2011

MDOT: A Guide for Legislators

Michigan Department of Transportation

"Michigan's two peninsulas were connected on Nov. 1, 1957, with the opening of the Mackinac Bridge across the Straits."

Dear Legislator: *January 2011*

As you progress in your career with the Michigan Legislature, I look forward to working with you to maintain our transportation system as one of the best in the nation. This publication is designed to assist you and your staff in gaining a better understanding of how we conduct business at the Michigan Department of Transportation (MDOT).

Good transportation is critical to Michigan's economic recovery. Today, Michigan has some of the world's finest and most reliable highway infrastructure. Our state is also well-served by rail freight and air cargo, by rail and aviation passenger systems, by local and intercity buses, by ports that serve Great Lakes shipping, and by a highly praised network of recreational trails, as well as on-road facilities for bicycles and pedestrians.

But the hard fact is that for the first time in decades, revenue for transportation is falling. Michigan Transportation Fund revenues have declined 12.5 percent since their peak at 2004. It's a trend that impacts MDOT and all of Michigan's transportation providers. It's a trend that will accelerate as motorists continue to buy more fuel efficient vehicles, and as vehicle fuel efficiency continues to rise. And as business costs increase, the purchasing power of transportation funds will further erode.

The Legislature recognized the trends in 2007, and created the Transportation Funding Task Force to provide long-range proposals and guidance. That task force reported in 2008 that revenues from all sources would need to at least double in order to keep pace with our needs.

The decisions made by the new Legislature regarding transportation funding have the potential to set the course for generations to come. As a state, we face the reality that without additional transportation investment in the future, the condition of our highway system will deteriorate dramatically. Without additional investment, we will fail to capture new opportunities for improvement in air, rail and transit systems that are critical to attracting and retaining businesses in Michigan.

Whatever the resources that are available, MDOT remains committed to building and maintaining our systems to the highest possible standards. Mobility and safety for residents, visitors and businesses remains paramount in our decision-making process. We continuously strive to stretch taxpayer dollars, make the best use of technology, gather public input, and leverage success by partnering with the private sector and other transportation providers. MDOT is committed to developing and maintaining a transportation system that keeps every resident mobile, fuels the state's economy, and enhances quality of life.

I look forward to working with you in the future. If you have questions concerning any of the material in this publication, please contact either my office or Kelly Bartlett, Director of Governmental Affairs.

Sincerely,

Kirk T. Steudle, P.E.
Director
Michigan Department of Transportation

Michigan Department of Transportation

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

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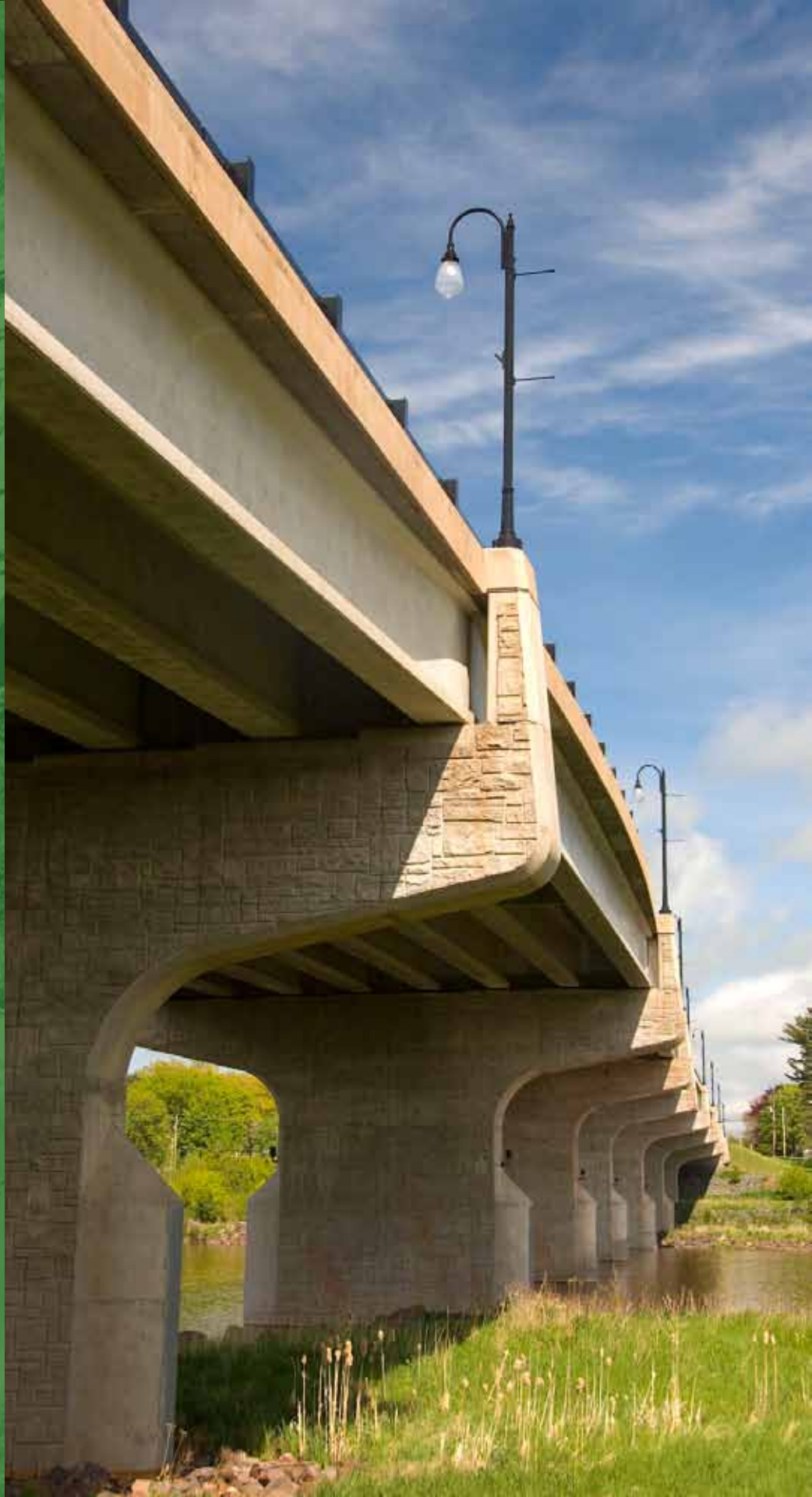
Table of Contents

MDOT Organization 5
Highway Operations 6
Highway Development 6
Highway Delivery 7-8
Bureau of Transportation Planning 9-10
Bureau of Passenger Transportation 11-13
Bureau of Aeronautics and Freight Services 14-15
Commission 16
Disadvantaged Business Enterprise Program 17
Transportation Funding 18-20
Transportation Budget 21-22
Fiscal Year 2011 Investment 23
Funding Distribution 24-26
Grant Programs 27-28
Safe Routes to School Program 29

Frequently Asked Questions 31-35

Region Offices
Contact Information for Region Offices and Transportation Service Centers 36-37

Michigan Department of Transportation



MDOT Organization

Overview of MDOT

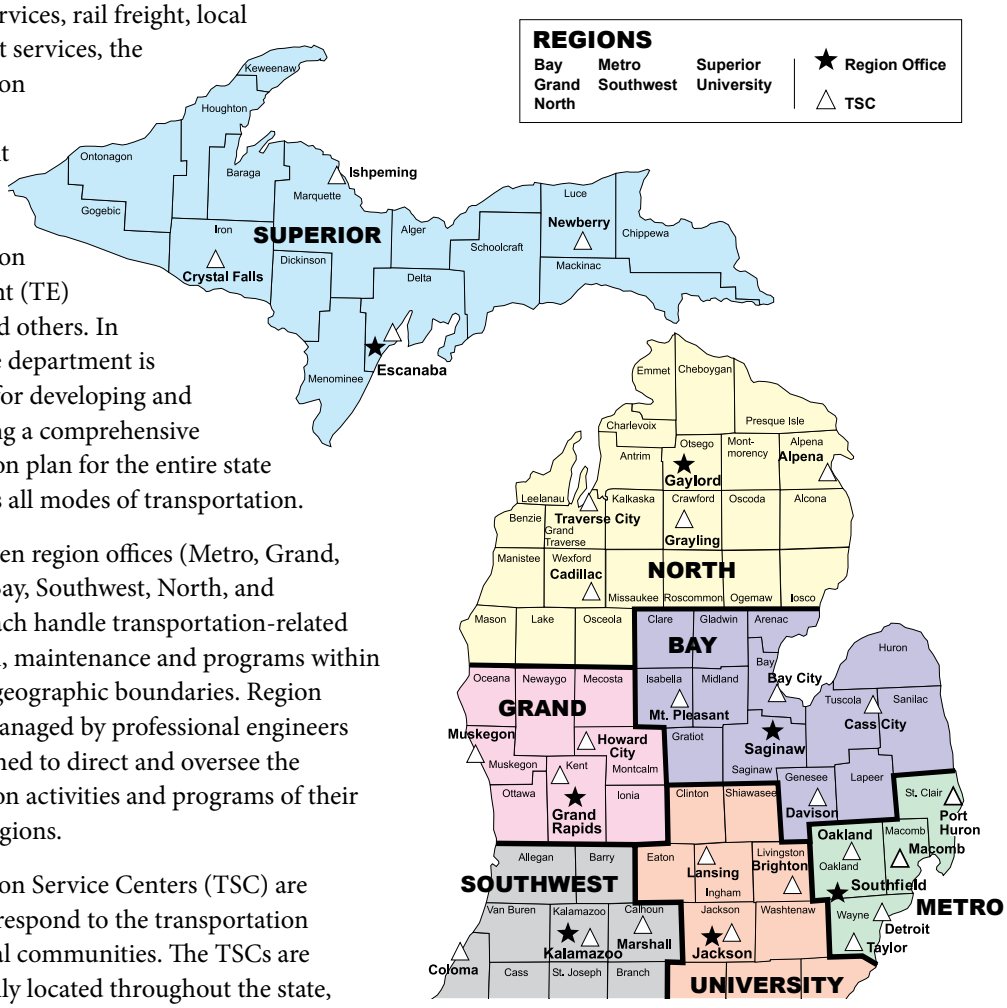
The Michigan Department of Transportation has direct jurisdiction over Michigan's 9,655-mile state highway system, comprised of all the Interstate, U.S.-, and M-numbered routes. It is the backbone of Michigan's 120,000-mile highway, road and street network. The state also owns:

- 4,641 highway, railroad and pedestrian bridges
- 530 miles of railroad track (which is managed by private operators)
- 103 miles of nonmotorized trails
- 4 airports

MDOT also administers other state and federal transportation programs for aviation, intercity passenger services, rail freight, local public transit services, the Transportation Economic Development Fund (TEDF), the Transportation Enhancement (TE) program, and others. In addition, the department is responsible for developing and implementing a comprehensive transportation plan for the entire state that includes all modes of transportation.

MDOT's seven region offices (Metro, Grand, University, Bay, Southwest, North, and Superior), each handle transportation-related construction, maintenance and programs within the region's geographic boundaries. Region offices are managed by professional engineers who are trained to direct and oversee the transportation activities and programs of their respective regions.

Transportation Service Centers (TSC) are designed to respond to the transportation needs of local communities. The TSCs are geographically located throughout the state, so that no Michigan resident is more than an hour from a TSC. Typically there are three or four TSCs in each Region. The TSCs perform a number of functions, including issuing permits, performing road and bridge construction and maintenance, and responding to urgent transportation needs, such as road closures due to storm damage. TSC staff also advise local residents about state and federal funding opportunities to meet local needs; and provide road and travel information for construction schedules, detours, road closures, traffic delays, bad weather conditions, traffic volume counts, bus and train schedules, and state, county and city maps.



Highway Operations

MDOT's Highway Operations is comprised of two bureaus, Highway Development and Highway Delivery; seven regions; the Office of Research and Best Practices; and the Office of Operations Administrative Services. MDOT is responsible for nearly 10,000 miles of highways that carry 53 percent of all traffic and around 70 percent of commercial truck traffic in Michigan.

Highway Development

The Highway Development Bureau is comprised of two divisions: Real Estate and Design. The Real Estate Division provides real estate services, including the appraisal and acquisition of right of way, and the disposal of department-owned property. The Real Estate Division also develops and processes cost participation agreements with Act 51 agencies, administers the Trunkline Railroad Program, and performs outdoor advertising control, construction permitting, and utility coordination.

The Design Division provides documents and services in support of the department's strategic goals. These duties include:

- Prepare construction/reconstruction plans for bridges and related structures.
- Provide engineering data regarding utilities, drainage, and roadside development.
- Conduct Quality Assurance Reviews to ensure that plans and proposals are prepared in conformance with the Federal Highway Administration (FHWA), the American Association of State Highway and Transportation Officials (AASHTO), and MDOT standards.
- Develop or revise manuals, standard plans, special details, and other design guidance documents used in the development of plan/proposal packages
- Prepare final engineers estimates for all trunkline projects let for construction.
- Coordinate and implement automated engineering systems and standards.
- Administer federal and state aid programs for local agencies.
- Acquire aerial mapping photography and accumulates survey data, while maintaining statewide survey information and surveying infrastructure used by both MDOT and non-MDOT entities.

Highway Delivery

The Bureau of Highway Delivery has two divisions: Construction and Technology, and Operations.

Construction and Technology Division

The Construction and Technology Division serves as the resource and service area for a wide variety of critical needs throughout the regions and central office. Its responsibilities include:

- Provide engineering support and technical expertise to the regions for pavements, bridges, materials, specifications, geotechnical design, traffic control, environmental mitigation, and preservation.
- Oversee inspections for bridge conditions across the state trunkline system and maintain the overall database of bridge conditions and safety concerns for every bridge in the state.
- Develop and implement standards, specifications, methods, and procedures for construction.
- Administer the annual capital bridge preservation program and the capital preventive maintenance program for roads; and provide specialized engineering oversight and support to the operational aspects of these programs.
- Provide the engineering, materials control, and testing oversight for the concrete and bituminous paving and bridge fabrication programs for MDOT and local agencies.
- Plan, develop, and implement road and bridge management functionality on a statewide basis.
- Develop and implement a quality control/quality assurance testing and materials control plan for the construction program.
- Maintain a research and development program that partners with universities and other researchers to bring innovation and creative solutions to the planning, design, construction, and maintenance programs of the state trunkline system.
- Prepare and publish the *Standard Specifications for Construction*, and all testing and materials procedures manuals used by MDOT and numerous agencies and entities across the state.
- Identify required training needs and establish programs to meet these needs for MDOT, local agencies, and consultants.
- Maintain the warranty database and administer program.
- Pavement design and pavement data collection.
- Conduct specialized infrastructure testing and monitoring for:
  - Structure Vibration
  - Noise
  - Pavement Friction
  - Bridge Load Rating

Operations Division

There are four primary areas within the Operations Division: Maintenance, Traffic and Safety, System Operations and Management, and the Safety and Security Administration.

The Highway Maintenance Operations Program is responsible for maintaining the integrity of the state trunkline system through routine, preventive, reactive, and emergency maintenance in all 83 counties. General categories of maintenance work performed are for the following: winter operations, surface, shoulder, structure, sign and signal, and roadside. MDOT also maintains 14 Welcome Centers, 67 rest areas, 80 parks, 42 table sites, and 22 scenic turnouts.

The Highway Maintenance Operations Program is coordinated throughout the state in conjunction with the MDOT's Capital Preventive Maintenance Program and Strategic Plan. The department maintains an inventory of 27 separate physical features on the state trunkline system that are maintained by the department or other local agency partners, and include such items as: state trunkline miles, bridges and culverts, moveable bridges, catch basins, signs, traffic signals, freeway rest areas, water wells, guardrail, etc.

The Traffic and Safety area uses comprehensive highway traffic engineering technology in all phases of the department's effort to reduce traffic crashes and injuries, vehicle delay, fuel consumption, pollution, and operating costs by increasing the safety, efficiency, and capacity of the state trunkline system. Its responsibilities include:

- Determine the need for traffic control devices.
- Administer traffic operations and safety programs.
- Maintain a traffic engineering data records system.
- Study driver behavior, vehicular capabilities, and interactions.

The System Operations and Management Section focuses on several key areas; Traffic Incident Management, Congestion and Mobility, Intelligent Transportation Systems (ITS), and Work Zone Management and Mobility.

Traffic Incident Management provides a comprehensive program to ensure safe, efficient, and reliable travel on the state's transportation system during incidents. This includes tracking incidents, evaluating performance measures, training, and developing of new and improved incident management guidelines. This unit will partner with other stakeholders in incident management such as fire, law enforcement, EMS, towing and recovery, and environmental agencies.

The **Congestion and Mobility** area provides comprehensive congestion and mobility programs to ensure safe, efficient, and reliable travel on Michigan's transportation system. This includes identification, prioritization and planning of initiatives, projects, preparation of standards and specifications, development of new and improved operations, equipment and systems for system operation, and management initiatives.

The **Intelligent Transportation Systems** (ITS) unit utilizes traffic cameras, signs, detectors, weather stations, and other devices to provide traveler information, reduce congestion, assist in incident management, and improve operational performance and integration of the transportation system. The implementation of ITS technologies increases safety for motorists, creates economic benefits, and in general results in an improved quality of life for all travelers.

The **Work Zone Management and Mobility** unit creates, modifies and maintains statewide policy, procedures, rules and regulations regarding work zone processes during design and construction as well as. The unit also is responsible for implementation and adjustments of work zone traffic control and the development and training of staff statewide in work zone practices.

There are four primary roles for MDOT in Safety and Security. The emergency management function covers five phases which include protection, preparedness, response, recovery, and mitigation. In the area of Homeland Security, MDOT is responsible for protecting its critical infrastructure and other areas within its influence. The function of Occupational Safety is to prevent injuries and illnesses through heightened employee awareness, uniformity, training opportunities, development of safe work practices or conditions, and regulatory compliance. Safety and Security staff also are responsible for environmental, safety and security site reviews and audits of MDOT facilities, providing hazardous materials training, and hazardous materials routing.

Bureau of Transportation Planning (BTP)

BTP performs transportation planning for all modes of transportation. BTP monitors statewide travel and traffic volumes, and forecasts travel demand. Together with other transportation providers and with input from the general public, it develops the State Long Range Plan, required as a condition of federal aid. In cooperation with metropolitan planning organizations (MPO), rural task forces, small cities, and MDOT bureaus, it produces the federally required State Transportation Improvement Program (STIP), which contains all federal-aid surface transportation projects within Michigan, identifies funding, and schedules these projects for construction in the annual Five-Year Transportation Program of road and bridge investment. The bureau also analyzes state and federal legislation pertaining to all modes, oversees the department's carpool parking lot and nonmotorized programs, and works with the State Transportation Commission on issues of transportation policy. It conducts environmental analysis under the National Environmental Policy Act and air quality conformity modeling under the Federal Clean Air Act to meet the requirements for federal highway funding.

The State Long-Range Plan (SLRP)

The SLRP guides transportation investment decisions. Known as the MI Transportation Plan, it identifies current and emerging needs for all modes of transportation within the state and sets investment priorities for meeting those needs. The SLRP spans a 20-to-25-year period and is updated approximately every five years. MDOT has relied on representatives from diverse stakeholder groups to provide public input as part of these updates.

The State Transportation Improvement Program (STIP)

The STIP is a three-year list of specific investments in the system. The STIP includes all federal-aid projects for transit, rural roads, and state trunkline projects in MPO areas. Rural residents outside of MPO boundaries can attend local meetings of transit agencies, road commissions and city, village and township boards to advocate for transportation improvements to be included in the program. MDOT region and TSC offices work closely with the public, and provide a conduit for addressing local needs.

The STIP is developed concurrently with MPO Transportation Improvement Programs (TIPs), which are prepared for each urbanized area and also cover a three-year period. MPO-area TIPs list all federally funded transit and state trunkline projects, and any federal-aid local road projects within the MPO boundary. MPOs conduct their own formal public involvement processes required for preparing each TIP.

The most recent STIP was completed and approved in 2010.

MDOT's Five-Year Transportation Program and Annual Call for Projects

During the Annual Call for Projects, which adds a new year to the previous year's Five-Year Transportation Program, MDOT TSCs throughout the state communicate with rural task forces, county road commissions, MPOs, cities, and villages to evaluate the list of prospective road and bridge projects. The scope of the Five-Year Transportation Program includes investments in road, bridge, rail, transit, marine, ports, and aviation.

The Five-Year Transportation Program is approved annually by the State Transportation Commission and transmitted to the Legislature by March 1.

Public Involvement in Transportation Decisions

Public involvement, essential for effective transportation planning, is required by the National Environmental Policy Act and under Title 23; Section 450.212, Code of Federal Regulations. While the methods for carrying out public involvement are left to the discretion of each state, the public involvement processes must provide:

- Early and continuous opportunities for involvement.
- Timely information about transportation issues, processes, and procedures.
- Reasonable access to technical and policy information.
- Use of visualization techniques to communicate issues and concepts.
- Adequate notice of involvement opportunities at key decision points.
- Methods for considering and responding to public input.
- A course of action for considering and seeking out the needs of traditionally underserved groups.
- Periodic review and evaluation of the public involvement process.

Bureau of Passenger Transportation (BPT)

BPT administers MDOT's passenger transportation programs, including local transit, intercity bus, rail passenger[1] and for-hire passenger regulation, to provide a safe and balanced statewide network of passenger transportation services to meet the social, safety, and economic well-being of the state. BPT, in cooperation with local and regional transit agencies, authorities, and private passenger carriers, is responsible for the development and management of operating capital and technical assistance programs and projects, for purposes of providing coordinated local public transit, marine, and intercity bus transportation services and facilities statewide. BPT delivers and oversees over $200 million in federal and state programs a year. It also is responsible for the regulation of intercity buses and limousine vehicle safety.

Local Transit

Michigan public transit is a compilation of local public and non-profit service providers.

Service levels and types are defined at the local provider level. Both MDOT and the U.S. Department of Transportation/Federal Transit Administration provide financial support, technical assistance, and compliance oversight, but neither agency determines the types and levels of service.

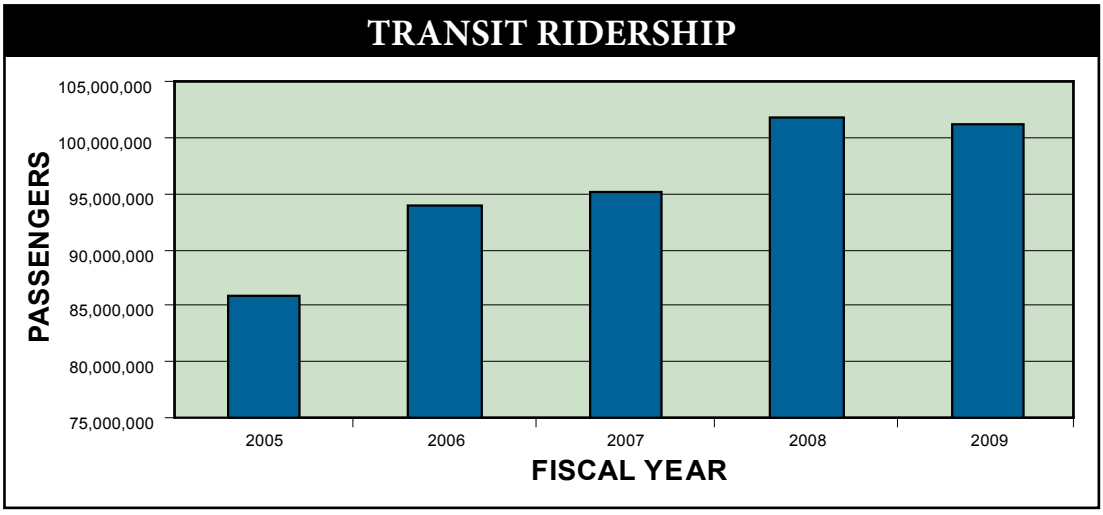
Michigan is served by 78 local public transportation systems and 39 specialized transportation service providers. All 83 Michigan counties are served by one or both of these services. Although all Michigan counties have some public transportation, there are still gaps in service.

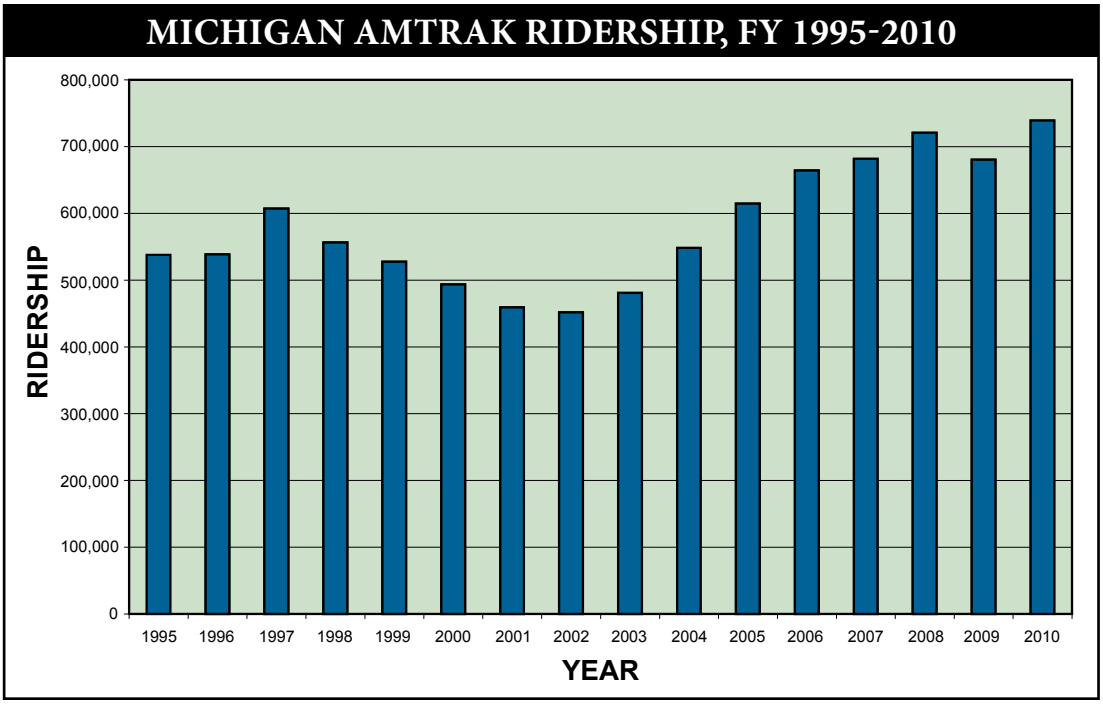
Michigan's public transit systems are categorized as urban and non-urban based on service-area population. Urban transit systems transported 92.6 million passengers in 2009, while non-urban area systems carried 7.14 million passengers. In 2009, an additional 1.5 million passengers, primarily senior citizens and persons with disabilities, were transported through the Specialized Services Program. Overall, there has been an increase in transit ridership of 17.8 percent since 2005.

Passenger Rail Services

Michigan is one of 14 states that contracts with Amtrak for the operation of trains that supplement the national Amtrak network, by extending the reach of passenger rail services or increasing frequencies on national routes. Amtrak offers intercity passenger rail services along three corridors

1 Passenger rail functions are currently being handled within the Office of High Speed Rail and Innovative Project Advancement





and serves 23 station communities in Michigan. Statewide ridership and revenue for the Michigan intercity passenger rail services has exploded during the past five years and reached an all-time high in FY 2010 of 739,398. Statewide figures show FY 2010 exceeding FY 2009 by 8.7 percent in ridership and 11.8 percent in revenues.

Intercity Bus Services

The two principal intercity bus carriers operating in Michigan are Greyhound Lines, Inc., and Indian Trails, Inc. Greyhound Lines and Indian Trails provide daily, regular route intercity bus service to 120 Michigan communities. These two carriers, through a combination of subsidized and unsubsidized services, form the intercity bus network in Michigan.

Between October 2009 and September 2010, Indian Trails transported 25,968 passengers over routes that consisted of 567,644 total bus miles in the Upper Peninsula. These routes generated more than $706,543 in revenue for Indian Trails. For this same period, Indian Trails transported 38,168 passengers, operating 513,914 bus miles in the Northern Lower Peninsula. The routes generated more than $814,643 in revenue for Indian Trails. Overall, the five routes carried 64,136 passengers in excess of 1 million bus miles.

Other Passenger Transportation Programs:

- Public transit services supported by MDOT with state and federal funds also include a state-managed commuter vanpool service.
- MDOT regulates the safety of intercity bus carriers, charter bus carriers, and limousine carriers under Public Acts 432 of 1982 and 271 of 1990.
- MDOT provides federally mandated state safety oversight of rail fixed guideway systems, which currently is limited to the Detroit People Mover.
- MDOT provides operating assistance and small amounts of capital support to the two eligible public transportation authorities that provide public ferry operations.

MICHIGAN'S INTERCITY BUS SYSTEM
LAKE SUPERIOR
LAKE MICHIGAN
LAKE HURON
LAKE ERIE
INTERCITY BUS SERVICES
Intermodal Station
Single Mode Station
Megabus.com
Miller Trailways
Greyhound
Indian Trails
Indian Trails (Michigan Flyer service)
Indian Trails (Subsidized)
Hiawatha
Huron
Sleeping Bear
Straits
Superior
Note: Detroit Metro Airport is served only by Indian Trail's Michigan Flyer. Megabus is an express service between Detroit, Ann Arbor, and Chicago with no other stops. The Hiawatha Route between Iron Mountain and Crystal Falls briefly travels through the State of Wisconsin and the Superior Route continues on to Milwaukee, WI.
DETROIT AREA INSET
PONTIAC
OAKLAND
SOUTHFIELD
DETROIT
WAYNE
DETROIT METRO AIRPORT
MONROE
To Toledo
To Chicago
To Indianapolis
MDOT
April 2010
Miles

Bureau of Aeronautics and Freight Services (BAFS)

BAFS is comprised of three divisions: Airports and Aviation Services, which services the needs of airports, pilots, air travelers and other airport customers; Freight Services; and Safety.

Airports Division

The Airports Division administers the State Airport Development Program, which provides project management for the programming, planning, design, safety evaluation, and construction of airports throughout Michigan. Funding for the State Airport Improvement Program comes from two sources, the Federal Aviation Administration Airport Improvement Program (AIP) and the State Airport Improvement Program. The funding for all AIPs breaks down as follows: 95 percent federal AIP money, 2.5 percent state airport development funds, and 2.5 percent local agency match.

The Airports Division also maintains responsibility for licensing and/or registering airports, flight schools, aircraft, and aircraft dealers. Each of Michigan's 236 public-use airports and heliports are inspected at least every three years. There are currently 80 flight schools, 217 aircraft dealers, and approximately 7,000 aircraft registered in the state. The division also maintains an active pilot safety and education program.

Aviation Services Division

The Aviation Services Division works to help communities attract and retain quality airline services that provide links to national and global markets. The Airport Preservation Program seeks to assist airports at risk of closure, working with sponsors to find innovative solutions to problems that threaten their airports.

MDOT has a grant program available to air-carrier airports for capital improvement, carrier recruitment and retention, and airport awareness activities. Of Michigan's 236 public-use airports, 18 are served by scheduled passenger carriers. As part of the bureau's all-weather access program, pilot information systems are located at 51 airports. These units enable pilots to access weather information, including near real-time radar images. Thirty-nine state-owned Automated Weather Observing Stations provide continuous weather information to pilots via voice, telephone, and computer. Bureau technicians maintain these systems, as well as four state-owned navigation aids.

Freight Services and Safety Division

The Freight Services and Safety Division works to ensure that Michigan's rail and port system meets the economic needs of the state and is safe for the motoring public and railroad employees.

State-owned Rail

MDOT manages approximately 530 miles of rail lines that are operated under contract by four private railroad companies. The Freight Services and Safety Division manages the property and undertakes major repair and rehabilitation projects as necessary to protect the state's investment and maintain service to shippers.

Under legislation enacted in July 1998, MDOT is required to divest three of the four remaining defined rail segments. The objective is to return commercially viable rail operations to the private sector, thus minimizing state involvement where it is not necessary to the state's transportation goals.

Loan Programs

The Freight Services and Safety Division administers the Freight Economic Development Program. Rail infrastructure improvements that facilitate economic development in Michigan are eligible for low-interest loans, which can be converted to grants when certain conditions are met. The division's other loan program - Michigan Rail Loan Assistance Program (MiRLAP) - was indefinitely suspended when the balance of the revolving-loan

fund was diverted to the General Fund at the end of FY 2010.

Railroad Crossing Safety

MDOT has regulatory responsibilities granted under the provisions of the Railroad Code of 1993. The Freight Services and Safety Division assesses the physical condition and safety needs of the approximately 4,800 public railroad crossings throughout the state. Funding is provided through the Local Grade Crossing Program to assist local road authorities and railroad companies with the development and implementation of projects that improve motorist safety at public railroad crossings under the jurisdiction of cities, counties, and villages. (Funding for railroad crossings on state trunklines is administered by Highway Development.) Most projects are connected to regulatory orders issued by the Rail Safety Section.

Marine and Port Services Programs

The programs in this category provide funding to eligible port and transportation authorities that provide public ferryboat service. Michigan law requires that cities, counties and the state approve a port authority's operating budget (since up to 50 percent are funded by the state and 25 percent each from the city or county).

Port Services Program

The Freight Services and Safety Division provides legislatively appropriated funding to assist the Detroit Wayne County Port Authority with its ongoing operations.

Commissions

State Transportation Commission (STC)

The STC is established in the Michigan Constitution, as amended, as a nonpartisan, six-member panel appointed by the governor. STC members are appointed to three-year terms. No more than three members of the STC can be affiliated with any one political party. The STC meets on the last Thursday of each month. STC meetings are subject to the rules and guidelines of the Open Meetings Act.

The role of the STC is to provide a public forum for transportation policy development, and to monitor progress toward broader policy goals. The Office of Commission Audit reports directly to the STC, and is charged with the overall responsibility to supervise and conduct auditing activities for MDOT. The auditor submits reports of financial and operational audits and investigations performed by staff for acceptance to the STC.

Commissioners

Jerrold M. Jung, Chairman

Ted B. Wahby, Vice Chairman

Linda Miller Atkinson, Commissioner

Chuck Moser, Commissioner

James S. Scalici, Commissioner

Todd Wyett, Commissioner

Frank E. Raha III,
MDOT Commission Advisor: 517-373-2110

Aeronautics Commission

The Aeronautics Commission was created by Act 327 of 1945. The commission is charged with the general supervision of all aeronautics within the state and is empowered to make and issue rules and regulations governing the location, design, building, equipping, and operating of all airports and other aeronautical facilities; governing the curriculum, equipment, personnel, operation and management of all schools of aviation; and making such other rules as it may consider necessary to properly carry out the provisions of the Michigan Aeronautics Code.

Of the nine commission members, five are appointed by the governor, with the advice and consent of the Senate, to serve four-year terms. Upon expiration of a term, a member may continue to serve until a successor is appointed. The other four members serve by virtue of their positions in state government.

Aeronautics Commissioners

James M. Collins, Chair

Russell A. Kavalhuna, Vice Chair

Sidney A. Adams, Commissioner

Terry Everman, Commissioner

Jonathon Freye, Commissioner

Capt. Dan Atkinson, Commissioner

Brig. Gen. Robert Johnston, Commissioner

Scott Heather, Commissioner

Bureau of Aeronautics Director,
Vacant, Commissioner

Disadvantaged Business Enterprise (DBE) Program

The primary goal of the DBE Program is to ensure that firms owned and operated by minorities, women, and other socially and economically disadvantaged persons have the opportunity to grow and become self-sufficient.

Types of businesses that MDOT is primarily interested in are minority-owned businesses that specialize in road construction, surveying, bridge work, pavement marking, landscaping, asphalt or concrete paving and repair, overhead and permanent traffic signs, microsurfacing, highway project cleanup, and road design. The DBE Program is federally funded.

There were 588 DBE firms certified with MDOT as of December 2010.

MDOT welcomes applications from firms that are at least 51 percent owned by a socially and economically disadvantaged individual(s), and who meet other federally mandated criteria.

Transportation Funding

Revenues

Transportation revenue is generated by road-user fees. State taxes on fuel and vehicles are restricted to road construction and public transportation by Michigan's Constitution. General Fund revenues are not used for transportation, except for 4.65 percent of vehicle-related sales tax, which is used for public transit.

"The typical Michigan motorist pays 2 1/2 cents in user fees per mile traveled, or a little over $1 a day for Michigan's entire road and transit system."

Fuel Taxes

Roughly one-third of Michigan transportation revenue comes from Michigan road-user fees applied to gasoline and diesel fuel. This amount fluctuates with the amount of travel and truck shipping, and falls with increases in vehicle efficiency. Road-use taxes of 19 cents per gallon on gasoline and 15 cents per gallon on diesel fuel generate about $850 million each year. Increased fuel prices do not increase transportation funding, as fuel taxes are levied at flat rates per gallon. Higher fuel prices have led motorists to conserve fuel, reducing transportation revenue. Road-user fees are collected on propane used to propel vehicles, but not on natural gas, hydrogen, or electricity.

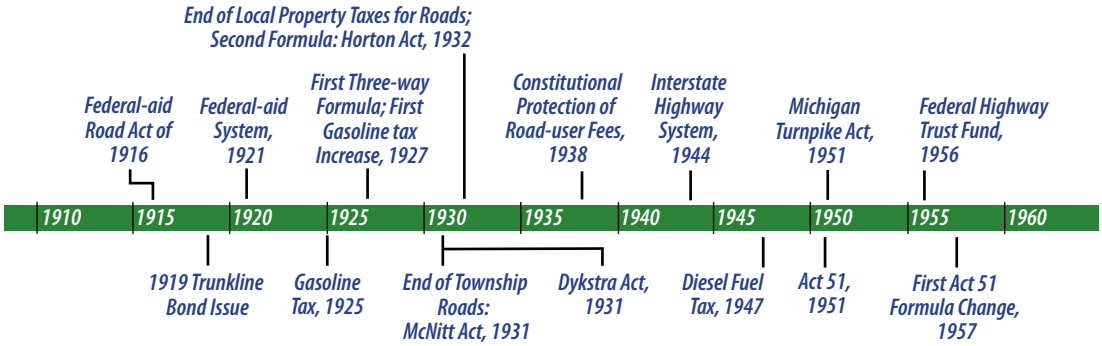
Vehicle Registration Taxes

Another third of transportation funding comes from Michigan vehicle registration taxes, generating about $840 million per year. For autos and light trucks, these taxes are based on each vehicle's list price, starting at 0.5 percent of the base price for a new car and reduced for cars four years old or older. Heavy-truck registration taxes are based on the gross weight that each truck owner elects to register the truck to carry. Diesel-truck fuel and registration taxes are not collected according to where the fuel or license plates are bought, but are apportioned according to the miles traveled in each state.

Federal Aid

The last third of state transportation finance comes from federal aid. Federal fuel taxes of 18.4 cents per gallon on gasoline and 24.4 cents per gallon on diesel fuel are returned to the state for roads and public transportation. Federal aid is provided by several formulas, one for each federal transportation program. Six major highway programs and three major public transportation programs deliver most federal surface-transportation aid.

Federal fuel taxes are divided into two accounts for distribution to the states: highway and public transit. Of the fuel taxes paid in by Michigan road users, Michigan receives 92 percent of its Highway Account taxes back through the federal formulas, and roughly 52 percent (in 2006) of the transit tax.



Federal funds for the federal-aid highway program are not cash and are not usually in the form of grants. Rather, the federal government reimburses MDOT for part of the cost of certain classes of road projects, if the projects comply with federal requirements. These reimbursements typically cover 80 percent of project cost; the remainder must come from state or local funds. The federal funds are not delivered until each project is completed to federal standards.

Federal funds for the federal transit program are usually in the form of formula and discretionary grants that MDOT must apply for. MDOT is reimbursed by the federal government for part of the cost of approved projects. Similar to road projects, these reimbursements typically cover 80 percent of the project, and the remainder must come from state or local funds.

Almost all state highways, and approximately 23,000 miles of major county roads and city streets, are eligible for federal aid. Lightly traveled roads and streets are not eligible. Michigan law requires that 25 percent of federal aid be made available for use by local road agencies. Routine maintenance is not an eligible expense.

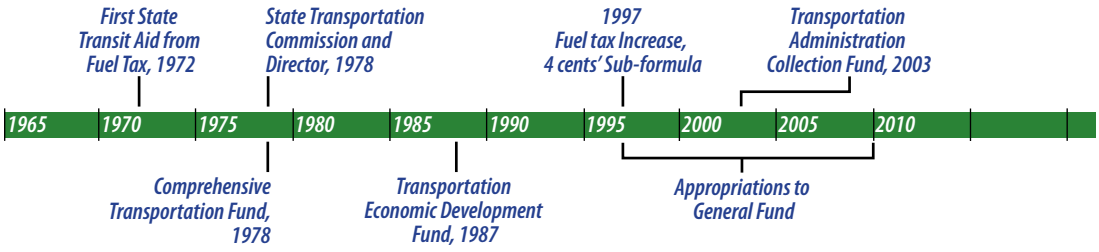
The federal-aid highway program expired on Sept. 30, 2009, and has been temporarily extended. When Congress reauthorizes it, it could change the rules by which federal aid is distributed.

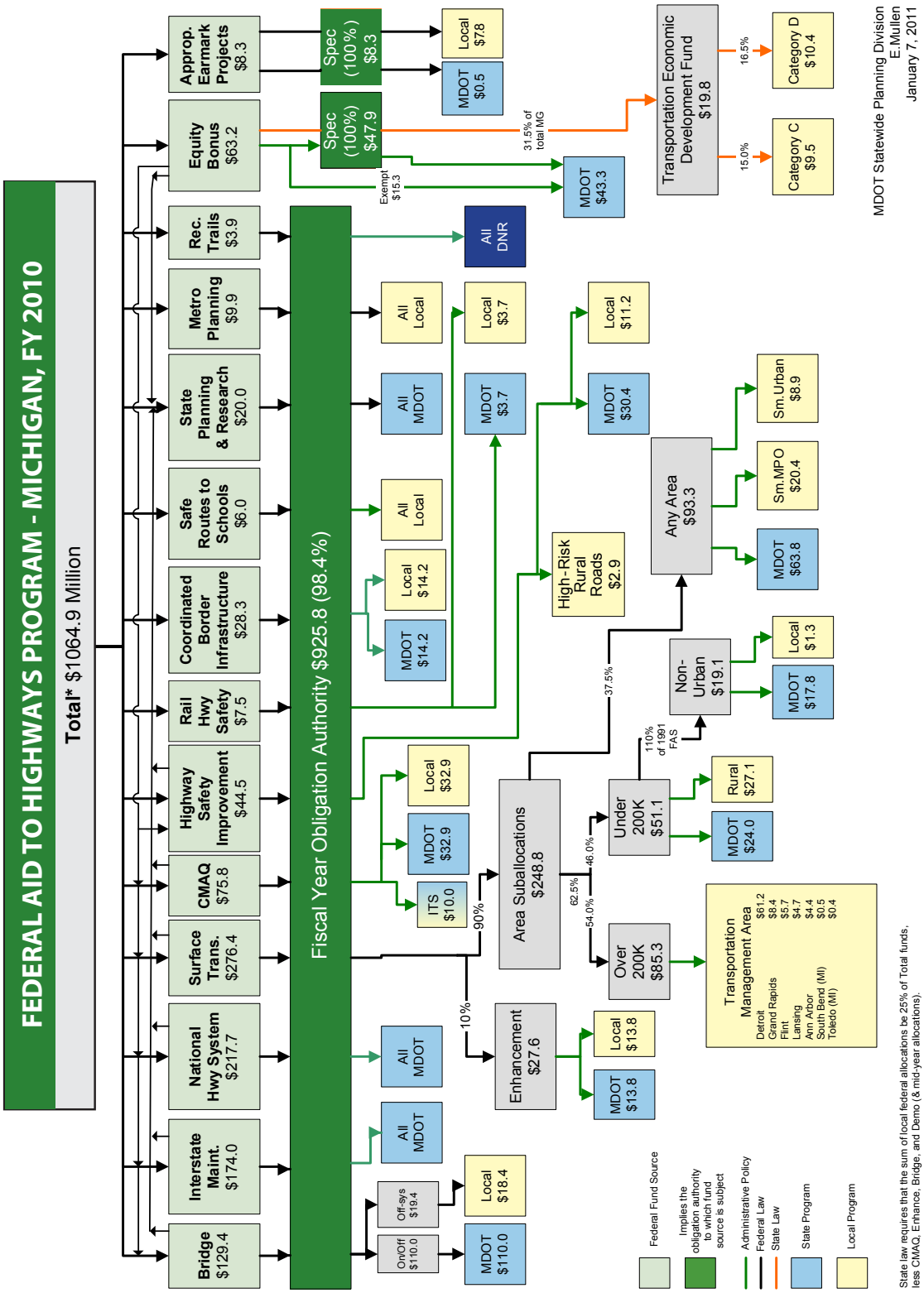
Transportation Funding Task Force (TF2)

The TF2, convened by P.A. 221 of 2007 to study the adequacy of transportation finance in Michigan, found that the rate of transportation investment by all levels of government should be approximately doubled to $6 billion a year to provide a good transportation system for Michigan's future. To view the Task Force's report, visit the TF2 Web site at www.michigan.gov/tf2.

High-Speed Rail Grants

Three Michigan communities have been selected to receive $40.3 million in funding from the American Recovery and Reinvestment Act (ARRA) through the Federal Railroad Administration's High-Speed Intercity Passenger Rail Program announced in February 2009. These grants are 100 percent federal funds; no state/local match is required. Michigan also is in the process of receiving $161.1 million in federal High-Speed Intercity Passenger Rail funding announced in October 2010, but these funds do require state match.



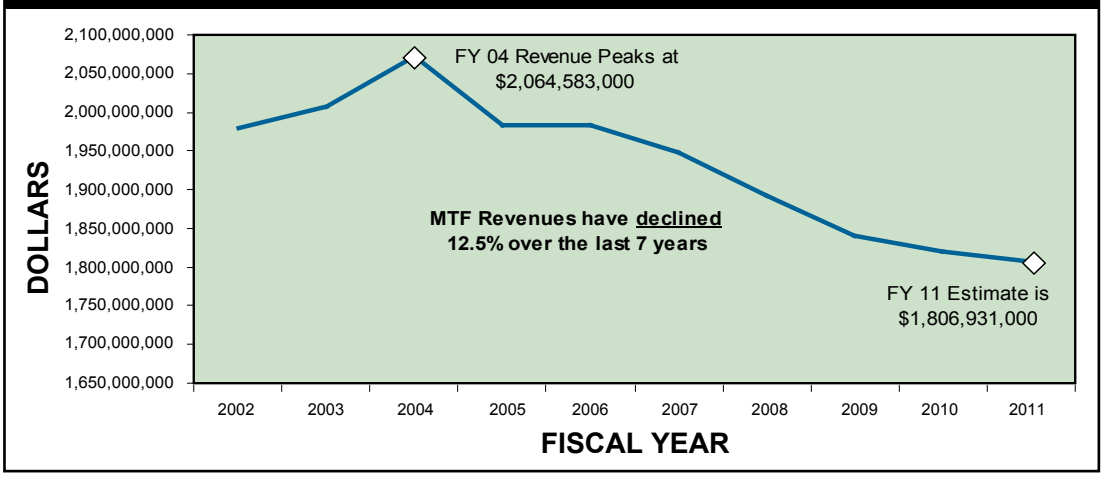

FEDERAL AID TO HIGHWAYS PROGRAM - MICHIGAN, FY 2010
Total* $1064.9 Million
Bridge $129.4
Interstate Maint. $174.0
National Hwy System $217.7
Surface Trans. $276.4
CMAQ $75.8
Highway Safety Improvement $44.5
Rail Hwy Safety $7.5
Coordinated Border Infrastructure $28.3
Safe Routes to Schools $6.0
State Planning & Research $20.0
Metro Planning $9.9
Rec. Trails $3.9
Equity Bonus $63.2
Approp. Earmark Projects $8.3
Fiscal Year Obligation Authority $925.8 (98.4%)
OnOff $110.0
Off-sys $19.4
MDOT $110.0
Local $18.4
All MDOT
All MDOT
10%
90%
Enhancement $27.6
MDOT $13.8
Local $13.8
ITS $10.0
MDOT $32.9
Local $32.9
MDOT $14.2
Local $14.2
All Local
All MDOT
All Local
All DNR
Local $3.7
MDOT $3.7
Area Suballocations $248.8
62.5%
54.0%
46.0%
37.5%
Over 200K $85.3
Under 200K $51.1
110% of 1991 FAS
MDOT $24.0
Rural $27.1
Transportation Management Area
Detroit $61.2
Grand Rapids $8.4
Flint $5.7
Lansing $4.7
Ann Arbor $4.4
South Bend (MI) $0.5
Toledo (MI) $0.4
High-Risk Rural Roads $2.9
MDOT $30.4
Local $11.2
Non-Urban $19.1
MDOT $17.8
Local $1.3
Any Area $93.3
MDOT $63.8
Sm.MPO $20.4
Sm.Urban $8.9
Spec (100%) $47.9
Spec (100%) $8.3
MDOT $0.5
Local $7.8
Exempt $15.3
31.5% of total MG
MDOT $43.3
Transportation Economic Development Fund $19.8
15.0%
16.5%
Category C $9.5
Category D $10.4
Federal Fund Source
Implies the obligation authority to which fund source is subject
Administrative Policy
Federal Law
State Law
State Program
Local Program
State law requires that the sum of local federal allocations be 25% of Total funds, less CMAQ, Enhance, Bridge, and Demo (& mid-year allocations).
MDOT Statewide Planning Division
E.Mullen
January 7, 2011

Department of Transportation Budget

Budget Issues

Since peaking in FY 2004, Michigan Transportation Fund (MTF) revenues have declined 12.5 percent due to reduced vehicle sales, less commercial activity, and motorists shifting to more fuel efficient vehicles. Simultaneous increases in materials and labor costs have eroded the purchasing power of these revenues. Nearly all of MDOT's revenues are constitutionally dedicated to transportation purposes. P.A. 51 of 1951 controls the distribution of transportation revenues.

MICHIGAN TRANSPORTATION FUND REVENUES HAVE DECREASED BY $258 MILLION SINCE FISCAL YEAR 2004

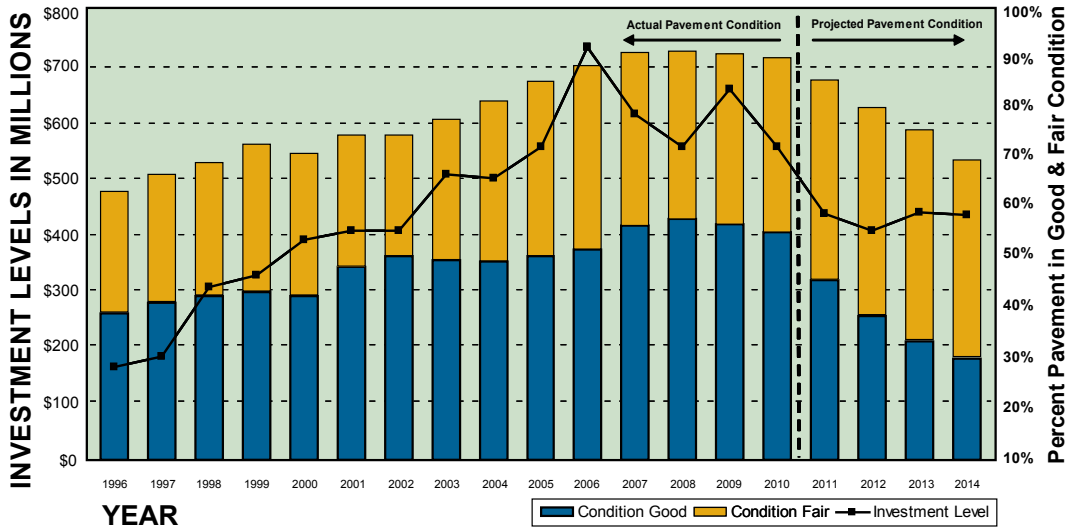


Source: State Budget Office, 2010

Michigan's current level of transportation revenues, even with all available federal aid, has not prevented pavement conditions from worsening. Pavement conditions on MDOT's state trunkline system are expected to decline, from 90 percent "good and fair" at present to a projected 70 percent in FY 2014. As MTF annual revenues have *declined* 12.5 percent since FY 2004, the Highway and Street Construction Producer Price Index has *increased* 38.5 percent from 2004 to 2009.

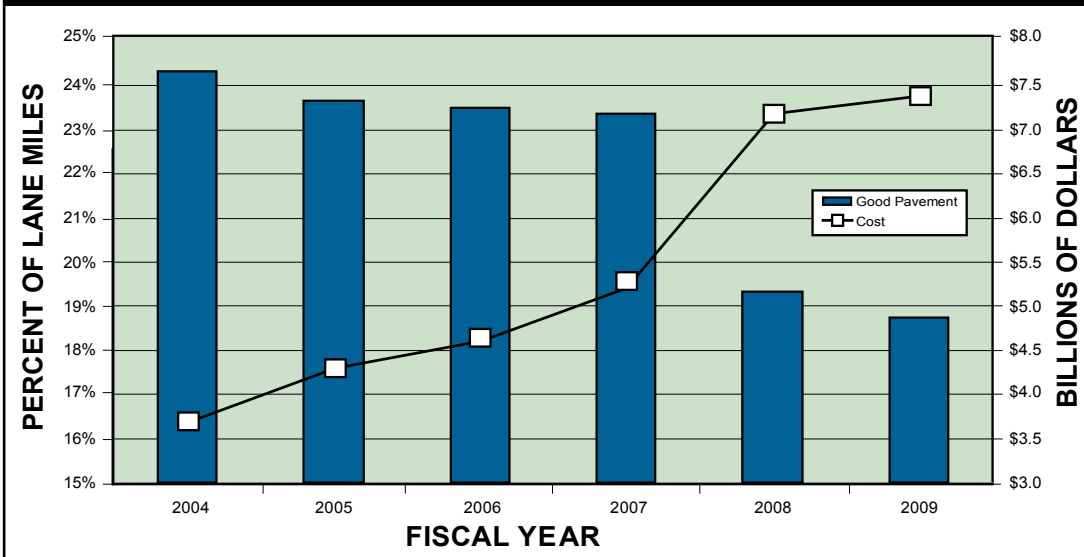
County roads and city streets already are deteriorating, causing the state's entire road system (state, county, and municipal) to lose an average of $740 million per year in value. "Poor" road conditions are more costly to repair than maintaining those already in "good" condition. Since 2004, the cost to restore all pavements to "good" condition grew by $3.7 billion.

MDOT - STATE TRUNKLINE SYSTEM PAVEMENT INVESTMENT LEVEL VS. PAVEMENT CONDITION



Source: Bureau of Transportation Planning, 2010

COST OF RETURNING ALL STATE, COUNTY, AND MUNICIPAL LANE MILES TO GOOD CONDITION



Source: Transportation Asset Management Council Annual Report, 2010

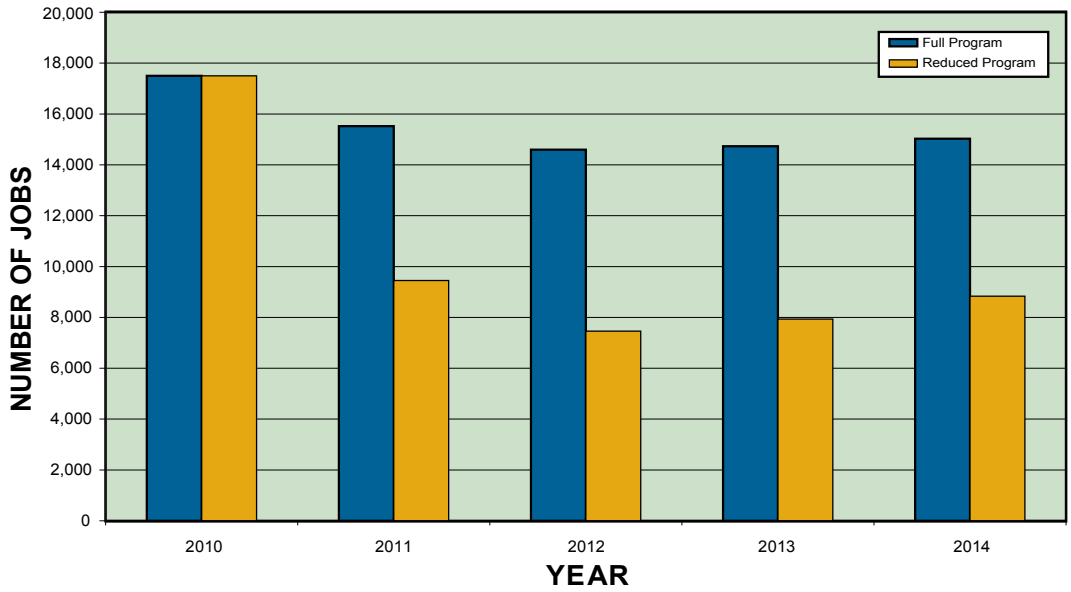
Fiscal Year 2011 Investment

MDOT is able to advance a fully funded highway program in FY 2011 as a result of one-time funding shifts within its budget. A shortfall in state funds to match federal aid was restored due to these budget adjustments.

MDOT's FY 2011 Highway Program investment is approximately $1.1 billion, including pre-construction phases (project scoping, environmental clearance, design, right-of-way acquisition) and construction projects. The FY 2011 Highway Program investments include $278 million in routine maintenance activities such as snowplowing, roadside maintenance, and necessary repairs on road and bridges between major projects. It provides Michigan travelers with approximately 123 miles of improved roads, and repairs to more than 187 bridges. MDOT will maintain the road system by extending the life of approximately 1,500 miles of pavement through the Capital Preventive Maintenance Program.

MDOT's FY 2011 public transportation program is approximately $282 million. These funds provide operating and capital assistance for local and intercity public transportation providers, and preserve Michigan's rail freight infrastructure, helping to ensure transportation methods that are critical to Michigan residents and the economy.

NUMBER OF JOBS SUPPORTED BY TRANSPORTATION PROGRAM



Source: 2011-2014 Five Year Transportation Program, 2010

Funding Distribution

Michigan Transportation Fund (MTF)

The MTF was established by Act 51 of 1951, which is the primary transportation-funding law. Act 51 appropriates road-user fees to MDOT and local governments. Other distributions are made in the Vehicle Code and by the Transportation Economic Development Fund law. The MTF is the repository for all fuel and vehicle tax revenues.

MTF Distribution Formula

All fuel and vehicle taxes are credited to the MTF, except for $5.75 per vehicle credited to the Department of State for vehicle registration operations, $2.25 per vehicle to the Michigan State Police, and $15 per heavy truck to the Truck Safety Commission. Two percent of gasoline tax revenues are credited to the Recreation Improvement Fund, representing the amount of gasoline taxed for road use but used off-road by boats, snowmobiles, cycles, and other recreational vehicles.

After these "off-the-top" appropriations, Act 51 distributes the MTF to road agencies, and to the Comprehensive Transportation Fund (CTF) for public transportation as shown below. What is often called "the Act 51 formula" is actually the sum of about 11 major standing appropriations dividing transportation revenues between state highways, public transportation, county roads, and city and village streets. Act 51 produces this division of the MTF:

- State trunklines - 35.8 percent
- County roads - 35.3 percent
- City and village streets - 20.0 percent
- Comprehensive Transportation Fund - 8.8 percent

State Trunkline Fund (STF)

The STF is used by MDOT for administration, maintenance, construction and debt service for the state trunkline highway system (routes identified by M-, U.S.-, or I-series numbers).

Local Distributions

Act 51 also contains formulas distributing the local shares of the MTF among 83 county road commissions and 630 cities and villages. Approximately $1 billion in user fees is distributed to local units each year. In some jurisdictions, this state aid is supplemented by county, township, and municipal property taxes for transportation use.

Comprehensive Transportation Fund (CTF)

The CTF is used for public transportation systems. Revenues are from road-user taxes and 4.65 percent of the vehicle-related sales tax. The CTF receives approximately 8.8 percent of the MTF for distribution to local and intercity transportation providers and MDOT statewide programs. This share is limited by the Constitution to 10 percent of road-user fees. The General Sales Tax Act appropriates 4.65 percent of the sales tax collected by vehicle-related retailers to the CTF, unless the Legislature appropriates these non-dedicated funds to other uses. Historically, this sales tax revenue is roughly one-third of the CTF's state revenue. Year-end balances lapse to the CTF for the following fiscal year.

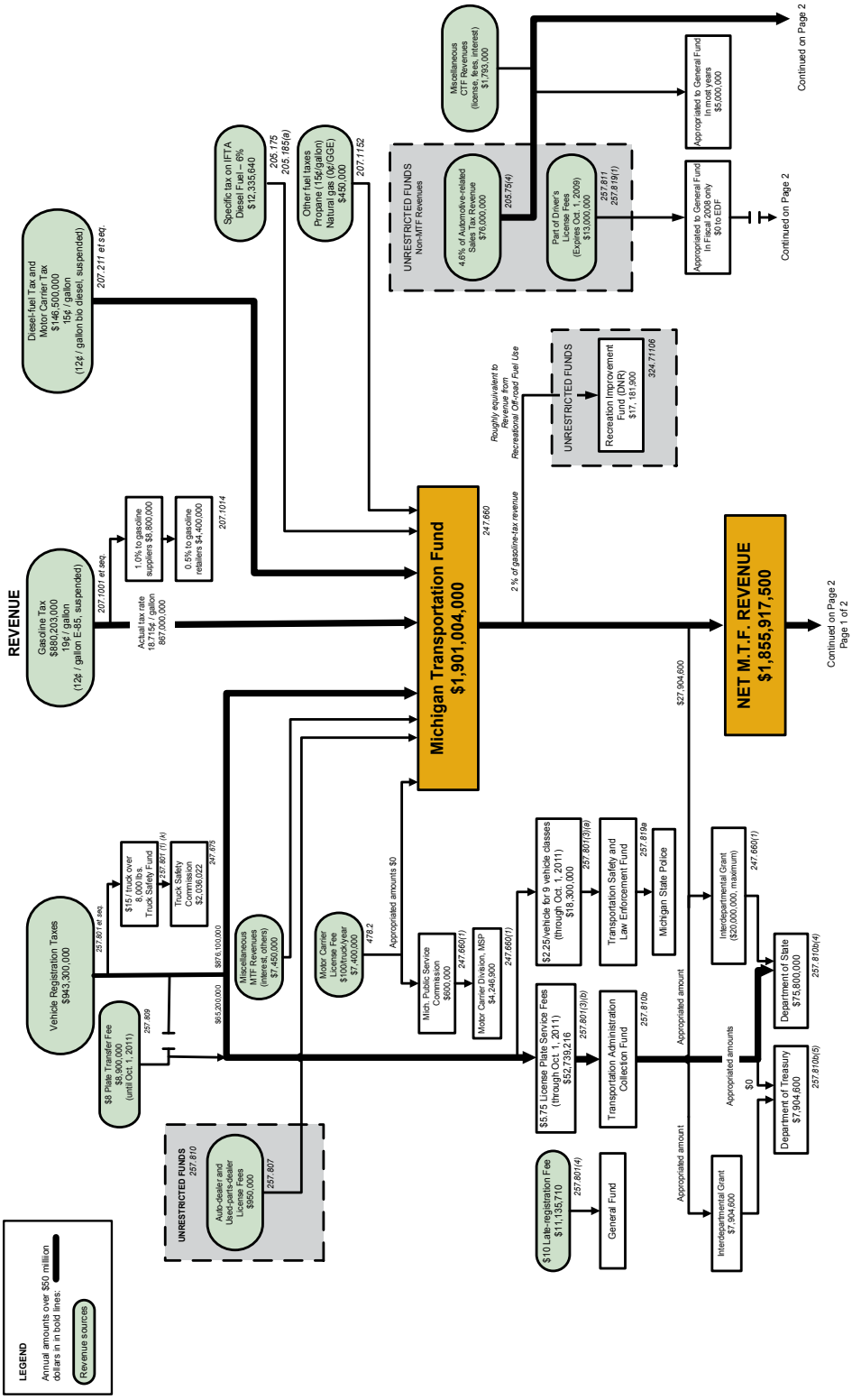
State Aeronautics Fund

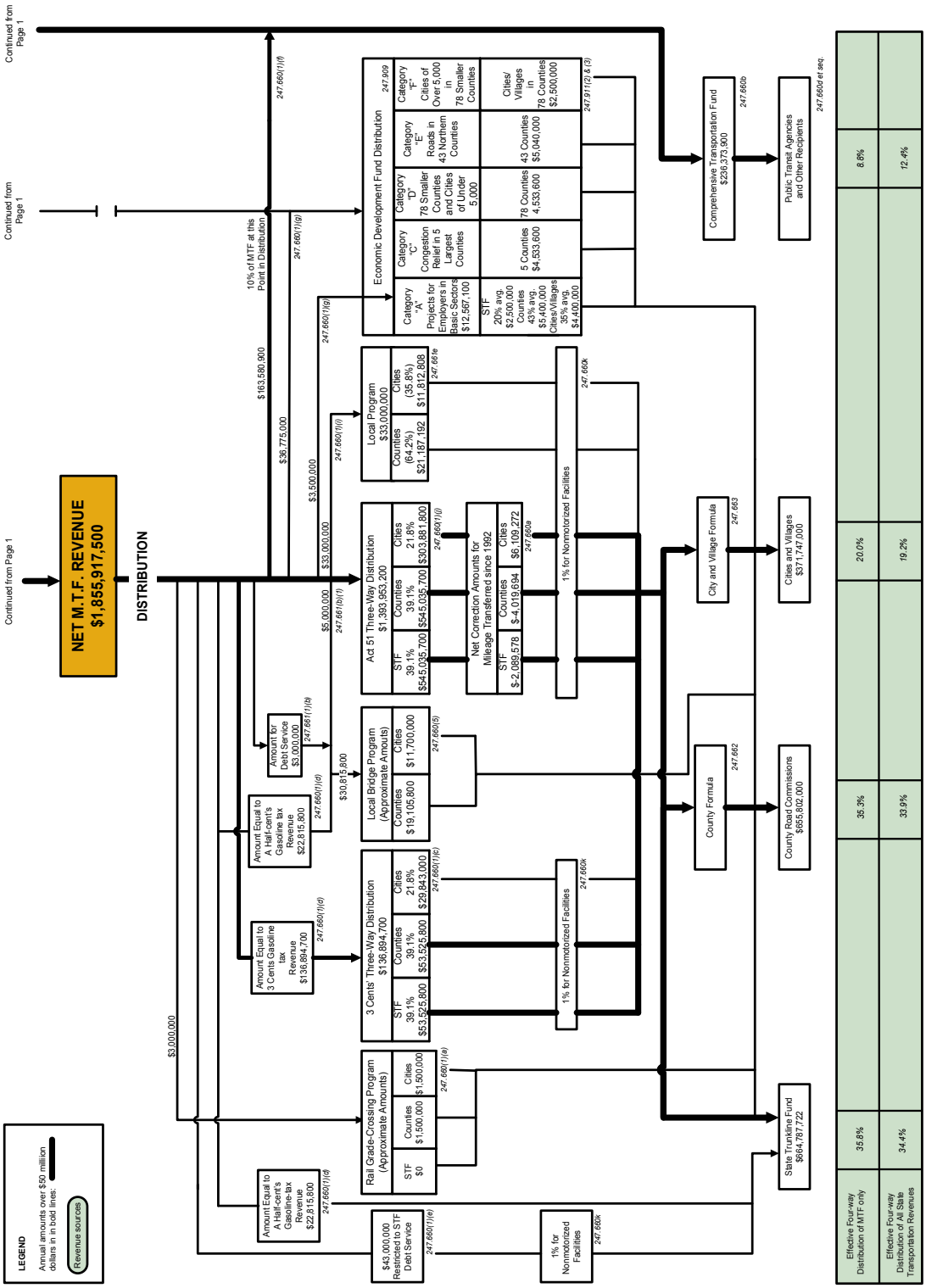
The State Aeronautics Fund is dedicated to local airports, and is separate from the MTF. The budget is subject to annual legislative review and appropriation. The funding source consists mostly of federal and local contributions and aviation fuel taxes. The current aviation fuel tax rate is 3 cents per gallon on all fuel sold or used for propelling aircraft on aeronautical facilities in Michigan. A refund of one-and-a-half cents per gallon is made to commercial airline operators that are operating interstate on scheduled operations.

COLLECTION and DISTRIBUTION of MICHIGAN ROAD-USER FEES

Under Act 51 of 1951 as amended, and related acts. State funds only, federal aid not shown. Edition of 2008.

Showing amounts for FY 2008, as appropriated, based on ERFD estimates of Dec. 20, 2007, FY 2008 budgets, license plate revenues for FY 2007, and other sources.




Continued from Page 1
Continued from Page 1
Continued from Page 1
NET M.T.F. REVENUE $1,855,917,500
DISTRIBUTION
LEGEND
Annual amounts over $50 million dollars in in bold lines:
Revenue sources
$3,000,000
Amount Equal to A Half-cent's Gasoline tax Revenue $22,815,800
247.660(1)(d)
Amount Equal to 3 Cents Gasoline tax Revenue $136,894,700
247.660(1)(d)
Amount Equal to A Half-cent's Gasoline tax Revenue $22,815,800
247.660(1)(d)
Amount for Debt Service $3,000,000
247.661(1)(a)
$30,815,800
$43,000,000 Restricted to STF Debt Service
247.660(1)(e)
1% for Nonmotorized Facilities
247.660k
Rail Grade-Crossing Program (Approximate Amounts)
STF $0
Counties $1,500,000
Cities $1,500,000
247.660(1)(b)
3 Cents' Three-Way Distribution $136,894,700
STF 39.1% $53,525,800
Counties 39.1% $53,525,800
Cities 21.8% $29,843,000
247.660(1)(c)
1% for Nonmotorized Facilities
247.660k
Local Bridge Program (Approximate Amounts)
Counties $19,105,800
Cities $11,700,000
247.660(5)
$5,000,000
247.661(b)(1)
$33,000,000
$3,500,000
247.660(1)(i)
$163,580,900
$36,775,000
10% of MTF at this Point in Distribution
247.660(1)(f)
247.660(1)(g)
247.660(1)(g)
Act 51 Three-Way Distribution $1,393,953,200
STF 39.1% $545,035,700
Counties 39.1% $545,035,700
Cities 21.8% $303,881,800
247.660(1)(j)
Net Correction Amounts for Mileage Transferred since 1992
STF $-2,089,578
Counties $-4,019,694
Cities $6,109,272
247.660a
1% for Nonmotorized Facilities
247.660k
Local Program $33,000,000
Counties (64.2%) $21,187,192
Cities (35.8%) $11,812,808
247.661e
Economic Development Fund Distribution
247.909
Category "A" Projects for Employers in Balance of Series $12,567,100
Category "C" Congestion Relief in 5 Largest Counties
Category "D" 78 Smaller Counties and Cities of Under 5,000
Category "E" Roads in 43 Northern Counties
Category "F" Cities of Over 5,000 in 78 Smaller Counties
STF 20% avg. $2,500,000
Counties 43% avg. $5,400,000
Cities/Villages 35% avg. $4,400,000
5 Counties $4,533,600
78 Counties 4,533,600
43 Counties $5,040,000
Cities/ Villages in 78 Counties $2,500,000
247.911(2) & (3)
Comprehensive Transportation Fund $236,373,900
247.660b
Public Transit Agencies and Other Recipients
247.660d et seq.
City and Village Formula
247.663
County Formula
247.662
State Trunkline Fund $604,787,722
Cities and Villages $371,747,000
County Road Commissions $655,602,000
Effective Four-way Distribution of MTF only
35.8%
35.3%
20.0%
8.8%
Effective Four-way Distribution of All State Transportation Revenues
34.4%
33.9%
19.2%
12.4%

Grant Programs

Transportation Economic Development Fund (TEDF)

The sources of TEDF funding are federal highway funds, the Michigan Transportation Fund, and driver license fees. The TEDF was created to assist in the funding of highway, road, and street projects necessary to support economic growth. The fund, which is administered through MDOT's Office of Economic Development, provides a means for local road agencies, businesses, and state government to work together to meet the often extensive and urgent demands placed upon the transportation system by economic development throughout the state. Eligible agencies are county road commissions, cities and villages, and MDOT (Category A only).

The categories of projects eligible for TEDF assistance are:

Category A - Projects related to job creation and retention opportunities in certain target industries. Projects are selected by a competitive application process. When announcements are made, legislators in whose districts the grants are awarded are notified and are provided with information that may be used to craft a news release, if so desired.

Category C - Road improvements that lessen traffic congestion in urban counties. Funds are distributed by a formula prescribed in law and projects are selected through the local planning process.

Category D - Road improvements in rural counties that improve an all-season road network. Funds are distributed by a formula prescribed in law and projects are selected through the local planning process.

Category E - Construction or reconstruction of roads essential to the development of commercial forests in Michigan. Funds are distributed by a formula prescribed in law and projects are selected by county road commissions.

Category F - Road improvements necessary in the urban areas of rural counties that improve the all-season road network. Projects are selected through a competitive application process. When announcements are made, legislators in whose districts the grants are awarded are notified by e-mail and provided with enough information to craft a news release, if so desired.

Grant coordinators are available to assist applicants by providing more information on the program, guidance on competitive projects, and how to best develop a competitive application. For further information, contact the Office of Economic Development at 517-335-1069 or www.michigan.gov/tedf.

Transportation Enhancement (TE) Program

Ten percent of the federal transportation funding apportioned to MDOT from the Surface Transportation Program is earmarked in federal law for "Transportation Enhancements." These federal funds are distributed through a competitive grant program to state and local government agencies for transportation-related projects in 12 statutory categories. Eligible projects include nonmotorized improvements (e.g., bike paths), aesthetic improvements (e.g., streetscapes), historic preservation efforts, mitigation of road run-off, and reduction of animal mortality. Approximately $25 million per year is available to the TE Program.

TE projects are key elements of Michigan's strategy to create jobs by increasing the quality of life in local communities. Quality of life has become a prime factor in location decisions for employers and for the employees they need to attract. The TE program is a significant partner in downtown revitalization efforts in numerous Michigan business districts. These investments also provide facilities which make walking and bicycling viable and safer alternatives for travel normally done by automobile. Consequently,

trails have proven to provide economic benefit for their neighboring communities. The funding has allowed communities to capitalize on the uniqueness of their heritage by providing resources to preserve historic sites or structures associated with transportation. More and more Michigan communities are seeing their downtowns revitalize, employment increase, and their citizens and visitors become healthier and happier as a result of TE projects.

Applications requesting TE funds are accepted year-round. TE funding requires matching funds of at least 20 percent of the project cost. Additional consideration is given to projects whose match exceeds the minimum required. Competitive applications receive a conditional commitment from MDOT to fund the project in a future year. Funding is awarded for implementation of the project as long as the applicant meets certain conditions, including certifying property, completing design plans, and certifying that matching funds are available. This program feature allows applicants to plan TE projects with other infrastructure work. In addition, it allows applicants time to raise matching funds for projects. When announcements are made, legislators in whose districts the grants are awarded are notified by e-mail and provided with enough information to craft a news release, if so desired.

Grant coordinators are available to assist applicants by providing more information on the program, guidance on competitive projects, and how to best develop a competitive application. For further information, contact the Office of Economic Development at 517-335-1069 or www.michigan.gov/tea.

Safe Routes to School (SRTS) Program

Federal law provides funding for infrastructure projects, law enforcement, and education/ encouragement activities aimed at enabling and encouraging children to walk and bike to school. This encourages a healthy and active lifestyle at an early age, and improving safety, as well as reducing traffic, fuel consumption, and air pollution in the vicinity of elementary and middle schools. Schools serving children in grades K-8 are eligible for SRTS funding, which is available on a competitive grant basis.

SAFETEA-LU specifies the following purposes for the program:

To enable and encourage children, including those with disabilities, to walk and bike to school.

To make bicycling and walking to school a safer and more appealing alternative, thereby encouraging a healthy and active lifestyle from an early age.

To facilitate the planning, development, and implementation of projects and activities that will improve safety and reduce traffic, fuel consumption, and air pollution in the vicinity of schools.

Michigan's SRTS Program strategy is to engage any and all state and local stakeholders in a sustainable initiative to encourage children to walk and bike to school. Collaboration is a key component for Michigan's SRTS Program. MDOT partners with the Michigan Fitness Foundation and a core network of partners working with the department, including the Michigan Department of Community Health, Michigan State University, Wayne State University, and nonprofit groups, including the Michigan Trails and Greenways Alliance, the League of Michigan Bicyclists, and Programs to Educate All Cyclists.

Michigan has created an SRTS Handbook which facilitates the completion of an SR2S action plan. Development of an SR2S action plan is a prerequisite for funding eligibility in Michigan. The planning process involves forming an SR2S stakeholder team at the school, conducting surveys of parents and students walking and biking attitudes and behaviors, assessing the walking environment leading to the school in order to identify safe routes and the improvements needed to make routes safe. With this information, the SR2S team develops an SR2S action plan to identify short and long-term actions to create safe routes for walking and biking, and to encourage parents and children to use them when traveling to school. The handbook is available to any elementary or middle school in Michigan. Schools registering to carry out the handbook planning process will receive training and technical assistance. When announcements are made, legislators in whose districts the grants are awarded are notified by e-mail and provided with enough information to craft a news release, if so desired.

Michigan's SR2S Web site, www.saferoutesmichigan.org, provides information on the required planning process, how to register for the SR2S Handbook, handbook training and technical assistance, guidelines regarding applications for funding, and a wealth of additional information.

Michigan Department of Transportation

Frequently Asked Questions

How Do I Know if a Road Is a State Trunkline?

Generally, all roads that are designated an "U.S.," "M," or "I" route are state trunklines (including business routes). MDOT maintains a list of all state trunklines on the Web at: www.michigan.gov/mdot.

How Do I Find Out Which Agency Maintains a Road?

First, determine whether the road is a state trunkline (see previous question). If it is an MDOT road, contact MDOT's Office of Governmental Affairs at 517-373-3946 to determine which office handles maintenance for that road. In some cases, MDOT contracts with the county road commission to provide maintenance on state trunklines.

Who Locates and Fixes Potholes?
How Do I Go About Reporting Potholes?

MDOT maintenance personnel routinely inspect state trunklines, monitoring them for many conditions, including the development of potholes. If you notice a pothole forming on an "M," "U.S.," or "I" route, you can report it any of three ways:

1. Access the MDOT Web site at www.michigan.gov/mdot, then click on the "Report Pothole" icon.
2. Call the Pothole Hotline at 888-296-4546.
3. Contact your local TSC or MDOT region office.

To report potholes and other problems related to local roads, contact the local city or county road commission involved.

How Do I Order a State Map?

Free state maps can be ordered from the MDOT Web site at www.michigan.gov/mdot. See "Online Services," "State Map" to order. You can use the online form to order up to 25 maps; for larger quantities, please call 517-373-2090.

How Can I Find Out About Construction on State Roads?

MDOT produces an annual construction map, brochures and Web site information. MDOT also communicates via news releases, Twitter, Facebook, and YouTube. In addition, MDOT maintains an interactive map for motorists with lane closure and construction project information, traffic camera views, and other information regarding state trunklines in Michigan at: www.michigan.gov/drive.

What Is a Roundabout?

A roundabout is a type of circular intersection. Roundabouts maximize traffic flow by keeping traffic moving, which also decreases emissions and improves fuel economy. Modern roundabouts increase safety by reducing conflict points and slowing traffic through the intersection.
Vehicles do not stop in roundabouts, and there are no left turns across opposing traffic lanes.
Visit www.michigan.gov/roundabout for more information.

How Do I Request a Change in a Speed Limit?

MDOT plays a role in the process of changing speed limits on state trunklines along with the Michigan State Police (MSP). Speed limits are based on scientific analyses of traffic that includes looking at traffic flow, access points (driveways), and safety. Legislators interested in addressing potential speed limit changes should do the following:

1. Contact the local MDOT Transportation Service Center (TSC). The requestor should include their name, the location, and nature of the request (i.e., traffic going too fast, increase speed limit.)

2. Once the request is received by MDOT, the TSC staff will ask the requestor to contact their city council/township board for a formal resolution requesting that MDOT conduct a speed study. The city council/township board resolution must state that it is requesting a speed study be done and that they will abide by the final study recommendation. Please note the study could show that the speed limit should be reduced, stay the same, or be increased. A speed study will not be initiated until the resolution is sent to the TSC.

3. Once the resolution is received by the TSC, the TSC staff will collect data regarding the location, including:
   Crash history
   Traffic volumes
   Future improvement plans

4. The TSC staff then conducts a preliminary field review. The field review will consider:
   Physical roadway characteristics
   Type of roadway (urban, rural, or mixed)

5. TSC staff then reviews the data and recommends one of the following options:
   A. A detailed speed study is performed by MDOT and MSP.
   B. Location does not warrant any changes from the posted speed limit (requestor is notified of such, via letter).

6. The recommended speed limit is accepted if MDOT and MSP determine it is reasonable, enforceable, and meets the characteristics of the roadway.
   (Note that the process is lengthy to determine if a speed limit should be changed or added. It can take up to four months from the time of the request until a final determination is made.)

How Do I Request That a Traffic Signal Be Installed?

MDOT is responsible for placing traffic signals on all state trunklines. Legislators who are interested in a traffic signal should do the following:

1. Contact the local TSC. The requestor should include their name, location, and nature of the request (e.g., new signal, revise existing signal operations.)

2. Once the request is received by MDOT, the TSC staff will conduct a preliminary screening to determine if further studies are needed. The preliminary screening uses crash history, traffic volume, peak hour gaps and delay, and upcoming work plan data to determine the next actions.

   A. If the screening finds that a new signal or modifying an existing signal is not supported, then the requestor will be notified via letter.

   B. If the screening finds that a new signal or modifying an existing signal needs further consideration, the TSC will request a full traffic signal study from the MDOT Traffic Signal Unit in Lansing. The study will analyze the following:
      Closeness of buildings to the roadway
      Measure preliminary running speeds of traffic
      Parking allowances
      Pedestrian activities
      Crash history

3. Once a full traffic study is ordered, the MDOT Traffic Signal Unit will conduct a detailed traffic signal survey and compare the results against the 11 traffic signal warrants (requirements) from the Michigan Manual of Uniform Traffic Control Devices (MMUTCD).

   The warrants will be evaluated considering minimum vehicular volumes, gaps in traffic, presence of pedestrians, proximity of nearby signals, and the intersection's crash history.
   (Note that the satisfaction of a warrant or warrants is not in itself a justification for a traffic signal. The signal must improve the overall safety and/or operation of the intersection.)

4. Once the full traffic signal study is completed, the requestor will be notified by the TSC whether the intersection warrants a signal or not. (Note that the process to determine if a new signal should be changed or added is lengthy. It can take up to six months from the time of request until a final determination is made.)

How Do I Make a Freedom of Information Act (FOIA) Request?

Requests for public records must be submitted to MDOT's Freedom of Information Officer. There is no FOIA form to fill out. You must make a request in writing, by U.S. mail, e-mail or fax to the MDOT FOIA Officer. Questions on how to write a written request may be directed to MDOT's FOIA officer at 248-483-5206.

How Do I Determine if My Vehicle/Load is Oversized or Overweight?

You can go online at www.michigan.gov/mdot for information to help determine whether your vehicle is oversized or overweight. For information about transportation permits, go to the "Truckers" link on the "Doing Business" page of the MDOT Web site.

How Do I Obtain a Vehicle Permit?

For overlength or overweight vehicles, drivers can obtain one of two kinds of permits: extended and single trip. Single-trip permits may be issued for up to a five-day period. A single-trip permit is valid for one trip only, but may be issued to include a return move. Extended permits may be issued on an annual basis and are issued based on the vehicle and load being transported. Single-trip permits are available from MDOT TSCs and from private permit services (listed on MDOT's Web site at www.michigan.gov). Extended permits are available from MDOT's Transport Permits Unit in Lansing. For more information, call 517-636-6914.

What Agency Is in Charge of Rest Areas and Welcome Centers?

MDOT operates and maintains 81 rest areas along major freeways and roadways for the convenience of the traveling public; 14 of these also are Welcome Centers with tourism information. These rest area facilities are open 24 hours a day, offer a variety of services and conveniences, and are located within an hour's travel time of each other. Rest area facilities provide modern restroom facilities, telephones, picnic areas, pet exercise zones, paved parking areas, and fresh drinking water. Additional information is available on MDOT's Web site at www.michigan.gov/mdot.

Why Does it Seem that My Area isn't Getting Its Fair Share of Transportation Funding?

When looking at a short period of time to assess whether a geographical area is receiving a level of funding that is appropriate for its population, it may seem that some regions are receiving greater amounts of funding. It is important to remember that in any given year, MDOT may be working on a large project or two that make the figures seem out of balance. For instance, when MDOT was constructing M-6 through southern Kent County, or reconstructing I-94 through Wayne County, those regions received more funding over short periods of time than their population would dictate. Over time, state transportation funding has been spread equitably through MDOT's seven regions.

How Can I Submit a Claim for Damage Sustained to My Vehicle on a State Trunkline?

If you have sustained damage to your vehicle from a pothole or other problem on a state trunkline, you may submit a damage claim. Claims must be submitted to the region office or TSC closest to where the damages occurred. The state will only consider damages not covered by the vehicle owner's insurance company. The majority of claims are denied under governmental immunity laws. Information and damage claim forms are available on the MDOT Web site at http://mdotwas1.mdot.state.mi.us/public/damage/.

Does MDOT Have any Funds for Businesses Affected by Road Construction?

The use of transportation funds is closely regulated by statute. Under current law, MDOT does not operate a fund for businesses affected during periods of road construction. Major projects are planned years in advance, with community input and notice. Unfortunately, MDOT does not have any other way to mitigate the impacts to businesses that may be affected while roads are closed or under construction.

Why are There Out-of-State Companies Doing Work on Michigan Roads?

In order to make sure that Michigan roads are built and maintained by the most qualified and efficient contractors, companies from other states are allowed to bid on contracts. MDOT's rules and federal guidelines require that we accept the lowest qualified bids on contracts, regardless of the location of the parent company. These guidelines help ensure efficiency and save taxpayer money.

Where Can I Find MDOT Projects Advertised on the Web?

MDOT projects are advertised on the "Bid Letting Information" page on the MDOT Web site at www.michigan.gov/mdot on the "Construction Services Center" page under "Doing Business." This is the only way to get construction project bid information from MDOT.

Region Offices

BAY REGION OFFICE
55 E. Morley Drive
Saginaw, MI 48601
Phone: 989-754-0878
Fax: 989-754-8122

Bay City TSC
2590 E. Wilder Road
Bay City, MI 48706
Phone: 989-671-1555
Fax: 989-671-1530
Serves: Arenac, Bay, and Saginaw counties

Cass City TSC
6867 E. Cass City Road
Cass City, MI 48726
Phone: 989-872-3007
Fax: 989-872-4464
Serves: Huron, Sanilac, and Tuscola counties

Davison TSC
9495 E. Potter Road
Davison, MI 48423
Phone: 810-653-7470
Fax: 810-653-1248
Serves: Genesee and Lapeer counties

Mt. Pleasant TSC
1212 Corporate Drive
Mt. Pleasant, MI 48858
Phone: 989-773-7756
Fax: 989-775-6329
Serves: Clare, Gladwin, Gratiot, Isabella, and Midland counties

GRAND REGION OFFICE
1420 Front Avenue, NW
Grand Rapids, MI 49504
Phone: 616-451-3091
Fax: 616-451-0707

Grand Rapids TSC
2660 Leonard Street, NE
Grand Rapids, MI 49525
Phone: 616-464-1800
Fax: 616-464-1189
Serves: Kent and Ottawa counties

Howard City TSC
19153 W. Howard City-Edmore Road
Howard City, MI 49329
Phone: 231-937-7780
Fax: 231-937-2281
Serves: Ionia, Mecosta, and Montcalm counties

Muskegon TSC
2225 Olthoff Drive
Muskegon, MI 49444
Phone: 231-777-3451
Fax: 231-777-3621
Serves: Muskegon, Newaygo, and Oceana counties

METRO REGION OFFICE
18101 W. Nine Mile Road
Southfield, MI 48075
Phone: 248-483-5100
Fax: 248-569-7718

Detroit TSC
1400 Howard Street
Detroit, MI 48216
Phone: 313-965-6350
Fax: 313-965-5933
Serves: Detroit Area

Macomb TSC
38257 Mound Road
Sterling Heights, MI 48310
Phone: 586-978-1935
Fax: 586-978-8075
Serves: Macomb County

MITS Center
1050 6th Street
Detroit, MI 48226
Phone: 313-256-9800
Fax: 313-256-9036

Oakland TSC
800 Vangaurd Drive
Pontiac, MI 48341
Phone: 248-451-0001
Fax: 248-451-0125
Serves: Oakland County

Port Huron TSC
2127 11th Avenue
Port Huron, MI 48060
Phone: 810-985-5011
Fax: 810-985-5042
Serves: St. Clair County

Taylor TSC
6510 Telegraph Road
Taylor, MI 48180
Phone: 313-375-2400
Fax: 313-295-0822
Serves: Wayne County

NORTH REGION OFFICE
1088 M-32 East
Gaylord, MI 49735
Phone: 989-731-5090
FAX: 989-731-0536
Toll Free: 888-304-MDOT (6368)

Alpena TSC
1540 Airport Road
Alpena, MI 49707
Phone: 989-356-2231
Fax: 989-354-4142
Toll Free: 877-404-MDOT (6368)
Serves: Alcona, Alpena, Iosco, Montmorency, Oscoda, and Presque Isle counties

Cadillac TSC
7915 US-131 Highway
Cadillac, MI 49601
Phone: 231-775-3487
Fax: 231-775-0301
Toll Free: 800-943-MDOT (6368)
Serves: Lake, Manistee, Mason, Missaukee, Osceola, and Wexford counties

Grayling TSC
1680 Hartwick Pines Road
Grayling, MI 49738
Phone: 989-344-1802
Fax: 989-344-8403
Toll Free: 888-811-MDOT (6368)
Serves: Cheboygan, Crawford, Emmet, Ogemaw, Otsego, Roscommon counties

Traverse City TSC
2084 US-31 South, Suite B
Traverse City, MI 49684
Phone: 231-941-1986
Fax: 231-941-1512
Toll Free: 888-457-MDOT (6368)
Serves: Antrim, Benzie, Charlevoix, Grand Traverse, Kalkaska, and Leelanau counties

SOUTHWEST REGION OFFICE

1501 E. Kilgore Road
Kalamazoo, MI 49001
Phone: 269-337-3900
Fax: 269-337-3916

Coloma TSC
3880 Red Arrow Highway
Benton Harbor, MI 49022
Phone: 269-849-1165
Fax: 269-849-1227
Toll Free: 877-321-6368
Serves: Berrien, Cass, and Van Buren counties

Kalamazoo TSC
5372 South 9th Street
Kalamazoo, MI 49009
Phone: 269-375-8900
Fax: 269-544-0080
Toll Free: 877-320-6368
Serves: Allegan, Kalamazoo, and St. Joseph counties

Marshall TSC
15300 W. Michigan Avenue
Marshall, MI 49068
Phone: 269-789-0592
Fax: 269-789-0936
Toll Free: 877-324-6368
Serves: Barry, Branch, and Calhoun counties

SUPERIOR REGION OFFICE

1818 3rd Avenue North
Escanaba, MI 49829
Phone: 906-786-1800
Fax: 906-789-9775
Toll Free: 888-414-MDOT (6368)

Crystal Falls TSC
120 Tobin-Alpha Road
Crystal Falls, MI 49920
Phone: 906-875-6644
Fax: 906-875-6264
Toll Free: 866-584-8100
Serves: Dickinson, Gogebic, Iron, and Ontonagon counties

Escanaba TSC
1818 3rd Avenue North
Escanaba, MI 49829
Phone: 906-786-1800
Fax: 906-789-9775
Toll Free: 888-414-MDOT (6368)
Serves: Alger, Delta, Menominee, and Schoolcraft counties

Ishpeming TSC
100 S. Westwood Drive
Ishpeming, MI 49849
Phone: 906-485-4270
Fax: 906-485-4878
Toll Free: 888-920-MDOT (6368)
Serves: Baraga, Houghton, Keweenaw and Marquette counties

Newberry TSC
14113 M-28
Newberry, MI 49868
Phone: 906-293-5168
Fax: 906-293-3331
Toll Free: 866-740-6368
Serves: Chippewa, Luce, and Mackinac counties

UNIVERSITY REGION OFFICE

4701 W. Michigan Avenue
Jackson, MI 49201
Phone: 517-750-0401
Fax: 517-750-4397

Brighton TSC
10321 E. Grand River, Ste. 500
Brighton, MI 48116
Phone: 810-227-4681
Fax: 810-227-7929
Serves: Livingston, Monroe, and Washtenaw counties

Jackson TSC
2750 N. Elm Road
Jackson, MI 49201-6802
Phone: 517-780-7540
Fax: 517-780-5454
Serves: Hillsdale, Jackson, and Lenawee counties

Lansing TSC
3101 Technology Boulevard, Suite H
Lansing, MI 48910
Phone: 517-324-2260
Fax: 517-324-0294
Serves: Clinton, Eaton, Ingham, and Shiawassee counties

MDOT
Michigan Department of Transportation

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

MDOT
Office of Governmental Affairs
Phone 517-373-3946 Fax 517-373-6457

Information current as of January 2011

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