



STATE OF MICHIGAN  
DEPARTMENT OF TRANSPORTATION  
LANSING

RICK SNYDER  
GOVERNOR

KIRK T. STEUDLE  
DIRECTOR

December 10, 2015

The Honorable Geoff Hansen, Chair  
Senate Committee on Appropriations  
Subcommittee on Transportation  
Michigan State Senate  
P.O. Box 30036  
Lansing, Michigan 48909

The Honorable Edward Canfield, Chair  
House Committee on Appropriations  
Subcommittee on Transportation  
Michigan House of Representatives  
P.O. Box 30014  
Lansing, Michigan 48909

Dear Senator Hansen and Representative Canfield:

We are pleased to present you with a summary of Michigan's Fiscal Year (FY) 2015 federal funds and distributions to state and local programs. This letter and enclosures are being submitted in compliance with Section 401 of Public Act 252 of 2014. This Legislation requires the Michigan Department of Transportation (MDOT) to notify local agency representatives, the Senate and House Transportation Appropriations Subcommittees, Senate and House Fiscal Agencies, and State Budget Director regarding the federal amounts and categories allocated to state and local agency programs that are not specifically allocated in either federal or state law.

Michigan's highways program will receive approximately \$1.0 billion from the total federal-aid apportionments in FY 2015. Details of federal funding, along with MDOT and local distributions, are shown in the enclosures.

Thank you for this opportunity to share our distribution of Michigan's FY 2015 federal-aid apportionments and obligation authority to the highways program. If you have any questions regarding the 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 S. Roberts, State Budget Office

**Summary of FY 2015  
Total Federal-Aid Apportionments and Obligation Authority by  
Federal-Aid Category**

<b>Program</b>	<b>FY 2015 Apportionments</b>	<b>Obligation Authority <sup>(1)</sup></b>
National Highway Performance Program (NHPP)	\$565,188,551	NA
Surface Transportation Program (STP)	\$260,645,046	NA
Highway Safety Improvement Program (HSIP)	\$55,185,755	NA
Congestion Mitigation & Air Quality (CMAQ)	\$70,523,294	NA
State Planning & Research (SPR)	\$20,025,411	NA
Metropolitan Planning (PL)	\$9,774,213	NA
Recreational Trails (RT)	\$2,825,415	NA
Transportation Alternatives Program (TAP)	\$23,531,587	NA
Rail Highway Safety (RHS)	\$7,400,342	NA
Certain Reauthorized Distributions	\$3,328,994	NA
Federal Earmarks	NA	NA
<b>Total</b>	<b>\$1,018,428,608</b>	<b>\$1,019,552,718</b>

(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 2015  
MDOT Federal-Aid Apportionments and Obligation Authority by  
Federal-Aid Category**

<b>Program</b>	<b>FY 2015 Apportionments</b>	<b>Obligation Authority <sup>(1)</sup></b>
National Highway Performance Program (NHPP)	\$558,157,336	NA
Surface Transportation Program (STP)	\$91,899,927	NA
Highway Safety Improvement Program (HSIP)	\$40,185,755	NA
Congestion Mitigation & Air Quality (CMAQ) <sup>(2)</sup>	\$35,261,646	NA
State Planning & Research (SPR)	\$20,025,411	NA
Recreational Trails (RT)	\$2,825,415	NA
Transportation Alternatives Program (TAP)	\$11,765,794	NA
Rail Highway Safety (RHS)	\$3,700,171	NA
Federal Earmarks	NA	NA
<b>Total</b>	<b>\$763,821,455</b>	<b>\$764,642,038</b>

(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 2015  
Local Federal-Aid Apportionment and Obligation Authority by Program**

<b>Program</b>	<b>FY 2015 Apportionments</b>	<b>Obligation Authority<sup>(1)</sup></b>
National Highway Performance Program (NHPP)	\$7,031,215	NA
TMA Program (STP)	\$73,313,739	NA
Small MPO Program (STP)	\$13,258,112	NA
Small Urban Program (STP)	\$8,847,841	NA
Rural (STP)	\$33,855,685	NA
SPA & LTAP <sup>(2)</sup> (STP)	\$1,100,755	NA
Flexible- Urban Counties (STP)	\$9,523,809	NA
Flexible- Rural Counties (STP)	\$10,476,191	NA
Bridge Program (STP)	\$18,368,987	NA
Safety (HSIP)	\$15,000,000	NA
Metropolitan Planning	\$9,774,213	NA
Transportation Alternatives Program (TAP)	\$11,765,794	NA
Rail Highway Crossing (RHS)	\$3,700,171	NA
CMAQ <sup>(3)</sup>	\$35,261,647	NA
Certain Reauthorized Distributions	\$3,328,994	NA
Federal Earmarks	NA	NA
<b>Total</b>	<b>\$254,607,153</b>	<b>\$256,725,784</b>

(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) 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.