



STATE OF MICHIGAN
DEPARTMENT OF TRANSPORTATION
LANSING

RICK SNYDER
GOVERNOR

KIRK T. STEUDLE
DIRECTOR

December 13, 2013

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

The Honorable Rob VerHeulen, Chair
House Appropriations Subcommittee
on Transportation
Michigan House of Representatives
P.O. Box 30014
Lansing, Michigan 48909

Dear Senator Pappageorge and Representative VerHeulen:

The Michigan Department of Transportation (MDOT) is pleased to present you with a summary of Michigan's Fiscal Year (FY) 2013 federal-aid apportionments and obligation authority, including distribution of state and local programs. We are submitting this letter and enclosures in compliance with Section 401 of Public Act 200 of 2012. Section 401 requires 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 federal amounts, and categories allocated to state and local agency programs not specifically allocated in either federal or state law."

The Moving Ahead for Progress in the 21st Century Act significantly reduced the number of federal funding categories distributed to the states, and changed some of the population distribution formulas. Additionally, 2010 census changes were incorporated into the FY 2013 federal-aid distributions. As a result, the funding distributions are slightly different than in past years. In compliance with the federal changes and Public Act 51 of 1951, MDOT distributed these funds to various state and local agency programs.

As in the past, we sought input from the Michigan Municipal League, County Road Association of Michigan, and Metropolitan Planning Organizations in developing a distribution strategy for the local share of the funds. Local agencies were notified of their approximate level of funding and encouraged to continue their programs without delay. Michigan's FY 2013 apportionments from the Federal-Aid to Highways Program totaled \$1.0 billion. After working with our local partners, the local program was also able to obligate an additional \$53.4 million to local roads prior to the end of the fiscal year.

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Thank you for the opportunity to share our distribution of FY 2013 Michigan Federal-Aid to Highways. If you have any questions regarding the FY 2013 program, please call 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 2013 Total Federal-Aid Apportionments and Obligation Authority
by Federal-Aid Category**

Program	Fiscal 2013 Apportionments	Obligation Authority ⁽¹⁾
National Highway Performance Program (NHPP)	\$565,323,253	NA
Surface Transportation Program (STP)	\$271,039,130	NA
Highway Safety Improvement Program (HSIP)	\$55,155,143	NA
Congestion Mitigation & Air Quality (CMAQ)	\$59,868,825	NA
State Planning & Research (SPR)	\$19,010,146	NA
Metropolitan Planning (PL)	\$9,769,611	NA
Recreational Trails (RT)	\$2,834,328	NA
Transportation Alternatives	\$23,126,740	NA
Rail Highway Safety (RHS)	\$7,399,254	NA
Certain Reauthorized Distributions	\$2,135,206	NA
Federal Earmarks	NA	NA
Total	\$1,015,661,636	\$973,296,575

(1) Except for Federal Earmarks, 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 2013 MDOT Federal-Aid Apportionments and Obligation
Authority by Federal-Aid Category**

Program	Fiscal 2013 Apportionments	Obligation Authority ⁽¹⁾
National Highway Performance Program (NHPP)	\$555,094,490	NA
Surface Transportation Program (STP)	\$102,498,236	NA
Highway Safety Improvement Program (HSIP)	\$40,155,143	NA
Congestion Mitigation & Air Quality (CMAQ) ⁽²⁾	\$29,934,413	NA
State Planning & Research (SPR)	\$19,010,146	NA
Recreational Trails (RT)	\$2,834,328	NA
Transportation Alternatives	\$11,563,370	NA
Rail Highway Safety (RHS)	\$3,699,627	NA
Federal Earmarks	NA	NA
Total	\$764,789,753	\$732,889,006

(1) Except for Federal Earmarks, the obligation limit applies to the MDOT program as a whole, 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. 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 2013 Local Federal-Aid Apportionment and Obligation Authority
by Program**

Program	Fiscal 2013 Apportionments	Obligation Authority⁽¹⁾
National Highway Performance Program (NHPP)	\$10,228,763	NA
TMA Program (STP)	\$73,172,652	NA
Small MPO Program (STP)	\$13,251,978	NA
Small Urban Program (STP)	\$8,843,748	NA
Rural (STP)	\$34,023,611	NA
SPA & LTAP ⁽²⁾ (STP)	\$1,416,656	NA
Flexible- Urban Counties (STP)	\$9,523,809	NA
Flexible- Rural Counties (STP)	\$10,476,191	NA
Bridge Program (STP)	\$18,332,249	NA
Safety (HSIP)	\$15,000,000	NA
Metropolitan Planning	\$9,769,611	NA
Transportation Alternatives	\$11,563,370	NA
Rail Highway Crossing (RHS)	\$3,699,627	NA
CMAQ ⁽³⁾	\$29,934,413	NA
Certain Reauthorized Distributions	\$1,635,206	NA
Federal Earmarks	NA	NA
Total	\$250,871,884	\$240,407,569

(1) These amounts are based on a proportional share of the applicable obligation ceilings. Except for Federal Earmarks, 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 from the Certain Reauthorized Distributions (STP). LTAP is the Local Technical Assistance Program.

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