMENT OF STATE POLICE

Reporting an emergency purchase order in accordance with Administrative Guide Procedure 0620.02 PO #551N8200394 for \$407,000.00 with Ron Smith & Associates, Inc. to provide re-analysis of Detroit Police Department laboratory firearms cases.

33. DEPARTMENT OF TREASURY

The Michigan Education Trust Board requests approval of the following Plan D contracts: 2009 University Full and Limited Benefits Plan Contract, 2009 Community College Plan Contract and 2009 MET Charitable Contracts. This request is made in accordance with P.A. 316 of 1986, Section 11. The MET Board of Directors approved these contracts on August 14, 2008 (Resolution 2008-9 and 2008-10).

The Director of the Department of Management and Budget recommends approval by the State Administrative Board of the items contained in Section I and II of this agenda. Approval by the State Administrative Board of these award recommendations does not require or constitute the award of same. Award of contracts shall be made at the discretion of the DMB Director or designee.

Ms. MacDowell presented the Finance and Claims Committee Report for the regular meeting of August 26, 2008. After review of the foregoing Finance and Claims Committee Report, Ms. MacDowell moved that the Report covering the regular meeting held August 26, 2008, be approved and adopted with Item 1(1) of the regular agenda withdrawn by the Department of Corrections at the State Administrative Board meeting on September 2, 2008. The motion was supported by Mr. Herzig and unanimously approved.

APPROVED

September 2, 2008

Michigan State
Administrative Board

COMMITTEE REPORT TO THE STATE ADMINISTRATIVE BOARD

The Honorable Jennifer M. Granholm, Governor
and
Members of the State Administrative Board

A regular meeting of the Transportation and Natural Resources Committee was held at 9:00 a.m. on August 27, 2008. Those present being:

Chairperson: Duane Berger, representing Approved _____
Secretary of State Land

Member: Steven Liedel, representing Approved _____
Lt. Governor Cherry

Member: James Shell, representing Approved _____
Attorney General Cox

Others: Sherry Bond, Janet Rouse, Department of Management and Budget; Tom Hoane, Cynthia Watson, Department of Natural Resources; Mike Blackledge, Keith Brown, Amy Meldrum, Pat Scarlett, Karen Watson, Department of Transportation

The Department of Natural Resources agenda was presented.

Following discussion, Mr. Shell moved that the Natural Resources regular agenda be recommended to the State Administrative Board for approval. Supported by Mr. Liedel, the motion was unanimously adopted.

There was no Department of Environmental Quality agenda presented.

The Department of Transportation regular agenda was presented.

The committee asked for two changes to agenda formatting in the future as follows:

- 1) real estate auction items should be listed as separate agenda items giving complete information so historical tracking can be accomplished; and
- 2) that bid letting items for design and build items designate the item as "DESIGN AND BUILD" where the Engineer's Estimate normally is in the agenda writeup.

Transportation and Natural Resources Report
August 27, 2008
Page 2

Following discussion, Mr. Shell moved that the Transportation regular agenda be recommended to the State Administrative Board for approval with items 22 and 25 contingent upon approval by the Office of Commission Audit. Supported by Mr. Liedel, the motion was unanimously adopted.

Mr. Berger adjourned the meeting.

A G E N D A

NATURAL RESOURCES ITEMS FOR

TRANSPORTATION AND NATURAL RESOURCES COMMITTEE - STATE ADMINISTRATIVE BOARD

Transportation and Natural Resources - August 27, 2008 - 9:00 A.M.
State Administrative Board Meeting - September 2, 2008- 11:00 A.M.

.....

This agenda is for general informational purposes only. At its discretion, the Transportation and Natural Resources Committee may revise this agenda and may take up other issues at the meeting.

MINERAL LEASES

1. **ONE DIRECT METALLIC MINERAL LEASE - DEVELOPMENT WITH RESTRICTION:** Dblock Mining, of Marquette, Michigan, metallic mineral lease rights to 96.23 acres, more or less, of state-owned surface and mineral rights, Section 15, T49N, R28W, Champion Township, Marquette County.

Terms: Ten-year term, standard rental (\$3.00 per acre), royalty (variable), and bonus consideration of \$288.69 (\$3.00 per acre).

2. **DIRECT OIL AND GAS LEASE - DEVELOPMENT:** Petro-Vest, Inc., of Mt. Pleasant, Michigan, oil and gas lease rights to 40.00 acres, more or less, of Department of Natural Resources state-owned oil and gas rights, Section 15, T16N, R01W, Edenville Township, Midland County.

Terms: Three-year term, no extensions, 3/16 royalty, \$4,400.00 bonus consideration (\$110.00 per acre), and \$2.00 per acre annual rental.

3. **ONE DIRECT NONMETALLIC SAND AND GRAVEL MINERAL LEASE - DEVELOPMENT:** United States Department of Agriculture, Forest Service of Escanaba, Michigan, nonmetallic sand and gravel lease rights to 40 acres, more or less, of state-owned mineral rights, Section 13, T43N, R05W, Brevort Township, Mackinac County.

Terms: Seven-year term, with a possible three-year extension if in the best interest of the state. Royalty rates are \$0.294 per ton royalty for sand and \$0.602 per ton royalty on gravel.

The Director of the Department of Natural Resources approved Item 1 on August 14, 2008. The Chief of Forest, Mineral and Fire Management approved Items 2 and 3 on August 18, 2008. The form of legal documents involved in these transactions have previously been approved by the Attorney General.

I recommend approval.

Respectfully submitted:
Department of Natural Resources

By: _____
Thomas Wellman, Manager
Mineral and Land Management Section
Forest, Mineral and Fire Management

AGENDA

DEPARTMENT OF TRANSPORTATION

TRANSPORTATION and NATURAL RESOURCES COMMITTEE STATE ADMINISTRATIVE BOARD

T&NR Meeting: August 27, 2008– Lake Superior Room,
1st Floor, Michigan Library and Historical Center, 9:00 AM
State Administrative Board Meeting: September 2, 2008 – Lake Superior Room,
1st Floor, Michigan Library and Historical Center, 11:00 AM

This agenda is for general informational purposes only. At its discretion, the Transportation and Natural Resources Committee may revise this agenda and may take up other issues at the meeting.

CONTRACTS

1. HIGHWAYS (Real Estate) - Resolution “A” (Public Auction Sale)
Tracts 232, 1096, 1132

Attached is a resolution for the sale of excess properties that sold at a public auction. These properties are located in Oakland, Macomb, and Van Buren Counties. The minimum acceptable bid prices, which are the current appraised market values of the properties as determined by approved appraisals on file, have been established. The properties were advertised and offered at a public auction on May 29, 2008, at the Sterling Heights City Hall in Sterling Heights, Michigan. Total revenue from the auction is \$44,835. The minimum acceptable bid prices, the names of the prospective bidders, and the proposed selling prices are set forth in the attached resolution. The tracts were offered to the local municipality prior to being offered to the public. These parcels were determined to be excess by the Bureau of Highway – Development.

Criticality: This is a revenue-generating sale. Failure to process this transaction would result in lost revenue to the state.

Purpose/Business Case: The purpose of excess property sales is to dispose of state-owned excess property by sale to state agencies, local units of government, or private parties, which returns revenue to the state.

Benefit: MDOT benefits by reducing the inventory of state-owned property and generating revenue.

Funding Source: N/A - revenue generating.

Commitment Level: Excess property is appraised to determine fair market value. The sale price is based on that appraised value.

Risk Assessment: If excess property is not sold, the amount of state revenue will be reduced.

Cost Reduction: The state does not accept less than appraised value.

Selection: N/A.

New Project Identification: N/A.

Zip Codes: 48390, 48081, 49043.

2. *AERONAUTICS AND FREIGHT (Aeronautics) - Increase Amount

Amendatory Contract (2007-0615/A1) between MDOT and the Jackson County Board of Commissioners will increase the contract amount by \$91,132 due to higher than anticipated costs associated with the extension of runway 14/32. The original contract provides for the extension of runway 14/32 (phase 1), and the undertaking of the Part 405 survey and Federal Aviation Administration (FAA) reimbursable agreement at the Jackson County-Reynolds Field in Jackson, Michigan. The contract term remains unchanged, July 9, 2007, through July 8, 2027. The revised contract amount will be \$1,410,000. Source of Funds:

	<u>Previous Total</u>	<u>Total Increase</u>	<u>Revised Total</u>
FAA Funds	\$1,055,094	\$72,906	\$1,128,000
State Bond Funds	\$ 230,801	\$15,949	\$ 246,750
Jackson County Funds	\$ 32,973	\$ 2,277	\$ 35,250
Total	<u>\$1,318,868</u>	<u>\$91,132</u>	<u>\$1,410,000</u>

Criticality: Unsuitable sub-grade material was uncovered during the excavation work for the runway extension. This material does not meet the requirements for support of a pavement section and needs to be removed. This amendment is necessary to complete the project.

Purpose/Business Case: To increase the contract amount by \$91,132 to cover the higher than anticipated costs associated with the extension of runway 14/32.

Benefit: Will enhance airport safety.

Funding Source: 80% FAA Funds; 17.5% State Bond Funds; 2.5% Jackson County Funds.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: The risk of not approving the amendment is that the project may not be completed as planned. Jackson County would be responsible for the additional cost. The county cannot afford the additional cost at this time without federal and state participation.

Cost Reduction: The project was bid through MDOT and awarded to the lowest bidder. There were 16 bidders.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 49202.

3. AERONAUTICS AND FREIGHT (Aeronautics) - Airport Layout Plan Update

Contract (2008-0464) between MDOT and the Tuscola Area Airport Authority (TAAA) will provide federal and state grant funds for the update of the airport layout plan (ALP) at the Tuscola Area Airport in Caro, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through three years. The estimated project amount will be \$98,500. Source of Funds: FAA Funds (via block grant) - \$93,575; State Restricted Aeronautics Funds - \$2,462; TAAA Funds - \$2,463.

Criticality: The updated ALP will incorporate the proposed new crosswind runway, which is longer than the current one shown on the approved ALP drawings. This project will ensure that future development projects are designed and constructed to the latest federal and state standards.

Purpose/Business Case: To provide for the update of the ALP. The costs include aerial photography, environmental overview, and wetland delineation.

Benefit: The updated ALP will meet current FAA standards and requirements.

Funding Source: 95% FAA Funds; 2.5% State Restricted Aeronautics Funds; 2.5% TAAA Funds.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not approved, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

Cost Reduction: The consultant contract was reviewed by MDOT personnel for appropriateness and further cost reductions.

* Denotes a non-standard contract/amendment

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48723.

4. AERONAUTICS AND FREIGHT (Aeronautics) - Airport Crack Sealing

Contract (2008-0465) between MDOT and the City of Grand Haven will provide federal and state grant funds for airport crack sealing at the Grand Haven Memorial Airpark in Grand Haven, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through 20 years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of 20 years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$12,000. Source of Funds: FAA Funds (via block grant) - \$9,600; State Bond Funds - \$2,100; City of Grand Haven Funds - \$300.

Criticality: The FAA requires that pavement cracks be sealed to extend pavement life and reduce the need for repairs and costly rehabilitation. Delaying this project could impact airport safety.

Purpose/Business Case: To provide for airport crack sealing.

Benefit: Will enhance airport safety and preserve airfield pavements.

Funding Source: 80% FAA Funds; 17.5% State Bond Funds; 2.5% City of Grand Haven Funds.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not approved, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

Cost Reduction: The construction was bid through MDOT and awarded to the lowest bidder. There were eight bidders.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 49417.

5. AERONAUTICS AND FREIGHT (Aeronautics) - Design of Airport Improvements

Contract (2008-0467) between MDOT and the Dickinson County Board of Commissioners will provide federal and state grant funds for the design of the general aviation apron rehabilitation and the southeast hangar area development and for the update of the airport layout plan (ALP) at the Ford Airport in Iron Mountain, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through 20 years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of 20 years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$88,000. Source of Funds: FAA Funds (via block grant) - \$83,600; State Restricted Aeronautics Funds - \$2,200; Dickinson County Funds - \$2,200.

Criticality: The existing apron pavement is in poor condition and in need of rehabilitation. This will reduce the potential for loose material to be ingested into jet engines, which could result in damage requiring costly repairs or in injuries to ground personnel. The design work for the development of the southeast hangar area will include engineering analysis of the area to alleviate drainage problems and provide for hangar development. The updated ALP will ensure that future development projects are designed and constructed to the latest federal and state standards.

Purpose/Business Case: To provide for the development of engineering plans for the rehabilitation of the general aviation apron and the development of the southeast hangar area and for the update of the ALP.

Benefit: Will provide a design that meets all federal and state safety and airport design standards. The ALP will update the existing document to current FAA standards.

* Denotes a non-standard contract/amendment

Funding Source: 95% FAA Funds; 2.5% State Restricted Aeronautics Funds; 2.5% Dickinson County Funds.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not approved, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

Cost Reduction: The consultant contracts were reviewed by MDOT personnel for appropriateness and further cost reductions.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49801.

6. AERONAUTICS AND FREIGHT (Aeronautics) - Airport Layout Plan Update

Contract (2008-0468) between MDOT and the St. Clair County Board of Commissioners will provide federal and state grant funds for the update of the airport layout plan (ALP) (phase 1) at the St. Clair County International Airport in Port Huron, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through three years. The estimated project amount will be \$49,000. Source of Funds: FAA Funds (via block grant) - \$46,550; State Restricted Aeronautics Funds - \$1,225; St. Clair County Funds - \$1,225.

Criticality: This project will include a study of the future needs of the airport and will provide estimated costs and scheduling guidelines for future airport improvements. The update of the ALP will ensure that future development projects are designed and constructed to the latest federal and state standards.

Purpose/Business Case: To provide for the update of the ALP (phase 1).

Benefit: Will meet current FAA standards and requirements.

Funding Source: 95% FAA Funds; 5% State Restricted Aeronautics Funds; 5% St. Clair County Funds.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not approved, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

Cost Reduction: The consultant contract was reviewed by MDOT personnel for appropriateness and further cost reductions.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48074.

7. AERONAUTICS AND FREIGHT (Aeronautics) - Airport Pavement Marking

Contract (2008-0474) between MDOT and the Village of Thompsonville will provide state grant funds for airport pavement marking at the Thompsonville Airport in Thompsonville, Michigan. The contract will be in effect from the date of award through 18 months. The estimated project amount will be \$2,000. Source of Funds: State Restricted Aeronautics Funds - \$1,000; Village of Thompsonville Funds - \$1,000.

Criticality: The Federal Aviation Administration requires that airport pavements be marked with paint. The paint markings indicate the centers and edges of runways, taxiways, and aprons; aircraft stopping points; and runway approaches. Routine marking of the pavements is necessary for the markings to be clear. Delaying this project could impact airport safety.

Purpose/Business Case: To provide for airport pavement marking.

Benefit: Will enhance airport safety.

Funding Source: 50% State Restricted Aeronautics Funds and 50% Village of Thompsonville Funds.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not approved, the project may not proceed as planned, as the local sponsor cannot afford the cost at this time without state participation.

Cost Reduction: The construction was bid through MDOT and awarded to the lowest bidder. There were four bidders.

Selection: N/A.

* Denotes a non-standard contract/amendment

New Project Identification: This is not a new project.
Zip Code: 49683.

8. AERONAUTICS AND FREIGHT (Aeronautics) - Airport Pavement Marking

Contract (2008-0475) between MDOT and Macomb Airway, Inc., will provide state grant funds for airport pavement marking at the Ray Community Airport in Ray, Michigan. The contract will be in effect from the date of award through 18 months. The estimated project amount will be \$6,300. Source of Funds: State Restricted Aeronautics Funds - \$3,150; Macomb Airway, Inc., Funds - \$3,150.

Criticality: The Federal Aviation Administration requires that airport pavements be marked with paint. The paint markings indicate the centers and edges of runways, taxiways, and aprons; aircraft stopping points; and runway approaches. Routine marking of the pavements is necessary for the markings to be clear. Delaying this project could impact airport safety.

Purpose/Business Case: To provide for airport pavement marking.

Benefit: Will enhance airport safety.

Funding Source: 50% State Restricted Aeronautics Funds and 50% Macomb Airway, Inc., Funds.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not approved, the project may not proceed as planned, as the local sponsor cannot afford the cost at this time without state participation.

Cost Reduction: The construction was bid through MDOT and awarded to the lowest bidder. There were four bidders.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48096.

9. AERONAUTICS AND FREIGHT (Aeronautics) - Airport Pavement Marking

Contract (2008-0476) between MDOT and the Presque Isle County Board of Commissioners will provide state grant funds for airport pavement marking at the Leo E. Goetz County Airport in Onaway, Michigan. The contract will be in effect from the date of award through 18 months. The estimated project amount will be \$2,000. Source of Funds: State Restricted Aeronautics Funds - \$1,000; Presque Isle County Funds - \$1,000.

Criticality: The Federal Aviation Administration requires that airport pavements be marked with paint. The paint markings indicate the centers and edges of runways, taxiways, and aprons; aircraft stopping points; and runway approaches. Routine marking of the pavements is necessary for the markings to be clear. Delaying this project could impact airport safety.

Purpose/Business Case: To provide for airport pavement marking.

Benefit: Will enhance airport safety.

Funding Source: 50% State Restricted Aeronautics Funds and 50% Presque Isle County Funds.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not approved, the project may not proceed as planned, as the local sponsor cannot afford the cost at this time without state participation.

Cost Reduction: The construction was bid through MDOT and awarded to the lowest bidder. There were four bidders.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 49779.

10. AERONAUTICS AND FREIGHT (Aeronautics) - Airport Pavement Marking
Contract (2008-0477) between MDOT and Suburban Holdings, Inc., will provide state grant funds for airport pavement marking at the Toledo Suburban Airport in Lambertville, Michigan. The contract will be in effect from the date of award through 18 months. The estimated project amount will be \$4,500. Source of Funds: State Restricted Aeronautics Funds - \$2,250; Suburban Holdings, Inc., Funds - \$2,250.

Criticality: The Federal Aviation Administration requires that airport pavements be marked with paint. The paint markings indicate the centers and edges of runways, taxiways, and aprons; aircraft stopping points; and runway approaches. Routine marking of the pavements is necessary for the markings to be clear. Delaying this project could impact airport safety.

Purpose/Business Case: To provide for airport pavement marking.

Benefit: Will enhance airport safety.

Funding Source: 50% State Restricted Aeronautics Funds and 50% Suburban Holdings, Inc., Funds.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not approved, the project may not proceed as planned, as the local sponsor cannot afford the cost at this time without state participation.

Cost Reduction: The construction was bid through MDOT and awarded to the lowest bidder. There were four bidders.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 49267.

11. AERONAUTICS AND FREIGHT (Aeronautics) - Airport Crack Sealing
Contract (2008-0478) between MDOT and Macomb Airway, Inc., will provide state grant funds for airport crack sealing at the Ray Community Airport in Ray, Michigan. The contract will be in effect from the date of award through 18 months. The estimated project amount will be \$4,000. Source of Funds: State Restricted Aeronautics Funds - \$2,000; Macomb Airway, Inc., Funds - \$2,000.

Criticality: The Federal Aviation Administration requires that airport pavement cracks be sealed. The sealing of the pavement cracks will extend the pavement life and reduce the need for repairs and costly rehabilitation. Delaying this project could impact airport safety.

Purpose/Business Case: To provide for airport crack sealing.

Benefit: Will enhance airport safety.

Funding Source: 50% State Restricted Aeronautics Funds and 50% Macomb Airway, Inc., Funds.

Commitment Level: The contract has a fixed cost for the construction.

Risk Assessment: If the contract is not approved, the project may not proceed as planned, as the local sponsor cannot afford the cost at this time without state participation.

Cost Reduction: The construction was bid through MDOT and awarded to the lowest bidder. There were eight bidders.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48096.

12. AERONAUTICS AND FREIGHT (Aeronautics) - Airport Crack Sealing
Contract (2008-0479) between MDOT and the City of Plainwell will provide state grant funds for airport crack sealing at the Plainwell Municipal Airport in Plainwell, Michigan. The contract will be in effect from the date of award through 18 months. The estimated project amount will be \$10,000. Source of Funds: State Restricted Aeronautics Funds - \$5,000; City of Plainwell Funds - \$5,000.

Criticality: The Federal Aviation Administration requires that airport pavement cracks be sealed. The sealing of the pavement cracks will extend the pavement life and reduce the need for repairs and costly rehabilitation. Delaying this project could impact airport safety.

Purpose/Business Case: To provide for airport crack sealing.

Benefit: Will enhance airport safety.

Funding Source: 50% State Restricted Aeronautics Funds and 50% City of Plainwell Funds.

Commitment Level: The contract has a fixed cost for the construction.

Risk Assessment: If the contract is not approved, the project may not proceed as planned, as the local sponsor cannot afford the cost at this time without state participation.

Cost Reduction: The construction was bid through MDOT and awarded to the lowest bidder. There were eight bidders.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 49080.

13. AERONAUTICS AND FREIGHT (Aeronautics) - Airport Crack Sealing

Contract (2008-0480) between MDOT and Suburban Holdings, Inc., will provide state grant funds for airport crack sealing at the Toledo Suburban Airport in Lambertville, Michigan. The contract will be in effect from the date of award through 18 months. The estimated project amount will be \$10,500. Source of Funds: State Restricted Aeronautics Funds - \$5,250; Suburban Holdings, Inc., Funds - \$5,250.

Criticality: The Federal Aviation Administration requires that airport pavement cracks be sealed. The sealing of the pavement cracks will extend the pavement life and reduce the need for repairs and costly rehabilitation. Delaying this project could impact airport safety.

Purpose/Business Case: To provide for airport crack sealing.

Benefit: Will enhance airport safety.

Funding Source: 50% State Restricted Aeronautics Funds and 50% Suburban Holdings, Inc., Funds.

Commitment Level: The contract has a fixed cost for the construction.

Risk Assessment: If the contract is not approved, the project may not proceed as planned, as the local sponsor cannot afford the cost at this time without state participation.

Cost Reduction: The construction was bid through MDOT and awarded to the lowest bidder. There were eight bidders.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 49267.

14. AERONAUTICS AND FREIGHT (Aeronautics) - Airport Crack Sealing

Contract (2008-0481) between MDOT and the Presque Isle County Board of Commissioners will provide state grant funds for airport crack sealing at the Leo E. Goetz County Airport in Onaway, Michigan. The contract will be in effect from the date of award through 18 months. The estimated project amount will be \$10,000. Source of Funds: State Restricted Aeronautics Funds - \$5,000; Presque Isle County Funds - \$5,000.

Criticality: The Federal Aviation Administration requires that airport pavement cracks be sealed. The sealing of the pavement cracks will extend the pavement life and reduce the need for repairs and costly rehabilitation. Delaying this project could impact airport safety.

Purpose/Business Case: To provide for airport crack sealing.

Benefit: Will enhance airport safety.

Funding Source: 50% State Restricted Aeronautics Funds and 50% Presque Isle County Funds.

Commitment Level: The contract has a fixed cost for the construction.

Risk Assessment: If the contract is not approved, the project may not proceed as planned, as the local sponsor cannot afford the cost at this time without state participation.

Cost Reduction: The construction was bid through MDOT and awarded to the lowest bidder. There were eight bidders.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 49779.

15. AERONAUTICS AND FREIGHT (Aeronautics) - Airport Crack Sealing

Contract (2008-0482) between MDOT and the City of Sault Ste. Marie will provide state grant funds for airport crack sealing at the Sault Ste. Marie Municipal-Sanderson Airport in Sault Ste. Marie, Michigan. The contract will be in effect from the date of award through 18 months. The estimated project amount will be \$7,500. Source of Funds: State Restricted Aeronautics Funds - \$3,750; City of Sault Ste. Marie Funds - \$3,750.

Criticality: The Federal Aviation Administration requires that airport pavement cracks be sealed. The sealing of the pavement cracks will extend the pavement life and reduce the need for repairs and costly rehabilitation. Delaying this project could impact airport safety.

Purpose/Business Case: To provide for airport crack sealing.

Benefit: Will enhance airport safety.

Funding Source: 50% State Restricted Aeronautics Funds and 50% City of Sault Ste. Marie Funds.

Commitment Level: The contract has a fixed cost for the construction.

Risk Assessment: If the contract is not approved, the project may not proceed as planned, as the local sponsor cannot afford the cost at this time without state participation.

Cost Reduction: The construction was bid through MDOT and awarded to the lowest bidder. There were eight bidders.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 49783.

16. AERONAUTICS AND FREIGHT (Aeronautics) - Obstruction Removal

Contract (2008-0486) between MDOT and the Delta County Board of Commissioners will provide federal and state grant funds for the removal of approach obstructions at the Delta County Airport in Escanaba, Michigan. Federal funds will be made available through a grant from the Federal Aviation Administration (FAA) for this primary airport. The contract will be in effect from the date of award through 20 years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of 20 years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$53,000. Source of Funds: FAA Funds - \$50,350; State Restricted Aeronautics Funds - \$1,325; Delta County Funds - \$1,325.

Criticality: This project will provide the flying public with an obstruction-free approach to the runway, as mandated by the FAA, and will increase the safety margin for aeronautical activity. Delaying the project could promote unsafe airport conditions by not addressing known obstructions.

Purpose/Business Case: To provide for Part 77 obstruction removal (for parcels E44, E88, E89, and E114).

Benefit: Will enhance airport safety by clearing existing obstructions to the approach.

Funding Source: 95% FAA Funds; 2.5% State Restricted Aeronautics Funds; 2.5% Delta County Funds.

Commitment Level: The airport sponsor is obligated by past grants to maintain federal planning, development, and safety standards.

Risk Assessment: If the contract is not approved, the local sponsor would have to proceed without federal or state assistance. A delay in the project would prompt a citation by the federal compliance inspector and affect the receipt of future grants for this airport.

Cost Reduction: The construction will be bid locally and awarded to the lowest bidder.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 49829.

17. AERONAUTICS AND FREIGHT (Aeronautics) – Construction of Fuel Farm Facility

Contract (2008-0488) between MDOT and the City of Niles will provide federal and state grant funds for the construction of a fuel farm facility at the Jerry Tyler Memorial Airport in Niles, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through 20 years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of 20 years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$438,158. Source of Funds: FAA Funds (via block grant) - \$350,526; State Bond Funds - \$76,678; City of Niles Funds - \$10,954.

Criticality: The existing underground fuel storage tanks are nearing the end of their useful lives. The tanks will be replaced with new above-ground tanks. Delaying this project could significantly increase cleanup costs, as there is concern that the existing tanks may release some materials.

Purpose/Business Case: To provide for the construction of a new fuel farm facility.

Benefit: Will enhance airport safety. In addition, this project will provide a resource for the airport to generate revenue to support more independent operations.

Funding Source: 80% FAA Funds; 17.5% State Bond Funds; 2.5% City of Niles Funds.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not approved, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

Cost Reduction: The construction will be bid locally and awarded to the lowest bidder.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49120.

18. AERONAUTICS AND FREIGHT (Aeronautics) - Sound Insulation

Contract (2008-0489) between MDOT and the County of Oakland will provide federal and state grant funds for the provision of sound insulation at the Oakland County International Airport in Pontiac, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through 20 years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of 20 years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$4,221,053. Source of Funds: FAA Funds (via block grant) - \$4,010,000; State Restricted Aeronautics Funds - \$105,526; Oakland County Funds - \$105,527.

Criticality: The airport is federally mandated under CFR 14 Part 150, Airport Noise Compatibility Planning, to provide sound insulation to the homes surrounding the Oakland County International Airport. Delaying this project could jeopardize the federal funding earmarked for noise mitigation at this airport.

Purpose/Business Case: To provide for noise mitigation measures for approximately 100 homes located around Oakland County International Airport.

Benefit: Will provide noise protection for airport area residents, in accordance with CFR 14, Part 150, Airport Noise Compatibility Planning, by reducing noise exposure.

Funding Source: 95% FAA Funds; 2.5% State Restricted Aeronautics Funds; 2.5% Oakland County Funds.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not approved, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

Cost Reduction: The consultant contract was reviewed by an MDOT real estate specialist for appropriateness and further cost reductions.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48327.

19. AERONAUTICS AND FREIGHT (Aeronautics) - Design of Airport Improvements

Contract (2008-0490) between MDOT and the County of Oakland will provide federal and state grant funds for the design of a new electrical vault and standby power system and medium intensity taxiway lights (MITL) for taxiway D at the Oakland County International Airport in Pontiac, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through 20 years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of 20 years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$70,000. Source of Funds: FAA Funds (via block grant) - \$56,000; State Bond Funds - \$12,250; Oakland County Funds - \$1,750.

Criticality: Airport lighting is federally mandated to meet FAA operational safety requirements. This project will result in improved safety for air passengers as well as the surrounding public on the ground. A delay in the project could put the airport in noncompliance with FAA aircraft safety operations.

Purpose/Business Case: To provide for the development of engineering plans for a new electrical vault and standby power system and MITL for taxiway D.

Benefit: Will provide a design that meets all federal and state airport and safety design standards.

Funding Source: 80% FAA Funds; 17.5% State Bond Funds; 2.5% Oakland County Funds.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not approved, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

Cost Reduction: The consultant contract was reviewed by MDOT personnel for appropriateness and further cost reductions.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48327.

20. AERONAUTICS AND FREIGHT (Aeronautics) - Approach and Surface Clearing

Contract (2008-0491) between MDOT and Lakes of the North Association will provide state grant funds for approach and primary surface clearing at the Lakes of the North Airport in Gaylord, Michigan. The contract will be in effect from the date of award through 20 years to comply with a state regulation that requires airports receiving state funding for certain types of projects to remain fully operational for a period of 20 years in accordance with Federal Aviation Administration guidelines. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$60,000. Source of Funds: State Restricted Aeronautics Funds - \$54,000; Lakes of the North Association Funds - \$6,000.

Criticality: This project will increase the margin of safety for the flying public by clearing obstructions, including trees, from the approach and primary surfaces of the airport. Additionally, the clearing project will assist the airport in transitioning from basic utility licensing designation to general utility licensing designation. Delaying the project could impact airport safety.

Purpose/Business Case: To provide for approach and primary surface clearing.

Benefit: Will enhance airport safety.

Funding Source: 90% State Restricted Aeronautics Funds and 10% Lakes of the North Association Funds.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not approved, the project may not proceed as planned, as the local sponsor cannot afford the cost at this time without state participation.

Cost Reduction: The construction will be bid locally and awarded to the lowest bidder.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49659.

21. AERONAUTICS AND FREIGHT (Aeronautics) - Construction of Airport Improvements

Contract (2008-0492) between MDOT and the City of Big Rapids will provide federal and state grant funds for the construction of hangar taxilanes and for the installation of sanitary sewer service to the terminal building at the Roben Hood Airport in Big Rapids, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through 20 years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of 20 years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$195,000. Source of Funds: FAA Funds (via block grant) - \$156,000; State Bond Funds - \$34,125; City of Big Rapids Funds - \$4,875.

Criticality: This project will provide for critical airport needs, such as sanitary sewer service. The taxilanes will permit access to the new t-hangars, which will provide all-season shelter for based aircraft. Delaying the project could impact airport access and safety.

Purpose/Business Case: To provide for the construction of hangar taxilanes and for the installation of sanitary sewer service to the terminal building.

Benefit: Will enhance airport safety.

Funding Source: 80% FAA Funds; 17.5% State Bond Funds; 2.5% City of Big Rapids Funds.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not approved, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

Cost Reduction: The construction was bid through MDOT and awarded to the lowest bidder. There were 12 bidders.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49307.

22. EXECUTIVE (Office of Research and Best Practices) - Increase Services and Amount, Extend Term

Amendatory Contract (2007-0541/A1) between MDOT and CTC & Associates, LLC (CTC), will provide for additional research support services to be performed in 2009 and 2010, will increase the contract amount by \$100,000, and will extend the contract term by approximately 28 months to provide sufficient time for the consultant to complete the services. CTC will develop the research program for 2010 and 2011, create various types of print media, draft and perform surveys, develop a research project managers training program, and develop an annual report. The original contract provides for as-needed consulting, marketing, writing, and project management services for the MDOT Office of Research and Best Practices (ORBP) for 2007 and 2008. The revised contract amount will be \$231,000. The revised contract term will be July 20, 2007, through January 31, 2011. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: It is critical that MDOT complete the implementation of recommendations garnered from the peer exchange held in December 2007. The original authorization will expire on September 19, 2008. As a result, this amendment cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To provide for additional research support services in 2009 and 2010, increase the contract amount by \$100,000 and extend the contract term by approximately 28 months to provide sufficient time for the consultant to complete the services. ORBP was formed in 2005 to deliver information to all transportation-related organizations in Michigan, to distribute funding across all modes of transportation, and to gather research information regionally and nationally to be utilized in Michigan. Previously, MDOT research activities were performed by various decentralized units. ORBP is responsible for communicating MDOT research processes and findings to internal and external stakeholders. This amendment will provide for activities in support of the implementation of recommendations MDOT received from the peer exchange held in December 2007. The peer exchange was held pursuant to federal law (23 CFR 420 Subpart B). CTC will develop the research program for 2010 and 2011, create various types of print media, draft and perform surveys, develop a research project managers training program, and develop an annual report. CTC will continue to assist ORBP with developing communications, strategies, annual reporting, and the MDOT call for projects process.

Benefit: With the consultant's assistance, MDOT will be able to meet federal requirements regarding the MDOT research program.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If the amendment is not approved, the services cannot be completed, and MDOT will not be able to meet federal requirements regarding the MDOT research program.

Cost Reduction: Costs in professional services contracts are based on an actual cost basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for amendment; qualifications-based for original contract.

New Project Identification: This is not a new project.

Zip Code: 48909.

23. *EXECUTIVE (Office of Economic Development) - SIB Loan

Contract (2008-0487) between MDOT and the City of Flint is a state infrastructure bank (SIB) loan to assist the city in financing transportation infrastructure improvements associated with the reconstruction of 3rd Avenue. The loan will allow the City of Flint to finance the removal of non-hazardous contaminated soil found during the 3rd Avenue reconstruction project and to restore the site to meet state and federal soil standards. The project is part of an effort to protect public health, encourage new development, and revitalize the historic areas along the corridor. MDOT will loan \$2,000,000 at 0.5 percent interest to the City of Flint. The contract will be in effect from the date of award through December 31, 2028. Source of Funds: SIB Loan Funds - \$2,000,000.

Criticality: The SIB program is a federally-seeded loan program (not a grant program). Activities for which loans can be made are restricted by federal regulation as established in Section 350 of the National Highway System Designation Act of 1995. These funds cannot be expended on other state activities.

Purpose/Business Case: To provide an SIB loan to the City of Flint to assist the city in financing transportation infrastructure improvements associated with the reconstruction of 3rd Avenue.

Benefit: Will restore the site in order to meet state and federal soil standards, protect public health, encourage new development, and revitalize the historic areas along the corridor.

Funding Source: SIB Loan Funds - \$2,000,000.

Commitment Level: Contract is for a fixed amount.

Risk Assessment: If the City of Flint does not receive the loan, the project will be delayed as the city cannot afford the additional remediation cost without federal participation.

Cost Reduction: The loan only covers costs not available from other sources.

New Project Identification: This is not a new project.

Zip Code: 48502.

24. HIGHWAYS - IDS University Research Services

Authorization (Z7) under Contract (2003-0062) between MDOT and Michigan Technological University (MTU) will provide for the continuation of the administration of the Local Technical Assistance Program (LTAP) for fiscal year 2009. The program provides for the transfer of transportation technology and training to local agencies, such as cities, villages, and boards of county road commissioners, and is mandated by the Federal Highway Administration. The LTAP is an ongoing technology transfer and communication activity of the MDOT Office of Research and Best Practices. The authorization will be in effect from October 1, 2008, through September 30, 2009. The authorization amount will be \$366,709. The contract term is from May 3, 2004, through May 2, 2009, or until work under the last authorization has been completed, whichever is longer. Source of Funds: 38.18% Federal Highway Administration Funds, 53.95% State Restricted Trunkline Funds, and 7.87% MTU Funds.

Criticality: The LTAP will provide for the federally-required timely transfer of research technology findings to all stakeholders of the research program. As a result, this authorization cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To provide for the continuation of the administration of the LTAP for fiscal year 2009. The program provides for the transfer of transportation technology and training to local agencies, such as cities, villages, and boards of county road commissioners, and is mandated by the Federal Highway Administration.

Benefit: All stakeholders will be able to benefit from the research program.

Funding Source: 38.18% Federal Highway Administration Funds, 53.95% State Restricted Trunkline Funds, and 7.87% local funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this authorization is not approved, stakeholders will not benefit from the research program.

Cost Reduction: Costs in professional services contracts are based on an actual cost basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48909.

25. *HIGHWAYS - Increase Services and Amount, Extend Term

Amendatory Contract (2005-0385/A2) between MDOT and URS Corporation Great Lakes will provide for the performance of additional services to support control room operations at the Michigan Intelligent Transportation System (MITS) Center in the Metro Region, will increase the contract amount by \$1,347,973.84, and will extend the contract term by two years. The amendment will provide for the continuation of existing MITS Center operations staffing levels and management services. The original contract provides for the development, implementation, and maintenance of methodologies and procedures to optimize the management and operation of the MITS Center, including the provision of MITS Center Operations staff. The revised contract term will be September 23, 2005, through September 22, 2010. The revised contract amount will be \$5,930,171.29. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Criticality: The 24-hour, seven days a week operation of the MITS Center is critical for the safe and efficient operation of the freeway system throughout the metro Detroit area. All of the intelligent transportation system (ITS) assets in the Metro Region are operated and managed by MITS Center operations staff. Active traffic management and incident management are critical for roadway safety. As a result, this amendment cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To provide for the performance of additional services to support control room operations at the MITS Center in the Metro Region, to increase the contract amount, and to extend the contract term.

* Denotes a non-standard contract/amendment

Benefit: MDOT will be able to staff and operate the MITS Center, which will allow for the continued management of the region's ITS assets and freeway system.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Without the approval of this amendment, MDOT will not be able to staff and operate the MITS Center. Without staffing, the management of the region's ITS assets and freeway system would be compromised.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for amendment; qualifications-based for original contract.

New Project Identification: This is not a new project.

Zip Code: 48226.

26. HIGHWAYS - IDS Time Extension

Amendatory Contract (2006-0076/A1) between MDOT and Wilbur Smith Associates, Inc., Michigan will extend the term of the indefinite delivery of services (IDS) contract by one year to provide sufficient time for the consultant to complete ongoing projects, including work under authorization (Z4). (See following item.) The original contract provides for engineering services to be performed on an as needed/when needed basis. No new authorizations will be issued under this IDS contract. The revised contract term will be December 8, 2005, through December 7, 2009. The maximum contract amount remains unchanged at \$4,000,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Criticality: The current IDS contract will expire on December 8, 2008. If the IDS contract is not extended, authorizations issued under it cannot be extended as needed, including authorization (Z4), and the design services under authorization (Z4) cannot be completed. This project is scheduled for construction in 2010. As a result, this amendment cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To extend the term of the IDS contract by one year to allow authorizations issued under it to be extended. This will provide sufficient time for the consultant to complete ongoing services, including design work under authorization (Z4). No new authorizations will be issued under this IDS contract.

Benefit: Will allow authorizations issued under this IDS contract to be extended, pending State Administrative Board approval, as applicable.

Funding Source: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this amendment is not approved, authorizations issued under the IDS contract cannot be extended as needed and the consultant will not be able to complete ongoing projects for which additional time is needed, including design work under authorization (Z4).

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for amendment and for original IDS contract.

New Project Identification: This is not a new project.

Zip Code: 48909.

27. HIGHWAYS - IDS Engineering Services

Authorization (Z4/R1) under Contract (2006-0076) between MDOT and Wilbur Smith Associates, Inc., Michigan will provide for the performance of additional design services, will increase the authorization amount by \$72,601.06, and will extend the authorization term by one year to provide sufficient time for the consultant to complete the services. The additional work will include design services for the reconstruction of two sections of the project that must be reconstructed down to the subbase due to extensive municipal utility replacements that will require coordination with the city of Ionia. The original authorization provides for design services to be performed for the rehabilitation/reconstruction of M-21 from 0.012 miles from the M-66 east junction (Dexter Street) east to Lovell Street in the city of Ionia, Ionia County (CS 34062 - JN 60416C). The revised authorization term will be November 13, 2006, through December 7, 2009. The revised authorization amount will be \$223,547.52. The contract term will be December 8, 2005, through December 7, 2009. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: This revision must be approved at this time to allow the design services to continue in order to meet the project schedule. The project is scheduled for construction in 2010. Therefore, this revision cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To provide for the performance of additional design services for two sections of the project that will be reconstructed down to the subbase due to extensive municipal utility replacements.

Benefit: The amendment will allow the consultant to complete the design services. The project will improve roadway safety and extend the service life of the road, in accordance with MDOT's Five Year Plan.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this revision is not approved, the consultant will not be able to complete the design services and the pavement will continue to deteriorate.

Cost Reduction: Costs in professional service contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48846.

28. HIGHWAYS - IDS University Research Services

Authorization (Z10) under Contract (2006-0412) between MDOT and the Regents of the University of Michigan (U of M) will provide for the continued services of the Concrete Pavement Performance Research Center of Excellence for MDOT fiscal year 2009. The services will expand the technical core competencies for MDOT concrete pavement research in an effort to develop practical solutions to issues related to pavement performance. The authorization will be in effect from the date of award through September 30, 2009. The authorization amount will be \$28,237.45. The contract term is from August 15, 2006, through August 14, 2009, or until work under the last authorization has been completed, whichever is longer. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: The services will expand MDOT technical core competencies in critical areas for concrete pavement research in an effort to develop practical solutions to real-life transportation issues. The expert researcher will advise MDOT and will conduct critical research into improving the quality and performance of concrete pavements.

Purpose/Business Case: To provide for the continued services of the Concrete Pavement Performance Research Center of Excellence for MDOT fiscal year 2009.

Benefit: The center will represent MDOT at state forums related to transportation issues and will interact with MDOT project engineers and staff on issues related to pavement performance. This interaction will allow the U of M to continue to transfer technology to optimize the service life of the transportation system.

* Denotes a non-standard contract/amendment

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If the authorization is not approved, the overall quality of research and timeliness of services will be compromised.

Cost Reduction: Costs in professional services contracts are based on an actual cost basis not to exceed the maximum contract amount. Hours are negotiated based on needed service.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48909.

29. HIGHWAYS - IDS University Research Services

Authorization (Z11) under Contract (2006-0412) between MDOT and the Regents of the University of Michigan (U of M) will provide for the continued services of the Bridges & Structures Research Center of Excellence for MDOT fiscal year 2009. The services will expand the technical core competencies for MDOT bridges and structures research in an effort to develop practical solutions to real-life transportation issues. The authorization will be in effect from the date of award through September 30, 2009. The authorization amount will be \$32,758.60. The contract term is from August 15, 2006, through August 14, 2009, or until work under the last authorization has been completed, whichever is longer. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: The services will expand MDOT technical core competencies in critical areas for bridges and structures research in an effort to develop practical solutions to real-life transportation issues. The expert researcher will advise MDOT and will conduct critical research into improving the quality and performance of bridges and structures.

Purpose/Business Case: To provide for the continued services of the Bridges & Structures Research Center of Excellence for MDOT fiscal year 2009.

Benefit: The center will represent MDOT at state forums related to transportation issues and will interact with MDOT project engineers and staff on issues related to bridges and structures. This interaction will allow the U of M to continue to transfer technology to optimize the service life of the transportation system.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If the authorization is not approved, the overall quality of research and timeliness of services will be compromised.

Cost Reduction: Costs in professional services contracts are based on an actual cost basis not to exceed the maximum contract amount. Hours are negotiated based on needed service.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48909.

30. HIGHWAYS - IDS University Research Services

Authorization (Z5) under Contract (2006-0413) between MDOT and Wayne State University (WSU) will provide for reliability-based evaluations of loading configurations for long-span bridges for all state highway bridges. WSU will provide research to effectively evaluate loading configurations and associated live load factors for long-span bridges in Michigan for the Load Factor Rating and Load and Resistance Factor Rating applications. The authorization will be in effect from the date of award through October 1, 2010. The authorization amount will be \$119,999.23. The contract term is from September 12, 2006, through September 11, 2009, or until work under the last authorization has been completed, whichever is longer. Source of Funds: 100% Federal Highway Administration (FHWA) Funds.

Criticality: The National Bridge Inspection System (NBIS) requires bridge load ratings. The FHWA may restrict all federal funds if MDOT fails to comply with the NBIS requirements.

Purpose/Business Case: This project will allow MDOT to load rate long-span structures in order to comply with the NBIS without posting these bridges due to overly-conservative national specifications.

Benefit: The center will represent MDOT at state forums related to transportation issues and will interact with MDOT project engineers and staff on issues related to transportation materials. This interaction will allow the university to continue to transfer technology to optimize the service life of the transportation system.

Funding Source: 100% FHWA Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If the authorization is not approved, the overall quality of research and timeliness of services will be compromised.

Cost Reduction: Costs in professional services contracts are based on an actual cost basis not to exceed the maximum contract amount. Hours are negotiated based on needed service.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48909.

31. HIGHWAYS - IDS University Research Services

Authorization (Z18) under Contract (2006-0414) between MDOT and Michigan Technological University (MTU) will provide for the continued services of the Center for Structural Durability (CSD) at MTU for MDOT fiscal year 2009. The CSD researches bridge structure durability and develops design process recommendations based on the performance of structures in service. The authorization will be in effect from the date of award through September 30, 2009. The authorization amount will be \$47,446.05. The contract term is from July 13, 2006, through July 12, 2009, or until work under the last authorization has been completed, whichever is longer. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: The CSD's applied research and technology transfer activities provide ongoing improvements to safety and mobility throughout Michigan. The applied research is used to solve urgent safety issues.

Purpose/Business Case: To provide for the continued services of the CSD at MTU for MDOT fiscal year 2009.

Benefit: Will allow MTU to continue to perform research and provide recommendations to improve the states of aging bridge and highway structural systems to improve safety and mobility.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If the authorization is not approved, the overall quality of research and timeliness of services will be compromised.

Cost Reduction: Costs in professional services contracts are based on an actual cost basis not to exceed the maximum contract amount. Hours are negotiated based on needed service.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48909.

32. HIGHWAYS - IDS University Research Services

Authorization (Z19) under Contract (2006-0414) between MDOT and Michigan Technological University (MTU) will provide for the continued services of the Transportation Materials Research Center of Excellence at MTU for MDOT fiscal year 2009. The center researches transportation materials to develop practical solutions to real-life transportation issues. The authorization will be in effect from the date of award through September 30, 2009. The authorization amount will be \$105,824.88. The contract term is from July 13, 2006, through July 12, 2009, or until work under the last authorization has been completed, whichever is longer. Source of Funds: 100% State Restricted Trunkline Funds.

* Denotes a non-standard contract/amendment

Criticality: The center's applied research and technology transfer activities provide ongoing improvements to safety and mobility throughout Michigan. The applied research is used to solve urgent safety issues.

Purpose/Business Case: To provide for the continued services of the Transportation Materials Research Center of Excellence at MTU for MDOT fiscal year 2009.

Benefit: The center will represent MDOT at state forums related to transportation issues and will interact with MDOT project engineers and staff on issues related to transportation materials. This interaction will allow the university to continue to transfer technology to optimize the service life of the transportation system.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If the authorization is not approved, the overall quality of research and timeliness of services will be compromised.

Cost Reduction: Costs in professional services contracts are based on an actual cost basis not to exceed the maximum contract amount. Hours are negotiated based on needed service.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48909.

33. HIGHWAYS - IDS University Research Services

Authorization (Z3) under Contract (2007-0436) between MDOT and Lawrence Technological University (LTU) will provide for the continued services of the Center of Excellence at for Sustainable Infrastructure & Testing at LTU for MDOT fiscal year 2009. The center will provide technology transfer, applied research, and outreach activities for sustainable structures by promoting use of carbon fiber reinforced polymer (CFRP) and fiber reinforced polymer (FRP) as reinforcement in structures. The authorization will be in effect from the date of award through September 30, 2009. The authorization amount will be \$34,817.60. The contract term is from March 23, 2007, through March 22, 2010, or until work under the last authorization has been completed, whichever is longer. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: The center's applied research and technology transfer activities provide ongoing improvements to safety and mobility throughout Michigan. The applied research and outreach activities are used to solve safety issues and reduce future costs.

Purpose/Business Case: To provide for the continued services of the Center of Excellence at LTU for MDOT fiscal year 2009.

Benefit: The center will represent MDOT at state forums related to transportation issues and will interact with MDOT project engineers and staff on issues related to transportation materials. This interaction will allow the university to continue to transfer technology to optimize the service life of the transportation system.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If the authorization is not approved, the overall quality of research and timeliness of services will be compromised.

Cost Reduction: Costs in professional services contracts are based on an actual cost basis not to exceed the maximum contract amount. Hours are negotiated based on needed service.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48909.

34. HIGHWAYS - IDS Engineering Services

Authorization (Z16) under Contract (2007-0801) between MDOT and URS Corporation Great Lakes will provide for project management services to be performed for traffic signal optimization projects in Oakland County (CS 63900 - JN 100613). The work items include the coordination and hosting of progress meetings, data collection reviews, engineering evaluations, timing optimization, and final project documentation. The authorization will be in effect from the date of award through September 30, 2010. The authorization amount will be \$161,793.79. The contract term is October 1, 2007, through September 30, 2010. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Criticality: Traffic signal optimization reduces congestion and user delays and provides for safer roadways. As a result, this authorization cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To provide for the performance of project management services for traffic signal optimization projects in Oakland County.

Benefit: Will ensure that project data is reviewed and engineering work is evaluated in a timely manner, that optimization implementation is accurate and timely, and that work conforms to federal guidelines.

Funding Source: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this authorization is not approved and the necessary project management services are not provided, the signal optimization work might not proceed as planned. Congestion, user delays, and associated safety risks would continue. Corridors with signal progression have lower crash rates than corridors without signal progression.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48075.

35. HIGHWAYS - IDS Engineering Services

Authorization (Z8) under Contract (2008-0026) between MDOT and DLZ Michigan, Inc., will provide for the design of roundabouts for the intersection of US-41/M-28 in Chocoley Township and the intersection of US-41 at Front Street in the city of Marquette, Marquette County (CS 80041 - JN 87298C). The work items include drainage studies, maintaining traffic plans, pavement marking plans, permanent signing plans, and finding solutions to any problems that may arise. The authorization will be in effect from the date of award through November 5, 2010. The authorization amount will be \$117,572.17. The contract term is November 6, 2007, through November 5, 2010. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: An intersection feasibility study determined that modern roundabouts are the best long-term solutions to improve operation and safety at the intersections. The authorization must be approved at this time so the design services can be completed in time to meet the project schedule. Therefore, the authorization cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To provide for the design of roundabouts for the intersections of US-41/M-28 in Chocoley Township and US-41 at Front Street in the city of Marquette, Marquette County. The work items include drainage studies, traffic maintenance, pavement marking plans, permanent signing plans, and finding solutions to any problems that may arise.

Benefit: Will improve safety and extend the service life of this road, in accordance with MDOT's Five Year Plan.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Without the proposed project, the safety and service life of the pavement will continue to deteriorate.

Cost Reduction: Costs in professional service contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 49855.

36. HIGHWAYS - IDS Engineering Services

Authorization (Z9) under Contract (2008-0027) between MDOT and RS Engineering, LLC, will provide for design services to be performed for the redesign of the proposed I-96/Latson Road interchange in Livingston County (CS 47065 - JN 101622C). The work items include preparing and updating required plans, maintaining traffic plans, traffic signal plans, signing plans, and pavement marking plans; performing surveys; and solving any problems that may arise during the design of the project. The authorization will be in effect from the date of award through November 25, 2010. The authorization amount will be \$689,827.33. The contract term is November 26, 2007, through November 25, 2010. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Criticality: This project will address drainage problems and roadway safety concerns. The project is included in MDOT's Five Year Plan.

Purpose/Business Case: To provide for design services to be performed for the redesign of the proposed I-96/Latson Road interchange in Livingston County.

Benefit: The services will improve drainage, provide a safer and more efficient roadway, and extend the service life of the roadway.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If the services are not approved, MDOT may not be able to utilize the safest and most efficient design possible, and the public may not receive the highest quality product. The strategy to improve the existing system and meet statewide condition goals could be jeopardized.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48843.

37. HIGHWAYS - IDS Engineering Services

Authorization (Z10) under Contract (2008-0027) between MDOT and RS Engineering, LLC, will provide for design services to be performed for the proposed I-96/Latson Road interchange bridge in Livingston County (CS 47065 - JN 101622D). The work items include preparing and updating required plans, performing geotechnical investigations, and solving any problems that may arise during the design of the project. The authorization will be in effect from the date of award through November 25, 2010. The authorization amount will be \$285,005.08. The contract term is November 26, 2007, through November 25, 2010. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Criticality: This project will address drainage problems and bridge and roadway safety concerns. The project is included in MDOT's Five Year Plan.

Purpose/Business Case: To provide for design services to be performed for the proposed I-96/Latson Road interchange bridge in Livingston County.

Benefit: The services will improve drainage, provide a safer and more efficient roadway, and extend the service life of the roadway.

* Denotes a non-standard contract/amendment

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If the services are not approved, MDOT may not be able to utilize the safest and most efficient and safe design possible, and the public may not receive the highest quality product. The strategy to improve the existing system and meet statewide condition goals could be jeopardized.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is a new project.

Zip Code: 48843.

38. HIGHWAYS - IDS Engineering Services

Authorization (Z5) under Contract (2008-0193) between MDOT and Hubbell, Roth & Clark, Inc., will provide for the performance of as-needed construction assistance services for project final reviews and for technical assistance to disadvantaged business enterprises (DBE) in the Bay Region. The services will include final estimate reviews, prevailing wage assistance, and completion of documentation for the project review process for local government projects. The authorization will be in effect from the date of award through April 1, 2011. The authorization amount will be \$374,355.62. The contract term is April 2, 2008, through April 1, 2011. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Criticality: Costs incurred under the current contract for this type of work in the Bay Region have reached the maximum contract amount. This authorization must be approved at this time in order for the services to continue to be available without interruption. For this reason, this authorization cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To provide for the performance of as-needed construction assistance services for project final reviews and DBE technical assistance in the Bay Region. The services will include final estimate reviews, prevailing wage assistance, and completion of documentation for the project review process for local government projects.

Benefit: The services will fulfill federal requirements for final reviews of local government projects with state and federal funding and for DBE services.

Funding Source: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If the authorization is not approved, the services may not be provided in a timely manner and federal requirements may not be met.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48601.

39. HIGHWAYS - Intelligent Transportation Services

Authorization (Z3) under Contract (2008-0243) between MDOT and HNTB Michigan, Inc., will provide for design services to be performed for the interior of the West Michigan Transportation Management Center (WMTMC) (CS 84913 - JN 100611). The work items include analysis of ITS requirements, analysis of the space and functional needs, development of alternatives for the transportation management centers operational systems, and development of a final design package for the project procurement, installation, and integration. The authorization will be in effect from the date of award through May 5, 2011. The authorization amount will be \$189,999.32. The contract term is May 6, 2008, through May 5, 2011. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Criticality: This project is critical for improved traffic management in the Grand Rapids Metropolitan area, including increased safety and mobility. The MDOT traffic monitoring, operations, and public information equipment updated and expanded through this project will allow the WMTMC to better provide the public with real-time congestion and incident information, which will allow better travel times and routing decisions and safer movement around traffic incidents. As a result, this contract cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To provide for the performance of design services for the relocation (within the same building), upgrade, and addition of equipment available for the WMTMC Control Room, which will allow for coverage of approximately 200 percent more area. The relocated equipment room will provide a more secure and organized environment for ITS equipment, will better protect the MDOT investment of equipment, and will provide continuity of operations in emergency management situations. The WMTMC will be able to provide information to Emergency Operations statewide in the case of an emergency situation.

Benefit: This project will improve incident management services and MDOT to continue working toward the safety and operational goals of MDOT's ITS Strategic Plan and the Grand Rapids Metropolitan Area Strategic Plan.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds

Commitment Level: The hourly costs are fixed, however the number of hours to perform this work has been estimated.

Risk Assessment: If this contract is not approved, MDOT could lose the opportunity to improve the congestion and traffic safety management services to travelers in West Michigan.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is a new project.

Zip Code: 49504.

40. HIGHWAYS - IDS Engineering Services

Authorization (Z3) under Contract (2008-0287) between MDOT and Parsons Brinckerhoff Michigan, Inc., will provide for project management services to be performed for traffic signal optimization projects in Wayne and Macomb Counties (CS 63900 - JN 100613). The work items include the coordination and hosting of progress meetings, data collection reviews, engineering evaluations, timing optimization, and final project documentation. The authorization will be in effect from the date of award through June 16, 2011. The authorization amount will be \$162,468.61. The contract term is June 17, 2008, through June 16, 2011. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Criticality: Traffic signal optimization reduces congestion and user delays and provides for safer roadways. As a result, this authorization cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To provide for the performance of project management services for traffic signal optimization projects in Wayne and Macomb Counties.

Benefit: Will ensure that project data is reviewed and engineering work is evaluated in a timely manner, that optimization implementation is accurate and timely, and that work conforms to federal guidelines.

* Denotes a non-standard contract/amendment

Funding Source: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this authorization is not approved and the necessary project management services are not provided, the signal optimization work might not proceed as planned. Congestion, user delays, and the associated safety risks would continue. Corridors with signal progression have lower crash rates than corridors without signal progression.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48075.

41. HIGHWAYS - IDS Engineering Services

Authorization (Z2) under Contract (2008-0413) between MDOT and Orchard, Hiltz & McCliment, Inc., will provide for traffic signal optimization services to be performed at various corridor locations in the Metro Region (CS 82900 - JN 100643C). The work items include the coordination and hosting of progress meetings, data collection reviews, engineering evaluations, timing optimization, final project documentation, and the development of a cost and benefit report. The authorization will be in effect from the date of award through July 14, 2011. The authorization amount will be \$164,999.96. The contract term is July 15, 2008, through July 14, 2011. Source of Funds: 100% Federal Highway Administration Funds.

Criticality: Traffic signal optimization is a critical method of relieving congestion on roadways without facility expansion. Traffic signal optimization improves traffic flow and reduces user delays, emissions, and crashes along the corridors. As a result, this contract cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To provide for the development of an updated corridor signal progression plan with optimized traffic signal operations along the corridors. Timing permits will be produced, and follow-up analysis will be conducted.

Benefit: The traffic signal optimization will reduce congestion and user delays and provide for safer roadways.

Funding Source: 100% Federal Highway Administration Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this authorization is not approved, congestion and user delays will continue and federal funding could be lost. Corridors with signal progression have lower crash rates than corridors without signal progression.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48075.

42. *HIGHWAYS - Engineering Services

Contract (2008-0451) between MDOT and Eagle Consultant Engineering, LLC, will provide for as-needed construction administration assistance services to be performed for construction projects in the Metro Region. The work items include constructability reviews of planned projects, preparation and review of complex progress clauses, coordination of complex projects to minimize mobility disruptions, and attendance and assistance at Region delivery meetings. The contract will be in effect from the date of award through September 7, 2011. The contract amount will be \$939,973.65. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

* Denotes a non-standard contract/amendment

Criticality: The services will help to facilitate complex construction projects and minimize adverse mobility impacts. As a result, this contract cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To provide for as-needed construction administration assistance services to be performed for construction projects in the Metro Region.

Benefit: The services will ensure that project-related technical issues for construction projects within the Region are reviewed in a timely manner, in accordance with federal guidelines.

Funding Source: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If the contract is not approved, needed review and project coordination services may not be performed and construction practice issues may not be addressed, which could result in costly disruptions to the Region's road construction program and in traffic disruptions and user delays.

Cost Reduction: Cost in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed services.

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48075.

43. HIGHWAYS - IDS Engineering Services

Contract (2008-0472) between MDOT and Eagle Consultant Engineering, LLC, will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

44. HIGHWAYS - Participation for State Local Bridge Construction Contract

Amendatory Contract (2008-5318) between MDOT and the Huron County Road Commission will provide for funding participation in the following improvements under Section 144 of Title 23 USC and the State Local Bridge Program:

PART A

Rehabilitation work for structure B02 of 32-10-21, which carries Elkton Road over the east branch of the Pigeon River, Sections 3 and 4, T15N, R11E, Grant Township, Huron County, Michigan, including superstructure replacement, hot mix asphalt paving, and guardrail work.

PART B

The removal and replacement of structure B02 of 32-10-26, which carries Canboro Road over the east branch of the Pigeon River, Sections 3 and 4, T15N, R11E, Grant Township, Huron County, Michigan; the reconstruction of the approaches to the structure for approximately 313 feet westerly and 265 feet easterly of the structure.

The purpose of this amendment is to provide for federal funds and state local bridge funds to be applied to the eligible items of the Part B portion of the project cost. No changes are being made to the Part A portion of the project.

Estimated Funds:

	<u>ORIGINAL</u>	<u>PART B AMEND.</u>	<u>TOTAL</u>
Federal Highway Administration Funds	\$ 0	\$ 394,300	\$394,300
State Restricted Trunkline Funds	\$ 0	\$ 73,900	\$ 73,900
Huron County Road Commission Funds	<u>\$492,900</u>	<u>\$(468,200)</u>	<u>\$ 24,700</u>
Total Funds	<u>\$492,900</u>	<u>\$ 0</u>	<u>\$492,900</u>

BRT 32010 – 86247; BRO 32010 - 86258
Amendment

Criticality: This amendment will allow federal funds and state funds to be applied to eligible costs of the Part B portion of the project. Delaying this amendment would keep the appropriate financial assistance from being provided for eligible costs incurred for the Part B portion of the project.

Purpose/Business Case: To amend the original contract to provide for federal funds and state funds to be applied to costs incurred for the Part B portion of the project, which are eligible for reimbursement.

Benefit: Will allow federal funds and state funds to be appropriately applied to the eligible items of the Part B portion of the project.

Funding Source: Federal Highway Bridge Replacement and Rehabilitation Program Funds, State Local Bridge Funds, and Huron County Road Commission Funds.

Commitment Level: 80% federal, 15% state, 5% Huron County Road Commission.

Risk Assessment: Without this amendment, federal funds and state funds cannot be appropriately applied to the eligible items of the Part B portion of the project.

Cost Reduction: N/A.

Selection: N/A.

New Project Identification: N/A.

Zip Code: 48754.

45. HIGHWAYS - Participation for Local Agency Construction Contract
 Amendatory Contract (2008-5319) between MDOT and the Van Buren County Road Commission will provide for funding participation in the construction of the following improvements utilizing Federal Highway Administration Funds (Equity Bonus) designated by Act 51 of the Public Acts of 1951 as Transportation Economic Development (TED) Category D Funds and Local Jobs Today Funds:

PART A

Hot mix asphalt widening and resurfacing, concrete curb and gutter, and guardrail work along Blue Star Highway from the Berrien county line to County Road 380.

PART B

Hot mix asphalt widening and resurfacing, concrete curb and gutter, and guardrail work along Blue Star Highway from 16th Avenue to the Highway I-196 business loop.

PART C

Hot mix asphalt widening and resurfacing, concrete curb and gutter, and guardrail work along Blue Star Highway from County Road 380 to 16th Avenue.

The purpose of this amendment is to provide for the increase in the state participation ratio for the State Restricted TED Funds Category D from 10 to 13 percent for the Part A portion of the project based on the low bid amount. No changes are being made to the Part B and Part C portions of the project.

Estimated Funds:

	<u>ORIGINAL</u>	<u>PART A</u> <u>AMEND.</u>	<u>TOTAL</u>
Federal Highway Administration Funds (TED)	\$ 187,640	\$ 0	\$ 187,640
Federal Highway Administration Funds	\$ 409,400	\$ 0	\$ 409,400
State Restricted TED Funds	\$ 170,600	\$ 51,150	\$ 221,750
State Restricted Local Jobs Today Funds	\$ 153,500	\$ 0	\$ 153,500
Van Buren County Road Commission Funds	\$ 784,670	\$(51,150)	\$ 733,520
Total Funds	<u>\$1,705,810</u>	<u>\$ 0</u>	<u>\$1,705,810</u>

EDDF 80555 – 53565; STUL 80449 – 84492, 89577

Amendment

Criticality: This amendment will allow the County to use the full amount of State Restricted TED Funds intended for the Part A portion of the project. Delaying this amendment would keep the proper amount of financial assistance from being provided for eligible costs incurred for the Part A portion of the project.

Purpose/Business Case: To amend the original contract to increase the state participation ratio for the State Restricted TED Funds for the Part A portion of the project.

Benefit: Will allow the intended amount of state funds to be applied to the eligible items of the Part A portion of the project.

Funding Source: Federal Equity Bonus Funds, Federal Surface Transportation Funds, State Restricted TED Funds, State Local Jobs Today Funds, and Van Buren County Road Commission Funds.

Commitment Level: 35% federal, 22% state, 43% Van Buren County Road Commission.

Risk Assessment: Without this amendment, the intended amount of State Restricted TED Funds cannot be applied to the eligible items of the Part A portion of the project.

* Denotes a non-standard contract/amendment

Cost Reduction: N/A.
Selection: N/A.
New Project Identification: N/A.
Zip Code: 49043.

46. HIGHWAYS - Participation for Local Agency Construction Contract

Contract (2008-5347) between MDOT and the Marquette County Road Commission will provide for funding participation in the construction of the following improvements utilizing Transportation Economic Development (TED) Category A Funds:

Relocation work along Avenue G from approximately 675 feet east of 11th Street northerly and westerly 1,425 feet.

TED Category A projects require a minimum 20 percent local match. The local match on this project is estimated to be \$100,950, which is met in part by the \$54,450 shown below. The remaining match will be met through local agency participation in the following project-related costs: preliminary engineering, right-of-way acquisition, construction, and construction engineering. This contract is for the construction portion only of this TED project.

Estimated Funds:

State Restricted TED Funds	\$235,550
Marquette County Road Commission Funds	<u>\$ 54,450</u>
Total Funds	<u>\$290,000</u>

EDA 52522 - 104071

Local Letting

Criticality: Public Act 231 provides for the use of TED Funds to enhance the ability of the state to compete in an international economy, to serve as a catalyst for economic growth of the state, and to improve the quality of life in the state. These funds are being used in conjunction with this project to provide an incentive to create or retain jobs, relieve urban congestion, and create an all-season roadway network that supports commercial activities.

Purpose/Business Case: To financially assist and invest in roadway improvements related to economic development and the betterment of the state all-season road network under Public Act 231.

Benefit: Will support economic growth, reduce traffic congestion, and upgrade the state all-season road system.

Funding Source: State Transportation Economic Development Funds and Marquette County Road Commission Funds.

Commitment Level: 82% state up to \$235,550 and the balance by the Marquette County Road Commission; based on estimate.

Risk Assessment: Without this contract, there would be a possible loss of development opportunities.

Cost Reduction: Low bid.

Selection: Low bid.

New Project Identification: Improvement of existing roadway.

Zip Code: 49841.

47. HIGHWAYS - Participation for Local Agency Construction Contract
 Contract (2008-5348) between MDOT and the Iron County Road Commission will provide for funding participation in the construction of the following improvements utilizing Transportation Economic Development (TED) Category A Funds:

Reconstruction work along Corral Road from Highway US-141 easterly approximately 4,475 feet.

TED Category A projects require a minimum 20 percent local match. The local match on this project is estimated to be \$42,299, which is met in part by the \$23,600 shown below. The remaining match will be met through local agency participation in the following project-related costs: preliminary engineering, right-of-way acquisition, construction, and construction engineering. This contract is for the construction portion only of this TED project.

Estimated Funds:

State Restricted TED Funds	\$173,100
Iron County Road Commission Funds	<u>\$ 23,600</u>
Total Funds	<u>\$196,700</u>

EDA 36522 - 104077

Local Letting

Criticality: Public Act 231 provides for the use of TED Funds to enhance the ability of the state to compete in an international economy, to serve as a catalyst for economic growth of the state, and to improve the quality of life in the state. These funds are being used in conjunction with this project to provide an incentive to create or retain jobs, relieve urban congestion, and create an all-season roadway network that supports commercial activities.

Purpose/Business Case: To financially assist and invest in roadway improvements related to economic development and the betterment of the state all-season road network under Public Act 231.

Benefit: Will support economic growth, reduce traffic congestion, and upgrade the state all-season road system.

Funding Source: State Transportation Economic Development Funds and Iron County Road Commission Funds.

Commitment Level: 88% state up to \$173,100 and the balance by the Iron County Road Commission; based on estimate.

Risk Assessment: Without this contract, there would be a possible loss of development opportunities.

Cost Reduction: Low bid.

Selection: Low bid.

New Project Identification: Improvement of existing roadway.

Zip Code: 49903.

48. HIGHWAYS - Participation for Local Agency Construction Contract
 Contract (2008-5352) between MDOT and the Washtenaw County Road Commission will provide for participation in the following improvements:

Traffic signal installation and pavement marking upgrading work at the intersection of Textile Road and Munger Road.

Estimated Funds:

Federal Highway Administration Funds	\$75,200
Washtenaw County Road Commission Funds	<u>\$18,800</u>
Total Funds	<u>\$94,000</u>

STH 81609 - 51360
 Local Force Account

Criticality: This project will improve vehicular traffic movement at the intersection. Delaying this project could result in the loss of federal funding and adversely affect the safety of motorists.

Purpose/Business Case: To provide for the installation of traffic signals and the upgrade of pavement marking.

Benefit: Improved intersection operation and safety.

Funding Source: Federal Surface Transportation Program Funds and Washtenaw County Road Commission Funds.

Commitment Level: 80% federal, 20% Washtenaw County Road Commission.

Risk Assessment: Without this contract, the County cannot receive these federal funds.

Cost Reduction: Local agency to perform work with its own forces at a cost determined to be at least 6 percent less than if it were contracted.

Selection: N/A.

New Project Identification: Improvement of existing intersection.

Zip Code: 48197.

49. HIGHWAYS - Participation for Local Agency Construction Contract
 Amendatory Contract (2008-5357) between MDOT, the City of Troy, and the Road Commission for Oakland County will provide for participation in the following improvements:

PART A

The reconstruction and widening of Long Lake Road from Falmouth Road to Carnaby Road, the adjustment or construction of drainage structures, curb and gutter work, and pavement marking work as may be required.

PART B

The construction of sanitary sewer in connection with the improvement of Long Lake Road.

The purpose of this amendment is to provide for the change in costs incurred by the City for construction engineering, construction materials testing, and inspection for the Part A portion of the project from soft match to federally reimbursable and the associated change in cost participation. No changes are being made to the Part B portion of the project.

Estimated Funds:

	<u>ORIGINAL</u>	<u>PART A AMEND.</u>	<u>TOTAL</u>
Federal Highway Administration Funds	\$4,726,265	\$ 425,635	\$5,151,900
City of Troy Funds	\$1,568,035	\$(425,635)	\$1,142,400
Total Funds	<u>\$6,294,300</u>	<u>\$ 0</u>	<u>\$6,294,300</u>

STU 63459 - 34662
 Amendment

Criticality: This amendment will allow the City to be reimbursed with federal funds for eligible costs. Delaying this project will keep the City from receiving the proper financial assistance for eligible costs associated with this project.

Purpose/Business Case: To amend the original contract to change costs incurred by the City for construction engineering, construction materials testing, and inspection for the Part A portion of the project from soft match to federally reimbursable.

Benefit: Will allow the City to receive federal funds for costs that are eligible for reimbursement.

Funding Source: Federal Surface Transportation Funds and City of Troy Funds.

Commitment Level: 81.85% federal, 18.15% City of Troy for Part A; 100% City of Troy for Part B.

Risk Assessment: Without this amendment, the City cannot receive federal funds for costs incurred for construction engineering, construction materials testing, and inspection for the Part A portion of this project.

Cost Reduction: N/A.

Selection: N/A.

New Project Identification: N/A.

Zip Code: 48085.

50. HIGHWAYS – Local Jobs Today Program Loan

Contract (2008-8272) between MDOT and the Muskegon County Road Commission will provide state loan funds under the Local Jobs Today (LJT) Program to assist the city in financing transportation infrastructure improvements for Hile Road from Harvey Street to Airline Highway. The project was let in August 2008. The interest rate on this loan is 4 percent annually. This loan contract will be in effect from the date of award through September 30, 2009. The contract amount will be \$128,000. Source of Funds: LJT Funds - \$128,000.

Criticality: This loan is offered under the LJT Program, which is part of a comprehensive economic plan to create jobs and stimulate Michigan's economy, and is necessary for the local agency to finance the associated construction of this transportation project. Delaying this loan would delay the construction of this project, thereby adversely affecting the goal of the LJT Program to stimulate the state's economy.

Purpose/Business Case: To financially assist in roadway improvements under the LJT program.

Benefit: Will support economic growth, reduce traffic congestion, and upgrade the state all-season road system.

Funding Source: State LJT loan funds.

Commitment Level: Draws from each loan are limited to a maximum amount based on the estimated amount of federal funding applicable to the project that is not currently available.

Risk Assessment: MDOT follows through on its intent to allow a project approved for LJT matching grant funds to be eligible for an LJT loan.

Cost Reduction: The loan will cover only costs for which the current estimated federal funding applicable to the project is not available.

Selection: N/A.

New Project Identification: Improvement of existing roadway.

Zip Code: 49444.

51. *HIGHWAYS (Maintenance) - Novation

Amendatory Contract (2003-0424/A2) between MDOT, the Board of County Road Commissioners of the County of Wayne, and the Wayne County Department of Public Services will provide for the reassignment of the contract responsibilities from the Board of County Road Commissioners of the County of Wayne to the Wayne County Department of Public Services due to a name change. The original contract provides for routine maintenance to be performed along state trunklines in Wayne County. The contract term remains unchanged, October 1, 2003, through March 31, 2009. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: Approval of this amendment is critical to ensure that services performed under this contract are continued and to reflect the agency's correct legal name, allowing payments to be issued correctly.

Purpose/Business Case: To provide for the reassignment of contract responsibilities for maintenance services performed on an as-needed basis.

Benefit: Will provide for the payment to be issued correctly to the county.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The contract has a negotiated term of five years.

Risk Assessment: Failure to approve this amendment would negatively impact the performance of and payment for services under this contract.

Cost Reduction: The contract provides a cost savings to MDOT and is based on a cost reimbursement basis, subject to final audits of actual costs.

Selection: N/A for amendment and for original contract.

New Project Identification: This is not a new project.

Zip Code: 48242.

52. HIGHWAYS (Real Estate) - IDS Real Estate Services
Contract (2008-0493) between MDOT and Visser Appraisals, Ltd., will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Division to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
53. *PASSENGER TRANSPORTATION - Renewal/Extension of Project Completion Period
Amendatory Contract (2001-0727/A6) between MDOT and the City of Detroit, Department of Transportation (DDOT), will renew and extend the project completion period by approximately 11 months to provide sufficient time for DDOT to complete the bus shelters/signage portion of the project. The additional time is needed because the project is more extensive than originally anticipated, and DDOT has enlisted outside engineering assistance to develop a comprehensive, coordinated transit enhancement plan for the project. The original contract provides state matching funds for DDOT's FY 2001 Federal Section 5307 Urbanized Area Formula Capital Program grant. The revised project completion period will be from February 2, 2001, through August 1, 2008, and from the date of award of this amendment through August 1, 2009. No costs will be incurred between the expiration date of the original project completion period and the date of award of this amendment. The contract term remains unchanged, from February 2, 2001, until the last obligation between the parties has been fulfilled. The contract amount remains unchanged at \$28,241,770. Source of Funds: Federal Transit Administration (FTA) Funds - \$22,593,416; FY 1992, FY 2001, and FY 2002 State Restricted Comprehensive Transportation Funds - \$5,648,354.

Criticality: Approval of this amendment will allow DDOT to complete the bus shelters/signage portion of the project to assist passengers in navigating the transit system.

Purpose/Business Case: To renew and extend the project completion period by approximately 11 months to provide sufficient time for DDOT to complete the project.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$22,593,416; FY 1992, FY 2001 and FY 2002 State Restricted Comprehensive Transportation Funds - \$5,648,354.

Commitment Level: Contract amount is based on cost estimates.

Risk Assessment: The risk of not approving this amendment is the loss of federal funds.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48207.

54. PASSENGER TRANSPORTATION - Section 5307 Program

Project Authorization Revision (Z12/R3) under Master Agreement (2002-0007) between MDOT and the Ann Arbor Transportation Authority (AATA), which provides transit service in Washtenaw County, will extend the authorization term by two years to provide sufficient time for AATA to complete three projects and will add a line item for bus rehabilitation. The first project is for the implementation of transit signal priority. This project was delayed due to a change in ownership of the selected vendor, which resulted in a reevaluation of the project. The second project is for the replacement of mobile data terminals, which are part of the Advanced Operating System. AATA has deferred this project and is applying to the Federal Transit Administration (FTA) to use the project funds for bus rehabilitation instead; AATA is awaiting federal approval of the request. The third project is for the renovation of a transit center at the University of Michigan. Because the funds in this grant are only a portion of the funding necessary for the project, AATA is working to identify additional funding sources before proceeding. The original authorization provides state matching funds for AATA's FY 2004 Federal Section 5307 Urbanized Area Formula Capital Program grant. The revised authorization term will be May 26, 2004, through September 30, 2010. The authorization amount remains unchanged at \$2,692,960. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: FTA Funds - \$2,154,368; FY 2002, FY 2004, and FY 2005 State Restricted Comprehensive Transportation Funds - \$508,592; AATA Funds - \$30,000.

55. PASSENGER TRANSPORTATION - Section 3037 Program

Project Authorization Revision (Z19/R2) under Master Agreement (2002-0033) between MDOT and the City of Detroit, Department of Transportation (DDOT), will extend the authorization term by one year to provide sufficient time for DDOT to complete the project. The additional time is needed because the City is transitioning oversight of the Job Access and Reverse Commute (JARC) program from the City's Workforce Development Department to DDOT, which has delayed expenditure of remaining funds. The original authorization provides state matching funds for DDOT's FY 2004 Federal Section 3037 JARC Program grant. The revised authorization term will be September 7, 2004, through September 6, 2009. The authorization amount remains unchanged at \$3,232,479. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$1,586,016; FY 2005 State Restricted Comprehensive Transportation Funds - \$1,417,516; City of Detroit Funds - \$228,947.

Criticality: Approval of this revision is critical to allow the continuation of transportation to work services for low income individuals in the city of Detroit.

Purpose/Business Case: To extend the authorization term by one year to provide sufficient time for the City to transfer oversight of the JARC Program from the City's Workforce Development Department to DDOT.

Benefit: Increased public transportation services.

Funding Source: FTA Funds - \$1,586,016; FY 2005 State Restricted Comprehensive Transportation Funds - \$1,417,516; City of Detroit Funds - \$228,947.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this revision is the loss of federal funds.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48207.

56. PASSENGER TRANSPORTATION - Section 5311 Capital Program

Project Authorization Revision (Z6/R3) under Master Agreement (2002-0036) between MDOT and the Eaton County Transportation Authority (EATRAN) will extend the authorization term by six months to provide sufficient time for EATRAN to complete the facility expansion project. The project was delayed due to the temporary absence of EATRAN's director. He is now back at work, and the facility renovation project has resumed. The original authorization provides state matching funds for EATRAN's FY 2003 Federal Section 5311 Nonurbanized Area Formula Capital Program grant. The revised authorization term will be November 25, 2003, through March 24, 2009. The authorization amount remains unchanged at \$426,390. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$341,112; FY 2004 State Restricted Comprehensive Transportation Funds - \$85,278.

Criticality: Approval of this revision will allow EATRAN to complete the facility expansion project. Completion of the project will enable EATRAN to continue to manage a clean, safe, and reliable fleet.

Purpose/Business Case: To extend the authorization term by six months to provide sufficient time for EATRAN to complete the facility renovation project.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$341,112; FY 2004 State Restricted Comprehensive Transportation Funds - \$85,278.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this revision is the loss of federal funds.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48813.

57. PASSENGER TRANSPORTATION - Section 5311 Capital Program

Project Authorization Revision (Z10/R3) under Master Agreement (2002-0036) between MDOT and the Eaton County Transportation Authority (EATRAN) will transfer funds from the administrative vehicle line item to the vehicle locator system, office furniture and office renovation line items and will extend the authorization term by six months to provide sufficient time for EATRAN to complete the project. This revision has been approved by EATRAN's local Small Cities Program fund committee. The projects were delayed due to the temporary absence of EATRAN's director. As the administrative vehicle cost less than originally anticipated, EATRAN has requested permission to use the remaining funds to purchase additional computers to replace those that have exceeded their useful lives, to enhance the vehicle locator system, and to cover the shortfall in the office furniture and office renovation line items. The original authorization provides state matching funds for EATRAN's FY 2004 Section 5311 Nonurbanized Area Formula Capital Program, Small Cities Program grant. The revised authorization term will be September 14, 2004, through March 13, 2009. The authorization amount remains unchanged at \$308,750. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$247,000; FY 2004 State Restricted Comprehensive Transportation Funds - \$61,750.

Criticality: Approval of this revision is critical to avoid delays in deploying necessary transportation infrastructure.
Purpose/Business Case: To extend the authorization term by six months to provide sufficient time for EATRAN to complete the project and to adjust funding between line items.
Benefit: Increased public safety through improved transportation infrastructure.
Funding Source: FTA Funds - \$247,000; FY 2004 State Restricted Comprehensive Transportation Funds - \$61,750.
Commitment Level: Authorization amount is based on cost estimates.
Risk Assessment: The risk of not approving this revision is the loss of federal funds.
Cost Reduction: Grant amount is determined by the FTA and is not negotiated.
Selection: N/A.
New Project Identification: This is not a new project.
Zip Code: 48813.

58. PASSENGER TRANSPORTATION - Section 5307 Program

Project Authorization Revision (Z15/R2) under Master Agreement (2002-0060) between MDOT and the Livingston County Board of Commissioners will extend the authorization term by one year to provide sufficient time for the agency to complete the vehicle acquisition. The procurement of up to two buses was delayed due to the retirement of the transit agency director. A new director has been hired, and procurement is now proceeding. The original authorization provides state matching funds for the County's FY 2004 Federal Section 5307 Urbanized Area Formula Capital Program grant. The revised authorization term will be January 12, 2005, through September 30, 2009. The authorization amount remains unchanged at \$251,070. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$200,856; FY 2002 State Restricted Comprehensive Transportation Funds - \$50,214.

Criticality: Approval is critical at this time to allow the agency to replace vehicles that have reached the ends of their useful life. The replacement buses are needed to ensure passenger safety.
Purpose/Business Case: To extend the authorization term by one year to provide sufficient time for the agency to complete the vehicle acquisition.
Benefit: Increased public safety through improved transportation infrastructure.
Funding Source: FTA Funds - \$200,856; FY 2002 State Restricted Comprehensive Transportation Funds - \$50,214.
Commitment Level: Authorization amount is based on cost estimates.
Risk Assessment: The risk of not approving this revision is the loss of federal funds.
Cost Reduction: Grant amount is determined by the FTA and is not negotiated.
Selection: N/A.
New Project Identification: This is not a new project.
Zip Code: 48855.

59. PASSENGER TRANSPORTATION - Section 5307/CMAQ Program

Project Authorization Revision (Z29/R1) under Master Agreement (2002-0066) between MDOT and the Mass Transportation Authority (MTA), in Genesee County, will extend the authorization term by one year to provide sufficient time for MTA to complete the project. The additional time is needed because MTA is purchasing five hybrid system mini diesel automotive simulation model vehicles that require further modification. The original authorization provides state matching funds for MTA's FY 2005 Federal Section 5307 Urbanized Area Formula Capital Program and Congestion Mitigation and Air Quality Improvement Program grant. The revised authorization term will be September 7, 2005, through September 6, 2009. The authorization amount remains unchanged at \$640,000. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$512,000; FY 2002 State Restricted Comprehensive Transportation Funds - \$128,000.

Criticality: Approval at this time is critical to allow MTA to purchase hybrid vehicles to replace vehicles that have exceeded their useful lives and to improve air quality and fuel efficiency.

Purpose/Business Case: To extend the authorization term by one year to provide sufficient time for MTA to complete the project.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$512,000; FY 2002 State Restricted Comprehensive Transportation Funds - \$128,000.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this revision is the loss of federal funds.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48503.

60. PASSENGER TRANSPORTATION - Section 5309 Program

Project Authorization Revision (Z9/R4) under Master Agreement (2002-0088) between MDOT and the Suburban Mobility Authority for Regional Transportation (SMART), which provides transit service in Wayne, Oakland, Macomb, and Monroe Counties, will extend the authorization term by 18 months to provide sufficient time for SMART to complete the project. Problems obtaining reliable motors and chassis for the cutaway buses delayed the procurement process. Bids have been received and a purchase contract will be awarded shortly, but delivery of the vehicles is not expected before the current expiration date. The original authorization provides state matching funds for SMART's FY 2002 Federal Section 5309 Capital Discretionary Program grant. The revised authorization term will be September 9, 2002, through March 8, 2010. The authorization amount remains unchanged at \$2,611,201. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$2,088,961; FY 2002, FY 2003, and FY 2004 State Restricted Comprehensive Transportation Funds - \$522,240.

Criticality: Approval of this extension at this time is critical to allow SMART to replace vehicles that have exceeded their useful lives, ensuring safe vehicles for public transit.

Purpose/Business Case: To extend the authorization term by 18 months provide sufficient time for SMART to procure replacement buses.

Benefit: Increased public safety through improved transportation infrastructure.

* Denotes a non-standard contract/amendment

Funding Source: FTA Funds - \$2,088,961; FY 2002, FY 2003, and FY 2004 State Restricted Comprehensive Transportation Funds - \$522,240

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this revision is the loss of federal funds.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48226.

61. PASSENGER TRANSPORTATION - Time Extension

Amendatory Contract (2002-0292/A4) between MDOT and the City of Detroit, Department of Transportation (DDOT), will extend the contract term by one year to provide sufficient time for DDOT to complete the project. DDOT previously received federal approval to change the scope of this grant from facility construction to facility rehabilitation/renovation. As this approval did not occur until late 2005, and as rehabilitation/renovation work is being done on several buildings, additional time is needed to complete the project. The original contract provides state matching funds for DDOT's FY 2001 Federal Section 5309 Capital Discretionary Program grant. The revised contract term will be April 25, 2001, through September 19, 2009. The contract amount remains unchanged at \$4,860,100. Source of Funds: Federal Transit Administration Funds (FTA) - \$3,888,080; FY 2002 State Restricted Comprehensive Transportation Funds - \$972,020.

Criticality: Approval of this amendment will allow DDOT to continue work on facility improvement projects.

Purpose/Business Case: To extend the authorization term by one year to provide sufficient time for DDOT to complete the project.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$3,888,080; FY 2002 State Restricted Comprehensive Transportation Funds - \$972,020.

Commitment Level: Contract amount is based on cost estimates.

Risk Assessment: The risk of not approving this amendment is the loss of federal funds.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48207.

62. PASSENGER TRANSPORTATION - Time Extension

Amendatory Contract (2002-0297/A4) between MDOT and the City of Detroit, Department of Transportation (DDOT), will extend the contract term by 18 months to provide sufficient time for DDOT to complete the project. DDOT's construction of a transfer point bus stop/shelter at the Eastland Mall was delayed by other construction at the mall. Although work has begun, the project will be suspended during winter. As a result, additional time will be needed to complete the project, which will resume in spring 2009. The original contract provides state matching funds for DDOT's FY 2001 Federal Section 5307 Urbanized Area Formula Capital Program and Federal Congestion Mitigation and Air Quality Improvement Program grant. The revised contract term will be September 26, 2001, through March 25, 2010. The contract amount remains unchanged at \$3,383,750. Source of Funds: Federal Transit Administration (FTA) Funds - \$2,707,000; FY 2002 and FY 2007 State Restricted Comprehensive Transportation Funds - \$676,750.

Criticality: Approval of this amendment will allow DDOT to complete the construction of a transfer point bus stop/shelter to enhance passenger safety.

Purpose/Business Case: To extend the contract term by 18 months to provide sufficient time for DDOT to complete the project.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$2,707,000; FY 2002 and FY 2007 State Restricted Comprehensive Transportation Funds - \$676,750.

Commitment Level: Contract amount is based on cost estimates.

Risk Assessment: The risk of not approving this amendment is the loss of federal funds.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48207.

63. *PASSENGER TRANSPORTATION - Extension of Project Completion Period

Amendatory Contract (2004-0462/A2) between MDOT and the Suburban Mobility Authority for Regional Transportation (SMART), which provides transit service in Wayne, Oakland, Macomb, and Monroe Counties, will extend the project completion period by 18 months to provide sufficient time for SMART to complete vehicle acquisition. Problems obtaining reliable motors and chassis for the cutaway buses delayed the procurement process. Bids have been received and a purchase contract will be awarded shortly, but delivery of the vehicles is not expected before the expiration of the current project completion period. The original contract provides state matching funds for SMART's FY 2004 Federal Section 5310 Elderly and Persons with Disabilities Program grant. The revised project completion period will be September 7, 2004, through March 6, 2010. The contract term remains unchanged, from September 7, 2004, until the last obligation between the parties has been fulfilled. The contract amount remains unchanged at \$809,940. Source of Funds: Federal Transit Administration (FTA) Funds - \$647,952; FY 2002 and FY 2007 State Restricted Comprehensive Transportation Funds - \$161,988.

Criticality: Approval of this amendment will allow the agency to continue with the procurement of buses that are needed to replace buses that have reached the ends of their useful lives. The replacement buses are needed to ensure passenger safety.

Purpose/Business Case: To extend the project completion period by 18 months to provide sufficient time for SMART to complete the project.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$647,952; FY 2002 and FY 2007 State Restricted Comprehensive Transportation Funds - \$161,988.

Commitment Level: The contract amount is based on cost estimates.

Risk Assessment: The risk of not approving this amendment is the loss of federal funds.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48226.

64. *PASSENGER TRANSPORTATION - Extension of Project Completion Period
Amendatory Contract (2005-0421/A1) between MDOT and the City of Detroit, Department of Transportation (DDOT), will extend the project completion period by one year to provide sufficient time for DDOT to complete the purchase of three buses and eight vans. The project has been delayed due to financial difficulties. Because one of DDOT's subrecipients is not currently providing transit service, the vehicles originally intended for that agency will be reassigned to another subrecipient. As a result, procurement of the vehicles is not expected before the current project completion period expires. The original contract provides state matching funds for DDOT's FY 2005 Federal Section 5310 Elderly and Persons with Disabilities Program grant. The revised project completion period will be September 19, 2005, through September 18, 2009. The contract term remains unchanged, from September 19, 2005, until the last obligation between the parties has been fulfilled. The contract amount remains unchanged at \$286,730. Source of Funds: Federal Transit Administration (FTA) Funds - \$229,384; FY 2002 State Restricted Comprehensive Transportation Funds - \$57,346.

Criticality: Approval of this amendment will allow DDOT to complete the procurement of vehicles that are needed to replace vehicles that have reached the ends of their useful lives. The replacement vehicles are needed to ensure passenger safety.

Purpose/Business Case: To extend the project completion period by one year to provide sufficient time for DDOT to complete the project.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$229,384; FY 2002 State Restricted Comprehensive Transportation Funds - \$57,346.

Commitment Level: The contract amount is based on cost estimates.

Risk Assessment: The risk of not approving this amendment is the loss of federal funds.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48207.

65. *PASSENGER TRANSPORTATION - Extension of Project Completion Period
Amendatory Contract (2005-0441/A1) between MDOT and the Suburban Mobility Authority for Regional Transportation (SMART), which provides transit service in Wayne, Oakland, Macomb, and Monroe Counties, will extend the project completion period by 18 months to provide sufficient time for SMART to complete vehicle acquisition. Problems obtaining reliable motors and chassis for the cutaway buses delayed the procurement process. Bids have been received and a purchase contract will be awarded shortly, but delivery of the vehicles is not expected before the expiration of the current project completion period. The original contract provides state matching funds for SMART's FY 2005 Federal Section 5310 Elderly and Persons with Disabilities Program grant. The revised project completion period will be September 19, 2005, through March 18, 2010. The contract term remains unchanged, from September 19, 2005, until the last obligation between the parties has been fulfilled. The contract amount remains unchanged at \$621,099. Source of Funds: Federal Transit Administration (FTA) Funds - \$496,879; FY 2002 and FY 2005 State Restricted Comprehensive Transportation Funds - \$124,220.

Criticality: Approval of this amendment will allow the agency to continue with the procurement of buses that are needed to replace buses that have reached the ends of their useful lives. The replacement buses are needed to ensure passenger safety.

Purpose/Business Case: To extend the project completion period by 18 months to provide sufficient time for SMART to complete the project.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$496,879; FY 2002 and FY 2005 State Restricted Comprehensive Transportation Funds - \$124,220.

Commitment Level: The contract amount is based on cost estimates.

Risk Assessment: The risk of not approving this amendment is the loss of federal funds.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48226.

66. *PASSENGER TRANSPORTATION - Extension of Project Completion Period

Amendatory Contract (2006-0509/A1) between MDOT and the St. Joseph County Transportation Authority (SJCTA) will extend the project completion period by two years and change the line item description from three vans to up to two buses. The additional time is needed to allow SJCTA to combine funds from this grant with funds from another grant to assist with the purchase of the buses. The original authorization provides state matching funds for SJCTA's FY 2006 Federal Section 5310 Elderly and Persons with Disabilities Program grant. The revised project completion period will be September 19, 2005, through September 18, 2010. The contract term remains unchanged, from September 19, 2005, until the last obligation between the parties has been fulfilled. The authorization amount remains unchanged at \$68,680. Source of Funds: Federal Transit Administration (FTA) Funds - \$54,944; FY 2002 State Restricted Comprehensive Transportation Funds - \$13,736.

Criticality: Approval at this time is critical to allow the agency to fund and replace buses that have reached the ends of their useful lives and may no longer be safe to operate. The replacement buses are needed to ensure passenger safety.

Purpose/Business Case: To extend the project completion period by two years to provide sufficient time for SJCTA to combine grant funds for the purchase of up to two buses.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$54,944; FY 2002 State Restricted Comprehensive Transportation Funds - \$13,736.

Commitment Level: Contract amount is based on cost estimates.

Risk Assessment: The risk of not approving this amendment is the loss of federal funds.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 49093.

67. *PASSENGER TRANSPORTATION - Extension Project Completion Period

Amendatory Contract (2006-0548/A1) between MDOT and the Suburban Mobility Authority for Regional Transportation (SMART), which provides transit service in Wayne, Oakland, Macomb, and Monroe Counties, will extend the project completion period by one year to provide sufficient time for SMART to complete the purchase of two buses and one van. Problems obtaining reliable motors and chassis for the cutaway buses delayed the procurement process. Bids have been received and a purchase contract will be awarded shortly, but delivery of the vehicles is not expected before the expiration of the current project completion period. The original contract provides state matching funds for SMART's FY 2005 Federal Section 5310 Elderly and Persons with Disabilities Program grant. The revised project completion period will be September 19, 2005, through September 18, 2009. The contract term remains unchanged, from September 19, 2005, until the last obligation between the parties has been fulfilled. The contract amount remains unchanged at \$162,417. Source of Funds: Federal Transit Administration (FTA) Funds - \$129,934; FY 2006 State Restricted Comprehensive Transportation Funds - \$32,483.

Criticality: Approval of this amendment will allow SMART to continue with the procurement of buses needed to replace buses that have reached the ends of their useful lives. The replacement buses are needed to ensure passenger safety.

Purpose/Business Case: To extend the project completion period by one year to provide sufficient time for SMART to complete the project.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$129,934; FY 2006 State Restricted Comprehensive Transportation Funds - \$32,483.

Commitment Level: The contract amount is based on cost estimates.

Risk Assessment: The risk of not approving this amendment is the loss of federal funds.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48226.

68. PASSENGER TRANSPORTATION - Increase Services and Amount

Amendatory Contract (2005-0553/A5) between MDOT and the City of St. Ignace will add the construction of an intercity bus terminal to the project and will increase the contract amount by \$1,341,200. The original contract provides state matching funds for the City's FY 2004 Federal Section 5311(f) Intercity Bus Program grant for land acquisition and architectural and engineering services related to the construction of the intercity bus terminal. The contract term remains unchanged, October 5, 2005, through March 21, 2009. The revised contract amount will be \$1,762,374. Source of Funds: Federal Transit Administration (FTA) Funds - \$1,409,899; FY 2006, FY 2007, and FY 2008 State Restricted Comprehensive Transportation Funds - \$352,475.

Criticality: Approval of this amendment is critical to allow the construction phase of the project to begin prior to winter.

Purpose/Business Case: To provide funding for facility construction of an intercity bus terminal under the Federal Section 5311(f) Intercity Bus Program.

Benefit: Will ensure the reliability and continuity of intercity bus connections at St. Ignace and provide a safe, secure environment for intercity bus passengers traveling to and from the Upper Peninsula with links to the national transportation system.

Funding Source: FTA Funds - \$1,409,899; FY 2006, FY 2007, and FY 2008 State Restricted Comprehensive Transportation Funds - \$352,475.

Commitment Level: Contract amount is based on cost estimates.

Risk Assessment: The risks of not approving this amendment are the loss of federal funds, the loss of a safe environment for intercity bus passengers, and the loss of a reliable point of service connection for passengers traveling to and from the Upper Peninsula.

Cost Reduction: The facility construction will be bid out and awarded to the lowest responsive bidder.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 49781.

69.-. PASSENGER TRANSPORTATION - Section 5311 Capital Program

100. The following project authorizations issued under master agreements between MDOT and the following agencies will provide state matching funds for the FY 2008 Federal Section 5311 Nonurbanized Area Formula Capital Program (Small Cities 5,000-50,000, Surface Transportation, Economic Development Fund-Category D, and Congestion Mitigation and Air Quality Improvement Programs) grant for capital items. The authorizations will be in effect from the effective date of the federal grant through three years. The authorizations may be retroactive due to the effective dates matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The total amount of the authorizations will be \$2,287,943. Toll credits in the amount of \$44,180 will be allocated as match. The terms of the master agreements are from October 1, 2006, until the last obligation between the parties has been fulfilled. The master agreements include authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$1,874,534; FY 2008 State Restricted Comprehensive Transportation Funds - \$413,409.

	<u>Agreement/ Authorization</u>	<u>Agency</u>	<u>Description</u>	<u>Total</u>
69.	2007-0157/Z10	Allegan County Board of Commissioners	Two buses w/lifts	\$123,000
70.	2007-0159/Z8	ALTRAN Transit Authority	Truck, computer, facility improvement, water heater	\$ 66,500
71.	2007-0163/Z5	Antrim County Board of Commissioners	Facility improvement	\$ 55,000
72.	2007-0170/Z6	Bay Area Transportation Authority	Up to one bus	\$ 37,500
73.	2007-0171/Z12	Bay Metropolitan Transportation Authority	Computer and software	\$ 28,000
74.	2007-0173/Z3	Belding, City of	Facility improvement	\$ 40,000
75.	2007-0177/Z3	Big Rapids, City of	Facility renovation	\$154,000
76.	2007-0183/Z4	Cadillac/Wexford Transit Authority	Up to two vans w/lifts	\$ 40,000
77.	2007-0187/Z4	Caro Transit Authority	One bus w/lift	\$ 53,750
78.	2007-0188/Z4	Cass County Transportation Authority	Two vans w/lifts One bus w/lift	\$ 65,000 \$ 85,000

* Denotes a non-standard contract/amendment

79.	2007-0199/Z5	Delta Area Transit Authority	Up to two buses w/lifts	\$ 32,344
80.	2007-0204/Z9	Eastern Upper Peninsula Transportation Authority (Chippewa County)	Facility renovation	\$ 50,000
81.	2007-0205/Z4	Eaton County Transportation Authority	Facility renovation	\$175,000
82.	2007-0211/Z5	Gladwin County Board of Commissioners	Maintenance equipment One van w/lift	\$ 34,500 \$ 28,000
83.	2007-0212/Z4	Gogebic County Transit	One bus w/lift	\$ 68,000
84.	2007-0216/Z8	Greater Lapeer Transportation Authority	Administrative vehicle One bus	\$ 28,000 \$ 75,000
85.	2007-0227/Z4	Huron County Board of Commissioners	Maintenance equipment	\$ 32,000
86.	2007-0233/Z4	Iosco County Board of Commissioners	Service vehicle	\$ 24,000
87.	2007-0235/Z6	Isabella County Transportation Commission	One bus	\$125,000
88.	2007-0240/Z4	Kalkaska Public Transit Authority	One van	\$ 50,000
89.	2007-0246/Z5	Ludington Mass Transportation Authority	Service truck	\$ 30,000
90.	2007-0250/Z4	Manistee County Board of Commissioners	Facility renovation	\$ 37,199
91.	2007-0253/Z6	Marshall, City of	Facility improvement	\$112,500
92.	2007-0257/Z7	Mecosta Osceola Transit Authority	Facility improvement	\$ 31,250
93.	2007-0274/Z5	Ontonagon County Board of Commissioners	One bus w/lift	\$ 66,000
94.	2007-0276/Z3	Otsego County Board of Commissioners	Security cameras	\$ 20,900
95.	2007-0282/Z5	Roscommon County Transportation Authority	Up to two buses	\$100,000
96.	2007-0288/Z4	Schoolcraft County Board of Commissioners	Furniture and office supplies	\$ 24,000
97.	2007-0290/Z8	Shiawassee Area Transportation Authority	One bus	\$ 62,500
98.	2007-0292/Z13	St. Joseph County Transportation Authority	Up to three buses	\$170,000
99.	2007-0299/Z5	Van Buren County Board of Commissioners	Two buses	\$124,000
100.	2007-0302/Z7	Yates Township	Up to one bus	\$ 40,000

* Denotes a non-standard contract/amendment

Criticality: Approval of these authorizations is critical to allow transit agencies to make facility improvements, purchase equipment, and procure vehicles that are needed to replace vehicles that have reached the ends of their useful lives. Replacement vehicles are needed to ensure efficient transportation service and passenger safety.

Purpose/Business Case: To provide state matching funds for the FY 2008 Section 5311 Nonurbanized Area Formula Capital Program grant for the purchase of capital items.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$1,874,534 FY 2008 State Restricted Comprehensive Transportation Funds - \$413,409.

Commitment Level: Authorization amounts are based on cost estimates.

Risk Assessment: The risk of not awarding these authorizations is the loss of federal funds.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: These are new projects.

Zip Code: 48909.

101.- PASSENGER TRANSPORTATION - Section 5316

116. The following project authorizations issued under master agreements between MDOT and the following agencies will provide state matching funds for the FY 2009 Federal Section 5316 Job Access/Reverse Commute Program grant. The funds will be used to transport welfare recipients and eligible low income individuals to and from jobs and activities related to their employment. The total amount of the authorizations will be \$922,501. The authorizations will be in effect from October 1, 2008, through September 30, 2009. The terms of the master agreements are from October 1, 2006, until the last obligations between the parties have been fulfilled. The master agreements include authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$526,838; FY 2009 State Restricted Comprehensive Transportation Funds - \$395,663. FY 2009 funding is contingent upon legislative appropriation.

	<u>Agreement/ Authorization</u>	<u>Agency</u>	<u>Total</u>
101.	2007-0157/Z12	Allegan County Board of Commissioners	\$ 90,200
102.	2007-0170/Z8	Bay Area Transportation Authority	\$ 82,200
103.	2007-0171/Z14	Bay Metropolitan Transportation Authority	\$130,000
104.	2007-0179/Z9	Branch Area Transit Authority	\$ 27,500
105.	2007-0193/Z8	Clare County Board of Commissioners	\$ 27,282
106.	2007-0195/Z6	Clinton Area Transit System	\$ 31,186
107.	2007-0231/Z9	Ionia, City of	\$ 68,640
108.	2007-0235/Z9	Isabella County Transportation Commission	\$ 34,320
109.	2007-0243/Z10	Lenawee County Board of Commissioners	\$ 31,724
110.	2007-0257/Z8	Mecosta Osceola Transit Authority	\$ 42,838
111.	2007-0278/Z6	Pioneer Resources	\$ 77,000
112.	2007-0287/Z7	Sault Ste. Marie, City of	\$ 47,472
113.	2007-0290/Z10	Shiawassee Area Transportation Agency	\$ 49,302
114.	2007-0295/Z11	Thunder Bay Transportation Authority	\$ 37,212
115.	2007-0301/Z2	Western-Washtenaw Area Value Express	\$ 60,000
116.	2007-0302/Z9	Yates Township	\$ 85,625

* Denotes a non-standard contract/amendment

Criticality: Approval of these authorizations is critical to allow the transit agencies to continue to provide transportation to work for low income individuals in order to spur economic development and job creation/retention.

Purpose/Business Case: To provide federal funds and state matching funds for the FY 2009 Federal Section 5316 Job Access/Reverse Commute Program grant for transportation to work services designed to transport welfare recipients and eligible low-income individuals to and from jobs and activities related to their employment.

Benefit: Increased public transportation services.

Funding Source: FTA Funds - \$526,838; FY 2009 State Restricted Comprehensive Transportation Funds - \$395,663.

Commitment Level: Authorization amounts are based on cost estimates.

Risk Assessment: If these authorizations are not approved, federal funds may be lost and the needed transportation to work services may not be provided.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: Provides for continuation of this program for FY 2009.

Zip Code: 48909

117.- PASSENGER TRANSPORTATION - Section 5309 Program

125. The following project authorizations issued under master agreements between MDOT and the following agencies will provide state matching funds for the FY 2008 Federal Section 5309 Capital Discretionary Program grant for capital items. The authorizations will be in effect from the effective date of the federal grant through three years. The authorizations may be retroactive due to the effective dates matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The total amount of the authorizations will be \$3,859,635. Toll credits in the amount of \$72,688 will be allocated as match for various equipment projects. The terms of the master agreements are from October 1, 2006, until the last obligations between the parties have been fulfilled. The master agreements include authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$3,160,396; FY 2008 State Restricted Comprehensive Transportation Funds - \$699,239.

	<u>Agreement/ Authorizations</u>	<u>Agency</u>	<u>Description</u>	<u>Total</u>
117.	2007-0158/Z3	Alma, City of	1 replacement bus w/lift	\$ 87,500
			Construction transit facility	\$280,000
118.	2007-0198/Z5	Crawford County Transportation Authority	Building expansion	\$603,273
119.	2007-0211/Z6	Gladwin County Board of Commissioners	3 replacement buses w/lifts	\$256,575
120.	2007-0231/Z8	Ionia, City of	Communication upgrade	\$128,242
			Communications/equipment	\$235,200
			2 replacement buses w/lifts	\$124,132
			1 replacement bus w/o lift	\$ 62,068
121.	2007-0235/Z7	Isabella County Transportation Commission	7 replacement buses w/lifts	\$612,500
122.	2007-0252/Z10	Marquette County Transit Authority	1 replacement van w/lift	\$ 40,171
			3 replacement buses w/lifts	\$345,000

* Denotes a non-standard contract/amendment

123.	2007-0276/Z4	Otsego County Board of Commissioners	4 replacement buses w/lifts	\$288,724
124.	2007-0285/Z4	Sanilac County Board of Commissioners	Construction transit facility	\$490,000
125.	2007-0302/Z8	Yates Township	Up to 4 expansion buses w/lifts	\$306,250

Criticality: Approval of these authorizations is critical to allow the transit agencies to make facility improvements and to procure equipment and buses that are needed to replace buses that have reached the ends of their useful lives. Items are needed to ensure efficient transportation service and passenger safety.

Purpose/Business Case: To provide funding for capital items under the FY 2008 Federal Section 5309 Capital Discretionary Program grant.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$3,160,396; FY 2008 State Restricted Comprehensive Transportation Funds - \$699,239.

Commitment Level: Authorization amounts are based on cost estimates.

Risk Assessment: The risk of not approving these authorizations is the loss of federal funds.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: These are new projects.

Zip Code: 48909.

126.- PASSENGER TRANSPORTATION - Section 5309 Program

142. The following project authorizations issued under master agreements between MDOT and the following agencies will provide state matching funds for the FY 2008 Federal Section 5309 Capital Discretionary Program grant capital items. The authorizations will be in effect from the effective date of the federal grant through three years. The authorizations may be retroactive due to the effective dates matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The total amount of the authorizations will be \$2,537,482. Toll credits in the amount of \$65,985 will be allocated as match for various equipment projects. The terms of the master agreements are from October 1, 2006, until the last obligations between the parties have been fulfilled. The master agreements include authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$2,095,970; FY 2008 State Restricted Comprehensive Transportation Funds - \$441,512.

	<u>Agreement/ Authorizations</u>	<u>Agency</u>	<u>Description</u>	<u>Total</u>
126.	2007-0159/Z9	ALTRAN Transit Authority	Up to 1 replacement bus w/lift	\$ 25,000
			Wash bay	\$ 50,000
127.	2007-0163/Z6	Antrim County Board of Commissioners	3 replacement buses w/lifts	\$240,500
128.	2007-0168/Z4	Barry County Board of Commissioners	Lube station equipment	\$ 9,000
			Computers and software	\$ 12,100
			Pressure washer	\$ 4,000
			Vacuum system	\$ 7,504
129.	2007-0173/Z4	Belding, City of	1 replacement bus w/lift	\$ 55,000
			Security cameras at buildings	\$ 3,040

* Denotes a non-standard contract/amendment

130.	2007-0176/Z7	Berrien County	2 replacement buses w/lifts	\$122,500
131.	2007-0190/Z3	Charlevoix County Board of Commissioners	3 replacement buses w/lifts	\$212,000
132.	2007-0191/Z9	Cheboygan County Board of Commissioners	1 replacement van w/lift Up to 2 replacement buses w/lifts	\$ 28,500 \$208,351
133.	2007-0199/Z6	Delta Area Transit Authority	2 replacement buses	\$232,464
134.	2007-0204/Z11	Eastern Upper Peninsula Transportation Authority	Ferry dock/ramp upgrades and modifications Miscellaneous equipment upgrades on all vessels 1 copy/fax/printer machine Complete computer system Mechanical lift/hoist equipment Office furniture Engine analyzer diagnostic system software and hardware	\$ 67,925 \$ 73,792 \$ 8,000 \$ 2,000 \$ 56,000 \$ 2,000 \$ 5,600
135.	2007-0212/Z5	Gogebic County Transit	Facility improvements Telephone system 1 replacement staff van 1 snow blower and riding lawn tractor (1) replacement cutaway bus w/lift	\$ 24,200 \$ 8,800 \$ 32,000 \$ 7,040 \$ 68,000
136.	2007-0216/Z9	Greater Lapeer Transportation Authority	2 replacement buses w/lifts	\$245,000
137.	2007-0219/Z3	Hancock, City of	1 administrative vehicle A and E design and Inspection service-facility Up to 1 replacement bus w/lift	\$ 24,800 \$ 50,000 \$ 50,000
138.	2007-0226/Z5	Houghton, City of	Facility improvements Computers, printers, and software 1 truck with plow	\$ 38,878 \$ 8,773 \$ 39,875
139.	2007-0259/Z3	Midland, City of	1 replacement bus w/o w/o lift 1 replacement bus w/lift	\$ 82,000 \$ 87,000
140.	2007-0274/Z6	Ontonagon County Board of Commissioners	1 replacement staff vehicle	\$ 25,600
141.	2007-0287/Z6	Sault Ste Marie, City of	2 replacement buses w/lifts	\$136,000

* Denotes a non-standard contract/amendment

142.	2007-0288/Z5	Schoolcraft County	1 expansion van	\$ 54,240
		Board of Commissioners	1 replacement bus w/lift	\$ 65,000
			1 replacement bus w/o lift	\$ 65,000

Criticality: Approval of these authorizations is critical to allow the transit agencies to make facility improvements and to procure equipment and buses that are needed to replace buses that have reached the ends of their useful lives. Items are needed to ensure efficient transportation service and passenger safety.

Purpose/Business Case: To provide funding for capital items under the FY 2008 Federal Section 5309 Capital Discretionary Program grant.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$2,095,970; FY 2008 State Restricted Comprehensive Transportation Funds - \$441,512.

Commitment Level: Authorization amounts are based on cost estimates.

Risk Assessment: The risk of not approving these authorizations is the loss of federal funds.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: These are new projects.

Zip Code: 48909.

143.- PASSENGER TRANSPORTATION - Section 5316 Program

148 The following project authorizations issued under master agreements between MDOT and the following agencies will provide state matching funds for the FY 2009 Federal Section 5316 Job Access and Reverse Commute Program grant. The funds will be used to transport welfare recipients and eligible low-income individuals to and from jobs and activities related to their employment. The authorizations will be in effect from October 1, 2008, through September 30, 2009. The total amount of the authorizations will be \$2,280,932. The term of the master agreement for the People's Express is from October 1, 2007, until the last obligation between the parties has been fulfilled. This master agreement includes authorizations for program years FY 2008 through FY 2011. The terms of the remaining master agreements are from October 1, 2006, until the last obligation between the parties has been fulfilled. These master agreements include authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$1,216,159; FY 2009 State Restricted Comprehensive Transportation Funds - \$1,064,773. FY 2009 funding is contingent upon legislative appropriation.

	<u>Agreement/</u>	<u>Agency</u>	<u>Total</u>
	<u>Authorization</u>		
143.	2007-0159/Z10	ALTRAN Transit Authority (Alger County)	\$ 131,198
144.	2007-0178/Z11	Blue Water Area Transportation Commission	\$1,012,818
145.	2007-0236/Z10	City of Jackson Transportation Authority	\$ 391,740
146.	2007-0284/Z9	Saginaw Transit Authority Regional Services	\$ 107,628
147.	2007-0294/Z18	Suburban Mobility Authority for Regional Transportation	\$ 452,090
148.	2008-0046/Z5	People's Express (Washtenaw County)	\$ 185,458

Criticality: Approval of these authorizations is critical to allow the transit agencies to continue to provide transportation to work for low income individuals in order to spur economic development and job creation/retention.

Purpose/Business Case: To provide federal funds and state matching funds for the FY 2009 Federal Section 5316 Job Access/Reverse Commute Program grant for transportation to work services designed to transport welfare recipients and eligible low income individuals to and from jobs and activities related to their employment.

Benefit: Increased public transportation services.

* Denotes a non-standard contract/amendment

Funding Source: FTA Funds - \$1,216,159; FY 2009 State Restricted Comprehensive Transportation Funds - \$1,064,773.

Commitment Level: Authorization amounts are based on cost estimates.

Risk Assessment: If these authorizations are not approved, federal funds may be lost and needed transportation to work services may not be provided.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: Provides for continuation of this program for FY 2009.

Zip Code: 48909.

149. PASSENGER TRANSPORTATION - Section 5309 Program

Project Authorization (Z9) under Master Agreement (2007-0162) between MDOT and the Ann Arbor Transportation Authority (AATA) will provide state matching funds for AATA's FY 2008 Federal Section 5309 Capital Discretionary Program grant for the purchase of up to two buses. The authorization will be in effect from the effective date of the federal grant through three years. The authorization may be retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$946,785. The term of the master agreement is from October 1, 2006, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$757,428; FY 2008 State Restricted Comprehensive Transportation Funds - \$189,357.

Criticality: Approval of this authorization at this time is critical to allow AATA to replace vehicles that have exceeded their useful lives to ensure a safe and reliable fleet.

Purpose/Business Case: To provide state matching funds for AATA's FY 2008 Federal Section 5309 Capital Discretionary Program grant for the purchase of up to two buses.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$757,428; FY 2008 State Restricted Comprehensive Transportation Funds - \$189,357.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this authorization is the loss of federal funds.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48104.

150. PASSENGER TRANSPORTATION - Section 5307 Program

Project Authorization (Z10) under Master Agreement (2007-0162) between MDOT and the Ann Arbor Transportation Authority (AATA) will provide state matching funds for AATA's FY 2008 Federal Section 5307 Urbanized Area Formula Capital Program and Congestion Mitigation and Air Quality (CMAQ) Improvement Program grant for the purchase of up to three buses. The authorization will be in effect from the effective date of the federal grant through three years. The authorization may be retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$1,484,325. The term of the master agreement is from October 1, 2006, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$1,187,460; FY 2008 State Restricted Comprehensive Transportation Funds - \$296,865.

Criticality: Approval of this authorization at this time is critical to allow AATA to replace buses that have reached the ends of their useful lives to ensure passenger safety and improve air quality.

Purpose/Business Case: To provide state matching funds for AATA's FY 2008 Federal Section 5307 Urbanized Area Formula Capital Program and CMAQ Improvement Program grant for the purchase of up to three buses.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$1,187,460; FY 2008 State Restricted Comprehensive Transportation Funds - \$296,865.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this authorization is the loss of federal funds.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48104.

151. PASSENGER TRANSPORTATION - Section 5316 Program

Project Authorization (Z11) under Master Agreement (2007-0162) between MDOT and the Ann Arbor Transportation Authority (AATA) will provide state matching funds for AATA's FY 2006 Federal Section 5316 Job Access and Reverse Commute Program grant for mobility management for the transportation of welfare recipients and eligible low income individuals to and from jobs and activities related to their employment. The authorization will be in effect from the effective date of the federal grant through three years. The authorization may be retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$160,000. The term of the master agreement is from October 1, 2006, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$128,000; FY 2008 State Restricted Comprehensive Transportation Funds - \$32,000.

Criticality: Approval of this authorization is critical to allow AATA to provide transportation to work services for low income individuals in order to spur economic development and job creation/retention.

Purpose/Business Case: To provide state matching funds for AATA's FY 2006 Federal Section 5316 Job Access/Reverse Commute Program grant for mobility management.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$128,000; FY 2008 State Restricted Comprehensive Transportation Funds - \$32,000.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this authorization is the loss of federal funds.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48104.

152. PASSENGER TRANSPORTATION - Section 5307 Program

Project Authorization (Z12) under Master Agreement (2007-0162) between MDOT and the Ann Arbor Transportation Authority (AATA) will provide state matching funds for AATA's FY 2008 Federal Section 5307 Urbanized Area Formula Capital Program grant for the purchase of up to three replacement buses, automatic data processing hardware and software, support vehicles, communications equipment, and bus shelters and for the capital cost of contracting, preventive maintenance, the construction of a park and ride lot, and comprehensive planning. The authorization will be in effect from the effective date of the federal grant through three years. The authorization may be retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$5,177,000. Toll credits in the amount of \$562,400 will be allocated as match for all items except the bus replacement and park and ride lot construction line items. The term of the master agreement is from October 1, 2006, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$4,704,000; FY 2008 State Restricted Comprehensive Transportation Funds - \$473,000.

Criticality: Approval of this authorization is critical to allow AATA to replace buses that have reached the ends of their useful lives and to perform necessary maintenance on AATA's fleet to ensure safe transportation.

Purpose/Business Case: To provide state matching funds for AATA's FY 2008 Federal Section 5307 Urbanized Area Formula Capital Program grant.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$4,704,000; FY 2008 State Restricted Comprehensive Transportation Funds - \$473,000.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this authorization is the loss of federal funds.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48104.

153. PASSENGER TRANSPORTATION - Section 5317 Program

Project Authorization (Z13) under Master Agreement (2007-0162) between MDOT and the Ann Arbor Transportation Authority (AATA) will provide toll credits as the state match for AATA's FY 2006 and FY 2007 Federal Section 5317 New Freedom Program grant for mobility management. The authorization will be in effect from the effective date of the federal grant through three years. The authorization may be retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$67,000. Toll credits in the amount of \$13,400 will be allocated as match for the project. The term of the master agreement is from October 1, 2006, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$67,000.

Criticality: Approval at this time is critical to allow AATA to establish a mobility management program to increase the ability of passengers with disabilities to integrate into the workforce and gain increased access into daily community life.

Purpose/Business Case: To provide toll credits as the state match for AATA's FY 2006/FY 2007 Section 5317 New Freedom Program grant.

Benefit: Increased public transportation services.

Funding Source: FTA Funds - \$67,000.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this authorization is the loss of federal funds.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48104.

154.- PASSENGER TRANSPORTATION - Section 5309 Program

155. The following project authorizations issued under master agreements between MDOT and the following agencies will provide state matching funds for the FY 2008 Federal Section 5309 Capital Discretionary Program grant for the purchase of replacement buses. The authorizations will be in effect from the effective date of the federal grant through three years. The authorizations may be retroactive due to the effective dates matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The total amount of the authorizations will be \$1,254,600. The terms of the master agreements are from October 1, 2006, until the last obligations between the parties have been fulfilled. The master agreements include authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$1,003,680; FY 2008 State Restricted Comprehensive Transportation Funds - \$250,920.

	<u>Agreement/ Authorization</u>	<u>Agency</u>	<u>Description</u>	<u>Total</u>
154.	2007-0170/Z7	Bay Area Transportation Authority	4 replacement buses w/lifts	\$489,600
155.	2007-0171/Z13	Bay Metropolitan Transportation Authority	5 replacement buses w/lifts	\$765,000

* Denotes a non-standard contract/amendment

Criticality: Approval of these authorizations is critical to allow the transit agencies to undertake the procurement of buses that are needed to replace buses that have reached the ends of their useful lives. The replacement buses are needed to ensure passenger safety.

Purpose/Business Case: To provide funding for the purchase of replacement buses for two transit agencies under the FY 2008 Federal Section 5309 Capital Discretionary Program grant.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$1,003,680; FY 2008 State Restricted Comprehensive Transportation Funds - \$250,920.

Commitment Level: Authorization amounts are based on cost estimates.

Risk Assessment: The risk of not approving these authorizations is the loss of federal funds.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: These are new projects.

Zip Code: 48909.

156. PASSENGER TRANSPORTATION - Section 5307 Program

Project Authorization (Z15) under Master Agreement (2007-0171) between MDOT and the Bay Metropolitan Transportation Authority (Bay Metro), in Bay City, will provide state matching funds for Bay Metro's FY 2008 Federal Section 5307 Urbanized Area Formula Capital Program grant for the purchase of shop equipment and automatic data processing (ADP) hardware and software and for facility rehabilitation/renovation. The authorization will be in effect from June 11, 2008, through June 10, 2011. The authorization will be retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$106,000. Toll credits in the amount of \$6,200 will be allocated as match for a portion of the shop equipment and for the ADP hardware and software. The term of the master agreement is from October 1, 2006, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$91,000; FY 2008 State Restricted Comprehensive Transportation Funds - \$15,000.

Criticality: Approval at this time is critical to allow Bay Metro to purchase needed shop equipment and ADP hardware and software and to provide for facility rehabilitation/renovation in order to continue to provide safe, reliable transportation services to the public.

Purpose/Business Case: To provide state matching funds for Bay Metro's FY 2008 Federal Section 5307 Urbanized Area Formula Capital Program grant.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$91,000; FY 2008 State Restricted Comprehensive Transportation Funds - \$15,000.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this authorization is the loss of federal funds.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48708.

157.- PASSENGER TRANSPORTATION - Section 5311 Capital Program

158. The following project authorizations issued under master agreements between MDOT and the following agencies will provide state matching funds for the FY 2008 Federal Section 5311 Nonurbanized Area Formula Capital Program grant for the purchase of a replacement minivan and buses. The authorizations will be in effect from the effective date of the federal grant through three years. The authorizations may be retroactive due to the effective dates matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The total amount of the authorizations will be \$653,250. The terms of the master agreements are from October 1, 2006, until the last obligations between the parties have been fulfilled. The master agreements include authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$522,600; FY 2008 State Restricted Comprehensive Transportation Funds - \$130,650.

	<u>Agreement/ Authorization</u>	<u>Agency</u>	<u>Description</u>	<u>Total</u>
157.	2007-0176/Z6	Berrien County Board of Commissioners	5 buses w/lifts	\$352,250
158.	2007-0243/Z9	Lenawee County Board of Commissioners	1 minivan 3 buses	\$ 42,000 \$259,000

Criticality: Approval of these authorizations is critical to allow the transit agencies to undertake the procurement of the minivan and buses that are needed to replace those that have reached the end of their useful lives. The replacements are needed to ensure passenger safety.

Purpose/Business Case: To provide funding for the purchase of replacement vehicles for two transit agencies under the FY 2008 Federal Section 5311 Nonurbanized Area Formula Capital Program grant.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$522,600; FY 2008 State Restricted Comprehensive Transportation Funds - \$130,650.

Commitment Level: Authorization amounts are based on cost estimates.

Risk Assessment: The risk of not approving these authorizations is the loss of federal funds.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: These are new projects.

Zip Code: 49085 and 49221.

159.- PASSENGER TRANSPORTATION - Section 5317 Program

161. The following project authorizations issued under master agreements between MDOT and the following agencies will provide state matching funds for the FY 2008 Federal Section 5317 New Freedom Program grant. The funds will be used by transit agencies to provide service in FY 2008 and FY 2009 designed to transport people with disabilities seeking integration into the workforce and full participation in society and to purchase capital items in support of these services. The authorizations will be in effect from July 1, 2008, through September 30, 2009. The authorizations will be retroactive due to the effective dates matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The total amount of the authorizations will be \$696,454. Toll credits in the amount of \$297,977 will be allocated as match for service operations and a bus shelter. The terms of the master agreements are from October 1, 2006, until the last obligation between the parties has been fulfilled. The master agreements include authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$689,854; FY 2008 State Restricted Comprehensive Transportation Funds - \$6,600.

	<u>Agreement/ Authorization</u>	<u>Agency</u>	<u>Total</u>
159.	2007-0178/Z9	Blue Water Area Transportation Commission	\$296,654
160.	2007-0236/Z9	City of Jackson Transportation Authority	\$212,500
161.	2007-0290/Z9	Shiawassee Area Transportation Agency	\$187,300

Criticality: Approval of these authorizations is critical to allow the transit agencies to operate service in FY 2008 and FY 2009 designed to transport individuals with disabilities seeking integration into the workforce and full participation in society. The New Freedom grant program seeks to reduce barriers and expand the transportation mobility options available to people with disabilities beyond the requirements of the Americans with Disabilities Act (ADA) of 1990.

Purpose/Business Case: To provide federal and state matching funds for the FY 2008 Federal Section 5317 New Freedom Program grant for service in FY 2008 and FY 2009 designed to transport people with disabilities seeking integration into the workforce and full participation in society and to purchase capital items in support of these services.

Benefit: Increased public transportation services.

Funding Source: FTA Funds - \$689,854; FY 2008 State Restricted Comprehensive Transportation Funds - \$6,600.

Commitment Level: Authorization amounts are based on cost estimates.

Risk Assessment: If these authorizations are not approved, federal funds may be lost.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: These are new projects.

Zip Code: 48909.

162. PASSENGER TRANSPORTATION - Section 5309 Program

Project Authorization (Z10) under Master Agreement (2007-0178) between MDOT and the Blue Water Area Transportation Commission (BWATC), which provides transit service in St. Clair County, will provide state matching funds for BWATC's FY 2008 Federal Section 5309 Capital Discretionary Program grant for the construction of a maintenance/operations/administrative facility. The authorization will be in effect from the effective date of the federal grant through three years. The authorization may be retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$1,875,000. The term of the master agreement is from October 1, 2006, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$1,500,000; FY 2008 State Restricted Comprehensive Transportation Funds - \$375,000.

Criticality: Approval at this time is critical to allow BWATC to construct a maintenance/operations/administrative facility.

Purpose/Business Case: To provide state matching funds for BWATC's FY 2008 Federal Section 5309 Capital Discretionary Program grant for the construction of a maintenance/operations/administrative facility.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$1,500,000; FY 2008 State Restricted Comprehensive Transportation Funds - \$375,000.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not awarding this authorization is the loss of federal funds.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48060.

163. PASSENGER TRANSPORTATION - Section 5307 Program

Project Authorization (Z12) under Master Agreement (2007-0178) between MDOT and the Blue Water Area Transportation Commission (BWATC), which provides transit service in St. Clair County, will provide state matching funds for BWATC's FY 2008 Federal Section 5307 Urbanized Area Formula Capital Program grant for the purchase of bus shelters and equipment to renovate a compressed natural gas (CNG) facility compressor. The authorization will be in effect from the effective date of the federal grant through three years. The authorization may be retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$128,750. Toll credits in the amount of \$17,000 will be allocated as match for the bus shelters line item. The term of the master agreement is from October 1, 2006, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$120,000; FY 2008 State Restricted Comprehensive Transportation Funds - \$8,750.

Criticality: Approval of this authorization is critical to allow BWATC to purchase bus shelters and equipment to renovate a CNG facility compressor. These projects are needed to ensure passenger safety.

Purpose/Business Case: To provide state matching funds for BWATC's FY 2008 Federal Section 5307 Urbanized Area Formula Capital Program grant.

Benefit: Increased public safety through improved transportation infrastructure.

* Denotes a non-standard contract/amendment

Funding Source: FTA Funds - \$120,000; FY 2008 State Restricted Comprehensive Transportation Funds - \$8,750.
Commitment Level: Authorization amount is based on cost estimates.
Risk Assessment: The risk of not approving this authorization is the loss of federal funds.
Cost Reduction: Grant amount is determined by the FTA and is not negotiated.
Selection: N/A.
New Project Identification: This is a new project.
Zip Code: 48060.

164. PASSENGER TRANSPORTATION - Section 5307/CMAQ Program

Project Authorization (Z9) under Master Agreement (2007-0185) between MDOT and the Capital Area Transportation Authority (CATA), in Ingham County, will provide toll credits as the state match for CATA's FY 2008 Federal Section 5307 Urbanized Area Formula Capital Program and Congestion Mitigation and Air Quality (CMAQ) Improvement Program grant for the conduct of a public education campaign. The authorization will be in effect from the effective date of the federal grant through three years. The authorization may be retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$76,800. Toll credits in the amount of \$15,360 will be allocated as match for the project. The term of the master agreement is from October 1, 2006, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$76,800.

Criticality: Approval of this authorization is critical to the promotion of public transportation and alternate forms of transportation to alleviate congestion and pollution.

Purpose/Business Case: To provide toll credits as the state match for CATA's FY 2008 Federal Section 5307 Urbanized Area Formula Capital Program and CMAQ Improvement Program grant for the conduct of a public education campaign.

Benefit: Increased public safety through improved information and services.

Funding Source: FTA Funds - \$76,800.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this authorization is the loss of federal funds.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48910.

165. PASSENGER TRANSPORTATION - Section 5307 Program

Project Authorization (Z10) under Master Agreement (2007-0185) between MDOT and the Capital Area Transportation Authority (CATA), in Ingham County, will provide state matching funds for CATA's FY 2008 Federal Section 5307 Urbanized Area Formula Capital Program grant for the purchase of buses and vans, bus shelters and signage, support vehicles, safety and security equipment, maintenance equipment, computer hardware and software, and a vehicle locator system; the purchase and lease of large replacement buses; the construction of pedestrian accesses and facility improvements; preventive maintenance; and planning activities. The authorization will be in effect from the effective date of the federal grant through three years. The authorization may be retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$5,741,347. Toll credits in the amount of \$410,624 will be allocated as match for all line items except the transit vehicles and facility improvement line items. The term of the master agreement is from October 1, 2006, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$5,003,702; FY 2008 State Restricted Comprehensive Transportation Funds - \$737,645.

Criticality: Approval of this authorization is critical to allow CATA to make transportation infrastructure improvements that are essential for the continuation of safe, reliable transportation services.

Purpose/Business Case: To provide state matching funds for CATA's FY 2008 Federal Section 5307 Urbanized Area Formula Capital Program grant.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$5,003,702; FY 2008 State Restricted Comprehensive Transportation Funds - \$737,645.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this authorization is the loss of federal funds.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48910.

166. PASSENGER TRANSPORTATION - Section 5316 Program

Project Authorization (Z11) under Master Agreement (2007-0185) between MDOT and the Capital Area Transportation Authority (CATA), in Ingham County, will provide state matching funds for CATA's FY 2006 and FY 2007 Federal Section 5316 Job Access/Reverse Commute Program grant for the purchase of a vehicle locator system. The authorization will be in effect from the effective date of the federal grant through three years. The authorization may be retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$387,041. The term of the master agreement is from October 1, 2006, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$309,633; FY 2008 State Restricted Comprehensive Transportation Funds - \$77,408.

Criticality: Approval of this authorization is critical because the vehicle locator system will allow voice and data communication between the vehicles and dispatch centers and will be used to gather and transmit real time data from the vehicles to the database. This purchase will enable CATA to provide safe, reliable transportation to work services for low income individuals in order to spur economic development and job creation/retention.

Purpose/Business Case: To provide state matching funds for CATA's FY 2006 and FY 2007 Federal Section 5316 Job Access/Reverse Commute Program grant for the purchase of a vehicle locator system.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$309,633; FY 2008 State Restricted Comprehensive Transportation Funds - \$77,408

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: If the authorization is not approved, federal funds may be lost, and transportation to work services may not be implemented.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48910.

167. PASSENGER TRANSPORTATION - Section 5307 Program

Project Authorization (Z12) under Master Agreement (2007-0185) between MDOT and the Capital Area Transportation Authority (CATA), in Ingham County, will provide toll credits as the state match for CATA's FY 2006 and FY 2007 Federal Section 5317 New Freedom Program grant for the purchase of a vehicle locator system. The authorization will be in effect from July 13, 2008, through July 12, 2011. The authorization will be retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$152,996. Toll credits in the amount of \$30,599 will be allocated as match for the project. The term of the master agreement is from October 1, 2006, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$152,996.

Criticality: Approval of this authorization is critical because the vehicle locator system will allow voice and data communication between the vehicles and dispatch centers and will be used to gather and transmit real time data from the vehicles to the database. This purchase will enable CATA to provide safe, reliable transportation to people with disabilities seeking integration into the workforce and full participation in society.

Purpose/Business Case: To provide toll credits as the state match for CATA's FY 2006 and FY 2007 Federal Section 5317 New Freedom Program grant for the purchase of a vehicle locator system.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$152,996.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: If the authorization is not approved, federal funds may be lost and transportation to work services may not be implemented.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48910.

168. PASSENGER TRANSPORTATION - Section 5309 Program/High Priority Project
Project Authorization (Z13) under Master Agreement (2007-0185) between MDOT and the Capital Area Transportation Authority (CATA), in Ingham County, will provide toll credits as the state match for CATA's FY 2008 Federal Section 5309 Capital Discretionary Program grant for High Priority Projects for the purchase of a vehicle locator system and related Intelligent Transportation System (ITS) equipment. The authorization will be in effect from July 22, 2008, through July 21, 2011. The authorization will be retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$950,000. Toll credits in the amount of \$190,000 will be allocated as match for the project. The term of the master agreement is from October 1, 2006, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$950,000.

Criticality: Approval of this authorization is critical because the vehicle locator system and related ITS equipment will allow voice and data communication between the vehicles and dispatch centers and will be used to gather and transmit real time data from the vehicles to the database. The purchases will enable CATA to continue to provide safe, reliable transportation services.

Purpose/Business Case: To provide toll credits as the state match for CATA's FY 2008 Federal Section 5309 Capital Discretionary Program grant for High Priority Projects.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$950,000.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this authorization is the loss of federal funds.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48910.

169. PASSENGER TRANSPORTATION - Section 5309 Program
Project Authorization (Z14) under Master Agreement (2007-0185) between MDOT and the Capital Area Transportation Authority (CATA), in Ingham County, will provide state matching funds for CATA's FY 2008 Federal Section 5309 Capital Discretionary Program grant for the purchase of up to five buses and for the design, engineering, and renovation of the bus facility. The authorization will be in effect from the effective date of the federal grant through three years. The authorization may be retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$1,250,000. The term of the master agreement is from October 1, 2006, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$1,000,000; FY 2008 State Restricted Comprehensive Transportation Funds - \$250,000.

Criticality: Approval of this authorization is critical to allow CATA to make transportation infrastructure improvements that are essential for the continuation of safe, reliable transportation services.

Purpose/Business Case: To provide state matching funds for CATA's FY 2008 Federal Section 5309 Capital Discretionary Program grant.

Benefit: Increased public safety through improved transportation infrastructure.

* Denotes a non-standard contract/amendment

Funding Source: FTA Funds - \$1,000,000; FY 2008 State Restricted Comprehensive Transportation Funds - \$250,000.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this authorization is the loss of federal funds.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48910.

170.- PASSENGER TRANSPORTATION - Section 5317 Program

178. The following project authorizations issued under master agreements between MDOT and the following agencies will provide state and local matching funds for the FY 2008 Federal Section 5317 New Freedom Program grant. The funds will allow transit agencies to provide service in FY 2008 and FY 2009 designed to transport people with disabilities seeking integration into the workforce and full participation in society and to purchase capital items in support of these services. The authorizations will be in effect from July 1, 2008, through September 30, 2009. The authorizations will be retroactive due to the effective dates matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The total amount of the authorizations will be \$887,074. Toll credits in the amount of \$44,800 will be allocated as match for service operations, marketing, and mobility management. The master agreement for Disability Connection will be in effect from July 1, 2008, until the last obligation between the parties has been fulfilled. The term of the master agreement for People's Express is from October 1, 2007, until the last obligation between the parties has been fulfilled. The term of the master agreement for the Macatawa Area Express Transportation Authority (MAETA) is from July 1, 2007, until the last obligation between the parties has been fulfilled. The terms of the remaining master agreements are from October 1, 2006, until the last obligations between the parties have been fulfilled. The master agreements for Disability Connection and People's Express include authorizations for FY 2008 through FY 2011. The master agreements for MAETA and the remaining agencies include authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$615,387; FY 2008 State Restricted Comprehensive Transportation Funds - \$70,900; Local Funds - \$200,787.

	<u>Agreement/ Authorization</u>	<u>Agency</u>	<u>Total</u>
170.	2007-0187/Z6	Caro Transit Authority	\$ 59,200
171.	2007-0235/Z8	Isabella County Transportation Commission	\$150,000
172.	2007-0264/Z11	Muskegon County Board of Commissioners	\$ 20,000
173.	2007-0278/Z4	Pioneer Resources	\$ 57,500
174.	2007-0284/Z7	Saginaw Transit Authority Regional Services	\$134,590
175.	2007-0294/Z14	Suburban Mobility Authority For Regional Transportation	\$154,784
176.	2007-0613/Z15	Macatawa Area Express Transportation Authority	\$131,000
177.	2008-0046/Z3	People's Express	\$150,000
178.	2008-0425/Z1	Disability Connection	\$ 30,000

Criticality: Approval of these authorizations is critical to allow the transit agencies to operate service in FY 2008 and FY 2009 designed to transport individuals with disabilities seeking integration into the workforce and full participation in society. The New Freedom grant program seeks to reduce barriers and expand the transportation mobility options available to people with disabilities beyond the requirements of the Americans with Disabilities Act (ADA) of 1990.

* Denotes a non-standard contract/amendment

Purpose/Business Case: To provide state and local matching funds for the FY 2008 Federal Section 5317 New Freedom Program grant for transit agencies to provide service in FY 2008 and FY 2009 designed to transport people with disabilities seeking integration into the workforce and full participation in society and to purchase capital items in support of these services.

Benefit: Increased public transportation services.

Funding Source: FTA Funds - \$615,387; FY 2008 State Restricted Comprehensive Transportation Funds - \$70,900; Local Funds - \$200,787.

Commitment Level: Authorization amounts are based on cost estimates.

Risk Assessment: If the authorizations are not approved, federal funds may be lost and the needed transportation to work services may not be provided.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: These are new projects.

Zip Code: 48909.

179.- PASSENGER TRANSPORTATION - Section 5310 Program

184. The following project authorizations issued under master agreements between MDOT and the following agencies will provide state matching funds for the FY 2008 Federal Section 5310 Elderly and Persons with Disabilities Program grant for the purchase of replacement transportation vehicles. The authorizations will be in effect from the effective date of the federal grant through three years. The authorizations may be retroactive due to the effective dates matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The total amount of the authorizations will be \$3,253,200. The terms of the master agreements are from October 1, 2006, until the last obligations between the parties have been fulfilled. The master agreements include authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$2,602,560; FY 2008 State Restricted Comprehensive Transportation Funds - \$650,640.

	<u>Agreement/ Authorization</u>	<u>Agency</u>	<u>Description</u>	<u>Total</u>
179.	2007-0194/Z3	Clare County Transit Corporation	4 buses w/lifts	\$326,400
180.	2007-0210/Z1	Georgetown Seniors	3 buses w/lifts	\$397,800
181.	2007-0225/Z4	Hope Network, Inc.	7 vans 12 buses w/lifts	\$163,620 \$887,400
182.	2007-0228/Z2	Huron Transit Corporation	3 buses w/lifts	\$413,100
183.	2007-0278/Z5	Pioneer Resources	2 buses w/lifts 3 vans w/lifts	\$173,400 \$107,100
184.	2007-0294/Z17	Suburban Mobility Authority for Regional Transportation	10 buses w/lifts 3 vans w/lifts	\$683,400 \$100,980

Criticality: Approval of these authorizations is critical to allow the transit agencies to purchase vehicles that are needed to replace vehicles that have reached the ends of their useful lives. The replacement vehicles are needed to ensure passenger safety.

Purpose/Business Case: To provide state matching funds for the FY 2008 Federal Section 5310 Elderly and Persons with Disabilities Program grant for the purchase of replacement transportation vehicles for six private, nonprofit organizations.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$2,602,560; FY 2008 State Restricted Comprehensive Transportation Funds - \$650,640.

Commitment Level: Authorization amounts are based on cost estimates.

* Denotes a non-standard contract/amendment

Risk Assessment: The risk of not approving these authorizations is the loss of federal funds.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: These are new projects.

Zip Code: 48909.

185. PASSENGER TRANSPORTATION - Section 5307 Program

Project Authorization (Z9) under Master Agreement (2007-0201) between MDOT and the City of Detroit, Department of Transportation (DDOT), will provide state matching funds for DDOT's FY 2008 Federal Section 5307 Urbanized Area Formula Capital Program grant for comprehensive planning; for facility rehabilitation/renovation; for the purchase of service/support vehicles and equipment, communication equipment, and signage; and for preventive maintenance. The authorization will be in effect from the effective date of the federal grant through three years. The authorization may be retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$27,586,091. Toll credits in the amount of \$4,989,620 will be allocated as match for all line items except the facility rehabilitation/renovation line item. The term of the master agreement is from October 1, 2006, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$27,058,493; FY 2008 State Restricted Comprehensive Transportation Funds - \$527,598.

Criticality: Approval of this authorization at this time is critical to allow DDOT to purchase equipment and perform maintenance that is essential to providing safe, efficient transit operations.

Purpose/Business Case: To provide state matching funds for DDOT's FY 2008 Federal Section 5307 Urbanized Area Formula Capital Program grant for comprehensive planning; for facility rehabilitation/renovation; for the purchase of service/support vehicles and equipment, communication equipment, and signage; and for preventive maintenance.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$27,058,493; FY 2008 State Restricted Comprehensive Transportation Funds - \$527,598.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this authorization is the loss of federal funds.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48207.

186. PASSENGER TRANSPORTATION - Section 5309 Program

Project Authorization (Z10) under Master Agreement (2007-0201) between MDOT and the City of Detroit, Department of Transportation (DDOT), will provide state matching funds for DDOT's FY 2007 and FY 2008 Federal Section 5309 Capital Discretionary Program grants for the purchase of up to 120 replacement buses and fare equipment, the rehabilitation/rebuilding of buses, and the rehabilitation/renovation of a maintenance facility. The authorization will be in effect from the effective date of the federal grant through three years. The authorization may be retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$15,294,440. Toll credits in the amount of \$173,888 will be allocated as match for the fare equipment line item. The term of the master agreement is from October 1, 2006, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$12,409,440; FY 2008 State Restricted Comprehensive Transportation Funds - \$2,885,000.

Criticality: Approval of this authorization at this time is critical to allow DDOT to purchase replacement vehicles and perform necessary facility rehabilitation that is essential to providing safe, efficient transit operations.

Purpose/Business Case: To provide state matching funds for DDOT's FY 2007 and FY 2008 Federal Section 5309 Capital Discretionary Program grants for the purchase of buses and fare equipment, the rehabilitation/rebuilding of buses, and the rehabilitation/renovation of a maintenance facility.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$12,409,440; FY 2008 State Restricted Comprehensive Transportation Funds - \$2,885,000.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this authorization is the loss of federal funds.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48207.

187. PASSENGER TRANSPORTATION - Section 5307 Program

Project Authorization (Z11) under Master Agreement (2007-0201) between MDOT and the City of Detroit, Department of Transportation (DDOT), will provide state matching funds for DDOT's FY 2008 Federal Section 5307 Urbanized Area Formula Capital Program and Congestion Mitigation and Air Quality (CMAQ) Improvement Program grant for the lease or purchase of up to 80 buses. The authorization will be in effect from the effective date of the federal grant through three years. The authorization may be retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$2,510,020. The term of the master agreement is from October 1, 2006, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$2,008,016; FY 2008 State Restricted Comprehensive Transportation Funds - \$502,004.

Criticality: Approval of this authorization at this time is critical to allow DDOT to replace buses that have reached the ends of their useful lives to ensure passenger safety and improve air quality.

Purpose/Business Case: To provide state matching funds for DDOT's FY 2008 Federal Section 5307 Urbanized Area Formula Capital Program and CMAQ Improvement Program grant for the lease or purchase of up to 80 buses.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$2,008,016; FY 2008 State Restricted Comprehensive Transportation Funds - \$502,004.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this authorization is the loss of federal funds.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48207.

188. PASSENGER TRANSPORTATION - Section 5307 Program

Project Authorization (Z12) under Master Agreement (2007-0201) between MDOT and the City of Detroit, Department of Transportation (DDOT), will provide toll credits as the state match for DDOT's FY 2005 Federal Section 5307 Urbanized Area Formula Capital Program grant for the purchase of signage. The authorization will be in effect from the effective date of the federal grant through three years. The authorization may be retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$161,353. Toll credits in the amount of \$32,270 will be allocated as the state match. The term of the master agreement is from October 1, 2006, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$161,353.

Criticality: Approval at this time is critical to allow DDOT to purchase signage to increase safety and efficiency.

Purpose/Business Case: To provide toll credits as the state match for DDOT's FY 2005 Section 5307 Urbanized Area Formula Capital Program grant for the purchase of signage.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$161,353.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this authorization is the loss of federal funds.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48207.

189.- PASSENGER TRANSPORTATION - Section 5310 Program

207. The following project authorizations issued under master agreements between MDOT and the following agencies will provide state matching funds for the FY 2008 Federal Section 5310 Elderly and Persons with Disabilities Program grant for the purchase of replacement transportation vehicles. The authorizations will be in effect from the effective date of the federal grant through three years. The authorizations may be retroactive due to the effective dates matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The total amount of the authorizations will be \$1,707,860. The term of the master agreement for People's Express is from October 1, 2007, until the last obligation between the parties has been fulfilled. The terms of the master agreements for MOKA Corporation, Court Street Village Non-Profit Housing Corporation, and St. Joseph Community Co-op, Inc., are from August 1, 2008, until the last obligations between the parties have been fulfilled. The master agreements for these four agencies include authorizations for program years FY 2008 through FY 2011. The terms of the master agreements for the remaining agencies are from October 1, 2006, until the last obligations between the parties have been fulfilled. The master agreements for the remaining agencies include authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$1,366,288; FY 2008 State Restricted Comprehensive Transportation Funds - \$341,572.

	<u>Agreement/ Authorization</u>	<u>Agency</u>	<u>Description</u>	<u>Total</u>
189.	2007-0207/Z1	Family Service Agency of Mid-Michigan	1 van	\$ 29,070
190.	2007-0220/Z4	Handicappers Information Council & Patient Equipment Locker, Inc.	1 bus w/lift	\$ 66,300
191.	2007-0222/Z2	Health Source Saginaw, Inc.	1 bus w/lift	\$ 53,040
192.	2007-0232/Z2	Ionia County Commission on Aging	1 van w/ramp	\$ 43,860
193.	2007-0234/Z2	Iosco Transit Corporation	1bus w/lift	\$117,060
194.	2007-0249/Z1	Manchester Area Senior Citizen Council, Inc.	1 bus w/lift	\$ 72,420
195.	2007-0256/Z1	Mecosta County Commission on Aging	3 vans w/lifts	\$105,570
196.	2007-0258/Z3	Menominee/Delta/Schoolcraft Community Action Agency	Up to 2 buses w/lifts	\$102,000
197.	2007-0267/Z3	Newaygo County Commission on Aging	2 buses w/lifts	\$132,600
198.	2007-0272/Z2	Oceana County Council on Aging	1 bus w/lift	\$132,600
199.	2007-0275/Z6	Oscoda County Area Transit Specialists	1 van w/lift 3 vans	\$ 42,840 \$ 67,320
200.	2007-0283/Z1	Saginaw County Commission on Aging	2 vans w/lifts	\$ 62,220
201.	2007-0286/Z2	Sanilac Transportation Corporation	2 buses w/lifts	\$204,000
202.	2007-0293/Z1	St. Mary's of Michigan Guardian Angel Respite & Adult Day Services	1 van w/lift	\$ 49,470

* Denotes a non-standard contract/amendment

203.	2007-0298/Z5	Upper Peninsula Community Services, Inc.	2 vans	\$ 73,950
204.	2008-0046/Z4	People's Express	2 buses w/lifts 1 van w/lift	\$144,840 \$ 40,800
205.	2008-0428/Z1	MOKA Corporation	1 bus w/lift	\$ 61,200
206.	2008-0448/Z1	Court Street Village Non-Profit Housing Corporation	1 van w/lift	\$ 40,400
207.	2008-0484/Z1	St. Joseph Community Co-op, Inc.	1 vans	\$ 66,300

Criticality: Approval of these authorizations is critical to allow the transit agencies to undertake the procurement of vehicles that are needed to replace vehicles that have reached the end of their useful lives. The replacement vehicles are needed to ensure passenger safety.

Purpose/Business Case: To provide for state matching funds for the FY 2008 Federal Section 5310 Elderly and Persons with Disabilities Program grant for the purchase of transportation vehicles for 19 private, nonprofit organizations.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$1,366,288; FY 2008 State Restricted Comprehensive Transportation Funds - \$341,572.

Commitment Level: Authorization amounts are based on cost estimates.

Risk Assessment: The risk of not approving these authorizations is the loss of federal funds.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: These are new projects.

Zip Code: 48909.

208. PASSENGER TRANSPORTATION - Section 5309 Program

Project Authorization (Z2) under Master Agreement (2007-0214) between MDOT and the City of Grand Haven will provide state matching funds for the City's FY 2008 Federal Section 5309 Capital Discretionary Program grant for the purchase of three replacement buses and for the rehabilitation of a maintenance facility. The authorization will be in effect from the effective date of the federal grant through three years. The authorization may be retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$306,250. The term of the master agreement is from October 1, 2006, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$245,000; FY 2008 State Restricted Comprehensive Transportation Funds - \$61,250.

Criticality: Approval of this authorization at this time is critical to avoid a procurement delay for necessary transportation infrastructure.

Purpose/Business Case: To provide state matching funds for the City of Grand Haven's FY 2008 Federal Section 5309 Capital Discretionary Program grant for the purchase of three replacement buses and for maintenance facility rehabilitation.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$245,000; FY 2008 State Restricted Comprehensive Transportation Funds - \$61,250.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this authorization is the loss of federal funds.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

* Denotes a non-standard contract/amendment

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49417.

209.- PASSENGER TRANSPORTATION - Section 5310 Program

211. The following project authorizations issued under master agreements between MDOT and the following agencies will provide state matching funds for the FY 2008 Federal Section 5310 Elderly and Persons with Disabilities Program and Surface Transportation Program grant for the purchase of replacement buses. The authorizations will be in effect from the effective date of the federal grant through three years. The authorizations may be retroactive due to the effective dates matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The total amount of the authorizations will be \$129,248. The terms of the master agreements are from October 1, 2006, until the last obligations between the parties have been fulfilled. The master agreements include authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$103,398; FY 2008 State Restricted Comprehensive Transportation Funds - \$25,850.

	<u>Agreement/ Authorization</u>	<u>Agency</u>	<u>Description</u>	<u>Total</u>
209.	2007-0225/Z3	Hope Network, Inc.	One bus	\$39,248
210.	2007-0270/Z3	Northfield's Human Services	One bus	\$50,000
211.	2007-0298/Z4	Upper Peninsula Community Services, Inc.	One bus	\$40,000

Criticality: Approval of these authorizations is critical to allow the transit agencies to undertake the procurement of buses that are needed to replace buses that have reached the ends of their useful lives. The replacement buses are needed to ensure passenger safety.

Purpose/Business Case: To provide for the purchase of replacement buses for three eligible, private, nonprofit organizations under the FY 2008 Federal Section 5310 Elderly and Persons with Disabilities Program and Surface Transportation Program grant.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$103,398; FY 2008 State Restricted Comprehensive Transportation Funds - \$25,850.

Commitment Level: Authorization amounts are based on cost estimates.

Risk Assessment: The risk of not approving these authorizations is the loss of federal funds.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: These are new projects.

Zip Code: 48909.

212. PASSENGER TRANSPORTATION - Section 5317 Program

Project Authorization (Z12) under Master Agreement (2007-0230) between MDOT and the Interurban Transit Partnership (ITP), in Kent County, will provide toll credits as the state match for ITP's FY 2006 Federal Section 5317 New Freedom Program grant for operating assistance to expand a one-stop transportation call center to include services for the disabled. The authorization will be in effect from the effective date of the federal grant through three years. The authorization may be retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$133,640. Toll credits in the amount of \$66,820 will be allocated as state match for the project. The term of the master agreement is from October 1, 2006, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$133,640.

Criticality: Approval of this authorization is critical at this time to allow ITP to establish necessary services for disabled clients.

Purpose/Business Case: To provide toll credits as the state match for ITP's FY 2006 Federal Section 5317 New Freedom Program grant for operating assistance to expand a one-stop transportation call center to include services for the disabled.

Benefit: Increased transportation services.

Funding Source: FTA Funds - \$133,640.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this authorization is the loss of federal funds.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49503.

213. PASSENGER TRANSPORTATION - Section 5309 Program

Project Authorization (Z11) under Master Agreement (2007-0236) between MDOT and the City of Jackson Transportation Authority will provide state matching funds for the Authority's FY 2008 Federal Section 5309 Capital Discretionary Program grant for the purchase of a replacement bus. The authorization will be in effect from the effective date of the federal grant through three years. The authorization may be retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$428,750. The term of the master agreement is from October 1, 2006, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$343,000; FY 2008 State Restricted Comprehensive Transportation Funds - \$85,750.

Criticality: Approval of this authorization is critical at this time to allow the agency to replace a bus that has reached the end of its useful life. The replacement bus is needed to ensure passenger safety.

Purpose/Business Case: To provide state matching funds for the Authority's FY 2008 Federal Section 5309 Capital Discretionary grant.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$343,000; FY 2008 State Restricted Comprehensive Transportation Funds - \$85,750.

* Denotes a non-standard contract/amendment

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this authorization is the loss of federal funds.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49203.

214. PASSENGER TRANSPORTATION - Section 5307 Program

Project Authorization (Z12) under Master Agreement (2007-0236) between MDOT and the City of Jackson Transportation Authority (JTA) will provide state matching funds for JTA's FY 2008 Federal Section 5307 Urbanized Area Formula Capital Program and Surface Transportation Program grant for the purchase of two replacement vans and bus shelters. The authorization will be in effect from the effective date of the federal grant through three years. The authorization may be retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$132,963. Toll credits in the amount of \$8,593 will be allocated as match for the bus shelters. The term of the master agreement is from October 1, 2006, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$114,963; FY 2008 State Restricted Comprehensive Transportation Funds - \$18,000.

Criticality: Approval of this authorization is critical to allow JTA to operate a safe and reliable fleet. The new vehicles will replace existing vehicles that have exceeded their useful lives. The bus shelters will provide protection for passengers.

Purpose/Business Case: To provide state matching funds for JTA's FY 2008 Federal Section 5307 Urbanized Area Formula Capital Program and Surface Transportation Program grant.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$114,963; FY 2008 State Restricted Comprehensive Transportation Funds - \$18,000.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this authorization is the loss of federal funds.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49203.

215. PASSENGER TRANSPORTATION - Section 5307 Program

Project Authorization (Z4) under Master Agreement (2007-0245) between MDOT and the Livingston County Board of Commissioners will provide toll credits as the state match for the County's FY 2008 Federal Section 5307 Urbanized Area Formula Capital Program grant for preventive maintenance. The authorization will be in effect from the effective date of the federal grant through three years. The authorization may be retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$461,995. Toll credits in the amount of \$92,399 will be allocated as the state match. The term of the master agreement is from October 1, 2006, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$461,995.

Criticality: Approval at this time is critical to give Livingston County access to federal funds necessary to perform essential maintenance on its transit vehicles.

Purpose/Business Case: To provide toll credits as the state match for Livingston County's FY 2008 Section 5307 Urbanized Area Formula Capital Program grant for preventive maintenance.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$461,995.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this authorization is the loss of federal funds.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48855.

216. PASSENGER TRANSPORTATION - Section 5307 Program

Project Authorization (Z12) under Master Agreement (2007-0254) between MDOT and the Mass Transportation Authority (MTA), in Genesee County, will provide state matching funds for MTA's FY 2008 Federal Section 5307 Urbanized Area Formula Capital Program and Surface Transportation Program grant for the construction of an administrative/maintenance facility. The authorization will be in effect from the effective date of the federal grant through three years. The authorization may be retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$1,779,279. The term of the master agreement is from October 1, 2006, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$1,423,423; FY 2008 State Restricted Comprehensive Transportation Funds - \$355,856.

Criticality: Approval at this time is critical to allow MTA to construct a transit facility to ensure efficient transportation service and passenger safety.

Purpose/Business Case: To provide state matching funds for MTA's FY 2008 Section 5307 Urbanized Area Formula Capital Program and Surface Transportation Program grant for the construction of an administrative/maintenance facility.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$1,423,423; FY 2008 State Restricted Comprehensive Transportation Funds - \$355,856.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this authorization is the loss of federal funds.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49503.

217. PASSENGER TRANSPORTATION - Section 5307 Program

Project Authorization (Z13) under Master Agreement (2007-0254) between MDOT and the Mass Transportation Authority (MTA), which provides transit service in Genesee County, will provide state matching funds for MTA's FY 2008 Federal Section 5307 Urbanized Area Formula Capital Program and Congestion Mitigation and Air Quality (CMAQ) Improvement Program grant for the construction of a hydrogen fueling station. The authorization will be in effect from the effective date of the federal grant through three years. The authorization may be retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$1,686,519. The term of the master agreement is from October 1, 2006, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$1,349,215; FY 2008 State Restricted Comprehensive Transportation Funds - \$337,304.

Criticality: Approval at this time is critical to allow MTA to construct a hydrogen fueling station that is needed to improve air quality.

Purpose/Business Case: To provide state matching funds for MTA's FY 2008 Federal Section 5307 Urbanized Area Formula Capital Program and CMAQ Improvement Program grant for the construction of a hydrogen fueling station.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$1,349,215; FY 2008 State Restricted Comprehensive Transportation Funds - \$337,304.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this authorization is the loss of federal funds.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48503.

218. PASSENGER TRANSPORTATION - Section 5307 Program

Project Authorization (Z14) under Master Agreement (2007-0254) between MDOT and the Mass Transportation Authority (MTA), which provides transit service in Genesee County, will provide state matching funds for MTA's FY 2006, FY 2007, and FY 2008 Federal Section 5317 New Freedom Program grant for the purchase of up to ten vans. The authorization will be in effect from June 20, 2008, through June 19, 2011. The authorization will be retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$447,865. The term of the master agreement is from October 1, 2006, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$358,292; FY 2008 State Restricted Comprehensive Transportation Funds - \$89,573.

Criticality: Approval at this time is critical to allow MTA to purchase vans to be utilized for increased service for persons with disabilities.

Purpose/Business Case: To provide state matching funds for MTA's FY 2006, FY 2007, and FY 2008 Federal Section 5317 New Freedom Program grant for the purchase of up to ten vans.

Benefit: Increased transit service for persons with disabilities.

Funding Source: FTA Funds - \$358,292; FY 2008 State Restricted Comprehensive Transportation Funds - \$89,573.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this authorization is the loss of federal funds.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48503.

219. PASSENGER TRANSPORTATION - Section 5307 Program

Project Authorization (Z15) under Master Agreement (2007-0254) between MDOT and the Mass Transportation Authority (MTA), which provides transit service in Genesee County, will provide toll credits as the state match for MTA's FY 2008 Federal Section 5307 Urbanized Area Formula Capital Program and Transportation Enhancement Program grant for the purchase and installation of bike racks for transit vehicles. The authorization will be in effect from the effective date of the federal grant through three years. The authorization may be retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$49,320. Toll credits in the amount of \$9,864 will be allocated as match. The term of the master agreement is from October 1, 2006, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$49,320.

Criticality: Approval is critical at this time to allow MTA to purchase bike racks to increase ridership and safety.

Purpose/Business Case: To provide toll credits as the state match for MTA's FY 2008 Federal Section 5307 Urbanized Area Formula Capital Program and Transportation Enhancement Program grant for the purchase of bike racks.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$49,320.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this authorization is the loss of federal funds.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49503.

220. PASSENGER TRANSPORTATION - Section 5304 Program

Project Authorization (Z3) under Master Agreement (2007-0266) between MDOT and the Newaygo County Board of Commissioners will provide state matching funds for the FY 2008 Federal Section 5304 State Planning and Research Program grants for the conduct of a needs study in Newaygo County. The authorization will be in effect from the effective date of the federal grant through one year. The authorization may be retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$100,000. The term of the master agreement is from October 1, 2006, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2007 through 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$80,000; FY 2008 State Restricted Comprehensive Transportation Funds - \$20,000.

Criticality: Approval of this authorization is critical to allow the transit agency to conduct a needs study and to identify options to improve transportation services in the county.

Purpose/Business Case: To conduct a needs study in Newaygo County.

Benefit: Improved transportation services.

Funding Source: FTA Funds - \$80,000; FY 2008 State Restricted Comprehensive Transportation Funds - \$20,000.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this authorization is the loss of federal funds.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49349.

221. PASSENGER TRANSPORTATION - Section 5307 Program

Project Authorization (Z4) under Master Agreement (2007-0268) between MDOT and the City of Niles will provide state matching funds for the City's FY 2007 Federal Section 5307 Urbanized Area Formula Capital Program grant for preventative maintenance, the rehabilitation of a maintenance facility, and the purchase of one replacement bus, support vehicles, shop equipment, and bus shelters. The authorization will be in effect from the effective date of the federal grant through three years. The authorization may be retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$262,080. Toll credits in the amount of \$40,416 will be allocated as match for all items except the purchase bus replacement line item. The term of the master agreement is from October 1, 2006, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$250,080; FY 2008 State Restricted Comprehensive Transportation Funds - \$12,000.

Criticality: Approval at this time is critical to allow the City to replace vehicles that have reached the ends of their useful lives; to purchase needed support vehicles, shop equipment, and bus shelters; to perform preventative maintenance; and to rehabilitate a facility. These purchases and projects will allow the City to continue to provide safe and reliable service.

Purpose/Business Case: To provide state matching funds for the City's FY 2007 Federal Section 5307 Urbanized Area Formula Capital and Surface Transportation Program grant.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$250,080; FY 2008 State Restricted Comprehensive Transportation Funds - \$12,000.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this authorization is the loss of federal funds.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49120.

222. PASSENGER TRANSPORTATION - Section 5307 Program

Project Authorization (Z5) under Master Agreement (2007-0268) between MDOT and the City of Niles will provide state matching funds for the City's FY 2008 Federal Section 5307 Urbanized Area Formula Capital Program grant for the purchase of a replacement bus, support equipment, route signage, and bus shelters; and for preventive maintenance; and for facility renovation. The authorization will be in effect from July 25, 2008, through July 24, 2011. The authorization will be retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$309,624. Toll credits in the amount of \$41,325 will be allocated as match for all items except for the bus replacement and rehabilitation/renovation facility line items. The term of the master agreement is from October 1, 2006, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$289,024; FY 2008 State Restricted Comprehensive Transportation Funds - \$20,600.

Criticality: Approval at this time is critical to allow the City to purchase a needed replacement vehicle, support equipment, route signage, and bus shelters; to perform preventative maintenance; and to renovate a facility. These purchases and projects will allow the City to continue to provide safe and reliable service.

Purpose/Business Case: To provide state matching funds for the City's FY 2008 Federal Section 5307 Urbanized Area Formula Capital program grant.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$289,024; FY 2008 State Restricted Comprehensive Transportation Funds - \$20,600.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this authorization is the loss of federal funds.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49120.

223. PASSENGER TRANSPORTATION - Section 5309 Program

Project Authorization (Z8) under Master Agreement (2007-0284) between MDOT and Saginaw Transit Authority Regional Services (STARS) will provide state matching funds for the STARS FY 2008 Federal Section 5309 Capital Discretionary Program grant for facility renovation (security equipment), parking lot renovation, and facility architectural and engineering services. The authorization will be in effect from the effective date of the federal grant through three years. The authorization may be retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$612,500. The term of the master agreement is from October 1, 2006, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$490,000; FY 2008 State Restricted Comprehensive Transportation Funds - \$122,500.

Criticality: Approval at this time is critical to give STARS access to federal funds necessary for facility and parking lot renovation and facility architectural and engineering services.

Purpose/Business Case: To provide state matching funds for the STARS FY 2008 Federal Section 5309 Capital Discretionary Program grant for facility renovation (security equipment), parking lot renovation, and facility architectural and engineering services.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$490,000; FY 2008 State Restricted Comprehensive Transportation Funds - \$122,500.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this authorization is the loss of federal funds.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48607.

224. PASSENGER TRANSPORTATION - Section 5316/JARC Program

Project Authorization Revision (Z7/R1) under Master Agreement (2007-0290) between MDOT and the Shiawassee Area Transportation Agency (SATA) will extend the authorization term by two years to provide sufficient time for SATA to complete the mobility management capital project. The additional time is needed because approval of the authorization was delayed due to the federal grant not being received until June 2008. The original authorization provides state matching funds for SATA's FY 2008 Federal Section 5316 Job Access and Reverse Commute Program grant. The revised authorization term for the capital project will be October 1, 2007, through September 30, 2010. The authorization amount remains unchanged at \$59,592. The term of the master agreement is from October 1, 2006, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$41,046; FY 2008 State Restricted Comprehensive Transportation Funds - \$18,546.

Criticality: Approval of this revision at this time is critical to allow SATA to implement the mobility management project to ensure a safe and efficient transit operation.

Purpose/Business Case: To extend the authorization term by two years to provide sufficient time for SATA to implement the mobility management project.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$41,046; FY 2008 State Restricted Comprehensive Transportation Funds - \$18,546.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this revision is the loss of federal funds.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48867.

225. PASSENGER TRANSPORTATION - Section 5317 Program

Project Authorization (Z19) under Master Agreement (2007-0294) between MDOT and the Suburban Mobility Authority for Regional Transportation (SMART), which provides transit service in Wayne, Oakland, Macomb, and Monroe Counties, will provide toll credits as the state match for SMART's FY 2006 Federal Section 5317 New Freedom Program grant for the purchase of signage and communication equipment, for service operations, for mobility management, and for program administration. The authorization will be in effect from the effective date of the federal grant through three years. The authorization may be retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$424,603. Toll credits in the amount of \$174,572 will be allocated as match for all line items except the program administration line item. The term of the master agreement is from October 1, 2006, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$424,603.

Criticality: This amendment will allow SMART to provide transportation services beyond Americans with Disabilities Act requirements for people with disabilities.

Purpose/Business Case: To provide toll credits as the state match for SMART's FY 2006 Section 5317 New Freedom Program grant.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$424,603.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this authorization is the loss of federal funds.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48226.

226. PASSENGER TRANSPORTATION - Section 5307 Program

Project Authorization (Z2) under Master Agreement (2007-0297) between MDOT and the Twin Cities Area Transportation Authority (TCATA), which provides transit service in Benton Harbor, will provide state matching funds for TCATA's FY 2006 Federal Section 5307 Urbanized Area Formula Capital Program grant for the purchase of two replacement buses. The authorization will be in effect from April 16, 2008, through April 15, 2011. The authorization will be retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$91,965. The term of the master agreement is from October 1, 2006, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$73,572; FY 2008 State Restricted Comprehensive Transportation Funds - \$18,393.

Criticality: Approval at this time is critical to allow TCATA to purchase needed replacement vehicles. The purchases will help CATA to provide a safe and reliable fleet.

Purpose/Business Case: To provide state matching funds for TCATA's FY 2006 Federal Section 5307 Urbanized Area Formula Capital grant for the purchase of two replacement buses.

Benefit: Increased public safety through improved transportation infrastructure.
Funding Source: FTA Funds - \$73,572; FY 2008 State Restricted Comprehensive Transportation Funds - \$18,393.
Commitment Level: Authorization amount is based on cost estimates.
Risk Assessment: The risk of not approving this authorization is the loss of federal funds.
Cost Reduction: Grant amount is determined by the FTA and is not negotiated.
Selection: N/A.
New Project Identification: This is a new project.
Zip Code: 49023.

227. PASSENGER TRANSPORTATION - Section 5316 Program

Project Authorization Revision (Z1/R1) under Master Agreement (2007-0301) between MDOT and the Western-Washtenaw Area Value Express (WAVE) will extend the authorization term by one year to provide sufficient time for WAVE to complete the mobility management project. The additional time is needed because the project is a coordinated effort with People's Express and the Ann Arbor Transportation Authority (AATA) and the funding from all three agencies must be in place before the project can be implemented. AATA is still awaiting federal approval of its share of the funding. The original authorization provides state matching funds for WAVE's FY 2008 Federal Section 5316 Job Access and Reverse Commute Program grant. The revised authorization term will be October 1, 2007, through September 30, 2009. The authorization amount remains unchanged at \$60,000. The term of the master agreement is from October 1, 2006, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$48,000; FY 2008 State Restricted Comprehensive Transportation Funds - \$12,000.

Criticality: Approval of this revision is critical to allow implementation of a regional mobility management program to provide efficient transit service in Washtenaw County.
Purpose/Business Case: To extend the authorization term by one year to provide sufficient time for WAVE and its partners to complete the mobility management project.
Benefit: Increased public safety through improved transportation infrastructure.
Funding Source: FTA Funds - \$48,000; FY 2008 State Restricted Comprehensive Transportation Funds - \$12,000.
Commitment Level: Authorization amount is based on cost estimates.
Risk Assessment: The risk of not approving this revision is the loss of federal funds.
Cost Reduction: Grant amount is determined by the FTA and is not negotiated.
Selection: N/A.
New Project Identification: This is not a new project.
Zip Code: 48118.

228. PASSENGER TRANSPORTATION - Rural Transit Assistance Program

Project Authorization Revision (Z3/R3) under Master Agreement (2007-0420) between MDOT and the Michigan Public Transit Association (MPTA), in Ingham County, will add \$43,000 in federal funds to ensure that sufficient funding is available to meet the increased training needs of the rural transit agencies. The Rural Transit Assistance Program (RTAP) provides for continued safety training to transit personnel. RTAP funds enable transit personnel to receive training in such areas as dealing with unruly passengers, first aid, vehicle maintenance, Americans with Disabilities Act requirements, liabilities, wheelchair securements, policies, and dealing with mental health clients. The original authorization provides for MPTA to administer the RTAP program on behalf of MDOT for FY 2008. The program is 100 percent federally funded and provides grants/scholarships for training opportunities and materials to transit operators in nonurbanized areas. The authorization term remains unchanged, October 1, 2007, through September 30, 2008. The revised authorization amount will be \$160,705. The term of the master agreement is from March 30, 2007, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$160,705.

Criticality: Approval of this revision is critical to ensure that sufficient funding is available to meet the increased training needs of the rural transit agencies this fiscal year. Requests for the use of RTAP funds have increased significantly this year due to increased training needs, reduced training opportunities in 2005 and 2006, greater awareness of the program, and tighter transit agency budgets.

Purpose/Business Case: To provide an additional \$43,000 in federal RTAP funds to meet the increased demand for training.

Benefit: Improved transportation services.

Funding Source: FTA Funds - \$160,705.

Commitment Level: Authorization amount is based on available federal funds.

Risk Assessment: The risk of not approving this revision is the loss of federal funds.

Cost Reduction: Authorization amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48909.

229. PASSENGER TRANSPORTATION - Rural Transportation Assistance Program

Project Authorization (Z5) under Master Agreement (2007-0420) between MDOT and the Michigan Public Transit Association (MPTA), in Ingham County, will provide for MPTA to administer the Federal Rural Transit Assistance Program (RTAP) on behalf of MDOT for fiscal year 2009. The program is 100 percent federally funded and provides grants/scholarships for training opportunities and materials to transit operators in nonurbanized areas. The authorization will be in effect from October 1, 2008, through September 30, 2009. The authorization amount will be \$190,000. The term of the master agreement is from March 30, 2007, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$190,000.

Criticality: Approval of this authorization will enable transit personnel to receive up-to-date safety training. RTAP funds enable transit personnel to receive training in such areas as dealing with unruly passengers, first aid, vehicle maintenance, Americans with Disabilities Act requirements, liabilities, wheelchair securements, policies, and dealing with mental health clients.

Purpose/Business Case: To provide federal RTAP funds to MPTA for the administration of the RTAP and the provision of grants/scholarships for training opportunities and materials to transit operators in nonurbanized areas.

* Denotes a non-standard contract/amendment

Benefit: Improved transportation services.
Funding Source: FTA Funds - \$190,000.
Commitment Level: Authorization amount is based on available federal funds.
Risk Assessment: The risk of not approving this authorization is the loss of federal funds.
Cost Reduction: Authorization amount is determined by the FTA and is not negotiated.
Selection: N/A.
New Project Identification: This is not a new project.
Zip Code: 48909.

230. PASSENGER TRANSPORTATION - Rural Transit Assistance Program

Project Authorization (Z6) under Master Agreement (2007-0420) between MDOT and the Michigan Public Transit Association (MPTA), in Ingham County, will provide for MPTA, as administrator of the Rural Transit Assistance Program (RTAP) on behalf of MDOT, to contract for local training coordinator services that will serve MPTA, the Michigan Association of Transportation Systems, and non-affiliated transit systems and specialized services agencies. The training coordinator will create and lead a local training steering committee to develop an annual training agenda and to provide input to MDOT and MPTA on training needs and the use of training funds. The services will include the development of policy and the provision of overall guidance to MPTA for its administration of the RTAP scholarship program. The program is 100 percent federally funded. The authorization will be in effect from May 1, 2008, through September 30, 2009. The authorization will be retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$40,000. The term of the master agreement is from March 30, 2007, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$40,000.

Criticality: Approval of this authorization is critical to providing training to transit personnel on such important topics as financial reporting, federal and state regulations, and improved safety and security practices.

Purpose/Business Case: To provide federal RTAP funds to MPTA to contract for local training coordinator services.

Benefit: Improved transportation services.

Funding Source: FTA Funds - \$40,000.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this authorization is the loss of federal funds.

Cost Reduction: Authorization amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48909.

231. *PASSENGER TRANSPORTATION -Increase Services and Amount, Extend Term
Amendatory Contract (2008-0012/A1) between MDOT and the Southeast Michigan Council of Governments (SEMCOG) will provide for the performance of additional services, will increase the contract amount by \$100,694 in state funds, and will extend the contract term by one year to provide sufficient time for SEMCOG to complete the services. The additional services will include the undertaking of infrastructure improvements and the procurement and rehabilitation of passenger rail equipment needed for the implementation of the demonstration commuter rail service between Ann Arbor and Detroit. The original contract provides for the undertaking of activities associated with the implementation of a demonstration commuter rail service between Ann Arbor and Detroit, including ridership and revenue analysis, infrastructure capacity analysis, marketing/branding, passenger surveys, environmental clearance work, and project management and administrative services. The revised contract term will be November 8, 2007, through February 28, 2010. The revised contract amount will be \$550,694. The toll credit amount remains unchanged at \$90,000. Source of Funds: Federal Highway Administration (FHWA) Funds - \$450,000; FY 2008 State Restricted Comprehensive Transportation Funds - \$100,694.

Criticality: Approval of this amendment is critical to allow SEMCOG to undertake activities associated with the implementation of the Ann Arbor to Detroit commuter rail demonstration project, which is scheduled for fall 2010.

Purpose/Business Case: To add infrastructure improvements and the procurement and rehabilitation of passenger rail equipment to the project, which will lead to the implementation of a commuter rail service between Ann Arbor and Detroit, to increase the contract amount accordingly, and to extend the contract term by one year.

Benefit: The activities associated with this contract will lead to the implementation of a demonstration project.

Funding Source: FHWA Funds - \$450,000; FY 2008 State Restricted Comprehensive Transportation Funds - \$100,694.

Commitment Level: Contract amount is based on cost estimates.

Risk Assessment: If this amendment is not approved, SEMCOG will be unable to develop the demonstration project.

Cost Reduction: The implementation of a demonstration project could lead to funding under the Federal Transit Administration's New Starts program.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48226.

232. PASSENGER TRANSPORTATION - Section 5316 Program
Project Authorization Revision (Z1/R1) under Master Agreement (2008-0046) between MDOT and People's Express, in Whitmore Lake, will extend the authorization term by one year to provide sufficient time for the agency to complete the mobility management capital project. The additional time is needed because the project is a coordinated effort with Western-Washtenaw Area Value Express and the Ann Arbor Transportation Authority (AATA), and the funding from all three agencies must be in place before the project can be implemented. AATA is still awaiting federal approval of its share of the funding. The original authorization provides state matching funds for the People's Express FY 2008 Federal Section 5316 Job Access and Reverse Commute Program grant. The revised authorization term for the capital project will be October 1, 2007, through September 30, 2009. The authorization amount remains unchanged at \$174,052. The term of the master agreement is from October 1, 2007, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2008 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$105,026; FY 2008 State Restricted Comprehensive Transportation Funds - \$69,026.

Criticality: Approval of this revision is critical to allow implementation of a regional mobility management program to provide efficient transit service in Washtenaw County.

Purpose/Business Case: To extend the authorization term by one year to provide sufficient time for People's Express and its partners to complete the mobility management project.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$105,026; FY 2008 State Restricted Comprehensive Transportation Funds - \$69,026.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this revision is the loss of federal funds.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48189.

233. PASSENGER TRANSPORTATION - Section 5304 Program

Project Authorization (Z1) under Master Agreement (2008-0427) between MDOT and the Disability Network/Lakeshore will provide state matching funds for the FY 2008 Federal Section 5304 State Planning and Research Program grants for the conduct of a study on the impact of the lack of public transportation on eastern Ottawa County. The authorization will be in effect from the effective date of the federal grant through 29 months. The authorization may be retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$99,897. The term of the master agreement is from August 1, 2008, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2008 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$79,919; FY 2008 State Restricted Comprehensive Transportation Funds - \$19,978.

Criticality: Approval of this authorization will allow the transit agency to conduct a study that will support the improvement and expansion of transportation services in Ottawa County.

Purpose/Business Case: To conduct a study to demonstrate the impact the lack of public transportation has on eastern Ottawa County.

Benefit: Improved transportation services.

Funding Source: FTA Funds - \$79,919; FY 2008 State Restricted Comprehensive Transportation Funds - \$19,978.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this authorization is the loss of federal funds.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 49423.

234. PASSENGER TRANSPORTATION - Section 5304 Program

Project Authorization (Z2) under Master Agreement (2008-0427) between MDOT and Disability Network/Lakeshore will provide state and local matching funds for the FY 2008 Federal Section 5304 State Planning and Research Program grant for the development of techniques for the marketing of countywide transportation in Allegan County. The authorization will be in effect from the effective date of the federal grant through three years. The authorization may be retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$120,000. The term of the master agreement is from August 1, 2008, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2008 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$84,000; FY 2008 State Restricted Comprehensive Transportation Funds - \$21,000; Allegan County Funds - \$15,000.

Criticality: Approval of this authorization is critical to allow the transit agency to conduct a marketing campaign that will assist in the development of countywide transportation.

Purpose/Business Case: To provide for the development of techniques to market countywide transportation in Allegan County.

Benefit: Improved transportation services.

Funding Source: FTA Funds - \$84,000; FY 2008 State Restricted Comprehensive Transportation Funds - \$21,000, Allegan County Funds - \$15,000.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this authorization is the loss of federal funds.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49423.

235. *PASSENGER TRANSPORTATION - Rail Passenger

Contract (2008-0471) between MDOT and the Blue Water Area Convention and Visitors Bureau (BWACVB), located in St. Clair County, will provide state funding for a local marketing program for rail passenger service along the Blue Water route, which includes station stops at Port Huron, Lapeer, Flint, Durant, East Lansing, Battle Creek, Kalamazoo, Dowagiac, and Niles. The purpose of the marketing program is to increase ridership, which will result in greater revenue and a reduction in state support for the service. The contract will be in effect from September 10, 2008, through September 30, 2010. The contract amount will be \$100,000. Source of Funds: FY 2008 State Restricted Comprehensive Transportation Funds - \$100,000.

Criticality: Approval of this contract is critical to allow BWACVB to provide seamless, locally-focused marketing of the Blue Water passenger rail service through FY 2010. Marketing has a strong impact on rail passenger ridership. In order to secure the revenues associated with strong ridership, the marketing plan must be extended. BWACVB is very familiar with the marketing of passenger rail services.

Purpose/Business Case: To provide funds for a local marketing program for the Blue Water rail passenger service, which runs to and from Port Huron through Lapeer, Flint, Durant, East Lansing, Battle Creek, Kalamazoo, Dowagiac, and Niles.

Benefit: The benefit of this marketing program is to increase public awareness of rail service along this route. This promotion is utilized to increase the ridership and revenues of this service, which will result in reduced operating subsidy to Amtrak.

Funding Source: FY 2008 State Restricted Comprehensive Transportation Funds - \$100,000.

Commitment Level: The contract amount is based on cost estimates.

* Denotes a non-standard contract/amendment

Risk Assessment: The risk of not performing this activity is that lower ridership could result for this rail service, which would negatively affect revenue. Lower revenue would increase the operating subsidy request from Amtrak.

Cost Reduction: By allowing one agency to market for the whole route, the marketing plan will include multiple buys, which creates cost savings. Also, increased ridership from these marketing efforts will positively influence revenues, resulting in operating subsidy benefits.

Selection: N/A.

New Project Identification: This is a continuation of the marketing effort for this state-subsidized route.

Zip Code: 48060.

236. TRANSPORTATION PLANNING - IDS University Research Services

Authorization Revision (Z1/R2) under Contract (2006-0034) between MDOT and Michigan State University (MSU) will extend the authorization term by six months to provide sufficient time for MSU to complete the research services. The additional time is needed because of unforeseen delays in accessing a critical archaeological site and receiving dating results for geological core samples. The original authorization provides for the performance of new archaeological research that will expand the previous research model to complete coverage of the Lower Peninsula and the eastern half of the Upper Peninsula. This project will also provide for the development of a new model directed at dune context statewide for archaeological sites. The revised authorization term will be October 11, 2005, through March 1, 2009. The authorization amount remains unchanged at \$261,421. The contract term is October 10, 2005, through October 9, 2008, or until work under the last authorization has been completed, whichever is longer. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Criticality: The project scheduled has been compromised by unanticipated delays in accessing the archaeological site and by the length of time the laboratory in England is taking to return dating results from several geological core samples critical to the results of the research.

Purpose/Business Case: To extend the authorization term by six months to provide sufficient time for MSU to visit the critical archaeological site, collect field samples, and submit and receive dating results of all geological core samples.

Benefit: Will allow completion of the project with a predictive model for archaeological site potential in sand dune contexts that has practical management applications in helping to streamline the transportation planning process.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: This is an actual cost contract.

Risk Assessment: Failure to approve the revision would adversely affect the quality of the predictive model and compromise the transportation planning process.

Cost Reduction: Costs are based on an actual cost basis not to exceed the contract maximum amount. Hours are negotiated on needed services.

Selection: N/A for revision; N/A for original authorization.

New Project Identification: This is not a new project.

Zip Code: 48824.

237. TRANSPORTATION PLANNING - IDS University Services

Authorization Revision (Z4/R1) under Contract (2006-0034) between MDOT and Michigan State University (MSU) will extend the contract term by one year to provide sufficient time for MSU to complete the services. The project was delayed because the original funding for the project was eliminated and work was halted. The original contract provides for the development of 90 written abstracts and a library of endangered species reference materials to assist MDOT in providing the legally mandated state and federal protections to threatened, endangered, and special concern plant and animal species and their habitats. The revised authorization term will be from October 17, 2006, through September 30, 2009. The authorization amount remains unchanged at \$296,906. The contract term is October 10, 2005, through October 9, 2008, or until work under the last authorization has been completed, whichever is longer. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Criticality: MDOT needs the development of the 90 written abstracts and a library of endangered species reference materials to be completed in order to be in compliance with mandated state and federal protections to threatened, endangered, and special concern plant and animal species and their habitats.

Purpose/Business Case: To extend the authorization term by one year to allow MSU to complete the services at no additional cost.

Benefit: Will provide sufficient time for MSU to complete the project, including the development of a standardized endangered species clearance process that will result in reduced research time and accelerated regulatory agency reviews, and will allow MDOT to be in compliance with state and federal laws.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however the number of hours to perform this work has been estimated.

Risk Assessment: If the revision is not approved and the services are not completed, MDOT could be in violation of state and federal endangered species acts and could lack a consistent endangered species clearance process, which could result in additional work and costs and delayed regulatory agency reviews.

Cost Reduction: Costs are on an actual cost basis not to exceed the authorization maximum amount.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48909.

238. TRANSPORTATION PLANNING - Time Extension

Amendatory Contract (2007-0629/A1) between MDOT and LSL Planning, Inc., will extend the contract term by approximately three months to provide sufficient time for the consultant to complete the project. The additional time is needed because the township is legally prohibited from adopting the comprehensive corridor access management plan without an informational presentation to the planning commission followed by a 63-day waiting period for general public review and comment. The original contract provides for the development of and seeking of adoption for a comprehensive corridor access management plan for the M-46 corridor in Thomas Township, Saginaw County. The revised contract term will be July 19, 2007, through December 31, 2008. The contract amount remains unchanged at \$49,901. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Criticality: The amendment will provide sufficient time for a formal presentation to be made to the Thomas Township Planning Commission and for the comprehensive corridor access management plan and corresponding zoning ordinance language to be adopted.

Purpose/Business Case: To extend the contract term by approximately three months to provide sufficient time for the informational presentation to be made to the planning commission and the comprehensive corridor access management plan and zoning ordinance language to be adopted by the planning commission.

Benefit: Will allow the services to be completed and the plan and zoning ordinance language to be adopted by the planning commission.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If the amendment is not approved and the additional time is not provided, the plan and zoning ordinance language may not be presented to and adopted by the planning commission. In addition, the relationship MDOT has established with the Township for improved operations and access control along M-46 in the township could be damaged.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48609.

239. TRANSPORTATION PLANNING – Development of Economic Measurement Model

Contract (2008-0460) between MDOT and HDR Engineering, Inc., will provide for the development of an economic measurement model to measure and demonstrate the economic value of developing and expanding local bus transit services in various sized communities statewide. The contract will be in effect from the date of award through August 30, 2009. The contract amount will be \$99,272. Source of Funds: 80% Federal Transit Administration Funds and 20% State Restricted Comprehensive Transportation Funds.

Criticality: This contract will provide for the development of an economic measurement model for use by local governments, regional planning agencies, and MDOT to accurately measure and demonstrate the economic value of developing and expanding local bus transit service in various sized communities statewide. The development of this planning tool requires expertise in transportation economics and the development of scientifically valid economic models. This tool will help MDOT to support fuel efficient and environmentally sustainable intermodal transportation systems in the 21st Century.

Purpose/Business Case: To provide for the development of a specialized economic measurement tool to be used by local, regional, and state government agencies to evaluate the direct and indirect economic benefits of planning, implementing, and potentially expanding local and regional bus transit service. The model will be constructed so that measurements can be replicated over time. This model is extremely important to assist local units of government seeking adequate local support and funding for bus transit development.

Benefit: This project will help local and regional units of government to fund and maintain public transportation as a key component of efficient and environmentally sustainable transportation alternatives. The project will also help state government to better plan the development of public bus transit in underserved geographic areas and in areas where bus transit could contribute to the efficiency and sustainability of the surface transportation systems.

Funding Source: 80% Federal Transit Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: This contract is for a fixed amount not to exceed \$99,272.

Risk Assessment: Without this model, local and regional governments would not have an objective, scientifically valid measurement of local bus transit service value to use for planning purposes and as an educational/information tool. State government would not have this model to gather information on the benefits of bus transportation services statewide to use in current critical discussions of economic and environmental sustainability.

Cost Reduction: The costs are on a fixed rate basis.

Selection: Best value.

New Project Identification: This is a new project.

Zip Code: 48909.

240. *TRANSPORTATION PLANNING - Alternate Transportation Modes Media Campaign
 Contract (2008-0483) between MDOT and Pace and Partners, Inc., will provide for the development and placement of a media campaign to raise public awareness and usage of alternative transportation modes. The contract will be in effect from the date of award through September 30, 2009. The contract amount will be \$212,000. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Criticality: There are many forms of transportation available to help to ease the financial burden Michigan residents are facing due to high gas prices and the poor economy. This project will increase public awareness of available transportation alternatives and highlight their ease of use.

Purpose/Business Case: To raise awareness of and increase the use of such alternative transportation options as non-motorized transportation, rideshare and vanpool programs, transit (buses and passenger trains), and carpools/carpool lots. This project will also help to promote the sustainability and viability of these forms of transportation. Potential media may include radio, television, short videos, billboards, bumper stickers, web-based information, press releases, or other appropriate and cost-effective media.

Benefit: Increasing awareness of alternative forms of transportation will make it possible to help Michigan residents save money on transportation while reducing congestion, air and water pollution, and carbon emissions.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: This contract is for a fixed amount not to exceed \$212,000.

Risk Assessment: If this project is not approved, an opportunity will be lost to raise awareness of alternative forms of transportation that can save Michigan residents money while reducing congestion, air and water pollution, and carbon emissions; and federal funds may be lost.

Cost Reduction: The costs are on a fixed rate basis.

Selection: Best value.

New Project Identification: This is a new project.

Zip Code: 48909.

SUBCONTRACTS

241.	Crawford Contracting Inc.	Low Bid:	\$ 41,011
	630 E. Superior Street	Engineer's Estimate:	\$ 48,535
	Alma, MI 48801	Over / Under:	- 15.5%

Description of Work: Paving of Car Pool Lot

Approval is requested to authorize the Montcalm County Road Commission to award a subcontract for grading, drainage work, and paving of the Lakeview-Amble car pool lot on M-46 in Montcalm County. The project was advertised, and four bids were received. The lowest bidder was selected. The subcontract will be in effect from the date of award through September 30, 2008. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: If this service is not performed and work is delayed, the lot will continue to deteriorate. The uneven surface of the gravel presents a risk of accidents.

Purpose/Business Case: To improve the safety of the Lakeview-Amble car pool lot on M-46 in Montcalm County.

Benefit: Will provide for a safer driving surface.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: This contract is based on low bid. In cases of necessity, extra work and overruns may be authorized by MDOT without prior approval of the State Administrative Board (SAB) pursuant to the requirements of the SAB resolution.

Risk Assessment: The repair of the car pool lot will provide a safer place for commuters to leave their vehicles for the day.

Cost Reduction: The project was competitively bid and advertised; the low bidder was selected.

* Denotes a non-standard contract/amendment

Selection: Low bid.

New Project Identification: This is routine maintenance and not a new project.

Zip Code: 48801.

242.	Kelcris Corporation	Low Bid:	\$ 128,792.90
	P.O. Box 362	Engineer's Estimate:	\$ 105,428.02
	Williamston, MI 48895	Over/Under:	+ 22.2%

Description of Work: Concrete Patch and Installation of Curb and Downspout

Approval is requested to authorize the Arenac County Road Commission to award a subcontract for concrete patch on US-23 northbound ramp onto M-13 in Moffit Township, Arenac County, and installation of curb and downspout in northwest quadrant of I-75/M-33 interchange in Lincoln Township, Arenac County. The project was advertised, and three bids were received. The lowest bidder was selected. The subcontract will be in effect from the date of award through September 30, 2008. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: If this service is not performed and work is delayed, the road will continue to deteriorate, and result in an increased chance of accidents. The surface on this road is in poor condition and deteriorating quickly. Installation of curb and downspout will help to accommodate the high volume of water runoff during rain events, making the roads safer for motorists, and prevent the rain from causing more road erosion.

Purpose/Business Case: To provide concrete patch on US-23 northbound ramp onto M-13 in Moffit Township, and installation of curb and downspout in northwest quadrant of I-75/M-33 interchange in Lincoln Township, Arenac County.

Benefit: The subcontract will provide for a safer roadway.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: This contract is based on low bid. In cases of necessity, extra work and overruns may be authorized by MDOT without prior approval of the State Administrative Board (SAB) pursuant to the requirements of the SAB resolution.

Risk Assessment: If work is not performed, the roadways could become hazardous for travelers.

Cost Reduction: The project was competitively bid and advertised; the low bidder was selected.

Selection: Low bid.

New Project Identification: This is routine maintenance and not a new project.

Zip Code: 48895.

Risk Assessment: There is a greater risk of accidents and injuries by not implementing safety treatments.

Cost Reduction: Reduced motorists operating costs with increased safety, efficiency, and capacity. Reduced maintenance costs of MDOT's safety assets.

Selection: Low Bid.

New Project Identification: Reconstruction.

Zip Code: 49345.

245. LETTING OF AUGUST 08, 2008
PROPOSAL 0808601
PROJECT IM 77024-74766
LOCAL AGRMT.
START DATE - 10 days after award
COMPLETION DATE - JUNE 15, 2010

6.01 mi of freeway reconstruction with an alternate pavement bid, landscaping, drainage work, freeway signing, and bridge preventive maintenance work on 5 structures on I-69 from east of the St. Clair/Lapeer county line easterly to Miller Road, St. Clair and Lapeer Counties. This project includes a 5 year materials and workmanship pavement warranty.

10.00 % DBE participation required

BIDDER	ORIGINAL A	AS-CHECKED A	
Interstate Highway Construction	\$ 35,941,016.00	Same	1 **
Dan's Excavating, Inc.	\$ 37,031,000.00	Same	2
Angelo Iafrate Construction Company			

BIDDER	ORIGINAL A+Lane Rental	AS-CHECKED A+Lane Rental	
Interstate Highway Construction	\$ 38,325,355.00	Same	1 **
Dan's Excavating, Inc.	\$ 40,166,000.00	Same	2
Angelo Iafrate Construction Company			

0 Bidder

NOTE: The ORIGINAL A+Lane Rental bid received determined the low bid.
The ORIGINAL A bid reflects the actual contract price.

****Both bidders proposed concrete pavement, therefore, the low bidder has the lowest lifecycle cost.**

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public.

Purpose/Business Case: MDOT's Road Preservation Program goal focuses on repairing the worst roads first and extending the life of other identified roads to keep them in good condition.

Benefit: MDOT attempts to maximize the benefits of road preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition.

Funding Source:

74766A

Federal Highway Administration Funds 90.00 %
State Restricted Trunkline Funds 10.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline network, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway maintenance costs.

Selection: Low bid.

New Project Identification: Road reconstruction.

Zip Code: 48014.

LOCAL PROJECTS

246. LETTING OF AUGUST 01, 2008
PROPOSAL 0808001
PROJECT STU 82457-103464
LOCAL AGRMT. 08-5247
START DATE - 10 days after award
COMPLETION DATE - OCTOBER 30, 2009

ENG. EST. \$ 4,545,580.51
LOW BID \$ 5,038,910.61
% OVER/UNDER EST. 10.85 %

9.70 mi of cold milling hot mix asphalt surface, concrete curb and sidewalk, ADA sidewalk ramps, driveway approaches, drainage structures, and hot mix asphalt citywide on 19 streets from Central Street to Vernor Street in the city of Detroit, Wayne County.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Ajax Paving Industries, Inc.	\$ 5,038,910.61	Same	1 **
Cadillac Asphalt, LLC.	\$ 5,140,523.45	Same	2
ABC Paving Company			

2 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for the rehabilitation of a portion of highway under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

103464A

City of Detroit	18.15 %
Federal Highway Administration Funds	81.85 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Road rehabilitation.

Selection: Low bid.

Zip Code: 48211.

247.	LETTING OF AUGUST 01, 2008	ENG. EST.	LOW BID
	PROPOSAL 0808003	\$ 627,332.98	\$ 799,691.20
	PROJECT STH 51555-73770, ETC		
	LOCAL AGRMT. 08-5300		% OVER/UNDER EST.
	START DATE - SEPTEMBER 15, 2008		
	COMPLETION DATE - 10 working days		27.47 %

4.29 mi of hot mix asphalt paving, aggregate shoulders, guardrail, and slope restoration on Brandt Street from the Onekama east village limit to Milarch Road and on Milarch Road from Brandt Street to South Shore Drive, Manistee County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Rieth-Riley Construction Co., Inc.	\$ 799,691.20	Same	1 **
Elmer's Crane & Dozer, Inc.	\$ 854,498.90	Same	2

2 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for upgrading a portion of the transportation system under local jurisdiction to address a safety-related issue. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users and was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the transportation system is further enhanced providing increased economic value and quality of life for the traveling public.

Funding Source:

100352A		
Manistee County		20.00 %
Federal Highway Administration Funds		80.00 %
73770A		
Manistee County		20.00 %
Federal Highway Administration Funds		44.00 %
State Restricted Trunkline Funds		36.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project and the opportunity to improve traffic operations and safety is lost.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Infrastructure-related upgrade.

Selection: Low bid.

Zip Code: 49614.

248.	LETTING OF AUGUST 08, 2008	ENG. EST.	LOW BID
	PROPOSAL 0808230	\$ 694,340.00	\$ 761,550.00
	PROJECT STE 78061-83650		
	LOCAL AGRMT. 08-5304		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - NOVEMBER 05, 2008		9.68 %

0.05 mi of historic bridge rehabilitation including roof, deck, trusses, and approaches on Covered Bridge Road at Schweitzer Road over the St. Joseph River in the village of Centreville, St. Joseph County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Anlaan Corporation	\$ 761,550.00	Same	1 **
L.W. Lamb, Inc.			
Milbocker and Sons, Inc.			
Midwest Bridge Company			

1 Bidder

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public.

Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for a qualifying activity as stipulated within 23 U.S.C. 101 (a)(35) and under the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users.

Benefit: By awarding this project, intermodal transportation systems are further developed.

Funding Source:

83650A

St Joseph County	21.00 %
Federal Highway Administration Funds (Transportation Enhancement Funds)	79.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds may be returned to the federal government for use on another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Transportation enhancement.

Selection: Low bid.

Zip Code: 49032.

EXTRAS

249. **Extra 2008 - 123**

Control Section/Job Number: 73171-75246 MDOT Project

State Administrative Board - This project exceeds the 6% limit for reviewing extras.

State Transportation Commission - This project exceeds the 10% limit for reviewing extras.

Contractor: Interstate Highway Construction
P.O. Box 4356
Englewood, CO 80155

Designed By: MDOT
Rowe, Inc.
HH Engineering, Limited
URS Corporation Great Lakes

Engineer's Estimate: \$54,000,289.38

Description of Project:

6.67 miles of concrete reconstruction, widening and median enclosure, drainage and safety improvements on I-75 from Birch Run Creek northerly to Dixie Highway, and superstructure replacement on I-75 over Dixie Highway, bridge widening on I-75 over the Cass River, and bridge rehabilitation on I-75 under Maple Road, Curtis Road, Riverview Drive and Townline Road, Saginaw County. This project includes a 5 year material and workmanship pavement warranty.

Administrative Board Approval Date:	September 19, 2006	
Contract Date:	October 03, 2006	
Original Contract Amount:	\$49,944,782.37	
Total of Overruns/Changes (Approved to Date):	(\$5,013,531.76)	- 10.04%
Total of Extras/Adjustments (Approved to Date):	5,229,249.82	+ 10.47%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>178,683.04</u>	<u>+ 0.36%</u>
Revised Total	<u>\$50,339,183.47</u>	0.79%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 0.43% over the original budget for an **Authorized to Date Amount** of \$50,160,500.43.

Approval of this extra will place the authorized status of the contract 0.79% or \$394,401.10 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2007-93	1 r. 2	\$4,576,923.49	07/03/07
2007-142	4 r. 2	\$166,711.80	10/02/07
2007-170	5, 7 r. 1	\$256,488.00	11/06/07
2007-179	9, 10	\$42,112.50	12/04/07
2008-053	11, 14 r. 2	\$170,215.25	04/01/08
2008-107	19	\$1,693.74	08/05/08

Contract Modification Number(s): 17

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

CM 17

Price Adjustment for Authorized Extension of Time

\$178,683.04

Total

\$178,683.04

Reason(s) for Extra(s)/Adjustment(s):

CM 17

Section 812.04, Item T of the 2003 Standard Specifications for Construction requires a contract adjustment be paid for traffic control items used on a project during an approved extension of time when liquidated damages are not assessed. The project had an approved extension of 55 days without the assessment of liquidated damages during the 2007 construction season. Traffic control devices were required to be used during the extended time frame. A contract adjustment was calculated per the specification section listed above. Therefore, the cost for Price Adjustment for Authorized Extension of Time was determined as a contract mandated extra cost, per the formula in Section 812.04, Item T of the 2003 Standard Specifications for Construction.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra was recommended for approval by the State Transportation Commission at its August 21, 2008, meeting, and is now recommended for approval by the State Administrative Board on September 2, 2008.

Criticality: This extra is critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

Purpose/Business Case: This extra item is essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: State Restricted Trunkline, 100%, unless otherwise noted.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: This item is required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48722.

250. **Extra 2008 - 124**

Control Section/Job Number: 82053-58175 MDOT Project

State Administrative Board - This project exceeds the 6% limit for reviewing extras.

State Transportation Commission - Does not meet criteria.

Contractor: Dan's Excavating, Inc.
12955 23 Mile Road
Shelby Twp., MI 48315

Designed By: MDOT

Engineer's Estimate: \$12,363,181.91

Description of Project:

3.52 miles of hot mix asphalt cold milling and resurfacing, concrete patch work and overlay on US-24 (Telegraph Road) from south of Fordson Road northerly to Joy Road, and 7 structure rehabilitations in the cities of Dearborn and Dearborn Heights, Wayne County. This project includes a 5-year materials and workmanship pavement warranty and a 2-year bridge painting warranty.

Administrative Board Approval Date:	September 5, 2006	
Contract Date:	September 12, 2006	
Original Contract Amount:	\$14,700,952.70	
Total of Overruns/Changes (Approved to Date):	(161,774.03)	- 1.10%
Total of Extras/Adjustments (Approved to Date):	909,549.33	+ 6.19%
Total of Negative Adjustments (Approved to Date):	(58,709.20)	- 0.40%
THIS REQUEST	<u>45,951.90</u>	<u>+ 0.31%</u>
Revised Total	<u>\$15,435,970.70</u>	+ 5.00%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 4.69% over the original budget for an **Authorized to Date Amount** of \$15,390,018.80.

Approval of this extra will place the authorized status of the contract 5.00% or \$735,018.00 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2008-032	7 r. 3	\$232,006.72	03/04/08
2008-070	10	\$390,729.50	05/06/08
2008-093	12 r. 1, 13	\$465,000.00	07/01/08

Contract Modification Number(s): 18 r. 1

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

CM 18

Force Account: Cold Weather Protection (S01)	\$35,000.00
Force Account: DTE Encased Conduit (802-2)	6,056.40
Force Account: DTE Encased Conduit (S01)	2,585.10
Sign, Type II, Erect, Salv	2.000 Ea @ \$1,155.20/Ea
Total	<u>\$45,951.90</u>

Reason(s) for Extra(s)/Adjustment(s):

CM 18

The structure at US-24 over Hines Drive was originally set up as a deck removal and replacement. Once the deck was removed, it was determined that the existing concrete box beams were too deteriorated to be used. The engineer discussed this with the FHWA and the Metro Region office, and determined that the appropriate fix would be to remove the beams, part of the abutments, and part of the piers to accommodate an entirely new superstructure.

In an attempt to continue work at SO1 and complete the deck pour, cold weather protection was utilized as directed by the engineer. Before the work was completed work was mutually suspended for the winter. This necessitated ongoing protection of the in place materials. The protection work was done on a force account basis. This item is being set up as a budget; the actual force account total will be used for final payment on this item. The extra cost for Force Account: Cold Weather Protection (S01) will be based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

As part of the change in the work at two locations, DTE encased conduit needed to be installed in the reinforced backfill. The engineer directed the contractor to complete the work. The extra cost for Force Account: DTE Encased Conduit (802-2) and Force Account: DTE Encased Conduit (S01) is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

Two type II signs needed to be removed, salvaged, and reinstalled. The engineer directed the contractor to complete the work. The extra cost for Sign, Type II, Erect, Salv was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared to similar items in MDOT's Average Unit Price Index.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra is now recommended for approval by the State Administrative Board on September 2, 2008.

Criticality: This extra is critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

Purpose/Business Case: These extra items are essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 81.50%; State Restricted Trunkline, 15.82%; City of Dearborn Heights, 2.26%; SBC Communications, 0.37%; Detroit Edison Company, 0.05%, unless otherwise noted.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items are required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48128.

251. **Extra 2008 - 125**

Control Section/Job Number: 82400-75621 Local Agency Project

State Administrative Board - This project exceeds the 6% limit for reviewing extras.

State Transportation Commission - This project exceeds the 10% limit for reviewing extras.

Contractor: Motor City Electric Utilities Co.
9440 Grinnell
Detroit, MI 48213

Designed By: Wade-Trim, Inc.
Consulting Engineering Associates, Inc.

Engineer's Estimate: \$1,910,139.75

Description of Project:

Revisions, interconnecting new signals, and removals citywide at 45 locations in the city of Detroit, Wayne County.

Administrative Board Approval Date:	June 7, 2005	
Contract Date:	August 2, 2005	
Original Contract Amount:	\$2,192,631.40	
Total of Overruns/Changes (Approved to Date):	0.00	+ 0.00%
Total of Extras/Adjustments (Approved to Date):	202,798.80	+ 9.25%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>28,241.43</u>	<u>+ 1.29%</u>
Revised Total	<u>\$2,423,671.63</u>	+ 10.54%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 9.25% over the original budget for an **Authorized to Date Amount** of \$2,395,430.20.

Approval of this extra will place the authorized status of the contract 10.54% or \$231,040.23 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2007-190	4	\$202,798.80	12/18/07

Contract Modification Number(s): 7 r. 1

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

CM 7

Rem, Sidewalk Special	253.860 Syd @ \$14.18/Syd	\$3,599.73
Sidewalk, 4" Conc Special	5,220.700 Sft @ \$4.72/Sft	24,641.70
Total		<u>\$28,241.43</u>

Reason(s) for Extra(s)/Adjustment(s):

CM 7

Prior to the acceptance of the project, the City of Detroit and MDOT's standards for Americans with Disabilities Act (ADA) sidewalk ramps changed. The City of Detroit is also under a court order by the United States District Court to update their sidewalk ramps to be compliant with ADA. Therefore, it was determined that all the sidewalk ramps within the project limits needed to meet the most current standards for ADA sidewalk ramps. The engineer directed the contractor to replace the ADA ramps at various locations within the 45 intersections set up on the project. The prices for this work reflects cost increases since 2005 and includes mobilization, minor traffic control, barricades, and flag control required to complete the work.

In addition, the contractor was required to complete the work on weekends to avoid weekday pedestrian traffic, and could not work on the weekends which had major downtown events. These items were originally set up on a previous contract modification and now represent the amount needed to date. The extra cost for the above items was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with MDOT's Average Unit Prices and the work required.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra was recommended for approval by the State Transportation Commission at its August 21, 2008, meeting, and is now recommended for approval by the State Administrative Board on August September 2, 2008.

Criticality: This extra is critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 100%, unless otherwise noted.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48126.

252. **Extra 2008 - 126**

Control Section/Job Number: 84916-101281 MDOT Project

State Administrative Board - This project is under \$800,000 and the extra exceeds the \$48,000 limit for reviewing extras.

State Transportation Commission - Does not meet criteria.

Contractor: P.K. Contracting, Inc.
1965 Barrett
Troy, MI 48084

Designed By: MDOT
Engineer's Estimate: \$607,728.42

Description of Project:

Application of permanent pavement markings and non-freeway centerline corrugations on various trunklines, Hillsdale, Jackson and Lenawee Counties.

Administrative Board Approval Date:	May 6, 2008	
Contract Date:	May 16, 2008	
Original Contract Amount:	\$646,814.52	
Total of Overruns/Changes (Approved to Date):	0.00	+ 0.00%
Total of Extras/Adjustments (Approved to Date):	0.00	+ 0.00%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>56,910.08</u>	+ 8.80%
Revised Total	<u>\$703,724.60</u>	+ 8.80%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 0.00% over the original budget for an **Authorized to Date Amount** of \$646,814.52.

Approval of this extra will place the authorized status of the contract 8.80% or \$56,910.08 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 1 r. 1

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

CM 1		
Shoulder Corrugations, Ground or Cut, HMA	246,364.000 Ft @ \$0.231/Ft	<u>\$56,910.08</u>
Total		<u>\$56,910.08</u>

Reason(s) for Extra(s)/Adjustment(s):

CM 1

The University Region Traffic and Safety Engineer requested shoulder corrugations on M-50 and M-52. The engineer directed the contractor to install the shoulder corrugations. The extra cost for Shoulder Corrugations, Ground or Cut, HMA was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared to similar items in MDOT's Average Unit Price Index.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra is recommended for approval by the State Administrative Board on September 2, 2008.

Criticality: This extra is critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

Purpose/Business Case: This extra item is essential to the safe and timely completion of this contract.

Benefit: By adding this item, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 100%, unless otherwise noted.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: This item is required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 49201, TSC-wide.

253. **Extra 2008 - 127**

Control Section/Job Number:	77041-55662	MDOT Project
State Administrative Board -	This project exceeds the 6% limit for reviewing extras. This project also has at least one extra that exceeds the \$100,000 limit for reviewing extras.	
State Transportation Commission -	This project exceeds the 10% limit for reviewing extras.	
Contractor:	Ace Asphalt & Paving Co. 115 South Averill Avenue Flint, MI 48506	
Designed By:	MDOT	
Engineer's Estimate:	\$4,484,151.15	
Description of Project:		

6.34 mi of hot mix asphalt cold milling and resurfacing, culvert improvements, curb and gutter improvements, guardrail upgrades, and intersection and curve realignment and improvements on M-136 from east of Kingsley Road to Keewahdin Road, St. Clair County. This project includes a 5 year materials and workmanship pavement warranty.

Administrative Board Approval Date:	December 19, 2006	
Contract Date:	January 25, 2007	
Original Contract Amount:	\$4,818,067.17	
Total of Overruns/Changes (Approved to Date):	345,337.89	+ 7.17%
Total of Extras/Adjustments (Approved to Date):	285,207.17	+ 5.92%
Total of Negative Adjustments (Approved to Date):	(67,669.64)	- 1.40%
THIS REQUEST	<u>264,572.99</u>	<u>+ 5.49%</u>
Revised Total	<u>\$5,645,515.58</u>	+ 17.18%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 11.69% over the original budget for an **Authorized to Date Amount** of \$5,380,942.59.

Approval of this extra will place the authorized status of the contract 17.18% or \$827,448.41 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2007-144	3 r. 3	\$146,900.00	10/02/07

Contract Modification Number(s): 5

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

CM 5

Embankment, CIP	10,711.670 Cyd @ \$11.30/Cyd	\$121,041.87
Water	85.000 Unit @ \$126.00/Unit	10,710.00
Culvert Work Sta 401+32		652.54
Culv. Work at Sta. 323+10		3,659.56
Culvert Work Sta. 265+55 and 275+00		304.63
Culvert Work Sta. 314+25		6,248.85
Blended New Aggregate Shoulders to Match Existing Grade		1,519.27
Budget Amount for Traffic Control in Stage II		20,000.00
Delayed Curb Exc.		159.99
Ditching at 314+10 Rt		709.35
MH Adjustments Sta 237+41 Rt & Lt		525.00
Outlet Ending Restocking Charges		3,281.04
Prelim. Budget Amount for Minor Traffic Devices & Flagging during Ext of Time		60,000.00
Preliminary Budget Amount for Signs and Barricades during Time Extension		23,000.00
Repaired Washout Areas along Steep Embankments		8,862.69
Slope Repairs throughout the Project		3,000.00
Sewer, Cl A, 18 inch, Tr Det A		898.20
Total		<u>\$264,572.99</u>

Reason(s) for Extra(s)/Adjustment(s):

CM 5

The plans did not include the pay item embankment; however, the engineer determined that the item would be needed at several locations to complete the project per the typical cross sections. The engineer directed the contractor to place the embankment. This item was originally set up on contract modification 3 and now represents the amount needed to date. The extra cost for Embankment, CIP was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar items and quantities on other contracts in the Metro Region, as well as compared to similar original bid items.

Sod had to be used to protect the slopes in several areas. To be sure that the sod survived, the engineer directed the contractor to water it. The item water is paid by the unit which is 1,000 gallons. This item was originally set up on contract modification 3 and now represents the amount needed to date. The extra cost for Water was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with amount of time, equipment and materials needed to complete the work.

At several locations on the project the culverts would not work as planned. Some would have extended outside the right of way or would not have worked properly. The engineer directed the contractor to shorten, regrade and move end sections so that the culverts would work properly. The extra cost for Culvert Work Sta 401 +32; Culvert work at sta. 323+10; Culvert Work Sta. 265+55 and 275+00 and Culvert work sta. 314+25 was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with amount of time, equipment and materials needed to complete the work.

New gravel shoulders were placed along the project at the proper width and slope. The outside edge of the new shoulder needed to be blended to match the existing grade, which was low throughout the project. The engineer directed the contractor to complete this grading along the entire project length. The extra cost for Blended New Aggregate Shoulders to Match Existing Grade was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with amount of time, equipment and materials needed to complete the work.

Due to needed work which was not in the plans, work will be required in the spring of 2008 to complete the contract. This is an estimated budget amount that will be used for traffic control during the work in 2008. The final cost for Budget amount for traffic control in stage II will be determined as a contract mandated extra cost and will be calculated per the formulas in Section 812.04, Item T of the 2003 Standard Specifications for Construction and the proposal.

The plans indicated that an existing manhole at the intersection of Wildcat Road and M-136 should be removed. While removing the curb in the area, the excavation contractor noticed that the manhole could not be removed due to the lines that drained into it. This delayed the contractor from completing the curb removal and the engineer determined that the contractor was entitled to additional compensation. The extra cost for Delayed Curb Exc. was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with amount of time that the contractor was delayed in completing the work.

A drainage problem was encountered at station 314+10. To alleviate the drainage problem, the engineer directed the contractor to perform ditching in the area. The extra cost for Ditching at 314+10 Rt. was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with the amount of time, equipment and materials needed to complete the work.

The manholes at station 237+41 right and left were installed at the elevation shown on the plans. Then it was determined that they would need to be raised to provide for proper drainage. The engineer directed the contractor to adjust the manholes. The extra cost for MH Adjustments Sta 237+41 Rt & Lt was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with the amount of time, equipment and materials needed to complete the work.

The contractor ordered the number of outlet endings per the plans. This resulted in too many for the project. The contractor returned the endings to the supplier and was charged a restocking fee. The extra cost for Outlet Ending Restocking Charges was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with the receipt of the fee paid by the contractor.

Due to additional work added to the contract which was not included in the plans, work was extended during the 2007 season. This is an estimated budget amount that will be used for traffic control during the 2007 extended work. The final cost for Prelim. Budget Amount for Minor Traffic Devices & Flagging during ext. of time and Preliminary Budget Amount for signs and barricades during time extension will be determined as a contract mandated extra cost and calculated per the formulas in Section 812.04, Item T of the 2003 Standard Specifications for Construction and in the proposal.

Several of the slopes along the project had to be repaired during the 2007 season. The engineer determined that the contractor should be compensated for this work because the failure was beyond the contractor's control. The extra cost for Repaired Washout Areas Along Steep Embankments was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable based on a review of the time, equipment and materials needed to complete the work.

Due to previous issues with the stabilization of the slopes, a budget amount for slope repair work is being set up for the 2008 work. The extra cost for Slope repairs throughout the project will be negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs will be based on time, equipment and material needed to complete the work or compared to similar items in the average unit price index to determine if they are reasonable.

A culvert on the south side of the road had to be extended to provide the cross section shown in the plans. The engineer directed the contractor to extend the culvert. The extra cost for Sewer, CI A, 18 inch, Tr Det A was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable based on a review of the time, equipment and materials needed to complete the work.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra was recommended for approval by the State Transportation Commission at its August 21, 2008, meeting, and is now recommended for approval by the State Administrative Board on September 2, 2008.

Criticality: This extra is critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: State Restricted Trunkline, 100%, unless otherwise noted.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48049.

254. **Extra 2008 - 128**

Control Section/Job Number: 54022-45832 MDOT Project

State Administrative Board - This project exceeds the 6% limit for reviewing extras.

State Transportation Commission - This project exceeds the 10% limit for reviewing extras.

Contractor: Central Asphalt, Inc.
900 S. Bradley Suite A
P.O. Box 389
Mt. Pleasant, MI 48804

Designed By: MDOT
Engineer's Estimate: \$4,454,849.84

Description of Project:

6.71 mi of hot mix asphalt crushing and shaping, resurfacing, safety upgrades, vertical grade correction, concrete curb and gutter, storm sewer and right and left turn lanes on M-20 from south of 13 Mile Road southerly and easterly to the west bridge approach of the east branch of Little Muskegon River, Mecosta County. This project includes two 5-year materials and workmanship pavement warranties.

Administrative Board Approval Date:	March 20, 2007	
Contract Date:	March 23, 2007	
Original Contract Amount:	\$3,856,893.74	
Total of Overruns/Changes (Approved to Date):	8,222.74	+ 0.21%
Total of Extras/Adjustments (Approved to Date):	842,168.66	+ 21.84%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>125,236.19</u>	<u>+ 3.25%</u>
Revised Total	<u>\$4,832,521.33</u>	+ 25.30%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 22.05% over the original budget for an **Authorized to Date Amount** of \$4,707,285.14.

Approval of this extra will place the authorized status of the contract 25.30% or \$975,627.59 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2007-169	14	\$699,697.50	11/06/07

Contract Modification Number(s): 18 r. 2, 19 r. 2

These contract modifications request payment for the following Extra(s)/Adjustment(s) to the contract:

CM 18

Guardrail, Type B with 8' Posts	281.500 Ft @ \$18.43/Ft	\$5,188.05
Accelerated Cost for Mecosta Completion Date	20,000.000 Dlr @ \$1.00/Dlr	20,000.00
Damaged and Replaced Lights	8.00 Ea @ \$15.00/Ea	120.00
Field Drive Construction	1.000 LS @ \$1,554.18/LS	1,554.18
Spillway Reconstruction	1.000 Dlr @ \$793.17/Dlr	793.17
Traffic Control Adjustment	1.000 Dlr @ \$44,913.11/Dlr	44,913.11
Barr, Type III, High Inten, Dbl Sided Ltd, Furn	31.000 Ea @ \$131.25/Ea	4,068.75
Barr, Type III, High Inten, Dbl Sided Ltd, Oper	27.000 Ea @ \$26.25/Ea	708.75
Culv, Rem, 24 inch to 48 inch	2.000 Ea @ \$650.00/Ea	1,300.00
Stump, Rem, 6 inch to 18 inch	1.000 Ea @ \$125.00/Ea	125.00
Total		<u>\$78,771.01</u>

CM 19

Riprap, Under Structure, Special	126.530 Ton @ \$75.00/Ton	9,489.75
Turbidity Curtain (Deep)	60.000 Ft @ \$1.00/Ft	60.00
Aggregate, 6A	6.430 Cyd @ \$39.50/Cyd	253.99
Conc Quality Assurance, Structure	2.000 Cyd @ \$32.00/Cyd	64.00
Conc, Grade T	66.000 Cyd @ \$225.00/Cyd	14,850.00
Excavation, Fdn	481.960 Cyd @ \$14.00/Cyd	6,747.44
Incentive – Dead Stream	1.000 Dlr @ \$15,000.00/Dlr	15,000.00
Total		<u>\$46,465.18</u>

Grand Total

\$125,236.19

Reason(s) for Extra(s)/Adjustment(s):

CM 18

Actual field conditions encountered in several areas on the project required the engineer to direct the contractor to use guardrail with 8 foot posts. The extra cost for Guardrail, Type B with 8' Posts was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with the similar items in MDOT's Average Unit Price Index.

To expedite the work for the Mecosta portion of the project, the engineer agreed to compensate the contractor for their additional costs. This will allow the detour to be removed sooner and reduce user delays. This was set up as budget amount not to exceed, the contractor has submitted documentation in excess of the \$20,000. The extra cost for Accelerated Cost for Mecosta Completion Date was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was determined reasonable based on documentation submitted by the contractor and verified by the engineer.

Section 812.04.A.5 of the 2003 Standard Specifications for Construction requires MDOT to reimburse the contractor for damaged lights at a maximum rate of \$15 per light. The rate is variable and is reimbursed to the contractor at the cost of the respective traffic control device that the light is mounted to, and does not exceed \$15 per light. The lights on plastic drums are used to control traffic in the work zone. These lights are sometimes damaged by passing motorists. The extra, Damaged & Replaced Lights, will reimburse the contractor for damaged lights at the maximum rate of \$15 per light, as the traffic control device unit cost was over \$15.

An existing field drive at approximately station 1388+50 right was not indicated on the plans. The project work was already completed through this area when it was determined that access to the field would be needed. The engineer directed the contractor to return to the site and construct a field drive. The extra cost for Field Drive Construction was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with amount of time, equipment and materials needed to complete the work.

The spillways placed at station 1250+10 right and 1251+00 left were placed as per plan. The engineer determined that they needed to be reworked or relocated, to function properly and directed the contractor to complete the work. The extra cost for Spillway Reconstruction was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with the amount of time, equipment and materials needed to complete the work.

Section 812.04, Item T of the 2003 Standard Specifications for Construction requires a contract adjustment be paid for traffic control items used on a project during an approved extension of time when liquidated damages are not assessed. The project had an approved extension of 40 days without the assessment of liquidated damages. Traffic control devices were required to be used during the extended time frame. A contract adjustment was calculated per the specification section listed above and the special provision Minor Traffic Devices and Flag Control During an Approved Extension of Time. Therefore, the cost for Traffic Control Adjustment was determined as a contract mandated extra cost, per the formula in Section 812.04, Item T of the 2003 Standard Specifications for Construction and the cited special provision.

The maintaining traffic special provision in the proposal indicated that type III barricades would be necessary on the project but the quantity was not included on the bid list for the contractor. The engineer directed the contractor to supply and install the barricades as indicated in the proposal. The extra cost for Barr, Type III, High Inten, Dbl Sided Ltd, Furn and Barr, Type III, High Inten, Dbl Sided Ltd, Oper was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar items in MDOT's Average Unit Price Index.

The plans indicated that two culverts on the project were 24 inch diameter but in the field they were determined to be 36 inch diameter. The engineer directed the contractor to remove the culverts. These items are partially offset due to the non-payment of the original item at \$700. The extra cost for Culv, Rem, 24 inch to 48 inch was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with the similar items in MDOT's Average Unit Price Index.

A stump within the project limits conflicted with the proposed work. The engineer directed the contractor to remove the stump. The extra cost for Stump, Rem, 6 inch to 18 inch was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar items in MDOT's Average Unit Price Index.

CM 19

The existing 8 foot by 16 foot slab culvert carrying M20 over the Dead Stream in Mecosta County was constructed in 1945 by the county and extended in the mid 1960's. This particular project was developed to improve the overall condition of 6.71 miles of M20 in Mecosta County. During the planning and design phases of the project the TSC was aware that the culvert potentially had surface delamination due to the hot mix asphalt (HMA) overlay condition. MDOT TSC and Region managers determined that there were no program funds to replace the culvert and it was felt that the removal and replacement of the 5 inch asphalt overlay would be appropriate until it was deemed necessary to replace the culvert. However, once the construction contract was awarded and the HMA surface was removed from the top of the slab, it became apparent that the culvert had experienced severe deterioration and needed repair or replacement. The decision for replacement was based an engineering review and analysis conducted by MDOT support staff of the Grand Region Bridge Unit, Lansing Bridge Design, and the Lansing Geotechnical Unit. The Project Engineer concurred with the support staff's conclusion to replace the culvert. The decision was also discussed with the Region Engineer.

The engineering basis for replacement was based on several factors including:

- The culvert is in poor condition where the concrete in the top slab of the culvert is unsound.
- Lansing Construction and Technology field staff determined there was no reinforcing steel in the existing culvert.
- The roadway approaches to the culvert required vertical grade (Super elevation) corrections, which would increase the loading on the structure.
- The culvert is in an area of extremely poor soils and in the absence of historical foundation data there was concern that the existing structure would fail under the additional loading. As a result of this, the option to repair the existing culvert was not viable. This was determined after the extensive field and office review conducted by MDOT support staff.
- Costs were analyzed between replacing the culvert under the existing contract with known negotiated unit prices or let as another project. The costs were comparable since, if bid out, the engineer would have had to direct the contractor to do additional work under this contract that would be temporary in nature and removed under the new contract. This would include designing and constructing a temporary deck over the culvert, removal and replacement of guard rail and culvert approaches, and placement of traffic control devices for detouring traffic. In addition, work in the stream was prohibited, by MDEQ permit, between October 1st and April 1st. During August and September the water is at a lower elevation and is an ideal time for constructing the cofferdam and culvert footing. If the project was deferred until the spring of 2008 the water may be higher which would result in additional work and costs in constructing the cofferdam and culvert foundation.
- This project required a full detour and to minimize impact to our customers it was determined the culvert should be replaced under this contract. Local businesses did not want to have another detour in 2008 and requested all work be done this year.

Based on the above factors, the engineer directed the contractor to remove and replace the three sided slab culvert. This work was originally included in contract modification 14 and now the items are being balanced to match final quantities. The incentive to complete the work at Dead Stream was based on \$5,000 per day for a maximum amount of \$15,000. The extra cost for Riprap, Under Structure, Special; Turbidity Curtain (Deep); Aggregate, 6A; Concrete Quality Assurance, Structure; Conc, Grade T; Excavation, Fdn and Incentive – Dead Stream was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with the similar items in MDOT's Average Unit Price Index.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra was recommended for approval by the State Transportation Commission at its August 21, 2008 meeting, and is now recommended for approval by the State Administrative Board on September 2, 2008.

Criticality: These extras are critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: State Restricted Trunkline, 100%, unless otherwise noted.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 49332.

255. **Extra 2008 - 129**

Control Section/Job Number: 35031-81252 MDOT Project

State Administrative Board - This project exceeds the 6% limit for reviewing extras.

State Transportation Commission - This project exceeds the 10% limit for reviewing extras.

Contractor: Katterman Trucking, Inc.
1777 N. M-65
Hale, MI 48739

Designed By: MDOT
Engineer's Estimate: \$798,311.92

Description of Project:

3.20 miles of hot mix asphalt non-motorized path construction, culvert extensions, retaining wall installation and boardwalk construction on US-23, eastside, from Alabaster Road northerly to Townline Road, Iosco County.

Administrative Board Approval Date:	April 17, 2007	
Contract Date:	May 8, 2007	
Original Contract Amount:	\$715,374.08	
Total of Overruns/Changes (Approved to Date):	(7,386.80)	- 1.03%
Total of Extras/Adjustments (Approved to Date):	25,996.00	+ 3.63%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>98,628.51</u>	<u>+ 13.79%</u>
Revised Total	<u>\$832,611.79</u>	+ 16.39%

Offset Information

Total Offsets This Request	(\$138,434.36)	- 19.35%
Net Revised Request	(\$39,805.85)	- 5.56%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 2.60% over the original budget for an **Authorized to Date Amount** of \$733,983.28.

Approval of this extra will place the authorized status of the contract 16.39% or \$117,237.71 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 3, 5, 6, 7, 8, 10

These contract modifications request payment for the following Extra(s)/Adjustment(s) to the contract:

CM 3

Split-Rail Fence, Modified	2,416.000 Ft @ \$18.10/Ft	<u>\$43,729.60</u>
Total		<u>\$43,729.60</u>

CM 3 Offset Information

Split-Rail Fence	-2,416.000 Ft @ \$20.85/Ft	<u>(\$50,373.60)</u>
Total		<u>(\$50,373.60)</u>

Net Revised CM 3 Request

(\$6,644.00)

CM 5

Purchase of Excess Specially Produced		
Geo-Cell Retention System Material	1.000 LS @ \$30,922.32/LS	\$30,922.32
Re-stocking Charge for Items Related to the		
Geo-Cell Retention System	1.000 LS @ \$1,460.39/LS	<u>1,460.39</u>
Total		<u>\$32,382.71</u>

CM 6

Park Furniture, Concrete Anchors	1.000 LS @ \$1,195.19/LS	\$1,195.19
Schedule 40 Pipe, Special w/Connections	7.000 Ft @ \$24.44/Ft	171.08
Fence, Moving	71.000 Ft @ \$14.00/Ft	994.00
Guardrail Approach Terminal, Type 2B	4.000 Ea @ \$1,402.00/Ea	<u>5,608.00</u>
Total		<u>\$7,968.27</u>

CM 7

Split Rail Fence, Modified	306.800 Ft @ \$18.10/Ft	5,553.08
Embankment, LM, Modified, Clay	54.000 Cyd @ \$12.50/Cyd	675.00
Paved Ditch, HMA	17.800 Syd @ \$33.25/Syd	591.85
Tree, Rem, 6 inch to 18 inch	4.000 Ea @ \$400.00/Ea	<u>1,600.00</u>
Total		<u>\$8,419.93</u>

CM 7 Offset Information

Geocell Earth Retention System	-6,164.900 Sft @ \$15.65/Sft	<u>(\$96,480.69)</u>
Total		<u>(\$96,480.69)</u>

Net Revised CM 3 Request **(\$88,060.76)**

CM 8

Relocation of Utility Pole and Down Guy	1.000 LS @ \$678.00/LS	<u>\$678.00</u>
Total		<u>\$678.00</u>

CM 10

Slope Washout, Drainage and Path Surface		
Repair	1.000 LS @ \$5,150.00/LS	<u>\$5,510.00</u>
Total		<u>\$5,150.00</u>

Grand Total **\$98,328.51**

Total Offsets This Request **(\$50,373.60)**

Net Revised Request **\$48,254.91**

Reason(s) for Extra(s)/Adjustment(s):**CM 3**

The engineer determined that concrete would not be necessary around each fence post as called and directed the contractor not to place the concrete. A new item was set up at a reduced price for the split rail fence. The extra cost for Split Rail Fence, Modified was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with the similar items in MDOT's Average Unit Price Index. This item is completely offset by a reduction in original bid items noted above.

CM 5

Contract modification 5 includes two related specialty items. In accordance with section 105.09 of the 2003 Standard Specifications for Construction, the contractor is entitled to compensation for specialty items purchased for the project. The geogrid for this item could not be returned and will be taken to the maintenance garage for use on future projects. The other associated items that could be returned were subject to a restocking fee. The extra cost for Purchase of Excess Specially Produced Geo-Cell Retention System Material and Re-Stocking Charge for Items Related to the Geo-Cell Retention System was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with the invoice and restocking fee paid by the contractor and will be completely offset by a reduction of the original bid item noted on contract modification 7 below.

CM 6

The plans called for the decorative park furniture to be anchored to the HMA path. The engineer directed the contractor to remove the HMA path and place concrete anchors for the furniture to provide for a more secure attachment. The extra cost for Park Furniture, Concrete Anchors was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with amount of time, equipment and materials needed to complete the work.

The plans indicated that an existing pipe at station 99+25 needed to be extended. The size of the pipe was not detailed on the plans and the pay item was also not included in the plans. The engineer directed the contractor to complete the work. The extra cost for Schedule 40 Pipe, Special w/Connections was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with the amount of time, equipment and materials needed to complete the work.

The plans indicated that a portion of the fence would be moved but did not include the pay item. The engineer directed the contractor to move the fence. The extra cost for Fence, Moving was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with the amount of time, equipment and materials needed to complete the work.

Some of the existing guardrail on US-23 was required to be extended due to the new path. Once the guardrail was extended, the engineer determined that new guardrail endings would be required. The extra cost for Guardrail Approach Terminal, Type 2B was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with the amount of time, equipment and materials needed to complete the work.

CM 7

The engineer determined that concrete would not be necessary around each fence post as called and directed the contractor not to place the concrete. A new item was set up at a reduced price for the split rail fence. This item was originally set up on contract modification 3 and now represents the amount needed to date; the offset for this item was also included on contract modification 3. The extra cost for Split Rail Fence, Modified was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar items in MDOT's Average Unit Price Index.

In several areas of the project with unstable soils the plans called for a special geogrid to be placed. During discussions with the contractor and the supplier it was determined that some of the unstable areas could just have embankment added to stabilize the material. The engineer directed the contractor to place the embankment in these areas. This item was originally set up on contract modification 2 and now represents the amount needed to date. The extra cost for Embankment, LM, Modified, Clay was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar items in MDOT's Average Unit Price Index.

Due to concerns with the drainage for the Woodland RV parking area the engineer directed the contractor to install a paved ditch. This work was originally set up on contract modification 2 and now represents the amount needed to date. The extra cost for Paved Ditch, HMA was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar items in MDOT's Average Unit Price Index.

The plans indicated several areas would need to be cleared and this item was paid for as Clearing. During some of the work the engineer determined that other trees along the path needed to be removed on an individual basis and directed the contractor to remove the trees. This work was originally set up on contract modification 2 and now represents the amount needed to date. The extra cost for Tree, Rem, 6 inch to 18 inch was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar items in MDOT's Average Unit Price Index.

CM 8

The engineer directed the contractor to relocate a utility pole and guy wire to complete the path. This work was not shown on the plans; however, it needed to be done to complete the path. The contractor had Consumers Energy relocate the pole and guy wire and they, in turn, billed the contractor. As this work was completed by a subcontractor, the costs include a five percent markup for the prime contractor, as per Section 109.07.G of the 2003 Standard Specifications for Construction. The extra cost for Relocation of Utility Pole and Down Guy was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with the invoice paid by the contractor.

CM 10

Snow melt runoff and spring rains caused significant damage to the completed path in several different areas. The engineer directed the contractor to fix the damaged areas. The extra cost for Slope Washout, Drainage and Path Surface Repair was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with the time, equipment and materials needed to complete the work.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

These Extras were recommended for approval by the State Transportation Commission at its August 21, 2008, meeting, and are now recommended for approval by the State Administrative Board on September 5, 2008.

Criticality: These extras are critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

Purpose/Business Case: These extra items are essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 80%; State Restricted Trunkline, 20%, unless otherwise noted.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items are required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48763.

256. **Extra 2008 - 130**

Control Section/Job Number: 39405-76300 Local Agency Project

State Administrative Board - This project exceeds the 6% limit for reviewing extras.

State Transportation Commission - This project exceed the 10% limit for reviewing extras.

Contractor: Robert Bailey Contractors, Inc.
1727 Construction Drive
Kalamazoo, MI 49048

Designed By: Wightman & Associates, Inc.
Engineer's Estimate: \$2,855,855.50

Description of Project:

1.04 miles of pavement removal, earthwork, hot mix asphalt paving, guardrail, conduit installation, traffic signal work, storm sewer, sanitary sewer and landscaping on Lovers Lane from East Milham Avenue to Kilgore Road, in the city of Portage, Kalamazoo County.

Administrative Board Approval Date:	November 1, 2005	
Contract Date:	December 5, 2005	
Original Contract Amount:	\$2,466,498.25	
Total of Overruns/Changes (Approved to Date):	(98,137.05)	- 3.98%
Total of Extras/Adjustments (Approved to Date):	195,566.07	+ 7.93%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>80,560.15</u>	+ 3.27%
Revised Total	<u>\$2,644,487.42</u>	+7.22%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 3.95% over the original budget for an **Authorized to Date Amount** of \$2,563,927.27.

Approval of this extra will place the authorized status of the contract 7.22% or \$177,989.17 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 8 r. 2

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

CM 8

Add'l Hydrants Added	1.000 LS @ \$12,000.00/LS	\$12,000.00
Bike Path Clearing	1.000 Ea @ \$4,520.00/Ea	4,520.00
Dr Structure, Leaching Basin 48"	1.000 Ea @ \$1,454.00/Ea	1,454.00
Driveway Improvements for 5233 Lovers Lane	1.000 LS @ \$5,150.00/LS	5,150.00
Guardrail Change	1.000 LS @ \$3,271.30/LS	3,217.30
Parking Area for 5814 Lovers Lane	1.000 LS @ \$3,180.00/LS	3,180.00
Pavt Mrkg, 12" Crosswalk Typ NR Tape	161.000 Ft @ \$2.15/Ft	346.15
Pavt Mrkg, 6" Cross Hatch Type NR Tape	34.000 Ft @ \$1.05/Ft	35.70
Pavt Mrkg, Left Turn Arrow Type NR Tape	6.000 Ea @ \$40.00/Ea	240.00
Pavt Mrkg, Right Turn Arrow Type NR Tape	1.000 Ea @ \$40.00/Ea	40.00
Pavt Mrkg, Stop Bar Type NR Tape	73.000 Ft @ \$4.30/Ft	313.90
Pavt Mrkg, T & RT Arrow Type NR Tape	1.000 Ea @ \$65.00/Ea	65.00
Pavt Mrkg, Thru Arrow Type NR Tape	1.000 Ea @ \$25.00/Ea	25.00
Pavt Mrkg, Type R, 4 inch, White, Temp	788.000 Ft @ \$1.25/Ft	985.00
Pavt Mrkg, Type R, 4 inch, Yellow, Temp	104.000 Ft @ \$1.25/Ft	130.00
Plug Existing Sanitary Lead	5.000 Ea @ \$300.00/Ea	1,500.00
Replace & Regrade Curb and Gutter	1.000 LS @ \$5,950.00/LS	5,950.00
Sanitary Sewer, 8 inch	70.000 Ft @ \$45.00/Ft	3,150.00
Streetlight, Mast Std Mounted	2.000 Ea @ \$538.14/Ea	1,076.28
Water Valve Replacement Repair	1.000 LS @ \$5,925.00/LS	5,925.00
Water Main Insulation	1.000 LS @ \$8,988.00/LS	8,988.00
Driveway, Nonreinf Conc, 8" for Unifab Court	40.800 Syd @ \$42.03/Syd	1,714.82
Water Serv – Relocate, Long	5.000 Ea @ \$1,500.00/Ea	7,500.00
Water Serv Relocate, Short	13.000 Ea @ \$1,000.00/Ea	13,000.00
Total		<u>\$80,560.15</u>

Reason(s) for Extra(s)/Adjustment(s):

CM 8

The fire department requested that fire hydrants be located on both sides of the road when a road is a boulevard. The engineer directed the contractor to install the additional hydrants to accommodate the fire department. The extra cost for Add'l Hydrants Added was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared to the time and materials required to complete the work. This item is funded 100 percent by the City of Portage.

The city requested an area adjacent to the project be cleared of trees and brush. The engineer directed the contractor to complete this work. The extra cost for Bike Path Clearing was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared to the time and materials required to complete the work. This item is funded 100 percent by the City of Portage.

Due to the location of the gas line at the corner of Winters Drive and Lovers Lane, a leaching basin was required. The engineer directed the contractor to install the leaching basin. The extra cost for Dr Structure, Leaching Basin 48" was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared to the time and materials required to complete the work.

The city requested some additional work on a driveway to flatten the driveway slope. This included widening the driveway to help with ingress and egress. The engineer directed the contractor to complete the work. The extra cost for Driveway Improvements for 5233 Lovers Lane was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared to the time and materials required to complete the work. This item is funded 100 percent by the City of Portage.

To improve the sight distance for traffic turning on to Lovers Lane from Winters Drive, the engineer directed the contractor to change the approach terminal on the southeast corner from a Type 2B to a Type 1B. The Type 2B is more aligned with the road while a 1B angles back from the road, thereby increasing the sight distance. The extra cost for Guardrail Change was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared to the time and materials required to complete the work.

The city requested changes to the driveway for 5814 Lovers Lane to accommodate larger vehicles. The engineer directed the contractor to change the driveway. The extra cost for Parking Area for 5814 Lovers Lane was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared to the time and materials required to complete the work. This item is funded 100 percent by the City of Portage.

The project could not be completed by the end of the construction season. The engineer directed the contractor to complete the paving up to the leveling course. The engineer then directed the contractor to place temporary pavement markings on the leveling pavement so that the project could be opened for the winter. The extra cost for Pavt Mrkg, 12" Crosswalk Type NR Tape; Pavt Mrkg, 6" Cross Hatch Type NR Tape; Pavt Mrkg, Left Turn Arrow Type NR Tape; Pavt Mrkg, Right Turn Arrow Type NR Tape; Pavt Mrkg, Stop Bar Type NR Tape; Pavt Mrkg, T&RT Arrow Type NR Tape; Pavt Mrkg, Thru Arrow Type NR Tape; Pavt Mrkg, Type R, 4 inch, White, Temp and Pavt Mrkg, Type R, 4 inch, Yellow, Temp was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared to similar items within MDOT's Average Unit Price Index. These items are funded 100 percent by the City of Portage.

The sanitary leads of several houses that were acquired and torn down by the city of Portage were still coming out to the street. When these leads were encountered the engineer directed the contractor to plug the leads. The extra cost for Plug Existing Sanitary Lead was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared to the time and materials required to complete the work. This item is funded 100 percent by the City of Portage.

The city requested an area approximately 370 feet long to be regraded to a lower elevation. The contractor had completed the work to the grades indicated on the plans but the city did not like the appearance of the area with these grades. The extra cost for Replace & Regrade Curb and Gutter was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared to similar items on the contract. This item is funded 100 percent by the City of Portage.

An existing sanitary manhole was discovered near station 42+75 while completing the work. The city requested that the manhole be moved outside the roadway so that it could be accessed in the future without opening up the roadway. The extra cost for Sanitary Sewer, 8 inch was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared to similar items on the contract. This item is funded 100 percent by the City of Portage.

The city requested that streetlights be installed at the intersection of Milham and Lovers Lane. The engineer directed the contractor to install the streetlights. The extra cost for Streetlight, Mast Std Mounted was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared to similar items on the contract. This item is funded 100 percent by the City of Portage.

The top lift of hot mix asphalt was not placed on the project and the project had to be opened up for the winter. The city requested that the contractor adjust the water main valve so it could be accessed if needed. The extra cost for Water Valve Replacement Repair was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared to the time and materials required to complete the work. This item is funded 100 percent by the City of Portage.

Due to the widening of the roadway and a shallow watermain, the city requested that a section of the watermain be insulated to prevent freezing. The engineer directed the contractor to complete the work. The extra cost for Watermain Insulation was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared to the time and materials required to complete the work. This item is funded 100 percent by the City of Portage.

The driveway for Unifab Court was complete as designed, the design also met the current standards for commercial driveways, however, the traffic turning into the driveway could not complete the turn into the driveway. The engineer directed the contractor to remove some of the curb and sidewalk and replace it with 8 inches of concrete. This area would then hold up to the truck traffic if they inadvertently cut the corner and rode up onto the sidewalk. The extra cost for Conc, 8 inch for Unifab Court was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared to similar items on the contract. This item is funded 100 percent by the City of Portage.

The city requested that the water services be relocated outside of the road surface. The engineer directed the contractor to complete this work. The work includes the installation of the box and curb stop. The extra costs for Water Serv - Relocate, Long and Water Serv Relocate, Short were negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared to similar items within MDOT's Average Unit Price Index. These items are funded 100 percent by the City of Portage.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra was recommended for approval by the State Transportation Commission at its August 21, 2008, meeting, and is now recommended for approval by the State Administrative Board on September 2, 2008.

Criticality: These extras are critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 59.41%; City of Portage, 40.59%, unless otherwise noted.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.
Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.
Selection: Low bid.
New Project Identification: This is an existing project already under contract.
Zip Code: 49002.

257. **Extra 2008 - 132**

Control Section/Job Number: 82022-87293 Local Agency Project
 State Administrative Board - This project exceeds the 6% limit for reviewing extras.
 State Transportation Commission - Does not meet criteria.
 Contractor: Six-S, Inc.
 2210 Scott Lake Road
 Waterford MI 48328
 Designed By: Local Agency
 Engineer's Estimate: \$5,327,632.50

Description of Project:

1.10 miles of streetscape improvements including street lighting, decorative trash receptacles and benches, colored stamped concrete sidewalk, trees, tree grates and planting areas, and road rehabilitation including cold milling, hot mixed asphalt paving, concrete curb and gutter, concrete sidewalk ramps, concrete pavement repair, adjusting drainage structures, and pavement markings on Warren Road from Schaefer Road to Lonyo Road in the city of Dearborn, Wayne County.

Administrative Board Approval Date:	February 20, 2007	
Contract Date:	May 22, 2007	
Original Contract Amount:	\$5,215,012.39	
Total of Overruns/Changes (Approved to Date):	236,345.87	+ 4.53%
Total of Extras/Adjustments (Approved to Date):	284,216.12	+ 5.45%
Total of Negative Adjustments (Approved to Date):	(10,561.63)	- 0.20%
THIS REQUEST	<u>130,517.70</u>	<u>+ 2.50%</u>
Revised Total	<u>\$5,855,530.45</u>	+ 12.28%

Offset Information

Total Offsets This Request	(800.00)	- 0.02%
Net Revised Request	\$129,717.70	+ 2.49%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 9.78% over the original budget for an **Authorized to Date Amount** of \$5,725,012.75.

Approval of this extra will place the authorized status of the contract 12.28% or \$640,518.06 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 37, 38, 39, 41, 42, 43, 44, 45

These contract modifications request payment for the following Extra(s)/Adjustment(s) to the contract:

CM 37

DTE Pedestal Mounted Rack - Extra	6.000 Ea @ \$1,365.00/Ea	\$8,190.00
Total		<u>\$8,190.00</u>

CM 38

ADA Detectable Warning Inserts - Extra	95.000 Ea @ \$86.63/Ea	\$8,229.85
Total		<u>\$8,229.85</u>

CM 39

Dr Structure, Temp Lowering - Extra	20.000 Ea @ \$315.00/Ea	\$6,300.00
Total		<u>\$6,300.00</u>

CM 41

Misc HMA, Top (F), Drives - Extra	1,120.000 Syd @ \$36.44/Syd	\$40,812.80
Total		<u>\$40,812.80</u>

CM 42

Increased Thickness for Curb and Gutter - Extra	1.000 LS @ \$8,180.55/LS	\$8,180.55
Total		<u>\$8,180.55</u>

CM 43

Banner Arm Assembly - Extra	40.000 Ea @ \$871.50/Ea	\$34,860.00
Total		<u>\$34,860.00</u>

CM 44

Turf Restoration – Modified - Extra	3,000.000 Syd @ \$3.67/Syd	\$11,010.00
Topsoil Surface, Furn, 2 inch - Extra	3,000.000 Syd @ \$2.10/Syd	6,300.00
Total		<u>\$17,310.00</u>

CM 44 Offset Information

Misc. Sodding	-100.000 Syd @ \$8.00/Syd	(\$800.00)
Total		<u>(\$800.00)</u>

Net Revised CM 44 Request **\$16,510.00**

CM 45

Misc. Conc. Pav't, Repair, Patching With Added Thickness-Extra	60.650 Syd @ \$47.25/Syd	\$2,865.71
Erosion control, Silt Fence-Extra	1,433.000 Ft @ \$2.63/Ft	3,768.79
Total		<u>\$6,634.50</u>

Grand Total **\$130,517.70**

Reason(s) for Extra(s)/Adjustment(s):

CM 37

The plans indicated the contractor was to complete each circuit for the street lighting by installing a new control panel to the existing poles prior to completing the electrical service connection. However, due to the location of the existing poles along the perimeter of commercial alleys where these connections were to be made, insufficient clearance was available. For the safety of the motoring public and to protect the control panel from potential damage by vehicle traffic, it was deemed necessary by Detroit Edison (DTE) to install a DTE approved pedestal mounted rack to support the control panels outside the area influenced by traffic. The extra cost for DTE Pedestal Mounted Rack - Extra was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared to similar items within MDOT's Average Unit Price Index.

CM 38

In accordance with new requirements of the Americans with Disabilities Act, Accessibility Guidelines (ADAAG) and in conjunction with current Wayne County Special Provision WC803(B), the acceptable method of establishing detectable warning surfaces for ADA sidewalk ramps no longer permits the use of a stamping template. Therefore, in order to comply with current standards for new construction of ADA sidewalk ramps at street crossings and related pedestrian facilities in the public right-of-way the placement of composite tactile or inserts will be implemented. The engineer directed the contractor to use the inserts for the ADA sidewalk ramps. The extra cost for ADA Detectable Warning Inserts - Extra was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared to similar items within MDOT's Average Unit Price Index and other contracts completed by the county.

CM 39

Contingent upon approval for winter shut down and at the direction of the City of Dearborn, the engineer directed the contractor to provide accessibility to all new water gate well structures for the winter months in the event of a water main break. The extra cost for Dr Structure, Temp Lowering - Extra was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared to similar items within MDOT's Average Unit Price Index and other contracts completed by the county.

CM 41

The plans included the pay item for repairing the driveways and parking areas for the street scape portion of the work. The actual bid item did not make it to the schedule of items that the contractor bids on and therefore needs to be added to the contract. The extra cost for Misc HMA, Top (F), Drives - Extra was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared to similar items within MDOT's Average Unit Price Index and other contracts completed by the county.

CM 42

The plans indicated that the new curb and gutter could vary from 12 to 15 inches thick due to the depth of the existing pavement. When completed to match the grades indicated on the plans the curb varied in some areas between 18 to 20 inches thick. The contractor requested that the additional concrete used should be paid and the engineer agreed. The extra cost for Increased Thickness for Curb and Gutter - Extra was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with the increased costs submitted by the contractor and verified by the engineer.

CM 43

The plans called for banner arms to be installed on the new street lights. After the banner arms were installed it was determined that they did not meet the standardized dimensions for the City of Dearborn. The engineer directed the contractor to remove the banners and install new banners that met the required city dimensions. The extra cost for Banner Arm Assembly - Extra was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared to similar items within MDOT's Average Unit Price Index and other contracts completed by the county.

CM 44

The sod set up on the plans was not sufficient to cover the required areas. The engineer directed the contractor to place topsoil and seed in lieu of the sod. The extra cost for Turf Restoration – Modified - Extra and Topsoil Surface, Furn, 2 inch - Extra was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared to similar items within MDOT's Average Unit Price Index and other contracts completed by the county. This item is partially offset by a reduction in the original bid item noted above.

CM 45

The contract was awarded later than anticipated and the contractor was granted an extension of time due to the late award. This pushed the completion date to the spring of 2008. During the fall of 2007 the engineer determined that the water main patches needed to be repaired with concrete so that the project could be opened for the winter. This item was originally set up on contract modification 17 and now represents the amount needed to date. The extra cost for Misc. Conc. Pav't, Repair, Patching with Added Thickness was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared to similar items within MDOT's Average Unit Price Index and other contracts completed by the county. This item is 100 percent funded by the City of Dearborn.

Due to the late award of the contract, noted above, the water main areas could not all be seeded prior to winter. The engineer directed the contractor to place silt fence in these areas to protect them from erosion. This item was originally set up on contract modification 18 and now represents the amount needed to date. The extra cost for Erosion Control, Silt Fence - Extra was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared to similar items within MDOT's Average Unit Price Index and other contracts completed by the county. This item is 100 percent funded by the City of Dearborn.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

These Extras are now recommended for approval by the State Administrative Board on September 2, 2008.

Criticality: These extras are critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

Purpose/Business Case: These extra items are essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 19.19%; City of Dearborn, 80.81%, unless otherwise noted.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items are required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48126.

258. **Extra 2008 - 134**

Control Section/Job Number: 70609-87745 Local Agency Project

State Administrative Board - This project is under \$800,000 and the extra exceeds the \$48,000 Ad Board limit for reviewing extras.

State Transportation Commission - This project exceeds the 10% limit for reviewing extras.

Contractor: Sommers Construction Co., Inc.
W7574 Sommers Street
Shiocton, WI 54170

Designed By: Local Agency
Engineer's Estimate: \$359,424.85

Description of Project:

0.40 miles of intersection widening including concrete curb and gutter, drainage improvements, hot mix asphalt paving and pavement markings on 112th Avenue at the Riley Street intersection, Ottawa County.

Administrative Board Approval Date:	August 21, 2007	
Contract Date:	September 13, 2007	
Original Contract Amount:	\$350,639.00	
Total of Overruns/Changes (Approved to Date):	0.00	+ 0.00%
Total of Extras/Adjustments (Approved to Date):	33,452.22	+ 9.54%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>20,699.87</u>	<u>+ 5.90%</u>
Revised Total	<u>\$404,791.09</u>	+ 15.44%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 9.54% over the original budget for an **Authorized to Date Amount** of \$384,091.22.

Approval of this extra will place the authorized status of the contract 15.44% or \$54,152.09 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 3

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

CM 3

Subgrade Undercutting, Type 1	650.000 Cyd @ \$12.92/Cyd	\$8,398.00
Minor Traffic Devices During an Approved Extension of Time	1.000 LS @ \$8,100.00/LS	8,100.00
Temporary Signs and Barricades During An Approved Extension of Time	1.000 LS @ \$854.37/LS	854.37
Culv, CI F, 12 inch	90.000 Ft @ \$17.75/Ft	1,597.50
Gate box, Adj	4.000 Ea @ \$175.00/Ea	700.00
Sewer Tap, 24 inch	3.000 Ea @ \$350.00/Ea	<u>1,050.00</u>
Total		<u>\$20,699.87</u>

Reason(s) for Extra(s)/Adjustment(s):**CM 3**

An area of unstable soils was found on the project. The engineer directed the contractor to remove the soils. This item was set up on a previous contract modification and now represents the amount needed to date. The extra cost for Subgrade Undercutting, Type I was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared to similar items in MDOT's Average Unit Price Index.

Section 812.04, Item T of the 2003 Standard Specifications for Construction requires a contract adjustment be paid for traffic control items used on a project during an approved extension of time when liquidated damages are not assessed. The project had an approved extension of 9 days without the assessment of liquidated damages. Traffic control devices were required to be used during the extended time frame. A contract adjustment was calculated per the specification section listed above and the Special Provision for Minor Traffic Devices and Flag Control during an approved extension of time. Therefore, the cost for Minor Traffic Devices During an Approved Extension of Time and Temporary Signs and Barricades During an Approved Extension of Time was determined to be a contract mandated extra cost, per the formula in Section 812.04, Item T of the 2003 Standard Specifications for Construction or the rates listed in the special provision.

There were driveway culverts on the project which needed to be replaced. The engineer directed the contractor to replace the culverts. The extra cost for Culv, CI F, 12 inch was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared to similar items in MDOT's Average Unit Price Index.

Several gate boxes needed to be adjusted to match the new grade. The engineer directed the contractor to adjust the gate boxes. The extra cost for Gate box, Adj was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared to similar items in MDOT's Average Unit Price Index.

Due to field conditions, the drain system had to be modified and tapped into a drainage structure. The engineer directed the contractor to tap the system into the drainage structure. The extra cost for Sewer Tap, 24 inch was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared to similar items in MDOT's Average Unit Price Index.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This extra is recommended for approval by the State Transportation Commission at its August 21, 2008, meeting, and the State Administrative Board meeting on September 2, 2008.

Criticality: This extra is critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

Purpose/Business Case: These extra items are essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 80%; Ottawa County, 20%, unless otherwise noted.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items are required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 49424.

259. **Extra 2008 - 135**

Control Section/Job Number: 52003-86403 Local Agency Project

State Administrative Board - This project is under \$800,000 and the extra exceeds the \$48,000 limit for reviewing extras. This project also has at least one extra that exceeds the \$100,000 limit for reviewing extras.

State Transportation Commission - This project exceeds the 10% limit for reviewing extras. This project also has at least one extra that exceeds the \$250,000 limit for reviewing extras.

Contractor: A. Lindberg & Sons, Inc.
560 Mather Avenue
Ishpeming, MI 49849

Designed By: STS Consultants
Engineer's Estimate: \$890,772.39

Description of Project:

Bridge removal and replacement along with related approach work including hot mix asphalt paving and guardrail placement on County Road 581 at Middle Branch Escanaba River, Marquette County.

Administrative Board Approval Date:	May 6, 2008	
Contract Date:	May 8, 2008	
Original Contract Amount:	\$799,801.80	
Total of Overruns/Changes (Approved to Date):	0.00	+ 0.00%
Total of Extras/Adjustments (Approved to Date):	0.00	+ 0.00%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	310,000.00	+ 38.76%
Revised Total	<u>\$1,109,801.80</u>	+ 38.76%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 0.00% over the original budget for an **Authorized to Date Amount** of \$799,801.80.

Approval of this extra will place the authorized status of the contract 38.76% or \$310,000.00 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 1 r. 1

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

CM 1

Temporary Bridge

\$310,000.00

Total

\$310,000.00

Reason(s) for Extra(s)/Adjustment(s):

CM 1

Due to public concerns over the more than 12 mile detour for the project, the Marquette County Road Commission requested the contractor provide a quote to use a temporary structure in lieu of the detour. The estimated costs include installation, maintenance, rental and removal of a Temporary bridge, approaches, signals, flag control, and temporary signing. Force account records will be used to determine the final cost. This contract modification sets up a budget for the work. To ascertain if the total cost for this change was reasonable, user delay costs were calculated and determined to be \$329,394.32. The extra cost for Temporary Bridge will be based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra was recommended for approval by the State Transportation Commission at its August 21, 2008, meeting, and is now recommended for approval by the State Administrative Board on September 2, 2008.

Criticality: This extra is critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

Purpose/Business Case: This extra item is essential to the safe and timely completion of this contract.

Benefit: By adding this item, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 80%; State Restricted Trunkline, 15%; Marquette County, 5%, unless otherwise noted.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: This item is required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the item in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 49849.

260. **Extra 2008 - 136**

Control Section/Job Number: 63101-54301 MDOT Project

State Administrative Board - This project exceeds the 6% limit for reviewing extras.

State Transportation Commission - This project exceeds the 10% limit for reviewing extras.

Contractor: Dan's Excavating, Inc.
12955 23 Mile Road
Shelby Twp., MI 48315

Designed By: Hubbell, Roth & Clark, Inc.
Engineer's Estimate: \$17,951,174.95

Description of Project:

2,047 meters of interchange construction along with eastbound off-ramp and westbound on-ramp construction, 280 meters of reconstruction of American Drive, 288 meters of reconstruction on Center Road, drainage work along the Peterson and Pernick drains, 623 meters of bridge reconstruction, widening, and approach work on I-696/M-10 at the Franklin Road interchange, on eastbound I-696 to southbound M-10, on Franklin Road over I-696, on American Drive west of Franklin Road, on Center Road north of 11 Mile Road, along with 1,537 meters of road reconstruction and widening on 11 Mile Road west of Franklin Road, in the City of Southfield, Oakland County.

Administrative Board Approval Date:	March 7, 2006	
Contract Date:	March 10, 2006	
Original Contract Amount:	\$14,602,245.67	
Total of Overruns/Changes (Approved to Date):	428,241.44	+ 2.93%
Total of Extras/Adjustments (Approved to Date):	1,964,477.22	+ 13.45%
Total of Negative Adjustments (Approved to Date):	(1,440.00)	- 0.01%
THIS REQUEST	<u>13,300.80</u>	<u>+ 0.09%</u>
Revised Total	<u>\$17,006,825.13</u>	+ 16.46%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 16.37% over the original budget for an **Authorized to Date Amount** of \$16,993,524.33.

Approval of this extra will place the authorized status of the contract 16.46% or \$2,404,579.46 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Item Number	Contract Modification Number	Amount	SAB Date
2006-104	2	\$1,409,780.04	08/01/06
2007-032	3, 5 r. 1, 6 r. 1, 7, 8 r. 1, 9, 10, 11, 12 r. 1, 13, 14	\$166,690.90	03/06/07
2007-062	15, 16, 17 r. 1	\$39,409.01	05/01/07
2007-090	19	\$165,830.63	07/03/07
2007-119	23, 27	\$23,718.59	09/04/07
2007-160	28 r. 1	\$14,731.88	11/06/07
2008-090	29, 31, 33, 35	\$73,474.76	07/01/08

Contract Modification Number(s): 36 r. 2

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

CM 36

Joint, Contraction, Crg	133.690 m @ \$27.56/m	\$3,684.50
Pavt Gapping	118.940 m @ \$80.85/m	9,616.30
Total		<u>\$13,300.80</u>

Reason(s) for Extra(s)/Adjustment(s):

CM 36

Numerous areas included on the plans had new concrete pavement tying into existing pavement (American Drive and Franklin Road), and a pavement patch where a box culvert crossed I-696. The plans did not indicate the joints needed to tie the new concrete into the old concrete. The contractor was directed to install the proper joints where the new concrete ties into the old concrete. This item was set up on a previous contract modification and now represents the amount needed to date. The extra cost for Joint, Contraction, Crg was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction, and is reasonable when compared to MDOT's Average Unit Price Index.

The contractor was directed to gap areas of the pavement to allow access to commercial and industrial driveways. The extra cost for Pavt Gapping was negotiated per Section 103.04 of the Standard Specifications for Construction, and included drilling and installing pavement ties. The cost was deemed reasonable when compared with the original bid items and MDOT's Average Unit Price Index for similar work.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra was recommended for approval by the State Transportation Commission at its August 21, 2008 meeting, and is now recommended for approval by the State Administrative Board on September 2, 2008.

Criticality: This extra is critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 75.32%; State Restricted Trunkline, 16.57%; City of Southfield, 8.01%; SBC Communications, 0.10%, unless otherwise noted.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48037.

261. **Extra 2008 - 137**

Control Section/Job Number: 63459-48935 Local Agency Project

State Administrative Board - This project is under \$800,000 and the extra exceeds the \$48,000 limit for reviewing extras.

State Transportation Commission - This project exceeds the 10% limit for reviewing extras.

Contractor: Dan's Excavating, Inc.
12955 23 Mile Road
Shelby Twp., MI 48315

Designed By: Giffels-Webster Engineers, Inc.
Engineer's Estimate: \$545,085.50

Description of Project:

1.50 miles of hot mix asphalt recreational pathway on South Commerce Road from Oakley Park Road northerly to Commerce Road, Oakland County.

Administrative Board Approval Date:	September 28, 2007	
Contract Date:	October 23, 2007	
Original Contract Amount:	\$569,585.51	
Total of Overruns/Changes (Approved to Date):	24,888.10	+ 4.37%
Total of Extras/Adjustments (Approved to Date):	3,672.00	+ 0.64%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>80,966.33</u>	<u>+ 14.21%</u>
Revised Total	<u>\$679,111.94</u>	+ 19.22%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 5.01% over the original budget for an **Authorized to Date Amount** of \$598,145.61.

Approval of this extra will place the authorized status of the contract 19.22% or \$109,526.43 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 4 r. 1

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

CM 4

Coarse Aggregate, MDOT 6A	2,179.310 Ton @ \$26.89/Ton	\$58,601.65
Geogrid, Tensar BX1200	2,132.000 Syd @ \$10.49/Syd	<u>22,364.68</u>
Total		<u>\$80,966.33</u>

Reason(s) for Extra(s)/Adjustment(s):

CM 4

An area approximately 140 feet long containing very unstable soils was encountered. The soil borings completed during design did show unstable soils in the wetland areas; however, in this area of the trail the soils were more unstable than originally determined. The engineer determined that additional coarse aggregate would be required, with a geogrid, and would be placed in three layers. The engineer directed the contractor to place the aggregate and geogrid. The extra cost for Coarse Aggregate, MDOT 6A and Geogrid, Tensar BX1200 was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared to similar items in MDOT's Average Unit Price Index.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra was recommended for approval by the State Transportation Commission at its August 21, 2008, meeting, and is now recommended for approval by the State Administrative Board on September 2, 2008.

Criticality: This extra is critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

Purpose/Business Case: These extra items are essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 70%; Oakland County, 30%, unless otherwise noted.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items are required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48390.

262. **Extra 2008 – 138**

Control Section/Job Number: 82457-52174 Local Agency Project

State Administrative Board - This project exceeds the 6% limit for reviewing extras. This project also has at least one extra that exceeds the \$100,000 limit for reviewing extras.

State Transportation Commission - This project exceeds the 10% limit for reviewing extras.

Contractor: Walter Toebe Construction Co.
P. O. Box 930129
Wixom, MI 48393

Designed By: Spalding DeDecker Associates, Inc.
Ayres, Lewis, Norris & May, Inc.

Engineer's Estimate: \$10,335,376.80

Description of Project:

0.74 kilometers of railroad grade separation and concrete pavement reconstruction, drainage improvements, watermain relocations, pump house construction, 2 span steel I beam bridge, and pavement markings on Sheldon Road from 120 meters south of Nantucket to 100 meters north of M-14 overpass in the City of Plymouth, Wayne County.

Administrative Board Approval Date:	November 8, 2006	
Contract Date:	November 20, 2006	
Original Contract Amount:	\$10,170,387.92	
Total of Overruns/Changes (Approved to Date):	794.40	+ 0.01%
Total of Extras/Adjustments (Approved to Date):	2,342,262.75	+ 23.03%
Total of Negative Adjustments (Approved to Date):	(3,285.00)	- 0.03%
THIS REQUEST	<u>373,605.80</u>	<u>+ 3.67%</u>
Revised Total	<u>\$12,883,765.87</u>	+ 26.68%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 23.03% over the original budget for an **Authorized to Date Amount** of \$12,510,160.07.

Approval of this extra will place the authorized status of the contract 26.68% or \$2,713,377.95 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2007-85	7	\$350,000.00	06/05/07
2007-148	8	\$350,000.00	10/02/07
2008-113	12, 13, 14 r. 3, 15 r. 2, 16, 17, 18, 19, 20 r. 1, 21	\$160,381.83	08/05/08
2008-131	33	\$1,392,435.00	08/19/08

Contract Modification Number(s): 23, 25, 26, 27, 28, 29, 31

These contract modifications request payment for the following Extra(s)/Adjustment(s) to the contract:

CM 23		
Budget for Snow and Frost Removal - Extra		<u>\$8,500.00</u>
Total		<u>\$8,500.00</u>
CM 25		
Manhole #16 Re-alignment - Extra	1.000 LS @ \$1,664.64/LS	<u>\$1,664.64</u>
Total		<u>\$1,664.64</u>
CM 26		
Temporary Railroad Ditch Realignment - Extra	1.000 LS @ \$3,460.82/LS	<u>\$3,460.82</u>
Total		<u>\$3,460.82</u>
CM 27		
Exploratory Excavation - Extra		<u>\$2,406.44</u>
Total		<u>\$2,406.44</u>
CM 28		
Temporary Drainage Structure #14T - Extra	1.000 LS @ \$4,441.00/LS	<u>\$4,441.00</u>
Total		<u>\$4,441.00</u>
CM 29		
Budget for Misc 900mm Water Main Additions And Changes - Extra		<u>\$225,000.00</u>
Total		<u>\$225,000.00</u>
CM 31		
Cast-In-Place Concrete, Force Account-Extra		<u>\$128,132.90</u>
Total		<u>\$128,132.90</u>
Grand Total		<u>\$373,605.80</u>

Reason(s) for Extra(s)/Adjustment(s):

CM 23

Prior to placing embankment, the contractor was directed to remove snow and frost, as per Section 205.03 H 3 of the 1996 MDOT Standard Specifications for Construction. The embankment placement could not be done as per the original schedule due to delays beyond the contractor's control. This item is being set up as a budget amount, the extra cost for Budget for Snow and Frost Removal-Extra is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

CM 25

During the placement of sewer to manhole 16, it was determined that some sewer had to be realigned due to other facilities in the area. The location of manhole 16 was modified and some sewer pipe was relocated. The extra cost for Manhole #16 Re-alignment - Extra was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The costs were deemed reasonable when compared with the time, equipment and material needed to complete the work.

CM 26

The engineer directed the contractor to grade a ditch along the west right-of-way to drain water from the temporary railroad ditch. The water in the temporary ditch had nowhere to go; there was no defined ditch at this point and the water spilled out into the adjacent parking lots. The extra cost for Temporary Railroad Ditch Realignment - Extra was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The cost was deemed reasonable when compared with the time, equipment and material needed to complete the work.

CM 27

The engineer directed the contractor to expose the water main joint at the tie-in points at both ends, so that the alignment could be checked and the closure pieces could be placed on order. The extra cost for Exploratory Excavation - Extra was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The cost was deemed reasonable when compared with the time, equipment and material needed to complete the work.

CM 28

Due to the elevation of the proposed road and the existing 375 mm storm sewer line, manhole 14 could not be placed as per plan and had to be placed further to the north to provide enough cover. The engineer directed the contractor to place a temporary structure at the proposed location of manhole 14 and a temporary sewer to maintain drainage. This manhole and sewer will be removed after the existing water main is removed and manhole 14 can be constructed in a proper location. The extra cost for Temporary Drainage Structure #14T - Extra was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The costs were deemed reasonable when compared with the time, equipment and material needed to complete the work.

CM 29

After the contract was awarded, it was discovered that the plans showed beveled water main sections being placed through one of the steel casings. Due to the beveling, the water main would not fit through the casing. Since the casing was already installed, the water main was redesigned, taking the casing into account. Due to additional beveled sections and the inherent extra work of placing this type of pipe, the contractor's work and costs have increased. The plans also did not provide for closure details, or bulkheads for the area between the water main and the casing. This extra is being set up as a budget amount; the extra cost for Budget for Misc 900 mm Water Main Additions is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

CM 31

The contract contains a special provision for the construction of a pump house. Within the special provision it indicates cast-in-place concrete for the pump house. This item was inadvertently omitted from the list of bid items. The item was originally set up on contract modification 7 and now represents the budget amount to date. The contractor was directed to provide all the Labor, Equipment and Materials to do the work specified in the above referenced special provision. This item is being set up as a budget amount, the extra cost for Cast-in-Place Concrete, Force Account is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

These Extras were recommended for approval by the State Transportation Commission at its August 21, 2008, meeting, and are now recommended for approval by the State Administrative Board on September 2, 2008.

Criticality: These extras are critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

Purpose/Business Case: These extra items are essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 69.95%; Wayne County, 12.56%, State Restricted Trunkline, 17.49%, unless otherwise noted.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items are required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48170.

In accordance with MDOT's policies and procedures and subject to concurrence by the Federal Highway Administration, the preparation and award of the appropriate documents approved by the Attorney General, and compliance with all legal and fiscal requirements, the Director recommends for approval by the State Administrative Board the items on this agenda.

The approval by the State Administrative Board of these contracts does not constitute the award of same. The award of contracts shall be made at the discretion of the Director-Department of Transportation when the aforementioned requirements have been met. Subject to exercise of that discretion, I approve the contracts described in this agenda and authorize their award by the responsible management staff of MDOT to the extent authorized by, and in accordance with, the December 14, 1983, resolution of the State Transportation Commission and the Director's delegation memorandum of October 31, 2006.

Respectfully submitted,

Kirk T. Steudle
Director

Mr. DeBano presented the Transportation and Natural Resources Committee Report for the regular meeting of August 27, 2008. After review of the foregoing Transportation and Natural Resources Committee Report, Mr. DeBano moved that the Report covering the regular meeting held August 27, 2008, be approved and adopted. The motion was supported by Mr. Isom and unanimously approved.

8. MOTIONS AND RESOLUTIONS:

NONE

9. ADJOURNMENT:

Mr. DeBano moved to adjourn the meeting. The motion was supported by Ms. MacDowell and unanimously approved. Mr. Hofmeister adjourned the meeting.

SECRETARY

CHAIRPERSON