



STATE OF MICHIGAN
DEPARTMENT OF TRANSPORTATION
LANSING

RICK SNYDER
GOVERNOR

KIRK T. STEUDLE
DIRECTOR

October 8, 2014

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

The Honorable Rob VerHeulen, Chair
House Appropriations Subcommittee
on Transportation
Michigan House of Representatives
P.O. Box 30014
Lansing, Michigan 48909

Dear Senator Pappageorge and Representative VerHeulen:

We are pleased to present you with a summary of Michigan's 2014 federal funds and distributions to state and local programs. This letter and enclosure are being submitted in compliance with Section 401 of Public Act 59 of 2013. This legislation requires the Michigan Department of Transportation (MDOT) to notify local agency representatives, the Senate and House Transportation Appropriations Subcommittees, Senate and House Fiscal Agencies, and state budget director regarding the federal amounts and categories allocated to state and local agency programs that are not specifically allocated in either federal or state law.

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

Michigan's Fiscal Year (FY) 2014 apportionments, from the federal-aid to highways program, totaled \$1.0 billion. Details of federal funding, along with MDOT and local distributions for FY 2014, are shown in the enclosure.

Thank you for this opportunity to share our distribution of FY 2014 Michigan federal-aid to highways. If you have any questions regarding the program, please contact either me or David E. Wresinski, Director, Bureau of Transportation Planning, at (517) 373-0343.

Sincerely,

Kirk T. Steudle
Director

Enclosure

cc: Senate and House Fiscal Agencies

John S. Roberts, State Budget Office

The Honorable John Pappageorge

The Honorable Rob VerHeulen

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**Summary of FY 2014 Total Federal-Aid Apportionments and Obligation Authority
by Federal-Aid Category**

Program	Fiscal Year 2014 Apportionments	Obligation Authority ⁽¹⁾
National Highway Performance Program (NHPP)	\$565,205,443	NA
Surface Transportation Program (STP)	\$260,537,827	NA
Highway Safety Improvement Program (HSIP)	\$55,185,755	NA
Congestion Mitigation & Air Quality (CMAQ)	\$70,523,294	NA
State Planning & Research (SPR)	\$20,010,411	NA
Metropolitan Planning (PL)	\$9,774,213	NA
Recreational Trails (RT)	\$2,883,995	NA
Transportation Alternatives	\$23,831,587	NA
Rail Highway Safety (RHS)	\$7,400,342	NA
Certain Reauthorized Distributions	\$1,198,672	NA
Federal Earmarks	NA	NA
Total	\$1,016,551,539	\$1,028,100,362

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

**Summary of FY 2014 MDOT Federal-Aid Apportionments and Obligation Authority
by Federal-Aid Category**

Program	Fiscal Year 2014 Apportionments	Obligation Authority ⁽¹⁾
National Highway Performance Program (NHPP)	\$556,448,463	NA
Surface Transportation Program (STP)	\$91,899,827	NA
Highway Safety Improvement Program (HSIP)	\$40,185,755	NA
Congestion Mitigation & Air Quality (CMAQ) ⁽²⁾	\$35,261,647	NA
State Planning & Research (SPR)	\$20,010,411	NA
Recreational Trails (RT)	\$2,883,995	NA
Transportation Alternatives	\$11,765,794	NA
Rail Highway Safety (RHS)	\$3,700,171	NA
Federal Earmarks	NA	NA
Total	\$762,156,063	\$770,177,347

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

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

**Summary of FY 2014 Local Federal-Aid Apportionment and Obligation Authority
by Program**

Program	Fiscal Year 2014 Apportionments	Obligation Authority⁽¹⁾
National Highway Performance Program (NHPP)	\$8,716,980	NA
TMA Program (STP)	\$73,206,520	NA
Small MPO Program (STP)	\$13,258,112	NA
Small Urban Program (STP)	\$8,847,841	NA
Rural (STP)	\$34,039,784	NA
SPA & LTAP ⁽²⁾ (STP)	\$916,656	NA
Flexible- Urban Counties (STP)	\$9,523,809	NA
Flexible- Rural Counties (STP)	\$10,476,191	NA
Bridge Program (STP)	\$9,796,793	NA
Safety (HSIP)	\$15,000,000	NA
Metropolitan Planning	\$9,774,213	NA
Transportation Alternatives	\$11,765,793	NA
Rail Highway Crossing (RHS)	\$3,700,171	NA
CMAQ ⁽³⁾	\$35,261,647	NA
Certain Reauthorized Distributions	\$1,198,672	NA
Federal Earmarks	NA	NA
Total	\$245,483,182	\$256,725,784

- (1) These amounts are based on a proportional share of the applicable obligation ceilings. Except for federal earmarks, the obligation limit applies to the local programs as a group, not individually. Local agencies are encouraged to base their programs on apportionments and submit projects early in the fiscal year to ensure that obligation authority is still available. The assignment of obligation authority by associated apportionment is made primarily to determine the total to be made available to MDOT and local programs. Local obligation authority is not exactly 25 percent of the total because some programs are independent of the mandatory 75/25 calculation. The actual percentage will vary from year to year.
- (2) SPA is the State Park Access Program, which receives \$500,000 annually from the Certain Reauthorized Distributions (STP). LTAP is the Local Technical Assistance Program.
- (3) This amount is initially estimated at 50 percent of apportionments.