



STATE OF MICHIGAN
DEPARTMENT OF TRANSPORTATION
LANSING

RICK SNYDER
GOVERNOR

KIRK T. STEUDLE
DIRECTOR

October 11, 2012

The Honorable John Pappageorge, Chair
Senate Appropriations Subcommittee
on Transportation
P.O. Box 30036
Lansing, Michigan 48909

The Honorable Dave Agema, Chair
House Appropriations Subcommittee
on Transportation
P.O. Box 30014
Lansing, Michigan 48909

Dear Senator Pappageorge and Representative Agema:

We are pleased to present you with a summary of Michigan's 2012 federal funds and the proposed distribution to state and local programs. The Federal Highway Administration (FHWA) released final obligation authority for the FY 2012 Transportation Program on September 19, 2012. Therefore, we are submitting this letter and enclosures to you in compliance with Section 401 of Public Act 63 of 2011. Section 401 requires the Michigan Department of Transportation (MDOT) to "notify local agency representatives, the senate and house of representatives appropriations transportation subcommittees, the senate and house fiscal agencies, and the state budget director regarding the amount of federal aid for categorical allocations to state and local agency programs not specifically allocated in either federal or state law."

As in the past, we have sought input from the Michigan Municipal League and the County Road Association of Michigan in developing distribution of the local share of the funds. Local agencies have already been notified of their approximate level of funding and encouraged to continue their programs without delay.

Michigan's FY 2012 apportionments from the Federal Aid to Highways Program total \$1.0 billion. Details of federal funding and MDOT and local distribution for FY 2012 are enclosed.

Thank you for this opportunity to share our distribution of FY 2012 Michigan federal aid to highways. If you have any questions regarding the FY 2012 program, please contact either me or David E. Wresinski, Director, Bureau of Transportation Planning, at 517-373-0343.

Sincerely,

 Kirk T. Steudle
Director

Enclosures

cc: Senate and House Fiscal Agencies
John Nixon, State Budget Office

**Summary of FY 2012 Total Federal Aid Apportionments and
Obligation Authority by Federal Aid Category**

Program	Fiscal 2012 Apportionments	Obligation Authority ⁽¹⁾
Interstate Maintenance (IM)	\$167,982,608	NA
National Highway System (NHS)	\$210,220,367	NA
Surface Transportation Program (STP)	\$266,923,299	NA
Equity Bonus (EB)	\$63,462,882	\$63,462,882
Bridge (BR)	\$124,954,557	NA
Congestion Mitigation and Air Quality (CMAQ)	\$73,159,920	NA
State Planning and Research (SPR)	\$19,380,696	NA
Metropolitan Planning (PL)	\$9,271,967	NA
Recreational Trails (RT)	\$2,664,359	NA
Highway Safety Improvement Program (HSIP)	\$42,950,389	NA
Coordinated Border Infrastructure Program (CBIP)	\$26,418,236	NA
Safe Routes to Schools (SRS)	\$5,594,348	NA
Rail Highway Safety (RHS)	\$7,022,507	NA
Federal Earmarks	NA	NA
Total	\$1,020,006,135	\$967,176,114

(1) Except for federal earmarks and some equity bonus funds, the obligation limit applies to the total, not to individual federal aid categories. The assignment of obligation authority by associated apportionment is made primarily to determine the total to be made available to MDOT and local programs.

**Summary of FY 2012 MDOT Federal Aid Apportionments and
Obligation Authority by Federal Aid Category**

Program	Fiscal 2012 Apportionments	Obligation Authority ⁽¹⁾
Interstate Maintenance (IM)	\$167,982,608	NA
National Highway System (NHS)	\$210,220,367	NA
Surface Transportation Program (STP)	\$115,136,497	NA
Equity Bonus (EB)	\$43,472,074	\$43,472,074
Bridge (BR)	\$106,211,373	NA
Congestion Mitigation and Air Quality (CMAQ) ⁽²⁾	\$36,579,960	NA
State Planning and Research (SPR)	\$19,380,696	NA
Recreational Trails (RT)	\$2,664,359	NA
Highway Safety Improvement Program (HSIP)	\$26,997,147	NA
Coordinated Border Infrastructure Program (CBIP)	\$26,418,236	NA
Rail Highway Safety (RHS)	\$3,511,254	NA
Federal Earmarks	NA	NA
Total	\$758,574,571	\$719,079,356

(1) Except for federal earmarks and some equity funds, the obligation limit applies to the MDOT program as a whole, not individual federal aid categories. The assignment of obligation authority by associated apportionment is made primarily to determine the total to be made available to MDOT and local programs. MDOT obligation authority is not exactly 75 percent of the total because some programs are independent of the mandatory 75/25 calculation. The actual percentage will vary from year to year.

(2) This amount is initially estimated at 50 percent of apportionments.

**Summary of FY 2012 Local Federal Aid Apportionment and
Obligation Authority by Program**

Program	Fiscal 2012 Apportionments	Obligation Authority⁽¹⁾
TMA Program (STP)	\$82,340,073	NA
Small MPO Program (STP)	\$19,755,527	NA
Small Urban Program (STP)	\$8,651,577	NA
Rural (STP)	\$26,211,435	NA
SPA and LTAP ⁽²⁾ (STP)	\$1,417,285	NA
TEDF Category C (EB)	\$9,519,432	\$9,519,432
TEDF Category D (EB)	\$10,471,376	\$10,471,376
Bridge Program	\$18,743,184	NA
Metropolitan Planning (PL)	\$9,271,967	NA
Safety (HSIP)	\$15,953,242	NA
Safe Routes to Schools (SRS)	\$5,594,348	NA
Rail Highway Crossing (RHS)	\$3,511,254	NA
Congestion Mitigation and Air Quality (CMAQ) ⁽³⁾	\$36,579,960	NA
Enhancement (STP) ⁽³⁾	\$13,410,905	NA
Federal Earmarks	NA	NA
Total	\$261,431,565	\$248,096,758

- (1) These amounts are based on a proportional share of the applicable obligation ceilings. Except for federal earmarks and the TEDF programs, the obligation limit applies to the local programs as a group, not individually. Local agencies are encouraged to base their programs on apportionments and submit projects early in the fiscal year to ensure that obligation authority is still available. The assignment of obligation authority by associated apportionment is made primarily to determine the total to be made available to MDOT and local programs. Local obligation authority is not exactly 25 percent of the total because some programs are independent of the mandatory 75/25 calculation. The actual percentage will vary from year to year.
- (2) SPA is the State Park Access Program, which receives \$500,000 annually. LTAP is the Local Technical Assistance Program.
- (3) This amount is initially estimated at 50 percent of apportionments.