



STATE OF MICHIGAN
DEPARTMENT OF TRANSPORTATION
LANSING

RICK SNYDER
GOVERNOR

KIRK T. STEUDLE
DIRECTOR

October 6, 2011

The Honorable John Pappageorge, Chair
Senate Appropriations Subcommittee
on Transportation
P.O. Box 30036
Lansing, Michigan 48909

The Honorable David Agema, Chair
House Appropriations Subcommittee
on Transportation
P.O. Box 30014
Lansing, Michigan 48909

Dear Senator Pappageorge and Representative Agema:

We are pleased to present you with a summary of Michigan's 2011 federal funds and the proposed distribution to state and local programs. The Federal Highway Administration (FHWA) released obligation authority for the FY 2011 Transportation Program. Therefore, we are submitting this letter and enclosures to you in compliance with Section 401 of Public Act 192 of 2010. Section 401 requires the Michigan Department of Transportation to "notify local agency representatives, the senate and house of representatives appropriations transportation subcommittees, the senate and house fiscal agencies, and the state budget director regarding the amount of federal aid for categorical allocations to state and local agency programs not specifically allocated in either federal or state law." This letter and enclosures are submitted to you in compliance with Section 401.

As in the past, we have sought input from the Michigan Municipal League and the County Road Association of Michigan in developing the distribution of the local share of the funds. Local agencies have already been notified of their approximate level of funding and encouraged to continue their programs without delay.

Michigan's FY 2011 apportionments from the Federal-Aid to Highways Program total \$1.1 billion. Details of federal funding and our MDOT and Local distribution for FY 2011 are shown in the enclosure.

Thank you for this opportunity to share our distribution of FY 2011 Michigan federal-aid to highways. If you have any questions regarding the FY 2011 program, please call either me or David E. Wresinski, Director, Bureau of Transportation Planning, at (517) 373-0343.

Sincerely,

Kirk T. Steudle
Director

Enclosures

cc: Joe Carrasco, Senate Fiscal Agency
William Hamilton, House Fiscal Agency
John Nixon, State Budget Director

bcc: Laura Mester

Greg Johnson



Kelly Bartlett

Maria Bowerman

**Summary of FY 2011 Total Federal-Aid Apportionments and Obligation Authority by
Federal-Aid Category**

Program	Fiscal 2011 Apportionments	Obligation Authority ⁽¹⁾
Interstate Maintenance (IM)	\$180,086,092	NA
National Highway System (NHS)	\$225,367,167	NA
Surface Transportation Program (STP)	\$286,155,657	NA
Equity Bonus (EB)	\$61,436,386	\$61,436,386
Bridge (BR)	\$133,957,783	NA
Congestion Mitigation & Air Quality (CMAQ)	\$78,431,239	NA
State Planning & Research (SPR)	\$20,642,436	NA
Metropolitan Planning (PL)	\$10,791,125	NA
Recreational Trails (RT)	\$4,246,002	NA
Highway Safety Improvement Program (HSIP)	\$46,045,051	NA
Coordinated Border Infrastructure Program (CBIP)	\$30,746,709	NA
Safe Routes to Schools (SRS)	\$6,510,950	NA
Rail Highway Safety (RHS)	\$8,173,104	NA
Federal Earmarks	NA	NA
Total	\$1,092,589,701	\$1,050,513,548

(1) Except for High Priority Projects and some Minimum Guarantee funds, the obligation limit applies to the total, not to individual federal-aid categories. The assignment of obligation authority by associated apportionment is made primarily to determine the total to be made available to MDOT and local programs.

Summary of FY 2011 MDOT Federal-Aid Apportionments and Obligation Authority by Federal-Aid Category

Program	Fiscal 2011 Apportionments	Obligation Authority ⁽¹⁾
Interstate Maintenance (IM)	\$180,086,092	NA
National Highway System (NHS)	\$225,367,167	NA
Surface Transportation Program (STP)	\$123,891,680	NA
Equity Bonus (EB)	\$42,083,924	\$43,083,824
Bridge (BR)	\$113,864,116	NA
Congestion Mitigation & Air Quality (CMAQ) ⁽²⁾	\$39,215,619	NA
State Planning & Research (SPR)	\$20,642,436	NA
Recreational Trails (RT)	\$4,246,002	NA
Highway Safety Improvement Program (HSIP)	\$30,049,687	NA
Coordinated Border Infrastructure Program (CBIP)	\$30,746,709	NA
Rail Highway Safety (RHS)	\$4,086,552	NA
Federal Earmarks	NA	NA
Total	\$814,279,984	\$782,813,325

(1) Except for Federal Earmarks and some minimum guarantee funds, the obligation limit applies to the MDOT program, not individual federal-aid categories. The assignment of obligation authority by associated apportionment is made primarily to determine the total to be made available to MDOT and local programs. MDOT obligation authority is not exactly 75 percent of the total because some programs are independent of the mandatory 75/25 calculation. The actual percentage will vary from year to year.

(2) This amount is initially estimated at 50 percent of apportionments.

Summary of FY 2011 ~~Local~~ Federal-Aid Apportionment and Obligation Authority by Program

Program	Fiscal 2011 Apportionments	Obligation Authority ⁽¹⁾
TMA Program (STP)	\$88,320,443	NA
Small MPO Program (STP)	\$21,093,839	NA
Small Urban Program (STP)	\$9,237,667	NA
Rural (STP)	\$27,987,097	NA
SPA & LTAP ⁽²⁾ (STP)	\$1,317,148	NA
TEDF Category C (EB)	\$9,215,458	\$9,215,458
TEDF Category D (EB)	\$10,137,004	\$10,137,004
Bridge Program	\$20,093,667	NA
Metropolitan Planning (PL)	\$10,791,125	NA
Safety (HSIP)	\$15,995,364	NA
Safe Routes to Schools (SRS)	\$6,510,950	NA
Rail Highway Crossing (RHS)	\$4,086,552	NA
CMAQ ⁽³⁾	\$39,215,620	NA
Enhancement (STP) ⁽³⁾	\$14,307,783	NA
Federal Earmarks	NA	NA
Total	\$278,309,717	\$267,700,223

(1) These amounts are based on a proportional share of the applicable obligation ceilings. Except for Federal Earmarks and the TEDF programs, the obligation limit applies to the local programs as a group, not individually. Local agencies are encouraged to base their programs on apportionments and submit projects early in the fiscal year to ensure that obligation authority is still available. The assignment of obligation authority by associated apportionment is made primarily to determine the total to be made available to MDOT and local programs. Local obligation authority is not exactly 25 percent of the total because some programs are independent of the mandatory 75/25 calculation. The actual percentage will vary from year to year.

(2) SPA is the State Park Access Program, which receives \$500,000 annually. LTAP is the Local Technical Assistance Program.

(3) This amount is initially estimated at 50 percent of apportionments.