

Michigan Department of Transportation

PA 84 of 2015 - Section 233 Report for FY2016

Not later than April 1, the department shall prepare and transmit a report that provides detail regarding the department's expenditures for administration and planning associated with local units of government. The report shall list the portion of all expenditures from Part 1 that are allocated for administration and planning that are associated with the disbursement of all local funds. The report shall be transmitted to the office of state budget, the senate and house appropriation chairs, the senate and house appropriations subcommittees on transportation respectively, and the senate and house fiscal agencies.

FY15 Expenditures

Sec. 103. COLLECTION, ENFORCEMENT, AND OTHER AGENCY support services.

MTF grant to Department of Environmental Quality. \$ 1,276,400

- Supports Department of Environmental Quality, Land and Water Management Division environmental clearance activities for state and local road and bridge projects.

MTF grant to Department of State for collection of revenue and fees. \$ 20,000,000

- Funding allocated to the Department of State for costs associated with collecting transportation revenues from vehicle title and registration taxes. Grant is limited to \$20 million, per PA 51 of 1951.

MTF grant to Department of Treasury. \$ 2,700,000

- Funding allocated to the Department of Treasury for costs associated with the collection of motor fuel taxes.

MTF grant to Legislative Auditor General. \$ 172,900

- Funding allocated to the Auditor General for costs associated with audits of transportation programs and funds.

Sec. 104. EXECUTIVE DIRECTION

Asset Management Council \$ 1,548,500

OVERVIEW: The Transportation Asset Management Council is a legislated body of representatives from agencies who own roads or are responsible for road funding that coordinate:

- The collection of the condition of federal-aid eligible roads and bridges
- The collection of asset investment data
- The reporting of the collected data and analysis to the Legislature and State Transportation Commission

Sec. 105. BUSINESS SUPPORT

Economic Development and Enhancement Programs. \$ 765,900

OVERVIEW: The Office of Economic Development (OED) develops, evaluates, recommends, and implements four programs that impact the state's economy and the department's ability to implement its mission and gubernatorial initiatives. Office projects are in state and local jurisdictions, as well as with other state agencies. Specifically, OED performs the following administrative duties:

- Assist local agencies and MDOT projects managers in the development of competitive projects and grant applications.
- Evaluate applications for Transportation Economic Development Fund (TEDF), Transportation Alternatives Program (TAP) funding, Safe Routes to School Program (SRTS), and State Infrastructure Bank (SIB) loan funding
- Coordinate department technical reviews on these applications.
- Assist local agencies and MDOT project managers with implementation of these projects, including programming, funding, design, contracting/agreement, letting, billing, and close-out processes.
- Educate local agencies on the programs.
- Perform associated data analysis and reporting.

Sec. 106. INFORMATION TECHNOLOGY

Information Technology Services and Projects. \$ 288,000

OVERVIEW: The allocation is based a percentage ratio of IT systems that support local government planning and financing.

Sec. 107. FINANCE, CONTRACTS, AND SUPPORT SERVICES

Finance, Contracts, and Support Services. \$ 1,553,400

OVERVIEW: As provided for in statute, the department is required to share 23-27% of the annual federal aid funds received with local units of government. As a result, Project Accounting supervisory and technical positions that support these local services allocate 1% - 33% of their salary costs to the Michigan Transportation Fund. In the Business Technology Support Unit, staff allocate 3 - 24% of their costs to the Michigan Transportation Fund for local agency support functions of all IT systems for project accounting. The Budget Reports and Analysis Section staff allocates 5% - 100% of their salary costs to the Michigan Transportation Fund relating to PA 51 distributions, local agency reporting, and related budgetary and administrative support functions.

Construction and Consultant Contracts Section Managers allocate 0.5% - 15% of their salary costs for managerial oversight of local agency related services. Contract Services technical staff allocate 1% - 60% of their salary costs for local agency projects and contracts, prequalification services, distribution of reports, bidding administration, and oversight of various purchasing services (i.e. commodities, general, professional). In addition, Contract Services also provides local agency project information to the State Administrative Board, State Transportation Commission, and the Director.

FY15
Expenditures

Sec. 108. TRANSPORTATION PLANNING

Transportation planning. \$ 7,595,000

OVERVIEW: Funding from the Michigan Transportation Fund is allocated when time is spent on activities/projects which are necessary to maintain Michigan federal aid eligibility (i.e. State Long Range Plan (SLRP), Statewide Transportation Improvement Program (STIP), Highway Performance Management System (HPMS) activities, activities/projects which benefit local units of government (i.e. counties, cities, or MPO's), or project/services that otherwise have a non-state trunkline focus. Examples of this include: Act 51 Administration, Air Quality Conformity Analysis, modeling activities that support local projects, processing of traffic counts off-trunkline, and information technology management systems for off-trunkline roads.

Grants to Regional Planning Councils. \$ 465,300

OVERVIEW: MDOT's Regional Planning Councils act as the department's agents for local agencies transportation planning related activities. Activities include: administration and technical assistance to MDOT in the collection of traffic counts used in the Highway Performance Management System (HPMS)/GIS data compilation program, public involvement, the Statewide Transportation Improvement Program (STIP), non-motorized planning, State Byways Program, and the development of the Rural Safety Programs.

Sec. 109. DESIGN AND ENGINEERING SERVICES

System Operations Management. \$ 11,872,500

OVERVIEW: Michigan Transportation Funds are allocated to the Development Services Division - Local Agency Programs Unit, Construction Field Services Division, and Research Administration Section to support various local agency services. Development Services Division - Local Agency Unit is responsible for administering the local allocation of federal and state aid programs including administration, bridge engineering, project development, rural enhancement engineering, urban engineering programs, as well as economic development and special appropriations. This unit is also responsible for the development of statewide processes for the implementation of all required state and federal regulations as it relates to local agencies. The Construction Field Services Division is responsible for providing construction oversight for local agency projects and providing support and related training to local agency staff. The Research Administration Section allocates Michigan Transportation Funds for match for the Federal Statewide Planning and Research Program (SPR II). The SPR II program identifies selected research projects and joint studies which benefit local agencies statewide.

Sec. 117. INTERCITY PASSENGER AND FREIGHT

Office of Rail \$ 1,287,500

OVERVIEW: The Office of Rail allocates Michigan Transportation Funds for the department's Railroad Safety and Local Grade Crossing Programs. Specific details are noted below:

- MDOT's Railroad Safety program pursues safety and regulatory initiatives to enhance motorist and railroad worker safety. Some of the program's responsibilities are: 1) reviewing all of Michigan's public grade crossings, 2) leading diagnostic study teams at grade crossings and issuing resulting regulatory orders, 3) investigating and initiating action to resolve rail worker safety complaints, and 4) promoting public safety at grade crossings through support of Michigan Operation Lifesaver.

- The Local Grade Crossing Program provides state and federal funding for crossing safety enhancement projects on roads under county, city, or village jurisdiction, including capital construction projects and crossing eliminations. Potential capital construction project locations are identified through an FHWA-approved statewide prioritization process. Diagnostic study teams make the actual determination of work to be done, if any, at each crossing. Crossing eliminations are initiated by the appropriate road authority or railroad company.

TOTAL \$ 49,525,400