

Office of Economic Development

Transportation Solutions for Vibrant Communities



Safe Routes to School



www.Michigan.gov/OED

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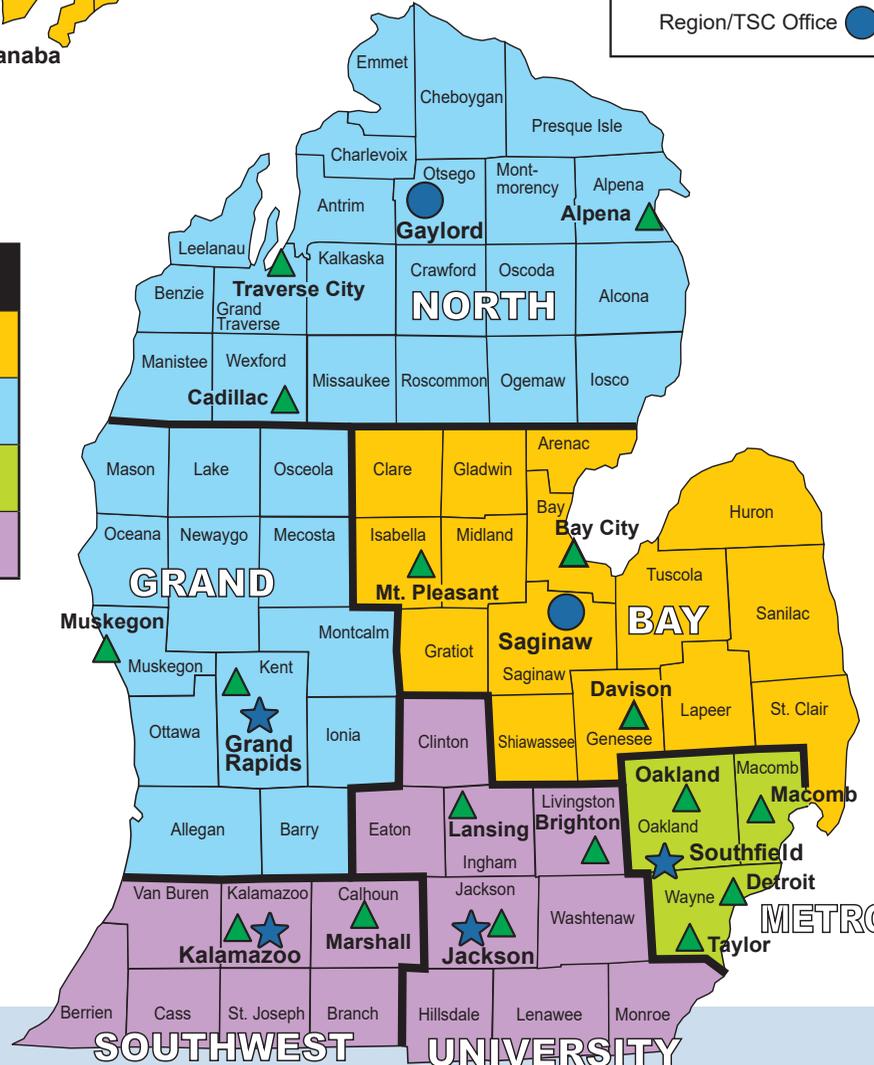
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Michael B. Kapp, Administrator



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





Transportation Economic Development Fund

The Transportation Economic Development Fund (TEDF) provides funding for transportation improvements that enhance the state's ability to compete in a global economy, promote economic growth, and improve the quality of life in the state of Michigan.

Category A provides funding for road improvements that help remove the transportation impediments to private investment and job creation or retention. Selected projects must be related to developments in one of eight eligible target industries. Eligible applicants are county road commissions, MDOT, cities, and villages. Applications are accepted year-round with award announcements made multiple times a year.

Category B provides funding for road improvements in small cities and villages. Eligible applicants are cities and villages with a population of 10,000 or less. Applications are accepted annually in late winter.

Category F provides funding for road improvements that increase or preserve the all-season road system within the urban areas of rural counties. Competitive applications provide connectivity to the local all-season system, or state trunklines and/or have a high percentage of commercial traffic. Eligible applicants are county road commissions, cities, and villages. Applications are accepted annually each spring.

Christine Zuzga
TEDF Program Manager
www.Michigan.gov/TEDF



Transportation Alternatives Program

The Transportation Alternatives Program (TAP) is a competitive grant program that funds projects such as regional trails, pedestrian safety streetscapes in core downtowns, and preservation of historic transportation facilities. These federally restricted funds enhance Michigan's inter-modal transportation system and provide safe alternative transportation options that support place-based economic development.

Applications are accepted year-round. Grants are typically for construction only. TAP funding requires a cash match of at least 20 percent of the project cost, though the average match for successful requests is 40 percent. Eligible applicants include county road commissions, cities, villages, state agencies, transit agencies, and Native American tribes.

Conditional commitments for future years are given to projects that demonstrate a competitive concept and a high likelihood of being constructed on schedule. This allows applicants time to raise and leverage matching funds for projects. Funds are awarded if the applicant meets certain conditions according to schedule, including certifying property, completing design plans according to state and federal standards, and certifying that matching dollars are available.

Mike Smith
TAP Manager
www.Michigan.gov/TAP



Safe Routes to School

Safe Routes to School (SRTS) is a school-based international movement to make it safe, convenient and fun for children, including those with disabilities, to bicycle and walk to school. This creates a safe environment for children to get the regular physical activity needed to encourage a healthy and active lifestyle from an early age. SRTS initiatives also help ease traffic jams and air pollution in the vicinity of elementary schools, unite neighborhoods, and contribute to students' readiness to learn in school.

Michigan's SRTS program begins with a school-based comprehensive planning process. Of the 3,400 elementary and middle schools in Michigan, nearly 900 have committed to developing SRTS action plans.

SRTS is a competitive grant program. SRTS grant funds can support both infrastructure and non-infrastructure projects.

Michigan's SRTS program is managed by MDOT, with training, logistical, administrative, and technical support from the Michigan Fitness Foundation (MFF): 517-347-7891 or toll-free at 800-434-8642. MFF provides assistance and training on beginning an SRTS program at your school, developing an SRTS action plan, and developing competitive grant applications.

Bryan Armstrong
SRTS Program Manager
www.saferoutesmichigan.org



State Infrastructure Bank

The State Infrastructure Bank (SIB) was created under the National Highway System (NHS) Designation Act of 1995 to provide loans to public and private entities for eligible transportation improvements. The SIB complements traditional funding techniques and serves as a useful tool to meet urgent project financing demands, stretching federal, state, and local dollars. These loans allow eligible applicants to close financing gaps, expand project scopes, improve safety, avoid cost increases, and reduce construction period disruptions.

Qualified borrowers include county road commissions, cities, villages and public transportation systems. Though other public and private entities are not eligible to apply, they may be able to enter into agreements with eligible borrowers to finance eligible transportation projects.

There is no minimum loan amount. Generally, SIB financing will not exceed \$2 million per project. The level of SIB participation in proposed projects is determined on a case-by-case basis. The interest rate is evaluated on an annual basis and will not exceed the market rate. The interest rate may vary depending on the level of risk, repayment terms requested by the borrower, and for projects related to an emergency.

Jessica Pierce
SIB Coordinator
www.Michigan.gov/SIB