

Michigan Department of Transportation

MDOT: A Guide for Legislators

2016



Dear Legislator:

Michigan's transportation system is a key driver of our state's economy and job creation. As Gov. Snyder has pointed out, Michigan needs a "modern transportation system that moves people and goods safely, reliably and efficiently in order to increase productivity and our quality of life."

This system ranges from the smallest rural roads serving farms and tourism to the major interstate routes carrying so much of our state's commerce. The overall transportation system also includes bridges, airports, local public transit systems, freight rail and Great Lakes ports. These are all vital movers of people and goods.

Eleven of these modes of transport require investment to maintain and improve quality as we move forward. Transportation revenues are flattening out. Our current level of investment, when adjusted for inflation, is on par with what was invested 20 years ago. Numerous studies have shown the need for significant investment to maintain the system we have in place. Reforms and the adoption of best practices can help stretch transportation dollars, but the amount of revenue needed to repair our highways and roads cannot be realized simply through increased efficiency.

We have worked closely with our legislative partners to craft solutions that recognize both the short-term and long-term needs to maintain and build a world-class system. The bi-partisan package that was passed at the end of last session will take great strides toward making this a reality. If approved by voters, the Legislature's action would raise an estimated \$1.3 billion a year for transportation. After the first two years when debt reduction is a priority, it will include nearly \$1.2 billion going to roads and an estimated \$110 million for public transit. More than 60 percent of the road revenue will go to counties, cities and villages for their local road and bridge needs.

Investing in our state's transportation system has many benefits. Not only do such investments directly create thousands of jobs, but they also facilitate private sector job creation by helping attract and retain businesses. There also are gains in productivity, safety and energy conservation.

The Michigan Department of Transportation (MDOT) is doing its part as well to be more efficient with the resources that the taxpayers provide to us. Our workforce has been reduced 26 percent since 1997. Changes in the way we do business, including closing and consolidating facilities, reusing and recycling materials, reducing snowplow speeds to keep more salt on the road, and using tow plows to clear the roads more quickly, have resulted in recurring annual savings of \$106 million as of 2014.

You can be assured that a leaner, reorganized MDOT will efficiently use the dollars available to continue to improve the lives of all Michiganders. This guide explains the operations of MDOT as it strives to provide the "highest quality integrated transportation services for economic benefit and improved quality of life."

If you have any questions, concerns, ideas or suggestions, please contact either my office or MDOT's Governmental Affairs team. We look forward to working with you.

Sincerely,

A handwritten signature in black ink, appearing to read "Kirk T. Steudle". The signature is fluid and cursive, with a large initial "K" and "S".

Kirk T. Steudle, P.E.

Director

Michigan Department of Transportation

Michigan Department of Transportation



MDOT on the Web

The Michigan Department of Transportation (MDOT) provides many online services and sources of information. In addition to its main website, MDOT also offers the Mi Drive site and app, featuring an interactive map for motorists with lane closure information, traffic incident updates, and traffic camera views for I, M and US routes in Michigan. MDOT also is a pioneer among state departments of transportation (DOT) using social media to connect with the public. MDOT uses social media sites like Twitter, Facebook, and YouTube to interact with the public, answer questions, and raise awareness of transportation issues facing the state.

MDOT Website - www.michigan.gov/mdot

Mi Drive - www.michigan.gov/drive

The Mi Drive website and mobile app provide real-time travel information for motorists, including incidents, lane closures, work zones, message boards, camera views, carpool lots, and weather-related conditions on Michigan's I, M and US routes across the state.

Facebook - www.facebook.com/MichiganDOT

Twitter

Statewide - www.twitter.com/MichiganDOT

Metro Detroit - www.twitter.com/MDOT_MetroDet

West Michigan - www.twitter.com/MDOT_West

Southwest Michigan - www.twitter.com/MDOT_Southwest

Flint/Saginaw and the Thumb area - www.twitter.com/MDOT_Bay

Lansing/Jackson area - www.twitter.com/MDOT_LanJxn

Ann Arbor area - www.twitter.com/MDOT_A2

Upper Peninsula - www.twitter.com/MDOT_UP

Traverse City area - www.twitter.com/MDOT_Traverse

Rail - www.twitter.com/MDOT_Rail

YouTube - www.youtube.com/MichiganDOT

Top three MDOT videos (as of 02/19/15):

1) **MDOT explains flashing yellow left-turn signal** - 140,001 views

This video was developed to help motorists understand new flashing yellow left-turn signals being installed across the state. The signals are being introduced nationwide and ultimately will be required at all intersections where there is a separate left-turn arrow signal.

2) **Using Roundabout System** - 132,068 views

The State of Michigan is installing roundabouts to improve safety and reduce congestion in certain intersections. This video demonstrates the proper use of a roundabout, whether you are a motorist, bicyclist or pedestrian.

3) **Railroad Crossing Safety in Michigan** - 127,100 views

MDOT partnered with Operation Lifesaver to create this video to urge motorists to pay close attention when approaching a railroad crossing. The video also provides facts about state laws and safety tips about crossing safety.

Michigan Department of Transportation Administration



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“Providing the highest quality integrated transportation services for economic benefit and improved quality of life.”

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Michigan Department of Transportation



MDOT Organization

Overview

The Michigan Department of Transportation (MDOT) has direct jurisdiction over Michigan's nearly 10,000-mile state highway system, comprised of all the I-, U.S.-, and M-numbered routes. It is the backbone of Michigan's 120,000-mile highway, road and street network. The state also owns:

- 4,750 highway, railroad and pedestrian bridges,
- 665 miles of railroad track (which is managed by private operators),
- 2,754 miles of nonmotorized trails, and
- 4 airports.

MDOT also administers other state and federal transportation programs for aviation, intercity passenger services, rail freight, local public transit services, the Transportation Economic Development Fund (TEDF), the Transportation Alternatives Program (TAP), and others. In addition, the department is responsible for developing and implementing a comprehensive transportation plan for the entire state that includes all modes of transportation.

MDOT's seven region offices (Metro, Grand, University, Bay, Southwest, North, and Superior), each handle transportation-related construction, maintenance and programs within each region's geographic boundaries. Region offices are managed by professional engineers who are trained to direct and oversee the transportation activities and programs of their respective regions.

Transportation Service Centers (TSCs) are designed to respond to the transportation needs of local communities. The TSCs are geographically located throughout the state, so no Michigan resident is more than an hour from a TSC. Typically there are two or three TSCs in each region. The TSCs perform a number of functions, including issuing permits, performing road and

bridge construction and maintenance, and responding to urgent transportation needs, such as road closures due to storm damage. TSC staff also advise local residents about state and federal funding opportunities to meet local needs; and provide road and travel information for construction schedules, detours, road closures, traffic delays, bad weather conditions, traffic volume counts, bus and train schedules, and state, county and city maps.

Highway Operations

MDOT's Highway Operations is comprised of the Bureau of Highway Development and the Bureau of Field Services, which includes seven regions, and the Office of Operations Administrative Services. MDOT is responsible for nearly 10,000 miles of highways that carry 53 percent of all traffic and around 66 percent of commercial truck traffic.

Bureau of Highway Development

The Bureau of Highway Development is comprised of two divisions, Development Services and Design; as well as two sections, Environmental Services and Performance Excellence.

The Design Division provides service and support for the development of plans and specifications. Duties include:

- Prepare construction/reconstruction plans for bridges and related structures.
- Management and oversight of the statewide Bridge Program, including Load Rating.
- Provide design and review for municipal utilities and roadside development.
- Conduct quality assurance reviews to ensure plans and proposals are prepared in conformance with the standards of the Federal Highway Administration (FHWA), American Association of State Highway and Transportation Officials (AASHTO), and MDOT.

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- Develop and revise manuals, standard plans, special details, and other design guidance documents used in the development of plan/proposal packages.
 - Prepare final engineers' estimates for all trunkline projects let for construction.
 - Provide coordination and support for automated survey and engineering systems and standards.
 - Maintain statewide survey information and surveying infrastructure used by both MDOT and non-MDOT entities.
 - Provide support for statewide traffic and safety functions related to Safety Program Development, traffic signing, delineation, and geometric design.
 - Coordinate the review and implementation of innovative contracting methods to deliver construction project.
 - Prepare conceptual relocation plans, project cost estimates, and environmental assessments.
 - Local public agency right-of-way oversight.
 - Analyze and authorize or deny oversize/overweight permit applications for the movement of vehicles and/or loads on state trunklines.
 - Manage the construction permit program, the utility coordination and accommodation program, the highway advertising program, and the development of trunkline and local agreements.
 - Administer the federal and state-aid programs (urban, rural, bridge, enhancement, economic development, and special appropriations) for Local Agency Programs.
 - Develop the statewide processes for the implementation of all required state and federal regulations for all local agency processes.

The Development Services Division provides real estate services, permit and coordination services, and Local Agency Program services. Duties include:

- Appraise, establish compensation, and acquire right of way for transportation projects.
- Provide real estate expertise, including property management and other real estate technical activities.
- Provide relocation assistance and demolition improvement information and support.
- Manage and dispose (sale or auction) of excess property to maximize returns on department owned real estate.
- Monitor and oversee the appraisal, acquisition, and relocation programs of local units of government to ensure compliance with state and federal laws.

- Assist other units and bureaus in managing the obligation authority for local projects.
- Oversee the Local Bridge Program.
- Administer the Local Safety Program (including the High Risk Rural Roads Program).
- Perform environmental clearance on all local projects.

The Environmental Services Section provides support and expertise on environmental issues in all aspect of the planning, design, construction and operation of the state highway system. This includes:

- Review, document, and mitigate all MDOT projects under the National Environmental Policy Act, as required by state and federal laws.

- Provide expertise to analyze 17 different environmental factors when performing project reviews, as well as coordinate with outside regulatory agencies to ensure projects meet environmental compliance standards.
- Complete or review hydraulic work for bridges and culverts, as well as provide support on drainage and water quality issues throughout the state.

The Performance Excellence Section (PES) provides support and expertise on a department-wide basis through the delivery of diverse specialized services including:

- **Process Improvements:** Lean methodologies and techniques are used to assist MDOT work areas in the reengineering of multidisciplinary business processes.
- **Facilitation and Partnering:** Services to enhance the quality and effectiveness of collaborative efforts between internal and external entities.
- **Educational Support:** This section serves as the registrar for MDOT educational activities, administers the REACH learning management system, and coordinates the Education Support Program for employees.
- **Employee Development:** Manages the Workforce Development Program with programs targeting all MDOT employees, as well as a specialized program for supervisors and managers.
- **MDOT Horatio S. Earle Learning Center:** The section operates the MDOT Horatio S. Earle Learning Center in Dimondale, an 11,000-square-foot conference center used by numerous state departments for meetings and training functions.

Bureau of Field Services

The Bureau of Field Services has two primary divisions and two administrative sections: Construction Field Services Division, Operations Field Services Division, Research Administration, and Safety and Security Administration.

Construction Field Services Division

The Construction Field Services Division serves as the resource and service area for a wide variety of critical needs throughout the regions and central office and provides technical expertise in the areas of construction administration, materials, and pavements. Its responsibilities include:

- Provide engineering support and technical expertise to the regions for pavements, bridges, materials, specifications, geotechnical design, traffic control, environmental mitigation, and preservation.
- Develop and implement standards, specifications, methods and procedures for construction.
- Provide the engineering, materials control, and testing oversight for the concrete and bituminous paving for MDOT and local agencies.
- Provide engineering expertise and support for pavement management, pavement design and analysis statewide.
- Develop and implement a quality control/quality assurance testing and materials control plan for the construction program.
- Prepare and publish the *Standard Specifications for Construction*, and all testing and materials procedures manuals used by MDOT and numerous agencies and entities across the state.
- Administers the department's evaluation process for new and innovative materials.

- Identify required training needs and establish programs to meet these needs for MDOT, local agencies, and consultants.
- Maintain the warranty database and administer the program.
- Improve statewide alignment for the administration and delivery of the annual construction program.

Operations Field Services Division

The Operations Field Services Division serves as the recognized resource and service area for a wide variety of maintenance and operations support needs throughout the regions and central office. There are four primary areas within the Division: Maintenance, Bridge, System Operations and Intelligent Transportation Systems (ITS), whose responsibilities include:

Maintenance Services is responsible for providing statewide support in maintenance categories of winter operations, roadway surface, and roadside facilities. MDOT also oversees the Adopt-A-Highway Program and maintains 14 Welcome Centers, 78 rest areas, 80 parks, 42 table sites, and 22 scenic turnouts.

Bridge Field Services focuses on several key areas. Bridge repair crews respond to high-load hits and other structural damage affecting bridge safety and impacting traffic. Crews also oversee and manage the statewide bridge inspection program. They assess conditions and perform repairs, assure structure safety.

System Operations focuses on several key areas: Traffic Incident Management, Congestion and Mobility, Work Zone Management and Mobility; Statewide Traffic Signal Operations; and the Statewide Traffic Operations Center (STOC).

Intelligent Transportation Systems (ITS) focuses on several key areas: coordinating the statewide ITS Program; coordinating MDOT's autonomous vehicle activities; coordinating

MDOT's connected vehicle strategies; coordinating with peers in other states to determine best practices; ensuring MDOT's ITS Program is in alignment with USDOT/FHWA; participating in state and national technical committees, peer-to-peer exchanges and pooled fund studies; monitoring and evaluating the effectiveness of MDOT's ITS Program and assist and take a lead role in the implementation of other ITS technologies that increase safety for motorists, create economic benefits, and results in an improved quality of life for all travelers.

Research Administration

The Research Administration Section manages research with MDOT. This includes research funded with federal research dollars and state-funded research. Research projects take their form in two primary ways:

- Michigan individual research projects: These projects focus on MDOT research and are typically contracted to universities or consultants with MDOT managing the project.
- Pooled-fund research projects: These projects combine the resources of state departments of transportation, Federal Highway Administration (FHWA) program offices, and private organization to achieve common research goals.

The Research Administration Section supports all functional areas of the department. This includes highway engineering, planning, finance, and multi-modal transportation. The diversity of the program requires an organizational structure that is cross-functional and engages all levels of MDOT, in addition to universities, consultants, and FHWA.

Section responsibilities include initiating, developing, managing and coordinating the MDOT research program. Implementation, encouraging technology transfer and identifying best practices are other areas of responsibility. Research administration staff communicates information

related to all of these responsibilities. This is accomplished by various publications including Research Updates and Research Spotlights. The MDOT research website, www.michigan.gov/mdotresearch, provides a wealth of information, including research publications, links to MDOT listservs, links to national research websites, and program development/project management information.

Safety and Security Administration

There are four primary roles for MDOT in Safety and Security Administration.

- **Emergency Management:** This function covers six phases in the emergency management cycle, which include preparedness, response, recovery, mitigation, prevention and risk reduction. Safety and Security Administration coordinates MDOT's efforts in emergency management and serves as the emergency management coordinator for MDOT.
- **Homeland Security:** MDOT is responsible for protecting its critical infrastructure and other areas within its influence, including the coordination of homeland security activities and grant funding.
- **Occupational Safety and Health:** This function is to prevent injuries and illnesses through heightened employee awareness, training opportunities, wearing of proper personal protective equipment, development of safe work practices or conditions, and regulatory compliance.
- **Environmental Audits and Hazardous Materials:** Safety and Security Administration staff conduct environmental and safety site reviews and audits of MDOT facilities, coordinates management of emergency environmental spills, and serves as the hazardous materials routing representative for the state of Michigan.

Bureau of Transportation Planning (BTP)

BTP performs transportation planning for all modes and monitors statewide travel and traffic volumes, as well as forecasting travel demand. Together with other transportation providers, and with input from the general public, the bureau develops the State Long-Range Plan, required as a condition of federal aid. In cooperation with metropolitan planning organizations (MPOs), rural task forces, small cities, and other MDOT bureaus, it produces the federally required State Transportation Improvement Program (STIP). This document contains all federal aid surface transportation projects within Michigan, identifies funding, and schedules these projects for federal funding obligation. The bureau also analyzes state and federal legislation pertaining to all modes, oversees the department's carpool parking lot and nonmotorized programs, and works with the State Transportation Commission (STC) on issues of transportation policy. BTP also conducts air quality conformity modeling under the Federal Clean Air Act to meet requirements for federal highway funding.

The State Long-Range Plan (SLRP)

The SLRP establishes the vision, goals, and objectives for Michigan's transportation system and sets the policy framework for transportation investment decisions. Known as "MI Transportation Plan," it identifies current and emerging needs for all modes of transportation within the state and sets investment priorities for meeting those needs. The document focuses on corridors of highest significance and decision principles guiding program development. The SLRP spans a 20-year period and is updated approximately every five years. MDOT has relied on representatives from diverse stakeholder groups to provide public input as part of these updates. You can view the SLRP online [here](#).

The State Transportation Improvement Program (STIP)

The STIP is a federally mandated four-year planning document. The STIP lists surface transportation projects and transit and multi-modal projects the state intends to fund with federal aid provided under the federal-aid transportation program.

The STIP is comprised of 14 separate documents: 13 individual metropolitan planning organization (MPO) Transportation Improvement Programs (TIPs) and one statewide non-MPO STIP document. All MDOT, local, and transit projects within the MPO boundary are listed in the MPO TIP document. The MPOs are responsible for conducting their own public involvement in preparing their individual TIP documents.

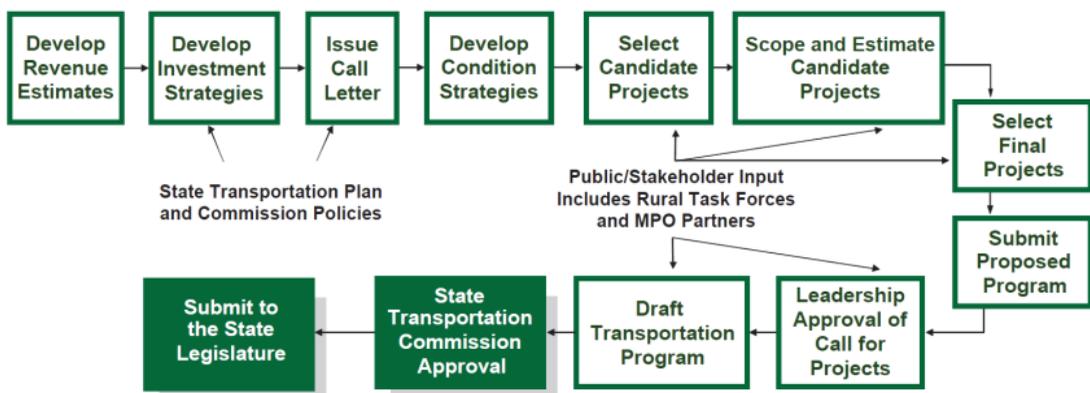
MDOT has developed a FY 2014-2017 STIP Public Involvement Plan. This document outlines the multiple opportunities available for public involvement in the overall planning process, starting with MDOT's Long-Range Transportation Plan, the Five-Year Transportation Plan, and the Statewide Transportation Improvement Plan. While transportation planning is a continuous and ongoing process, it is initiated with the development of the State Long-Range Transportation Plan and the Five-Year Transportation Plan. Both of these documents and processes help formulate the projects within the STIP. The public has numerous opportunities to comment on any of these documents and projects at public meetings sponsored by MDOT.

The FY 2014-2017 STIP and related MPO TIP documents were approved by FHWA in November 2013. You can view the FY 2014-2017 STIP document online [here](#).

MDOT's Five-Year Transportation Program and Annual Call for Projects

The Five-Year Transportation Program is an essential part of the governor's plan for economic growth for Michigan, and includes planned investments for highways, bridges, public transit, rail, aviation, marine, and nonmotorized transportation. Investments in all of these transportation modes provide important jobs to the Michigan economy, accessibility to urban and rural development, improved safety and efficiency of the transportation network, and enhanced quality of life for Michigan citizens.

The highway portion is an annual rolling program; each year, the first year is implemented, a new fifth year is added, and program/project adjustments are made to the other years. Trunkline projects are submitted in the Call for Projects that fit into the annual available funding and fit the strategy that has been approved for the work area (pavement/bridge/safety/etc.). If projects are approved in the Call for Projects process, they are included in the fifth year of the Five-Year Transportation Program. The Five-Year Transportation Program document only pertains to that portion of the programs that MDOT delivers. It does not account for programs



delivered locally with state and federal funds that are directly controlled by local agencies, such as transit agencies or county road commissions. (See graphic on planning process from Call for Projects into Five-Year Transportation Program.) The road and bridge projects proposed in the Five-Year Program also are incorporated into MDOT's State Transportation Improvement Program (STIP).

The Five-Year Transportation Program is approved annually by the State Transportation Commission and submitted to the Legislature no later than March 1. You can view the Five-Year Transportation Program document and map of projects online [here](#).

Public Involvement in Transportation Decisions

Public involvement, essential for effective transportation planning, is required by the National Environmental Policy Act and under Title 23; Section 450.212, Code of Federal Regulations for Statewide Transportation Planning. The department employs the very latest in technology to reach out and engage the public, including the Internet, social media, and state-of-the-art audience participation tools. While the methods for carrying out public involvement are left to the discretion of each state, the process must provide:

- Early and continuous opportunities for involvement.
- Timely information about transportation issues, processes, and procedures.
- Reasonable access to technical and policy information.
- Use of visualization techniques to communicate issues and concepts.
- Adequate notice of involvement opportunities at key decision points.
- Methods for considering and responding to public input.

- A course of action for considering and seeking out the needs of traditionally underserved groups.
- Periodic review and evaluation of the public involvement process.

MDOT stresses early and continuous public involvement throughout its planning processes. From goal-setting to project selection to environmental clearance, the public plays an important role in shaping Michigan's transportation system. The department's mission of "Providing the highest quality integrated transportation services for economic benefit and improved quality of life" can only be accomplished when customers are identified and brought into the planning process. MDOT strives to include a diverse public by following various federal statutes that help guide its participation activities. Some of these include providing accommodations for persons with disabilities, environmental justice, and translation for persons with limited English proficiency, consulting with tribal governments, and anti-discrimination practices under Title VI of the Civil Rights Act of 1964.

Office of Aeronautics

The Office of Aeronautics has three sections and supports the Michigan Aeronautics Commission.

- Planning and Development
- Programming
- Transport and Safety

Planning and Development Section

The Planning and Development section has project management responsibilities for state and federal grant-funded projects at Michigan's public use airports. Section staff provides project support relative to airport master planning, environmental review, airspace review, tall structure permitting, zoning assistance, and real estate project management, as well as graphic support using both CAD and GIS.

The section also is responsible for program oversight and assistance with Disadvantaged Business Enterprises doing business at Michigan airports. The Michigan Air Service Program, which provides assistance to air carrier airports with carrier recruitment and retention, airport awareness and capital equipment and improvement, is administered by section staff and offered in years when sufficient funding is available.

Programming Section

The Programming section administers the federal and state airport capital improvement programs (ACIP), which provide programming and project accounting for capital improvements at Michigan airports. The section also provides budget and accountability for funds used for operating the Office of Aeronautics, as well as other administrative responsibilities.

The federal and state ACIP programs are closely tied to programs of the individual airport sponsors. The activities and services are prioritized to return to Michigan the maximum amount of federal dollars to meet airport needs.

Transport and Safety Section

The Transport and Safety section performs several functions:

- **Pilot information systems** – As part of the Office of Aeronautics’ all-weather access program, pilot information systems are located at 51 airports. These systems enable pilots to access weather information, including near real-time radar images.
- **Automated Weather Observing Stations (AWOS)** – The section maintains 41 AWOS throughout the state, providing continuous weather information to the National Weather Service, Federal Aviation Administration and pilots via voice, telephone and computer. Section technicians maintain these systems, as well as four state-owned navigation aids.

- **Pilot Safety and Education** – The section maintains an active pilot safety and education program. Pilot seminars are held across the state to encourage pilots to remain current in the latest techniques, regulations and safety information. Every year, hundreds of Michigan pilots, aviation enthusiasts, educators and youth attend safety seminars, teacher workshops, aviation career sessions and airport facility visits/tours for K-12 class trips lead by section personnel. It also is responsible for publishing the Office of Aeronautics *E-Michigan Aviation* magazine.
- **State Air Fleet** – The Transport & Safety Section’s Air Transport Unit maintains and operates a fleet of five airplanes for transporting state personnel on official business. This service maximizes the efficient use of officials’ time and provides significant cost savings.

For more information regarding the history of Michigan aviation, please visit the Aviation in Michigan document online at http://michigan.gov/documents/aero/Aviation_in_Michigan_482063_7.pdf.

The Office of Business Development

The Office of Business Development (OBD) is responsible for a multi-faceted program that touches every area of MDOT, as well as the private and public sectors throughout the state of Michigan. OBD coordinates program compliance with the U.S. Department of Transportation (USDOT), Federal Highway Administration (FHWA), Federal Aviation Authority (FAA), Federal Transit Authority (FTA), and the department’s bureaus, divisions, offices, and regions. The OBD has numerous responsibilities that include:

- Oversight of certified Disadvantaged Business Enterprise (DBE) firms and the monitoring of hundreds of MDOT contrac-

tors for compliance with all USDOT civil rights regulations and state laws.

- Recruitment of eligible minority, women and disadvantaged business owners.
- Certification of eligible businesses for DBE program participation.
- Sponsoring numerous training and development events for certified DBE firms, including the annual DBE/Small Business Development Conference, DBE training symposiums, and developing/implementing new programs to help obtain greater DBE participation.
- Setting DBE goals for MDOT federally funded projects and processing good faith effort modifications/waivers.
- Serving as the lead agency for the Michigan Unified Certification Program (MUCP).
- Implementing MDOT's external civil rights program. Collect, analyze and report Michigan highway construction employment data.
- Implementation and monitoring of MDOT's On-the-Job Training (OJT) Program.
- Monitor federal and state contracts and conduct reviews for DBE, Equal Employment Opportunity (EEO), OJT Program, and Commercially Useful Function (CUF) compliance.
- Certification of eligible businesses for the Small Business Program (SBP) participation.
- Collection and analysis of data related to the contracting opportunities of DBE firms and non-DBE firms. Provide numerous reports as required by the USDOT Office of Civil Rights.

Disadvantaged Business Enterprise (DBE) Program

In 1980, the USDOT issued 49 CFR Part 23 creating the DOT MBE/WBE Program. The DBE

Program is federally funded. The program has changed over the last 32 years, with the biggest changes coming in 1999, and again in 2014, when the rules were changed to include the following key components:

- Switched from Part 23 to Part 26
- Set new goal-setting requirements
- Required a new Michigan Unified Certification Program
- Required a Small Business Program
- Implemented prompt pay changes
- Set new bidder collection goal attainment documentation timeframes

The primary goal of the DBE Program is to ensure that firms owned and operated by minorities, women, and other socially and economically disadvantaged persons have the opportunity to grow and become self-sufficient. There were 441 DBE firms certified with MDOT as of January 2015. MDOT welcomes applications from firms that are at least 51 percent owned by a socially and economically disadvantaged individual(s), and that meet other federally mandated criteria.

Michigan Unified Certification Program (MUCP)

The purpose of the MUCP is to provide “one-stop shopping” to applicants for certification. The MUCP allows applicants for the Disadvantaged Business Enterprise (DBE) program to apply only once for a DBE certification that will be honored by all recipients in the state. Under the Michigan Memorandum of Understanding Agreement, MDOT, Wayne County Human Services, and the Detroit Department of Transportation are considered certifying agencies. All other transit and aviation agencies within Michigan that receive DBE funding are considered participating agencies.

Small Business Program (SBP)

The overall goal of the SBP program is to ensure that firms that meet the small business size requirements have the opportunity to bid on MDOT projects to grow and become self-sufficient. In addition, all DBE firms are included in the SBP.

Commercially Useful Function (CUF)

All recipients of FAA, FHWA, and FTA funds must have monitoring and enforcement mechanisms on each federally funded project. MDOT must ensure that work committed to DBEs is actually performed by those DBEs. Regulations require a written certification that contracting records have been reviewed and work sites monitored for this purpose.

Equal Employment Opportunity (EEO) Contract Compliance

MDOT must ensure that all federal-aid contractors, subcontractors, vendors, and material suppliers do not discriminate in employment and contracting practices based on race, color, religion (in the context of employment), sex, national origin, age or disability. Yearly, OBD performs EEO contractor compliance reviews provided to FHWA along with Michigan highway construction employment data (1392 report). The authorities for this requirement are 23 United States Code (USC) 140, 23 CFR 230 Subpart A, C and D, FHWA Order 4710.8, Contract Provisions (FHWA 1273).

On The Job Training (OJT) Program

MDOT's OJT Program meets the department's responsibility for implementing a program pursuant to 23 CFR (Code of Federal Regulations) Part 230 Subpart A. Currently, MDOT offers 14 standard on-the-job training programs ranging from 1,800 hours to 8,000 hours.

Office of Economic Development Programs

The Office of Economic Development (OED) administers three competitive grant programs and a loan program primarily, but not exclusively, for state and local road agencies. The office focuses on strong customer service and collaboration with a broad range of stakeholders. OED's goal is to leverage MDOT investments and target them to have the greatest impact possible on economic development and Michigan job creation. The office provides "Transportation Solutions for Vibrant and Competitive Michigan Communities."

OED grant coordinators are assigned by MDOT region. They are available to assist applicants by providing information on the program and guidance on how to best develop a competitive application. For further information, contact the OED at 517-335-1069 or www.michigan.gov/oed.

Transportation Economic Development Fund (TEDF)

The sources of TEDF funding are the Michigan Transportation Fund, and driver license fees. The TEDF was created to target the funding of highway, road, and street projects in support of economic growth and job creation. The fund provides a means for local road agencies, businesses, and state government to work together to meet the often extensive and urgent demands placed upon the transportation system by economic development. There are five separate categories or programs, which are explained in more detail below.

The categories of projects eligible for TEDF assistance are:

Category A – Projects related to job creation and retention opportunities in industries that are natural resource-based or can most easily locate anywhere in the world. Projects are selected by a competitive application process. Grants are available to road agencies only. No funding ever goes

to private companies. When announcements are made, legislators in whose districts the grants are awarded are notified and provided with information that may be used to craft a news release, if so desired.

Category C – Road improvements that lessen traffic congestion in urban counties. Funds are distributed by a formula prescribed in law and projects are selected through the local planning process.

Category D – Road improvements in rural counties that improve an all-season road network. Funds are distributed by a formula prescribed in law and projects are selected through the local planning process.

Category E – Construction or reconstruction of roads essential to the development of commercial forests in Michigan. Funds are distributed by a formula prescribed in law and projects are selected by county road commissions.

Category F – Road improvements in the urban areas of rural counties that expand or preserve the all-season road network. Projects are selected through a competitive application process. When announcements are made, legislators in whose districts the grants are awarded are notified and provided with enough information to craft a news release, if so desired.

For further information, contact the OED at 517-335-1069 or www.michigan.gov/tedf.

State Infrastructure Bank (SIB)

The Michigan SIB loan program was established as a pilot program under section 350 of the National Highway System Designation Act of 1995 (NHS Act). The NHS Act authorized the creation of the Michigan SIB loan program to provide loans to public entities for eligible transportation improvements. Qualified borrowers include any Act 51 eligible public entity (county road commissions, cities, villages, or MDOT). Although 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.

The SIB loan program complements traditional funding techniques and serves as a useful tool to meet urgent project financing demands. The SIB is not able to be used to finance operating or administrative costs, nor is it intended to operate as a grant fund for transportation projects.

The goal of the program is to address customer financing needs in a timely and flexible fashion. Applications will be accepted at all times and will be evaluated by MDOT staff as quickly as possible. Potential borrowers are encouraged to talk with the SIB Coordinator about possible projects before submitting an application.

For further information, contact the OED at 517-335-1069 or www.michigan.gov/sib.

Transportation Alternatives Program (TAP)

TAP is a competitive grant program that funds projects like bike paths, streetscapes, and historic preservation of transportation facilities that enhance Michigan's intermodal transportation system and provide safe alternative transportation options. These investments support place-based economic development by offering transportation choices, promoting walkability, and improving the quality of life.

TAP projects are key elements of Michigan's strategy to create jobs by increasing the quality of life in local communities. Quality of life has become a prime factor in location decisions for employers and for the employees they need to attract. The TAP program is a significant partner in downtown revitalization efforts in numerous Michigan business districts. These investments also provide facilities that make walking and bicycling viable and safer alternatives for travel normally done by automobile. Consequently, trails have been proven to provide economic benefit for their neighboring communities. TAP

uses federal transportation funds designated by Congress for these types of activities.

Eligible applicants include county road commissions, cities, villages, regional transportation authorities, transit agencies, state and federal natural resource or public land agencies, and tribal governments. MDOT may partner with a local agency to apply for funding and implement the project. Other organizations, such as townships or nonmotorized trail groups, may work with an eligible agency to apply.

Funding is available through competitive grant processes administered independently by MDOT and each of the state's metropolitan planning organizations (MPOs) in urban areas with populations greater than 200,000. MPOs include:

- Southeast Michigan Council of Governments
- Grand Valley Metro Council
- Genesee County Metropolitan Planning Commission
- Tri-County Regional Planning Commission
- Kalamazoo Area Transportation Study
- Southwest Michigan Planning Commission

Both MDOT and MPO funding may be accessed through a single application process that is jointly operated by the state and local agencies. Applications requesting TAP funds are accepted year-round. TAP funding requires matching funds of at least 20 percent of the project cost. Additional consideration is given to projects whose match exceeds the minimum required. Competitive applications receive a conditional commitment from MDOT to fund the project in a future year. Funding is awarded for implementation of the project as long as the applicant meets certain conditions including: certifying property, completing design plans, and certifying that matching funds are available. This program feature allows applicants to plan TAP projects with other infra-

structure work and significantly reduce project costs. In addition, it allows applicants time to raise matching funds for projects.

For further information, contact the OED at 517-335-1069 or online at www.michigan.gov/tap.

Safe Routes to School (SRTS) Program

Federal law provides funding for infrastructure projects, law enforcement, education, and encouragement activities aimed at enabling and encouraging children to walk and bike to school. This encourages a healthy and active lifestyle at an early age, and improves safety, as well as reducing traffic, fuel consumption, and air pollution in the vicinity of elementary and middle schools. Schools serving children in grades K-8 are eligible for SRTS funding, which is available on a competitive grant basis.

Michigan's SRTS Program strategy is to engage any and all state and local stakeholders in the development of a sustainable site-based planning initiative that supports and extends the reach of the federal investment. MDOT partners with the Michigan Fitness Foundation and core network of partners, including the Michigan Association of Planning, Michigan State University, and Wayne State University.

Grant coordinators are available to assist applicants by providing information on the program and guidance on how to best develop a competitive application. SRTS grant coordinator contact information can be found on Michigan's SRTS website: www.saferoutesmichigan.org.

For further information, please contact the OED at 517-335-1069.

Office of Passenger Transportation (OPT)

The OPT administers MDOT's passenger transportation programs, including local transit, intercity bus, and for-hire passenger regulation. OPT's goal is to provide a safe and balanced statewide

network of passenger transportation services to meet the social, safety, and economic well-being of the state. OPT, in cooperation with local and regional transit agencies, authorities, and private passenger carriers, is responsible for the development and management of operating capital and technical assistance programs and projects, for purposes of providing coordinated local public transit, marine, and intercity bus transportation services and facilities statewide. OPT delivers and oversees more than \$200 million in federal and state programs a year. It also is responsible for the regulation of intercity buses and limousine vehicle safety.

Local Transit

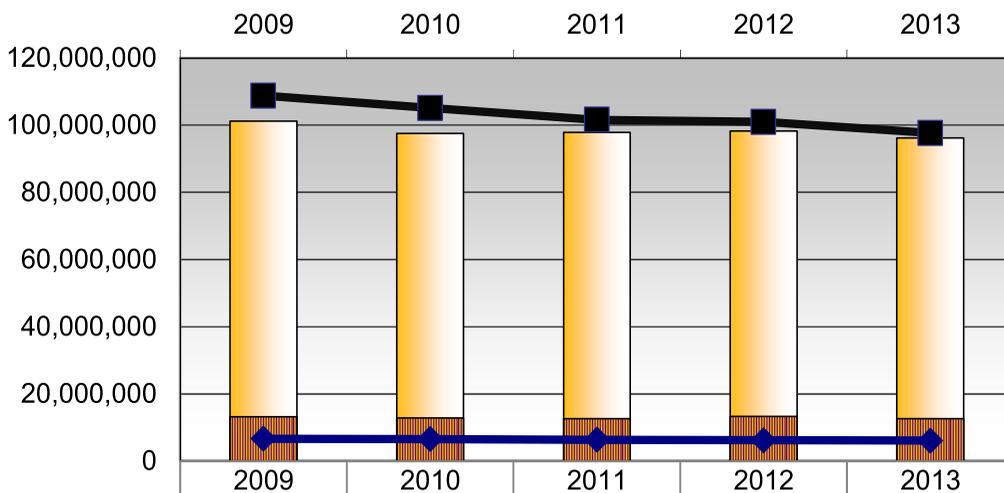
Michigan public transit is a compilation of local public and nonprofit service providers.

Service levels and types are defined at the local provider level. Both MDOT and the U.S. Department of Transportation/Federal Transit Administration provide financial support, technical assistance, and compliance oversight, but neither agency determines the types and levels of service.

Michigan is served by 78 local public transportation systems and 39 specialized transportation service providers. All 83 Michigan counties are served by one or both of these services. Although all Michigan counties have some public transportation, there are still gaps in service.

Michigan's public transit systems are categorized as urban and non-urban based on service-area population. Urban transit systems transported an estimated 89 million passengers in 2013 while non-urban area systems carried 6.7 million passengers. In 2013, an additional 1.4 million

**Local Transit Level of Service
FY2009-FY2013**



	2009	2010	2011	2012	2013
Passenger Trips Total	101,217,334	97,526,236	97,866,861	98,266,555	96,210,284
Elderly and Disabled Passenger Trips (as subset of Total)	13,190,536	12,806,513	12,673,040	13,287,225	12,599,127
Miles of Service	108,816,524	105,102,288	101,615,833	100,964,794	97,703,330
Hours of Service	6,673,897	6,548,547	6,366,541	6,199,461	6,090,381

passengers, primarily senior citizens and persons with disabilities, were transported through the Specialized Services Program. Ridership fluctuates with gas prices and the economy, but overall there has been a decrease in transit ridership of 1.3 percent since 2010.

The two principal intercity bus carriers operating in Michigan are Greyhound Lines, Inc., and Indian Trails, Inc. Both carriers provide daily,

regular route intercity bus service to 94 Michigan communities. Through a combination of subsidized and unsubsidized services, these carriers form the intercity bus network in Michigan. A recent addition to this network is Mega Bus, which provides unsubsidized service to and from Chicago several times a day.

Between October 2013 and September 2014, Indian Trails, under contract with MDOT, provided daily service on five routes in the Upper



Peninsula and the northern Lower Peninsula, transporting 74,201 passengers in areas of the state that would not otherwise be served by intercity bus. The routes provide vital connections for these residents to medical, employment and social destinations, as well as providing access to the national transportation network.

Other Passenger Transportation Programs:

- Public transit services supported by MDOT with state and federal funds also include a state-managed commuter vanpool service. There are currently 465 vanpools in this program with destinations primarily in southeast Michigan.
- MDOT regulates the safety of intercity bus carriers, charter bus carriers, and limousine carriers under Public Acts 432 of 1982 and 271 of 1990. As of January 2015, there were more than 7,000 vehicles registered under the two laws.
- MDOT provides operating assistance and small amounts of capital support to the three eligible public transportation authorities that provide public ferry operations: Beaver Island Transportation Authority, Eastern Upper Peninsula Transportation Authority, and the City of Mackinac Island (added in FY 2014). Ridership for the two systems in operation in FY 2013 was 815,727.
- MDOT has been fortunate to be able to participate in some projects that are improving transportation options and bringing unique innovations to our state:
 - Grand Rapids recently began operation of the state's first bus rapid transit (BRT) system, Silver Line, which will mature over the course of this five-year program.
 - The Regional Transit Authority (RTA) of southeast Michigan recently adopted BRT as the locally preferred regional transit alternative for Woodward Avenue from Detroit to Pontiac, which has cleared the path for environmental analysis to begin. The RTA also has begun analysis of regional rapid transit alternatives for Gratiot and Michigan avenues and will be focusing on coordination of existing bus transit services in Wayne, Oakland, Macomb, and Washtenaw counties.
- The Capital Area Transportation Authority (CATA) proposes to build an 8.5-mile BRT line from the State Capitol in downtown Lansing, linking Michigan State University (MSU) and downtown East Lansing, to the Meridian Mall in Meridian Township. The project would replace CATA's highest ridership line and would include 28 stations, park and ride spaces, off-board fare collection, transit signal priority, and the procurement of 17 new articulated buses. The projected capital costs for the project are \$215 million, and the annual forecast for operating costs is \$8.7 million. The FTA provided CATA with approval to proceed with the National Environmental Policy Act (NEPA) phase for this project.
- Ann Arbor Area Transportation Authority is conducting an alternatives analysis study for The Connector. The purpose of the study is to examine various options to improve and enhance public transit from northeast of Ann Arbor to south of Ann Arbor, connecting the campuses of the University of Michigan, downtown, the medical center, the train station, and commercial areas.

Office of Rail

The Office of Rail has overall responsibility for rail-related activities at MDOT, including the department's relationship with the rail industry, rail economic development, regulatory activities associated with grade crossings and rail clearances, funding for grade crossings, and railroad engineering, as well as passenger and freight

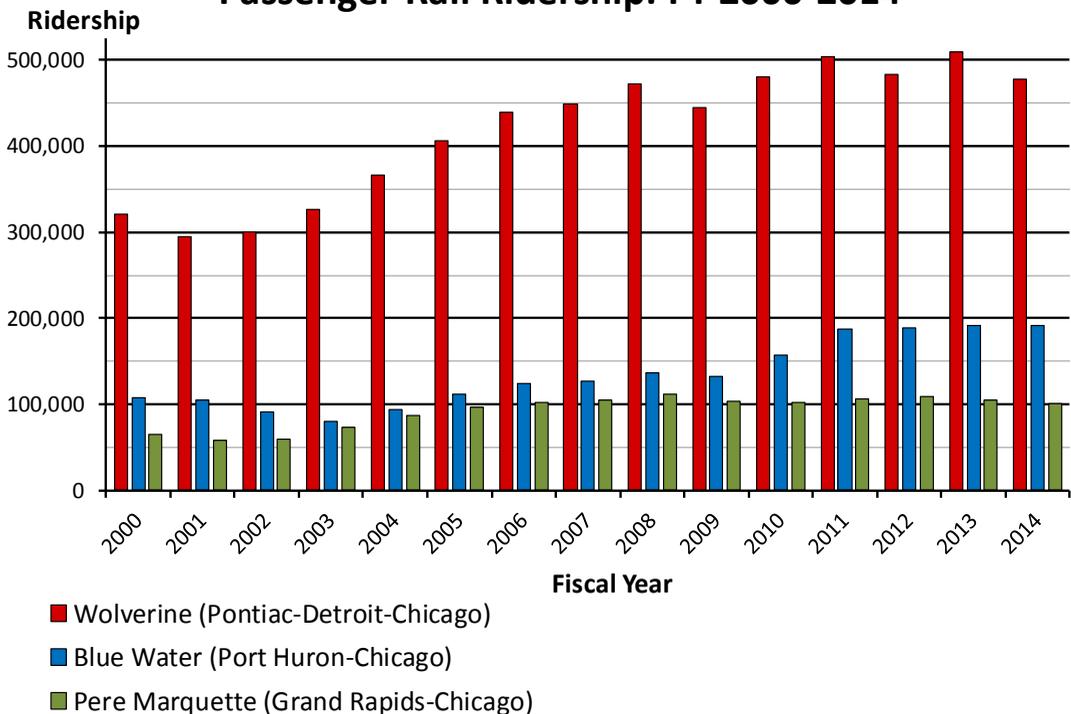
operations over the 665 miles of state-owned rail lines.

Michigan's rail system includes approximately 3,600 miles of track, operated by 24 railroad companies. The vast majority of the system is privately owned. About 19 percent of Michigan's commodity movements are handled on the

system. Rail service is particularly important for the movement of heavy or bulky materials, as well as hazardous materials. The system also accommodates passenger rail service.

Michigan is one of 15 states that contracts with Amtrak for the operation of trains that supplement the national Amtrak network, by extending the reach of passenger rail services or increasing

Passenger Rail Ridership: FY 2000-2014



frequencies on national routes. Amtrak offers intercity passenger rail services along three corridors and serves 22 station communities in Michigan. Statewide ridership and revenue for the Michigan intercity passenger rail services has exploded during the past five years, reaching an all-time high of 804,697 in FY2013.

Accelerated Rail Program

Michigan was awarded more than \$400 million in funding from the Federal Railroad Administration's High-Speed Intercity Passenger Rail Program. This

funding allowed MDOT to construct and refurbish stations, construct a new connection track to enhance operations in west Detroit, and purchase and improve the 135-mile corridor between Kalamazoo and Dearborn to enable up to 110 mph passenger operations. MDOT also provides federally mandated operating assistance for all three Amtrak routes in the state.

State-owned Freight Rail Program

MDOT manages approximately 530 miles of state-owned rail lines that are operated under

contract by four private railroad companies. The Office of Rail administers the contracts. While daily maintenance is the contractual responsibility of the operators, MDOT undertakes larger capital projects as necessary to protect the state's investment and maintain service to shippers.

Commuter Rail Program

MDOT is currently assisting other agencies in several high-profile commuter rail projects in various phases of development, including Ann Arbor to Detroit regional rail and the North-South Commuter Rail (WALLY).

Light Rail Program

MDOT's Light Rail Program includes federally mandated state safety oversight of rail fixed-guideway systems, which is currently limited to the Detroit People Mover, and assisting other agencies in development of other light rail projects, including the M-1 streetcar service.

Loan Programs

MDOT's Freight Economic Development Program provides funding on a competitive basis for rail infrastructure improvements that promote economic development in Michigan. The program makes low-interest loans, which can be converted to grants when certain conditions are met.

The Michigan Rail Loan Assistance Program (MiRLAP) provides no-interest loans to railroads or other owners of rail infrastructure to make improvements to preserve that infrastructure.

Railroad Crossing Safety

Exercising the regulatory responsibilities granted under the provisions of the Railroad Code of 1993, the Office of Rail assesses the physical condition and safety needs of the approximately 4,800 public railroad grade crossings throughout the state. Funding is provided annually to improve safety at select crossings on state trunklines and local roads. Projects are selected using prioritiza-

tion criteria, and most are connected to regulatory orders issued by the department.

Port Services Program

The Office of Rail provides legislatively appropriated funding to assist the Detroit Wayne County Port Authority with its ongoing operations. Michigan law requires that the state fund up to 50 percent of the port authority's operating budget, with the other 50 percent coming from the city of Detroit and Wayne County.

Commissions

State Transportation Commission (STC)

The STC is established in the Michigan Constitution, as amended, as a nonpartisan, six-member panel appointed by the governor. STC members are appointed to three-year terms. No more than three members of the STC can be affiliated with any one political party. The STC meets six times per year, once during each of the following months: January, March, May, July, September, and December. STC meetings are subject to the rules and guidelines of the Open Meetings Act. Meeting information is posted online at www.michigan.gov/transcommission.

The role of the STC is to provide a public forum for transportation policy development, and to monitor progress toward broader policy goals. The Office of Commission Audits reports directly to the STC, and is charged with the overall responsibility to supervise and conduct auditing activities for MDOT. The Commission Auditor submits to the STC reports of financial and operational audits and investigations performed by staff for acceptance by the STC.

Commissioners

Jerrold M. Jung, Chairman
Todd A. Wyatt, Vice Chairman
Angelynn A. Afendoulis, Commissioner
Ron J. Boji, Commissioner
Michael D. Hayes, Commissioner
Charles F. Moser, Commissioner

MDOT Commission Adviser:

Frank E. Raha, III
517-373-2110

MDOT Deputy Commission Adviser:

Phil Browne
517-373-4827

Michigan Aeronautics Commission

The Michigan Aeronautics Commission, created by Public Act 327 of 1945, is charged with the general supervision of all aeronautics within the state. The purpose of the commission is to further the public interest and aeronautical development by providing for the protection and promotion of safety in aeronautics by:

- Cooperating in effecting a uniformity of the laws relating to the development and regulation of aeronautics in the state;
- Reviewing existing statutes relative to the development and regulation of aeronautics;
- Effectively exercising jurisdiction over persons and property within the jurisdiction of the commission.
- Make such other rules as it may consider necessary to properly carry out the provisions of the Michigan Aeronautics Code.

The commission may develop a statewide system of airports, assist the political subdivisions of the state and others engaged in aeronautics, establish uniform rules and regulations consistent with federal regulations and those of other states, make rules as it may consider necessary to properly carry out the provisions of the Michigan Aeronautics Code.

Of the nine commission members, five are appointed by the governor, with the advice and consent of the Senate, to serve four-year terms. Upon expiration of a term, a member may continue to serve until a successor is appointed. The other four members serve by virtue of their positions in state government. The commission meets six times per year, once during each of the following months: January, March, May, July, September, and November. Meetings are subject to the rules and guidelines of the Open Meetings Act. Meeting information can be viewed on the Michigan Aeronautics Commission web page at www.michigan.gov/aero under QuickLinks.

Aeronautics Commissioners

Roger Salo, Chairman, Romulus
Rick Fiddler, Vice Chair, Grand Rapids
J. David VanderVeen, Commissioner,
Clarkston
Peter Kamarainen, Commissioner, Grand
Ledge
Russ Kavalhuna, Commissioner, Grand Rapids
Capt. Mike Caldwell, Commissioner
(Designee, Michigan State Police)
Kevin Jacobs, Commissioner (Designee,
Department of Natural Resources)
Brig. Gen. Len Isabelle, Commissioner
(Designee, Department of Military
and Veterans Affairs)
Laura Mester, Commissioner (Designee,
Department of Transportation)
Mike Trout, Director, Michigan Aeronautics
Commission

Transportation Funding

Revenues

Transportation revenue comes mostly from road-use fees. State taxes on fuel and vehicles are restricted to road construction and public transportation by Michigan's Constitution. In addition, 4.65 percent of vehicle-related sales tax is used for public transportation. Other recent one-time uses of General Fund money included

“The typical Michigan motorist pays 2.4 cents in user fees per mile traveled, or a little over a dollar a day for Michigan’s entire road and transit system.”

the Road Risk Reserve (RRR), the Priority Road Investment Program (PRIP), and \$100 million for Special Road Maintenance, have been appropriated to ensure that MDOT matches all federal aid and to fund specific road and bridge programs.

As of April 1, 2016, the Michigan Transportation Fund may receive General Fund money. Beginning in FY 2019, income-tax revenues will be appropriated to the Michigan Transportation Fund, for use by roads agencies only. The amount will rise from \$150 million in FY 2019 to \$600 million in FY 2021 and thereafter.

Fuel Taxes

Roughly one-third of Michigan transportation revenue comes from state road-use fees applied to gasoline and Diesel fuel. This amount fluctuates with the amount of travel and truck shipping, and falls with increases in vehicle efficiency. Road-use fees of 18.7 cents per gallon on gasoline and 15 cents per gallon on diesel fuel will generate about \$956 million in FY 2016. Rising fuel prices do not increase transportation funding, as fuel is taxed at flat rates per gallon. Road-user fees are collected on propane used to propel vehicles, but not on compressed natural gas or electricity.

Beginning on January 1, 2017, Michigan’s road-use fees will rise to 25.9 cents/gallon for gasoline and 26.3 cents for Diesel fuel. The road-use fee will also be applied to natural gas for the first time. These increases will yield an additional \$420 million/year.

For an informative brochure on Michigan fuel taxes, please see this brochure, which can be printed and shared with your constituents.

Article IX, Section 9 regarding use of specific taxes on fuels for transportation purposes; autho-

rization of indebtedness and issuance of obligations can be located on the [Michigan Legislature website](#) as a reference.

Vehicle Registration Taxes

Another third of transportation funding comes from Michigan’s vehicle-registration tax and title fees, generating about \$1,018 million in FY 2016. For autos and light trucks, this tax is based on each vehicle’s list price, starting at 0.5 percent of the base price for a new car and falling to 0.3645 percent for cars four years old or older. Heavy-truck registration taxes are based on the gross weight that each truck owner registers the truck to carry. For trucks in interstate commerce, fuel and registration taxes are not collected where the fuel or license plates are bought, but are apportioned according to the miles traveled in each state.

Beginning January 1, 2017, registration taxes will rise by 20 per cent for autos and light trucks, and heavy trucks. Tax rates will not change for other vehicle classes such as pre-1984 cars, motorcycles, trailers, and discounted farm trucks and dealer plates. A \$30/year surtax will be applied to plug-in hybrid cars, and a \$100 surtax on pure electric cars. These increases will yield an additional \$180 million/year.

Federal Aid

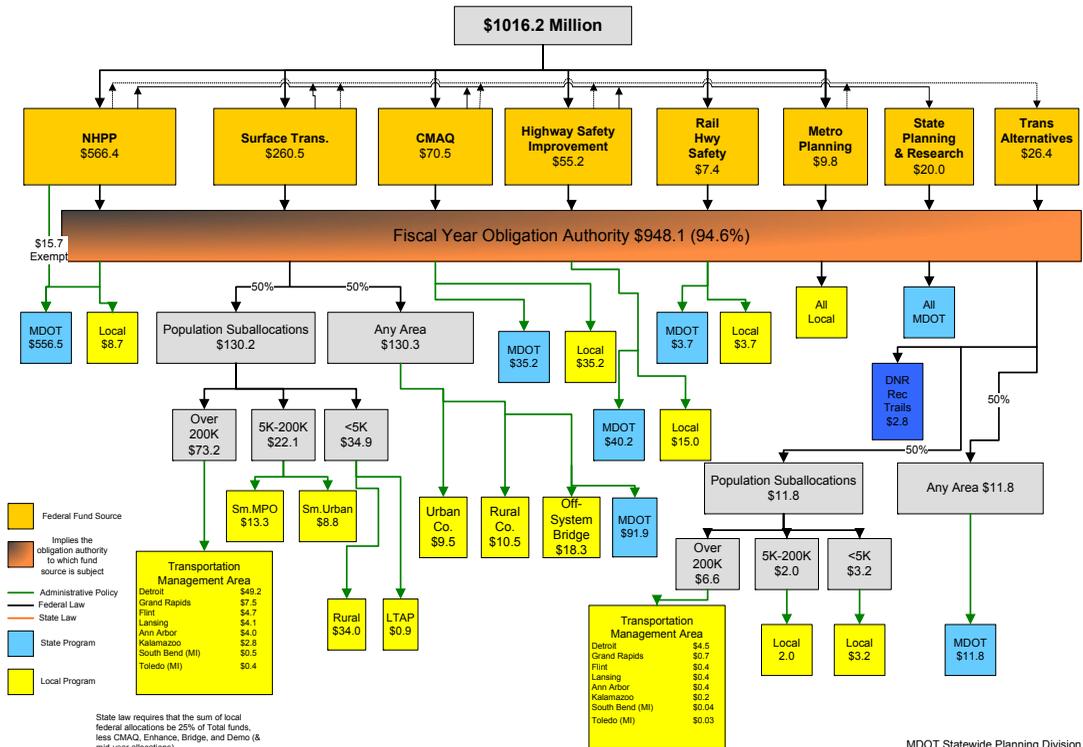
The last third of state transportation finance comes from federal aid. Federal fuel taxes of 18.4 cents per gallon on gasoline and 24.4 cents per gallon on diesel fuel are returned to the state for roads and public transportation. Federal aid is provided by several formulas, one for each federal transportation program. Four major highway programs and three major public transportation programs deliver most federal surface-transportation aid. Federal fuel taxes are divided into two accounts for distribution to the states: highway and public transit.

Federal funds for the federal-aid highway program are not cash and are not usually in the form of grants. Rather, the federal government reimburses MDOT for part of the cost of certain classes of road projects, if the projects comply with federal requirements. These reimbursements typically cover 80 percent of project cost; the remainder must come from state or local funds.

apply for. Similar to highway projects, federal funding cannot be used to pay 100 percent of the cost of eligible transit projects. Rather, for capital projects, the federal share is limited to 80 percent of the project costs, and the federal share for projects to pay operating costs is limited to 50 percent. The remainder must come from state or local funds.

Federal funds for the federal transit program are usually in the form of formula and discretionary grants that MDOT or local transit agencies must

FEDERAL AID TO HIGHWAYS PROGRAM - MICHIGAN, FY 2014



MDOT Statewide Planning Division
E. Mullen
Oct. 23, 2014

Almost all state highways, and approximately 30,000 miles of major county roads and city streets, are eligible for federal aid. Lightly traveled local roads and streets are not eligible. Michigan law requires that 25 percent of federal aid be made available for use by local road agencies. Routine maintenance is not a federally eligible expense.

The federal-aid highway program is routinely revised by Congress and the current programs and funding are authorized under legislation known as MAP-21 (the Moving Ahead for Progress in the 21st Century Act), which expires on May 31, 2015. When Congress reauthorizes the federal program, it could change the rules by which federal aid is distributed.

Public Transportation Comprehensive Transportation Fund (CTF) Revenue

The Public Transportation Program (which includes local transit, intercity bus, passenger rail, freight rail, marine and port) receives most of its state funding through the CTF. Approximately two-thirds of CTF revenues are from the Michigan Transportation Fund (MTF), which is funded by the state motor fuel tax and vehicle registration fees. Therefore, revenue declines that affect the MTF also are felt by the CTF. The CTF also receives revenues from auto-related sales tax revenue, which varies from year to year and has been supplemented with General Fund programs in past years to access all available federal funds. Neither the distribution of the MTF to the CTF nor sales taxes to the CTF are constitutionally protected. Appropriation levels vary from year to year.

Local Transit Revenue

For the local transit portion of the Public Transportation Program, federal funds include formula funds and discretionary funds awarded to MDOT and urban transit agencies. The discretionary funds have been from Federal Transit Administration competitive programs. Under MAP-21, the majority of transit funding

is from formula funds. Although nationwide transit funding levels remain about the same, Michigan transit will receive substantially less federal funding under MAP-21. This is because of Michigan's past success in obtaining earmarked funding, which is a practice that has been discontinued at the federal level. Unless transit systems are able to raise local funds to compensate for declining federal revenues available, the condition of the transit infrastructure will decline.

Rail Revenue

The bulk of ongoing state funding for MDOT's passenger and freight rail programs come from the CTF. However, grade crossing safety efforts are funded through dedicated federal and state safety dollars. On the "state" side, the MTF funds crossing safety enhancements on roadways under local jurisdiction (counties, cities and villages) and the STF funds work at crossings on state trunklines.

Michigan's accelerated rail program has benefited from the grant funding made available in recent years through the American Recovery and Reinvestment Act (ARRA) and the federal High-Speed Intercity Rail Passenger (HSIPR) program. MDOT is in the process of investing more than \$400 million in Michigan's portion of the Detroit-Chicago rail corridor, with another \$200 million invested in neighboring states. Completed projects include the acquisition and initial upgrade of 135 miles of rail line between Dearborn and Kalamazoo, the upgrade of the Battle Creek passenger station, and new stations in Dearborn, Troy and Grand Rapids. Other efforts are ongoing, including further capital improvements on the Dearborn-Kalamazoo corridor, a new connection track at West Detroit, and preliminary work toward new stations in Ann Arbor and East Lansing. Michigan also is a partner in a federally aided project with other Midwest states to purchase new locomotives and passenger cars.

Other than the limited dollars dedicated to grade crossing safety, there is no ongoing source of federal funding for rail investments.

Aviation Revenue

The Federal Aviation Administration Modernization and Reform Act was signed into law in February 2012 and is a four year reauthorization, providing stable and predictable funding through FY 2015. The funding for the largest capital program, the Airport Improvement Program, was reduced by 5 percent under the legislation. Another notable change is that the new authorization bill did not continue the 95 percent federal share for most airports, so the federal share for projects at these airports dropped back to 90 percent.

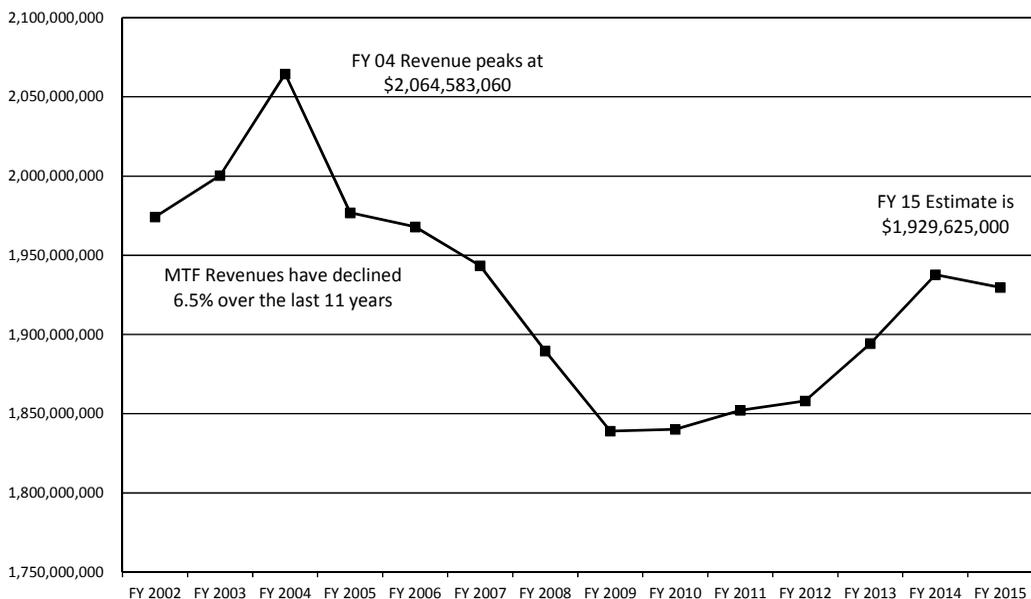
State funding of aviation is funded separately from all other forms of transportation in Michigan through the State Aeronautics Fund. Revenue is generated by an excise tax on aviation fuel, aircraft registrations, airport and aircraft dealer licensing, tall structure permitting and charges for the use of state aircraft. A parking tax at

Wayne County airport supports debt service on bonds until the year 2032. None of the state sales tax is dedicated to aviation programs. Continued fiscal pressures are being placed on state funding for aeronautics programs with the declining revenue from the aviation fuel excise tax. This revenue has been falling in real terms for over 10 years. Aviation Fuel Tax has not been changed since inception in 1929, other than a 50 percent rebate enacted in 1945 provided to scheduled interstate airlines.

Transportation Funding Outlook

Both at the state and federal levels, the future funding outlook for transportation is uncertain. Increasing fuel efficiency, alternative fuel vehicles, recent high gas prices, and other factors have eroded revenue that has historically been generated by transportation user fees, such as the gas tax. A number of state and national studies have been conducted to examine the need for additional transportation investment. Across all of these studies, the conclusion is that greater

Michigan Transportation Fund (MTF) Revenues Have Decreased by \$135 Million Since Fiscal (FY) Year 2004



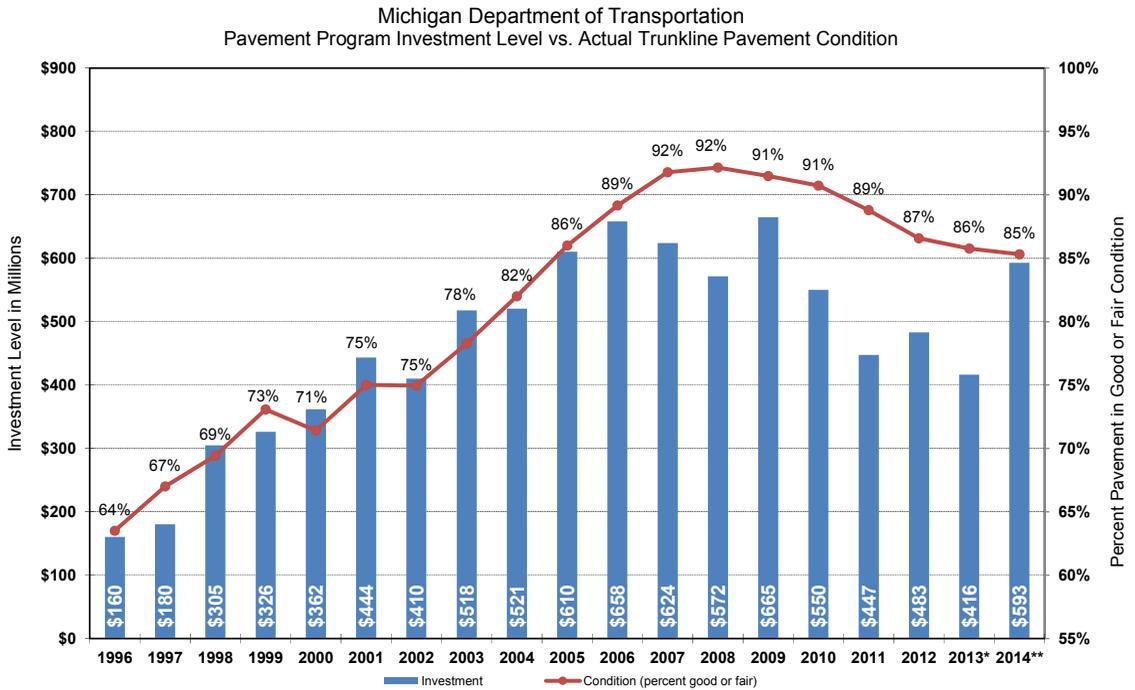
Source: State Budget Office, 2015

investment in transportation infrastructure is needed.

Department of Transportation Budget

Budget Issues

Since peaking in FY 2004, Michigan Transportation Fund (MTF) revenues have declined due to reduced vehicle sales, less commercial activity, and motorists shifting to more fuel-efficient vehicles. Simultaneous increases in materials and labor costs have eroded the



* Due to a change in reporting requirements, \$60 M in work on trunkline pavement was reported in FY 2012 but not built until FY 2013.
**2014 investment includes \$98 M of additional general fund state revenue.

Source: Bureau of Transportation Planning, 2015

purchasing power of these revenues. Nearly all of MDOT’s revenues are constitutionally dedicated to transportation purposes. Act 51 of 1951 controls the distribution of transportation revenues.

Michigan’s current level of transportation revenues, even with all available federal aid, has not prevented pavement conditions from worsening. As MTF annual revenues have *declined* 6.5 percent since FY 2004, the Consumer Price Index has *increased* 25.7 percent from 2004 to 2014.

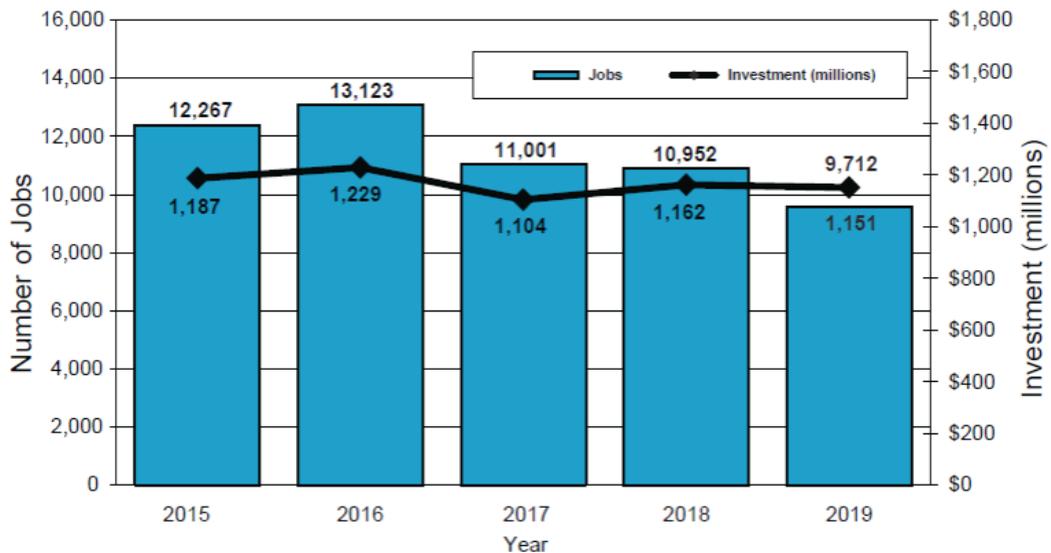
County roads and city streets already are deteriorating, causing the state’s entire road system (state, county, and municipal) to lose an average of \$1.11 billion per year in value. “Poor” road

conditions are more costly to repair than maintaining those already in “good” condition. Since 2004, the cost to restore all pavements to “good” condition grew by \$7.8 billion.

Fiscal Year 2015 Investment

MDOT’s FY 2015 Highway Program investment matches all available federal aid due to a General Fund redirection to the State Trunkline Fund (STF). FY 2015 federal and state highway investments will total approximately \$1.19 billion, including pre-construction phases (project scoping, environmental clearance, design, and right-of-way acquisition), routine maintenance, and construction projects. This Highway Program

EFFECT ON EMPLOYMENT OF THE FIVE-YEAR HIGHWAY PROGRAM 2015-2019



investment includes \$310 million in routine maintenance activities, such as snowplowing, roadside maintenance, and necessary road and bridge repair between scheduled projects.

The Road and Bridge Preservation Program will provide Michigan travelers with approximately 115 route miles of improved roads and more than 185 repaired and maintained bridges. MDOT will manage the good and fair roads by extending the life of approximately 1,000 miles of pavement through the Road CPM Program.

In FY 2015, MDOT will invest approximately \$428 million in state, federal, local, and private funds to maintain Michigan's multi-modal operations and infrastructure. Successful implementation of the Multi-Modal Program is reliant on the efforts of airport authorities, transit agencies, private nonprofit transportation providers, railroads, government agencies, rail users, intercity passenger carriers, airports, and others.

Source: 2015-2019 Five Year Transportation Program

Funding Distribution

Michigan Transportation Fund (MTF)

The MTF was established by Act 51 of 1951, which is the primary transportation-funding law. Act 51 appropriates road-user fees to MDOT and local governments. Other distributions are made in the Motor Vehicle Code and by the Transportation Economic Development Fund Act. All fuel- and vehicle-tax revenues are restricted to the MTF, and the MTF may receive only these revenues. If the fuel and sales tax proposal is approved by voters in May 2015, the MTF will be able to receive non-vehicle-related revenues from any source.

MTF Distribution Formula

All fuel and vehicle taxes are credited to the MTF, except for \$5.75 per vehicle credited to the Department of State for vehicle registration

operations and \$2.25 per vehicle to the Michigan State Police, and \$15 per heavy truck to the Truck Safety Commission. Two percent of gasoline tax revenues are credited to the Recreation Improvement Fund, representing the amount of gasoline taxed for road use but used off-road by boats, snowmobiles, cycles, and other recreational vehicles.

After these “off-the-top” appropriations, Act 51 distributes the MTF to road agencies, and to the Comprehensive Transportation Fund (CTF) for public transportation as shown below. What is often called “the Act 51 formula” is actually the sum of about 11 major standing appropriations dividing transportation revenues between state highways, public transportation, county roads, and city and village streets. The sum of these appropriations produces this division of the MTF:

- State trunklines, 35.8 percent
- County roads, 35.3 percent
- City and village streets, 20.0 percent
- Comprehensive Transportation Fund, 8.8 percent

State Trunkline Fund (STF)

The STF is used by MDOT for administration, maintenance, construction, and debt service for the state trunkline highways (I, M and US routes).

Local Distributions

Act 51 also contains formulas distributing the local shares of the MTF to 83 county road commissions and 533 cities and villages. Approximately \$1 billion in user fees are distributed to local units each year. In some jurisdictions, this state aid is supplemented by county, township, and municipal property taxes, revenue sharing, or other funds.

Comprehensive Transportation Fund (CTF)

The CTF is used for bus, rail, and marine transportation systems. Revenues are from road-user

taxes and 4.65 percent of the vehicle-related sales tax. The CTF receives approximately 8.8 percent of the MTF for distribution to local and intercity transportation providers and MDOT statewide programs. This share is limited by the Constitution to 10 percent of road-user fees, including county-option vehicle taxes for transit. The General Sales Tax Act appropriates 4.65 percent of the sales tax collected by vehicle-related retailers to the CTF, unless the Legislature appropriates these non-dedicated funds to other uses. Historically, this sales-tax revenue is roughly one-third of the CTF’s state revenue, and more than half of it will be repealed if the sales tax is removed from vehicle fuel. Year-end balances lapse to the CTF for the following fiscal year.

State Aeronautics Fund

The State Aeronautics Fund is dedicated to local airports, and is separate from the MTF. The budget is subject to annual legislative review and appropriation. The funding source consists mostly of federal and local contributions and aviation fuel taxes. The current aviation fuel tax rate is 3 cents per gallon on all fuel sold or used for propelling aircraft on aeronautical facilities in Michigan. A refund of 1.5 cents per gallon is made to commercial airline operators that are operating interstate on scheduled operations.

Frequently Asked Questions

How much does it cost to reconstruct 1 mile of urban highway?

A reconstruction project in an urbanized area, on average, costs \$2 million per lane mile on the freeway system. Therefore, reconstructing a 1-mile segment of a freeway that has two lanes in each direction would cost, on average, \$8 million.

Does MDOT use warranties for construction projects and how do they determine where warranties apply?

Yes. MDOT staff follow guidelines that take into account scoping, design, and construction issues associated with different fix types to ensure that the right warranty is placed on the right project.

How many warranties does MDOT have annually? Does MDOT have a warranty monitoring program?

MDOT averages approximately 185 warranties per year. These warranties cover three areas of work:

- Road Rehabilitation and Reconstruction,
- Road Capital Preventive Maintenance, and
- Bridge Painting.

Each warranty is entered in the MDOT Statewide Warranty Administration Database (SWAD) which is an Internet-based tool developed to help track project warranties through a series of reports. These reports are produced monthly and allow the department to track when warranty inspections are due, when warranties expire, and warranties that have had corrective action completed. These reports provide information on a statewide basis and also can break down information by region and by individual offices within a region. For more information on warranties, please see the MDOT warranty [white paper](#).

How frequent is corrective action done on warranty projects?

Since the MDOT warranty program began in 1996, approximately 9 percent of the warranties have required corrective action.

What is the difference between centerline miles and lane miles?

Centerline miles (also referred to as route miles) represent the total length of a given road from its starting point to its end point. The number and size of the lanes on that road are ignored when calculating its centerline mileage.

Lane miles are used to measure the total length and lane count of a given highway or road. Lane miles are calculated by multiplying the centerline mileage of a road by the number of lanes it has. Lane mileage provides a total amount of mileage covered by lanes belonging to a specific road.

What is a “complete street”?

Complete Streets legislation (Public Acts 134 and 135) gives new project planning and coordination responsibilities to city, county and state transportation agencies across Michigan. The legislation defines Complete Streets as “roadways planned, designed, and constructed to provide appropriate access to all legal users... whether by car, truck, transit, assistive device, foot or bicycle.”

The law further requires Complete Streets policies be sensitive to the local context, and consider the functional class, cost, and mobility needs of all legal users. The primary purpose of these laws is to encourage development of Complete Streets as appropriate to the context and cost of a project.

The STC adopted a Complete Streets policy in July 2012. For more information on MDOT Complete Streets, please visit the [Complete Streets website](#).

Are Michigan's roads "worse" than those in surrounding states? If so, why?

There is a perception that highways in Ohio, Indiana and Wisconsin are better than Michigan's. Numerous factors play into roadway condition and whether Michigan's roads are perceived as worse than those in surrounding states. Some of the factors that affect pavement condition and the variables that may affect driver perception of pavement condition are highlighted below.

Factors Affecting Condition:

- **Traffic per lane mile:** Michigan trunkline traffic per lane mile is significantly higher than the comparison states, especially in the urban areas.
- **Tolls:** Indiana and Ohio toll roads and toll credits have stretched state dollars by allowing some projects to be 100 percent federally funded.
- **State gas tax:** Michigan's gas tax per gallon (19 cents) is well below Wisconsin (31 cents) and Ohio (28 cents), and similar to Indiana (18 cents).
- **State diesel tax:** Michigan's diesel tax per gallon (15 cents) is below the diesel tax of comparison states, including Wisconsin (31 cents), Ohio (28 cents) and Indiana (16 cents).
- **Truck weights:** All comparison states allow trucks greater than 80,000 pounds on some roads, especially those leading into Michigan.
- **Soils and geotechnical impacts on pavement:** Pavement design and construction in Michigan can be complicated and costly. Soils in Michigan are often variable, extremely frost-susceptible, contain deep, soft clay deposits, and are destabilized by the ebb and flow of the Great Lakes, 11,000 inland lakes, and changing water tables.

For more information, please view the [MDOT Reality Check video](#).

How do I find out which agency maintains a road?

First, determine whether the road is a state trunkline (see previous question). If it is an MDOT road, contact MDOT's Office of Governmental Affairs at 517-373-3946, which will determine which office handles maintenance for that road. In some cases, MDOT contracts with the county road commission to provide maintenance on state trunklines.

What is MDOT doing to save money?

MDOT has undertaken numerous efforts to operate more efficiently and to find every available dollar in its budget for infrastructure.

Some of the efforts include a major reorganization and undertaking innovative cost-saving measures to reduce operating costs, extend the life of projects, or maximize energy efficiency.

Examples include:

- Best-value contracting methods;
- New material mixes, such as warm-mix asphalt;
- Pre-cast bridges for quicker construction;

-
- Carbon-fiber components to extend the life of a bridge;
 - Using recycled concrete and asphalt in construction;
 - Coordinating projects and maintenance with other agencies to minimize redundancies;
 - Context-sensitive solutions and stakeholder engagement to improve project benefits;

MDOT will continue to take relentless, positive action to maximize its resources by finding efficiencies and incorporating them into its business practices to support MDOT's mission. You can view the current MDOT Economies, Efficiencies and Innovations report [here](#).

Who locates and fixes potholes? How do I go about reporting potholes?

MDOT maintenance personnel routinely inspect state trunklines, monitoring them for many conditions, including the development of potholes. If you notice a pothole forming on an I, M or US route, you can report it any of three ways:

1. Go to the MDOT website at www.michigan.gov/mdot, "How Do I" on the right-hand side of the screen. Select "Report a Pothole" or visit the "[All About Potholes](#)" page.
2. Call the Pothole Hotline at 888-296-4546;
3. Contact your local TSC or MDOT region office.

To report potholes and other problems related to local roads, contact the local city or county road commission involved.

How do I order a state map?

Free state maps can be ordered from MDOT's website at www.michigan.gov/mdot. See "Online Services," "State Map" to order. You can use the online form to order up to 25 maps; for larger quantities, please call 517-373-3946.

How can I find out about construction on state roads?

MDOT produces an annual construction map, brochures and website information. MDOT also communicates via news releases, Twitter, Facebook, and YouTube. In addition, MDOT maintains an interactive map for motorists with lane closure and construction project information, traffic camera views, and other information regarding state trunklines in Michigan at: www.michigan.gov/drive.

What is a roundabout?

A roundabout is a type of circular intersection. Roundabouts maximize traffic flow by keeping traffic moving, which also decreases emissions and improves fuel economy. Modern roundabouts increase safety by reducing conflict points and slowing traffic through the intersection. Vehicles do not stop in roundabouts, and there are no left turns across opposing traffic lanes. Visit www.michigan.gov/roundabout for more information.

How do I request a change in a speed limit?

MDOT plays a role in the process of changing speed limits on state trunklines along with the Michigan State Police. Speed limits are based on scientific analyses of traffic that includes looking at traffic flow, access points (driveways), and safety. Legislators interested in addressing potential speed limit changes should do the following:

-
1. Contact the local MDOT Transportation Service Center (TSC). The requestor should include their name, the location and nature of the request (i.e., traffic going too fast, increase speed limit).
 2. Once the request is received by MDOT, the TSC staff will ask the requestor to contact their city council/township board for a formal resolution requesting that MDOT conduct a speed study. The city council/township board resolution must state that it is requesting a speed study be done and that they will abide by the final study recommendation. Please note the study could show that the speed limit should be reduced, stay the same, or be increased. A speed study will not be initiated until the resolution is sent to the TSC.
 3. Once the resolution is received by the TSC, the TSC staff will collect data regarding the location including:
 - Crash history
 - Traffic volumes
 - Future improvement plans
 4. The TSC staff then conducts a preliminary field review. The field review will consider:
 - Physical roadway characteristics
 - Type of roadway (urban, rural or mixed)
 5. TSC staff then reviews the data and recommends one of the following options:
 - A. Perform a detailed speed study (by MDOT's Lansing office)
 - B. Location does not warrant any changes from the posted speed limit (requestor is notified of such via letter)
 6. If a detailed speed study is performed, it will identify:
 - Eighty-five percentile speed
 - Geometric configuration of the roadway
 - Roadside features
 7. The recommended speed limit is accepted if the TSC and the Michigan State Police determine it is reasonable, enforceable, and meets the characteristics of the roadway.

(Note that the process is lengthy to determine if a speed limit should be changed or added. It can take up to four months from the time of the request until a final determination is made.)

How do I request that a traffic signal be installed?

MDOT is responsible for placing traffic signals on all state trunklines. Legislators who are interested in a traffic signal should do the following:

1. Contact the local MDOT TSC. The requestor should include their name, location, and nature of the request (e.g., new signal, revise existing signal operations).
2. Once the request is received by MDOT, the TSC staff will conduct a preliminary screening to determine if further studies are needed. The preliminary screening uses crash history, traffic volume, peak hour gaps and delay, and upcoming work plan data to determine the next actions.
 - A. If the screening finds that a new signal or modifying an existing signal is not supported, then the requestor will be notified via letter.
 - B. If the screening finds that a new signal or modifying an existing signal needs further consideration, the TSC will request a full traffic signal study from the MDOT Traffic Signal Unit in

Lansing. The study will analyze the following:

- Closeness of buildings to the roadway
- Measure preliminary running speeds of traffic
- Parking allowances
- Pedestrian activities
- Crash history

3. Once a full traffic study is ordered, the Lansing Traffic Signal Unit will conduct a detailed traffic signal survey and compare the results against the 11 traffic signal warrants (requirements) from the Michigan Manual of Uniform Traffic Control Devices (MMUTCD).

The warrants will be evaluated considering minimum vehicular volumes, gaps in traffic, presence of pedestrians, proximity of nearby signals, and the intersection's crash history. (Note that the satisfaction of a warrant or warrants is not in itself a justification for a traffic signal. The signal must improve the overall safety and/or operation of the intersection.)

4. Once the full traffic signal study is completed, the requestor will be notified by the TSC whether the intersection warrants a signal or not.

(Note that the process to determine if a new signal should be changed or added is lengthy. It can take up to six months from the time of request until a final determination is made.)

How do I make a Freedom of Information Act (FOIA) request?

Requests for public records must be submitted to MDOT's Freedom of Information Officer. There is no FOIA form to fill out. You must make a request in writing, by U.S. mail, e-mail or fax to the MDOT FOIA Officer. Questions on how to write a written request may be directed to MDOT's FOIA officer at 248-483-5206.

How do I determine if my vehicle/load is oversized or overweight?

You can go online at www.michigan.gov/truckers for information to help determine whether your vehicle is oversized or overweight. Under the Permits section, select Frequently Asked Questions - Commercial Vehicle Transport Permits, and Question #2. How do I determine if my vehicle/load is oversized or overweight? If you have additional questions, call 517-241-8999.

How do I obtain an oversize or overweight vehicle permit?

For over-length or overweight vehicles, drivers can obtain one of two kinds of permits: extended and single trip. Single-trip permits may be issued for up to a five-day period. A single-trip permit is valid for one trip only, but may be issued to include a return move. Extended permits may be issued on an annual basis and are issued based on the vehicle and load being transported. All oversize/overweight transport permit applications are submitted and permits purchased through the Michigan Business One Stop (MBOS) online service. You must first register in MBOS, which can be done by going to www.michigan.gov/truckers and following the One Stop/MiTRIP registration instructions. Once you are registered in MBOS, you can order oversize/overweight permits by going to the bottom of the web page under MiTRIP User Guide, selecting the permit option needed, and following the directions. For more information, call 517-241-8999.

What agency is in charge of rest areas and Welcome Centers?

MDOT operates and maintains 78 rest areas along major freeways and roadways for the convenience of the traveling public; 14 of these also are Welcome Centers with tourism information. These rest area facilities are open 24 hours a day, offer a variety of services and conveniences, and are located within an hour's travel time of each other. Rest area facilities provide modern restroom facilities, telephones, picnic areas, pet exercise zones, paved parking areas, and fresh drinking water. Additional information is available on MDOT's website at www.michigan.gov/mdot and on the [MDOT Welcome Center page](#).

Why does it seem that my area isn't getting its fair share of transportation funding?

When looking at a short period of time to assess whether a geographical area is receiving a level of funding that is appropriate for its population, it may seem that some regions are receiving greater amounts of funding. It is important to remember that in any given year MDOT may be working on a large project or two that make the figures seem out of balance. For instance, when MDOT was constructing M-6 through southern Kent County, or reconstructing I-94 through Wayne County, those regions received more funding over short periods of time than their population would dictate. Over time, state transportation funding has been spread equitably through MDOT's seven regions.

How can I submit a claim for damage sustained to my vehicle on a state trunkline?

If you have sustained damage to your vehicle from a pothole or other problem on a state trunkline, you may submit a damage claim. Claims must be submitted to the MDOT region office or TSC closest to where the damages occurred. The state will only consider damages not covered by the vehicle owner's insurance company. The majority of claims are denied under governmental immunity laws. Information and damage claim forms are available on [MDOT's website](#).

Does MDOT have any funds for businesses affected by road construction?

The use of transportation funds is closely regulated by statute. Under current law, MDOT does not operate a fund for businesses affected during periods of road construction. Major projects are planned years in advance, with community input and notice. Unfortunately, MDOT does not have any other way to mitigate the impacts on businesses that may be affected while roads are closed or under construction.

Why are there out-of-state companies doing work on Michigan roads?

In order to make sure that Michigan roads are built and maintained by the most qualified and efficient contractors, companies from other states are allowed to bid on contracts. MDOT's rules and federal guidelines require that we accept the lowest qualified bids on contracts, regardless of the location of the parent company. These guidelines help ensure efficiency and save taxpayer money.

How do I get a permit for a sign/billboard along the highway?

MDOT has not issued permits for new signs since Jan. 1, 2007. In order to apply for a location to construct a sign, a person or business first needs to hold a permit. The permit is then used to apply for a proposed location along the highway. To obtain a permit, one would need to purchase it from an existing permit holder. Inquiries related to existing permit holders can be directed to MDOT Highway Advertising Specialist Melissa Staffeld at 517-335-2209.

Are there any exemptions for certain signs?

On-premises signs and official signs are exempt from the permit requirement. An on-premises sign is a sign advertising activities conducted or maintained on the property on which it is located. An official sign is erected within the municipality, for non-commercial purposes, and maintained by the local governmental entity.

If I hold a permit, what is the process to apply for a new location?

If the permit holder has an interim permit, and has determined a proposed location, they can apply online using the interim permit(s). If the permit holder has a permit associated with a built sign, the sign and sign structure would need to be removed, and that permit exchanged for an interim permit.

Prior to applying for a location approval, the permit holder should be aware that the location needs to meet, but is not limited to, the following requirements:

- 1,000-foot spacing between permitted signs along freeways and interstate
- 500-foot spacing between permitted signs along non-freeway
- Landowner consent
- Zoning of commercial, industrial or business (if the location is beyond 1 mile of an incorporated municipality, it shall be within 800 feet of an active commercial or industrial business on the same side of the highway)
- If the location is unzoned, it shall be within 800 feet of an active commercial or industrial business on the same side of the highway)

Further questions on the process and/or to obtain application instructions, contact the Highway Advertising Specialist Melissa Staffeld at 517-335-2209

Where can I find MDOT projects advertised on the Web?

MDOT projects are advertised on the “Bid Letting Information” page on MDOT’s website at www.michigan.gov/mdot under “Doing Business.” You can visit the page [here](#). This is the only way to get construction project bid information from MDOT.

Transportation-related Acronym List

A

AADT - Annual Average Daily Traffic
AADTT - Annual Average Daily Truck Traffic
AASHTO - American Association of State Highway and Transportation Officials
ADA - Americans with Disabilities Act
ADT - Average Daily Traffic
AMTRAK - National Rail Passenger Corporation
APTA - American Public Transit Association
APWA - American Public Works Association
ARRA - American Recovery and Reinvestment Act
ASCE - American Society of Civil Engineers
ATA - American Trucking Association
AVMT - Annual Vehicle Miles Traveled

B

B/C - Benefit Cost
BIA - Bureau of Indian Affairs
BMP - Best Management Practice
BMS - Bridge Management System
BTS - Bureau of Transportation Statistics

C

CAA - Clean Air Act
CADD - Computer Aided Drafting and Design
CBD - Central Business District
CE - NEPA Categorical Exclusion
CEQ - Council on Environmental Quality
CFR - Code of Federal Regulations
CGI - Center for Geographic Information
CMAQ - Congestion Mitigation/Air Quality
CMP - Congestion Management Process
CMP - Corridor Management Plan
CO - Carbon Monoxide
COHS - Corridors of Highest Significance
CPI - Consumer Price Index
CPL - Carpool Parking Lot
CPM - Capital Preventive Maintenance
CRAM - County Road Association of Michigan
CSS - Context Sensitive Solutions

D

DBE - Disadvantaged Business Enterprise
DEIS - Draft Environmental Impact Statement
DI - Distress Index
DIFT - Detroit Intermodal Freight Terminal
DEQ - Department of Environmental Quality
DHS - U.S. Department of Homeland Security
DHV - Design Hour Volume
DNR - Department of Natural Resources
DRIC - Detroit River International Crossing
DTMB – Department of Technology, Management and Budget

E

EA - Environmental Assessment
EEO - Equal Employment Opportunity
EIS - Environmental Impact Statement
EMS - Emergency Medical Services
EPA - Environmental Protection Agency
ESA - Endangered Species Act

F

FA - Federal Aid
FAA - Federal Aviation Administration
FARS - Fatal Analysis Reporting System
FEA - Final Environmental Assessment
FEIS - Final Environmental Impact Statement
FEMA - Federal Emergency Management Agency
FERC - Federal Energy Regulatory Commission
FHWA - Federal Highway Administration
FMCSA - Federal Motor Carrier Safety Administration
FONSI - Finding of No Significant Impact
FRA - Federal Railroad Administration
FS - Forest Service
FTA - Federal Transit Administration
FY - Fiscal Year

G

GHG - Greenhouse Gases
GIS - Geographic Information Systems
GPS - Global Positioning System
GSP - Gross State Product
GVW - Gross Vehicle Weight

H

HAZMAT - Hazardous Materials
HCM - Highway Capacity Manual
HOT - High Occupancy Toll
HOV - High Occupancy Vehicles
HPMS - Highway Performance Monitoring System
HTF - Highway Trust Fund

I

I - Interstate
IMS - Intermodal Management System
IRS - International Roughness Index (pavement)
ITE - Institute of Transportation Engineers
ITS - Intelligent Transportation System
IVHS - Intelligent Vehicle Highway System

L

LMB - League of Michigan Bicyclists
LOS - Level of Service
LRTP - Long-Range Transportation Plan
LTAP - Local Technical Assistance Program

M

MAP - Michigan Association of Planning
MAP-21 - Moving Ahead for Progress in the 21st Century Act
MARAD - Maritime Administration
MAASTO - Mid-America Association of State Transportation Officials
MASP - Michigan Airport System Plan
MBE - Minority Business Enterprise
MDARD – Michigan Department of Agriculture and Rural Development
MDCH – Michigan Department of Community Health
MDCR – Michigan Department of Civil Rights
MDOS – Michigan Department of State

MDOT - Michigan Department of Transportation
MEDC - Michigan Economic Development Corporation
MITA - Michigan Infrastructure Transportation Association
MITP - 2035 Michigan Transportation Plan
MML - Michigan Municipal League
MOA - Memorandum of Agreement
MOU - Memorandum of Understanding
MP - Milepost
MPO - Metropolitan Planning Organization
MSA - Metropolitan Statistical Area
MSP - Michigan State Police
MUTCD - Manual on Uniform Traffic Control Devices
MWBE - Minority and Women's Business Enterprise

N

NAAQS - National Ambient Air Quality Standards
NBI - National Bridge Inventory
NCHRP - National Cooperative Highway Research Program
NCPP - National Center for Pavement Preservation
NEPA - National Environmental Policy Act
NHS - National Highway System
NHTSA - National Highway Traffic Safety Administration
NITC - New International Trade Crossing
NOAA - National Oceanographic and Atmospheric Administration
NPS - National Park Service
NSC - National Safety Council
NTSB - National Transportation Safety Board

O

O-D Origin-Destination
OED - Office of Economic Development
OHSP - Office of Highway Safety Planning
OMB - Office of Management and Budget
ORV - Off-Road Vehicle

P

PASER - Pavement Surface Evaluation and Rating
PCI - Pavement Condition Index
PE - Preliminary Engineering
PE - Project Engineer
PE - Professional Engineer
PM Particulate Matter
PM - Project Manager
PMS - Pavement Management Systems
PPP - Private Public Partnership
PTMS - Public Transportation Management System

R

RFP - Request for Proposal
RFQ - Request for Qualifications
ROD - Record of Decision
ROW - Right of Way
RPA - Regional Planning Agency/ Authority
RR - Railroad
RSL - Remaining Service Life
RTA - Regional Transit Authority
RTP - Regional Transportation Plan

S

SAF - State Aeronautics Fund
SAFETEA-LU - Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users
SEIS - Supplemental Environmental Impact Statement
SHPO - State Historic Preservation Officer
SHSP - Strategic Highway Safety Plan
SIP - State Implementation Plan
SLRP - State Long-Range Plan
SMS - Safety Management System
SOV - Single Occupancy Vehicle
SPR - State Planning and Research
SR2S - Safe Routes to School
STC - State Transportation Commission
STIP - Statewide Transportation Improvement Program
STP - Surface Transportation Program (funded through MAP-21)

T

TAMC - Transportation Asset Management Council
TAP - Transportation Alternatives Program
TEDF - Transportation Economic Development Fund
TF2 - Transportation Funding Task Force
TDM - Transportation Demand Management
TDM - Travel Demand Management
TIFIA - Transportation Infrastructure Finance Innovations Act
TIGER - Transportation Investment Generating Economic Recovery
TIP - Transportation Improvement Program
TMA - Transportation Management Area
TMS - Transportation Management System
TRB - Transportation Research Board
TSA - Transportation Security Administration
TSC - Transportation Service Center
TSM - Transportation Systems Management
TTAP - Tribal Technical Assistance Program

U

US - United States (highway)
USC - United States Code
USCG - United States Coast Guard
USDOE - United States Department of Energy
USDOT - United States Department of Transportation
USED - United States Engineering Department (Corps of Engineers, Department of the Army)
USFS - United States Forest Service (U.S. Department of Agriculture)
USFWS - United States Fish and Wildlife Service
USGS - United States Geological Survey

V

V/C - Volume-to-Capacity
VE - Value Engineering
VMT - Vehicle Miles Traveled

W

WIM - Weigh-in-Motion

MDOT Region Offices and Transportation Service Centers

BAY REGION OFFICE

5859 Sherman Road
Saginaw, MI 48604
Phone: 989-754-7443
Fax: 989-754-8122

Bay City TSC

2590 E. Wilder Road
Bay City, MI 48706
Phone: 989-671-1555
Fax: 989-671-1530
Serves: Arenac, Bay, Saginaw, and Tuscola counties

Davison TSC

9495 E. Potter Road
Davison, MI 48423
Phone: 810-653-7470
Fax: 810-653-1248
Serves: Genesee, Huron, Lapeer, and Sanilac counties

Mt. Pleasant TSC

1212 Corporate Drive
Mt. Pleasant, MI 48858
Phone: 989-773-7756
Fax: 989-775-6329
Serves: Clare, Gladwin, Gratiot, Isabella, and Midland counties

GRAND REGION OFFICE

1420 Front Ave. N.W.
Grand Rapids, MI 49504
Phone: 616-451-3091
Fax: 616-451-0707
Toll-Free: 866-815-MDOT (6368)

Grand Rapids TSC

2660 Leonard St., NE
Grand Rapids, MI 49525
Phone: 616-464-1800
Fax: 616-464-1189
Serves: Ionia, Kent, Mecosta and Montcalm counties

Muskegon TSC

2225 Olthoff Drive
Muskegon, MI 49444
Phone: 231-777-3451
Fax: 231-777-3621
Serves: Muskegon, Newaygo, Oceana, and Ottawa counties

METRO REGION OFFICE

18101 W. Nine Mile Road
Southfield, MI 48075
Phone: 248-483-5100
Fax: 248-569-7718

Detroit TSC

1060 W. Fort St.
Detroit, MI 48226
Phone: 313-965-6350
Fax: 313-965-6340
Serves: Detroit Area

Macomb-St. Clair TSC

26170 21 Mile Road
Chesterfield Township, MI 48051
Phone: 586-421-3920
Fax: 586-598-4043
Serves: Macomb and St. Clair counties

Southeast Michigan Transportation Operations Center (SEMTOC)

1060 W. Fort St.
Detroit, MI 48226
Phone: 313-256-9800
Fax: 313-256-9036

Oakland TSC

800 Vanguard Drive
Pontiac, MI 48341
Phone: 248-451-0001
Fax: 248-451-0125
Serves: Oakland County

Taylor TSC

6510 Telegraph Road
Taylor, MI 48180
Phone: 313-375-2400
Fax: 313-375-0822
Serves: Wayne County

NORTH REGION OFFICE

1088 M-32 East
Gaylord, MI 49735
Phone: 989-731-5090
Fax: 989-731-0536
Toll-Free: 888-304-MDOT (6368)

Alpena TSC

1540 Airport Road
Alpena, MI 49707
Phone: 989-356-2231
Fax: 989-354-4142
Toll-Free: 877-404-MDOT (6368)
Serves: Alcona, Alpena, Iosco, Montmorency, Oscoda, and Presque Isle counties

Cadillac TSC

7915 US-131 Highway
Cadillac, MI 49601
Phone: 231-775-3487
Fax: 231-775-0301
Toll-Free: 800-943-MDOT (6368)
Serves: Lake, Manistee, Mason, Missaukee, Osceola, and Wexford counties

Gaylord TSC

1088 M-32 East
Gaylord, MI 49735
Phone: 989-731-5090
Fax: 989-732-3637
Serves: Cheboygan, Crawford, Emmet, Ogemaw, Otsego, Roscommon counties

Traverse City TSC

2084 US-31 South, Suite B
Traverse City, MI 49685
Phone: 231-941-1986
Fax: 231-941-1512
Toll-Free: 888-457-MDOT (6386)
Serves: Antrim, Benzie, Charlevoix, Grand Traverse, Kalkaska, and Leelanau counties

SOUTHWEST REGION OFFICE

1501 E. Kilgore Road
Kalamazoo, MI 49001
Phone: 269-337-3900
Fax: 269-337-3916
Toll-Free: 866-535-MDOT (6368)

Coloma TSC

3880 Red Arrow Highway
Benton Harbor, MI 49022
Phone: 269-849-1165
Fax: 269-849-1227
Toll-Free: 877-321-6368
Serves: Berrien, Cass, and Van Buren counties

Kalamazoo TSC

5372 South 9th St.
Kalamazoo, MI 49009
Phone: 269-375-8900
Fax: 269-544-0080
Toll-Free: 877-320-6368
Serves: Allegan, Kalamazoo, and St. Joseph counties

Marshall TSC

15300 W. Michigan Ave.
Marshall, MI 49068
Phone: 269-789-0592
Fax: 269-789-0936
Toll-Free: 877-324-6368
Serves: Barry, Branch, and Calhoun counties

SUPERIOR REGION OFFICE

1818 3rd Ave. North
Escanaba, MI 49829
Phone: 906-786-1800
Fax: 906-789-9775
Toll-Free: 888-414-MDOT (6368)

Crystal Falls TSC

120 Tobin-Alpha Road
Crystal Falls, MI 49920
Phone: 906-875-6644
Fax: 906-875-6264
Toll-Free: 866-584-8100
Serves: Delta, Dickinson, Gogebic, Iron, and Menominee counties

Ishpeming TSC

100 S. Westwood Drive
Ishpeming, MI 49849
Phone: 906-485-4270
Fax: 906-485-4878
Toll-Free: 888-920-MDOT (6368)
Serves: Baraga, Houghton, Keweenaw, Marquette, and Ontonagon counties

Newberry TSC

14113 M-28
Newberry, MI 49868
Phone: 906-293-5168
Fax: 906-293-3331
Toll-Free: 866-740-6368
Serves: Alger, Chippewa, Luce, Mackinac, and Schoolcraft counties

UNIVERSITY REGION OFFICE

4701 W. Michigan Ave.
Jackson, MI 49201
Phone: 517-750-0401
Fax: 517-750-4397

Brighton TSC

10321 E. Grand River, Suite. 500
Brighton, MI 48116
Phone: 810-227-4681
Fax: 810-227-7929
Serves: Livingston, Monroe, and Washtenaw counties

Jackson TSC

2750 N. Elm Road
Jackson, MI 49201
Phone: 517-780-7540
Fax: 517-780-5454
Serves: Hillsdale, Jackson, and Lenawee counties

Lansing TSC

2700 Port Lansing Road
Lansing, MI 48906
Phone: 517-335-3754
Fax: 517-335-3752
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MDOT Office of Governmental Affairs

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Information current as of March 2016