

State Transportation Commission

April 29, 2010

**Jacqueline G. Shinn
Chief Deputy Director**

Michigan Department of Transportation

Today's Topics

- Adopt-A-Highway
- Sponsor a Highway
- Reduced Highway Program Update

Adopt-A-Highway 20 Years



Sponsor A Highway

A Public-Private Partnership to Improve Roadside Appearance

Tony Kratofil

Metro Region Engineer

Litter Issues

- Maintenance budgets continue to be constrained
- Roadside maintenance less “safety critical”
- Litter pick-up a priority for tourism & image
- Urban sloped freeways present challenges



Current Practice

- Litter collection is currently performed:
 - In conjunction with mowing
 - Supplemental efforts:
 - MDOT & County Forces
 - Adopt-A-Highway
 - Wayne County Alternate Work Force (parolees)
 - MDOT Youth Development & Mentoring Program
- All current methods cost money
 - \$3.5 million/year (average) in Metro Detroit



Sponsor A Highway

- Private Public Partnership
 - Capitalize on the value of the visibility of roadsides
 - Leverage the capabilities of a business to manage
 - Work
 - Marketing
 - Liabilities



How It Works



- **No-Cost** Contract with a Private Vendor to:
 - Perform litter pick-up per MDOT specifications
 - Solicit sponsors for 1 mile segments
- Sponsors pay a fee
 - Covers cost of litter pick-up
 - \$200-\$365 per directional mile per month
- Sponsor acknowledged on a sign with their logo

Vendor Responsibilities

- Market the program to local and national corporations/businesses
- Provide all labor, equipment, and materials required to pickup and dispose of litter
- Provide MDOT and sponsor a quarterly schedule and a monthly report of the number of bags picked up
- Provide the acknowledgement signs



MDOT Retains Control

- Approval of Work Schedule
- Approval of Sponsors
- Approval of Signs
 - Design
 - Logos
 - Placement
- Control of Vendor Performance



Benefits for MDOT

■ Cost Savings

- Metro Region spends more than \$3.5 million annually on litter removal
- Depending on the number of segments sponsored the cost savings could reach \$1.5 million/year

■ Performance Based Contract

■ Learn Proven Methodology

- Model used in 15 states and New York City



Metro Region Pilot Project

- 5 Year Contract
- Select Urban Freeways
 - High Traffic Volumes
 - Depressed Freeways
 - Highest Potential Benefit & Cost Avoidance
- RFP issued in Fall of 2009
 - One Proposal Submitted
 - Adopt A Highway Maintenance Corporation



Reduced Highway Program Update

**Denise Jackson
Division Administrator**

Reduced Highway Program Update

■ 2010-2014 Five-Year Transportation Program

- Outlines funding crisis beginning in FY 2011
- Insufficient state revenues to match all available federal funding
- Identifies a reduced program investment strategy
 - \$600M Reduction per year on average from 2011-2014

Highway Program Investment Strategy		
Annual Averages		
Highway Program	Match All Federal-Aid	Reduced Program
	2010-2014	2011-2014
Repair & Rebuild Roads	\$455 M	\$164 M
Repair & Rebuild Bridges	\$202 M	\$68 M
Capacity Improvements New Roads	\$55 M	\$10 M
Safety & Operations	\$76 M	\$33 M
Congestion Mitigation & Air Quality	\$40 M	\$7 M
ITS	\$13 M	\$3 M
Other	\$108 M	\$39 M
Routine Maintenance	\$304 M	\$289 M
TOTAL	\$1.253 B	\$613 M

Reduced Highway Program Update

- Financial crisis still unresolved
- Need to begin program development now under the Reduced Program strategy
 - 2011-2014 STIP
 - 2011-2015 Five-Year Transportation Program
- Six months required to complete federal planning process and advertise and let projects
- There will be delays in restoring the full program if the legislature acts after May 1st

Reduced Highway Program Update

- Current Implementation Schedule Key Dates:
 - June/July - MPO TIP Approval
 - September - FHWA/FTA STIP approval
 - September - 2011 Transportation Program presented to Commission
 - November - Draft 2011-2015 5YTP presented to the Commission

Reduced Highway Program Update

- Consequences of Implementing the Reduced Program Strategy (2011-2014):
 - Over 100 pavement improvement projects delayed leaving more than 375 miles in need of repair
 - More than 575 bridge projects delayed
 - Capacity Improve/New Roads funding reduced to \$10 million per year
 - Portions of the Holland to Grand Haven bypass will be delayed including work along M-231, I-96, and US-31 in Ottawa County
 - Reduced Safety funding will significantly impact the replacement cycle of traffic signs and replacement/retiming cycle of signals
 - More than 6,500 jobs lost per year

Questions

