The Official Guide to MDOT

UPDATED DECEMBER 2019

Everything You Need to Know About the Michigan Department of Transportation

MDOT
Michigan Department of Transportation

Dear Michigander,

Michigan's transportation system is a key driver of our state's economy and job creation. The 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 includes bridges, airports, local public transit systems, bikeways, passenger and freight rail, ferries, and Great Lakes ports. These are all vital movers of people and goods.

Serving as a national leader in the transportation industry, the Michigan Department of Transportation (MDOT) has constructed creative and cost-effective solutions to persistent traffic issues, such as the US-23 Flex Route in Washtenaw County and the US-131 zipper wall project in Kent County. Michigan also serves as a model for other states in the deployment and testing of advanced vehicle technology. And while exciting new developments in the transportation world are being realized, MDOT is also doing its part to be as efficient as possible with the resources that the taxpayers provide. Changes in the way we do business, including bond refinancing, solar panels, reusing and recycling materials, virtual offices, electronic invoicing, online payment systems, and using green lights on tow plows, highlight a few of the many efficiencies MDOT has employed.

While MDOT has worked to improve transportation for all modes through efficiencies and innovations, Michigan residents have made loud and clear their concern over the state's crumbling infrastructure. The simple truth, however, is that even with the recent revenue increases, which are not scheduled to be fully realized until 2021, MDOT will not be able to maintain our road system at a level expected from residents and businesses. When adjusted for inflation, our current level of investment is about what it was 20 years ago. Today, while MDOT is smaller and leaner, and innovative "best practices" have helped stretch hard-earned taxpayer dollars, these efforts alone are insufficient to generate the amount of money needed to repair our roads and highways.

More investment is needed in other transportation modes as well, including our airports, local public transit systems, freight rail and Great Lakes ports, which are all crucial in moving people and goods. Young people especially are seeking other means of transportation, such as bus rapid transit, commuter rail and accelerated passenger rail. Businesses looking to attract talent to Michigan increasingly cite the vibrancy and accessibility of urban areas as a major draw for recruitment.

MDOT will continue to think beyond the ordinary to find solutions to the challenges facing our infrastructure and we remain committed to building and maintaining the best possible transportation system in Michigan.

This guide explains the operations of MDOT as it works to provide the "highest quality integrated transportation services for economic benefit and improved quality of life." You may find the Frequently Asked Questions section to be particularly helpful. For more in-depth information, I encourage you to visit MDOT's website at www.Michigan.gov/MDOT.

Sincerely,

Paul C. Ajegba, Director
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 website, 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 DOTs using social media to connect with the public. MDOT uses social media sites like Twitter, Facebook, YouTube, and Instagram 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 provides 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
Northern Lower Peninsula - www.twitter.com/MDOT_Traverse
Rail - www.twitter.com/MDOT_Rail
Blue Water Bridge - www.twitter.com/MDOT_BWB
Mackinac Bridge - www.twitter.com/MackinacBridge
Media Clips - www.twitter.com/MDOT_MediaClips

YouTube - www.youtube.com/MichiganDOT

Instagram - www.instagram.com/MDOTPicOfTheDay

Top three MDOT videos (as of Dec. 3, 2019):

1) How to Use a Roundabout - 402,840 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.

2) Railroad Crossing Safety in Michigan - 303,574 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.

3) MDOT explains flashing yellow left-turn signal - 230,407 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.


1001
INNOVATIVE
SOFTWARE
SOLUTIONS
FACTORY

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

Introduction

Have you ever wanted to find out which agency maintains a certain road? Or how to report a pothole? Order a state map?

MDOT prepared this guide to help answer those questions and more, provide an overview of MDOT's operations, and offer a resource on who to call for questions impacting your transportation needs. This updated guide has been reworked based on customer feedback to include the sections that are most beneficial towards the front. Also included is MDOT's Fast Facts publication that notes quick facts about transportation-related topics.

Positioned to Serve

Not only is MDOT available to help in Lansing, but there are also staff all over the state that stand ready to assist Michigan's citizens.

MDOT has positioned itself to serve citizens through seven region offices managed by professional engineers trained to direct and oversee the transportation activities and programs of their respective regions.

Within each region there are multiple Transportation Service Centers (TSCs) that are geographically located so no Michigan resident is more than an hour from a TSC. TSCs are designed to respond to the transportation needs of local communities.

Here to Help

There are so many variables that are needed to create and sustain a transportation system; one of the most important is the people who make it happen. Throughout the state's good times and challenges, MDOT and its staff will always work to make Michigan's transportation system better than it was the day before.

Thinking Beyond the Ordinary

MDOT remains committed to continuously seek new ways to operate more efficiently and find solutions to make the most of transportation infrastructure investment and improvements. Many of MDOT's programs, publications, projects, and research initiatives have been studied and adopted by states across the nation as recognized best practices.

Paving the Way

MDOT has worked to improve transportation for all modes, support the economy, improve safety, and create partnerships, all while being as efficient as possible to make the best use of limited funds. As Michigan continues to grow and thrive, MDOT will continue to help "pave the way" with strong partnerships, creative innovations, and effective and transparent investment in all transportation modes.

Thank you for your time and interest in MDOT and its operations.

MDOT Regional Service Areas and Facilitys Map

SUPERIOR REGION
Crystal Falls TSC
Ishpeming TSC
Newberry TSC
Superior Region Office

NORTH REGION
Alpena TSC
Gaylord TSC
North Region Office
Traverse City TSC

GRAND REGION
Cadillac TSC
Grand Rapids TSC
Grand Region Office
Muskegon TSC

BAY REGION
Bay City TSC
Bay Region Office
Davison TSC
Mt. Pleasant TSC

SOUTHWEST REGION
Kalamazoo TSC
Marshall TSC
Southwest Region Office

UNIVERSITY REGION
Brighton TSC
Jackson TSC
Lansing TSC
University Region Office

METRO REGION
Detroit TSC
Oakland TSC
Macomb TSC
Metro Region Office
Taylor TSC

- REGION OFFICE
- TSC OFFICE
- REGION/TSC OFFICE
- REGION BOUNDARY
- TRANSPORTATION SERVICE AREA
- MDOT BRIDGE FACILITIES
- MDOT FACILITIES
- CENTRAL REPAIR/BUILDUP
- WELCOME CENTER
- REST AREAS
- ROADSIDE PARKS
- SCENIC TURNOUTS
- BUSINESS OFFICES

WELCOME CENTERS

A.	CLARE	BAY
B.	COLDWATER	SWR
C.	DETROIT	MET
D.	DUNDEE	UNV
E.	IRON MOUNTAIN	SUP
F.	IRONWOOD	SUP
G.	MACKINAW CITY	NOR
H.	MARQUETTE	SUP
I.	MENOMINEE	SUP
J.	MONROE	UNV
K.	NEW BUFFALO	SWR
L.	PORT HURON	BAY
M.	SAULT STE. MARIE	SUP
N.	ST. IGNACE	SUP

MDOT FACILITIES AND CENTRAL REPAIR/BUILDUP

1. ADRIAN GARAGE....UNV
2. ATLANTA GARAGE/LAB....NOR
3. AUBURN HILLS REGION CREWS....MET
4. BRIGHTON GARAGE....UNV
5. CADILLAC REGION CREWS....NOR
6. CHARLOTTE GARAGE....UNV
7. COLOMA GARAGE....SWR
8. DETROIT GARAGE....MET
9. ENGADINE GARAGE....SUP
10. FENNVILLE GARAGE....GRD
11. GLADSTONE SIGN/ SIGNAL FACILITY....SUP
12. GRAND LEDGE GARAGE....UNV
13. GRAND RAPIDS GARAGE....GRD
14. GRAND RAPIDS REGION CREWS/LAB....GRD
15. HASTINGS GARAGE....GRD
16. HILLMAN LAB....NOR
17. HOUGHTON GARAGE....SUP
18. JACKSON REGION CREWS/LAB UNV
19. JONES GARAGE....SWR
20. KALAMAZOO GARAGE....SWR
21. KALKASKA GARAGE/LAB....NOR
22. L'ANSE GARAGE....SUP
23. LANSING CENTRAL REPAIR/BUILDUP....UNV
24. MARION GARAGE....GRD
25. MARSHALL GARAGE....SWR
26. MASON GARAGE....UNV
27. METRO LAB....MET
28. MIO GARAGE....NOR
29. MT. PLEASANT GARAGE....BAY
30. NILES GARAGE....SWR
31. PAW PAW CENTRAL REPAIR....SWR
32. PLAINWELL GARAGE....GRD
33. PORTAGE REGION CREWS....SWR
34. PORT HURON GARAGE....BAY
35. REED CITY GARAGE....GRD
36. SAGINAW EAST SIDE GARAGE..BAY
37. SAGINAW REGION CREWS....BAY
38. SAGINAW WEST SIDE GARAGE. BAY
39. SAWYER GARAGE....SWR
40. SOUTH HAVEN GARAGE....SWR
41. ST. IGNACE GARAGE....SUP
42. WILLIAMSTON GARAGE....UNV

MDOT BRIDGE FACILITIES

43. INTERNATIONAL BRIDGE....SUP
44. MACKINAC BRIDGE....NOR
45. BLUE WATER BRIDGE....BAY

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Contact Information

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, and Saginaw counties

Davison TSC

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

Huron Service Area (Virtual TSC)

Phone: 989-754-7443
Serves: Huron, Sanilac, St. Clair, and Tuscola 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
Toll-Free: 866-815-MDOT (6368)
Fax: 616-451-0707

Cadillac TSC

7915 US-131
Cadillac, MI 49601
Phone: 231-775-3486
Fax: 231-775-0301
Serves: Lake, Mecosta, Montcalm, Newaygo, and Osceola counties

Grand Rapids TSC

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

Muskegon TSC

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

METRO REGION OFFICE

18101 W. Nine Mile Road
Southfield, MI 48075
Phone: 248-483-5100
Fax: 248-483-9602

Detroit TSC

1060 W. Fort St.
Detroit, MI 48226
Phone: 313-965-6350
Fax: 313-965-5933
Serves: Detroit Area

Macomb TSC

26170 21 Mile Road
Chesterfield Township, MI 48051
Phone: 586-421-3920
Fax: 586-598-4043
Serves: Macomb County

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: 313-295-0822
Serves: Wayne County

Southeast Michigan Transportation Operations Center (SEMTOC)

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

NORTH REGION OFFICE

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

Alpena TSC

1540 Airport Road
Alpena, MI 49707
Phone: 989-356-2231
Fax: 989-354-4142
Serves: Alcona, Alpena, Iosco, Montmorency, Ogemaw, Oscoda, and Presque Isle counties

Gaylord TSC

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

Traverse City TSC

2084 US-31 South, Suite B
Traverse City, MI 49685
Phone: 231-941-1986
Fax: 231-941-3397
Serves: Benzie, Grand Traverse, Kalkaska, Leelanau, Manistee, Missaukee, and Wexford counties

SOUTHWEST REGION OFFICE

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

Coloma Business Office

3880 Red Arrow Highway
Benton Harbor, MI 49022
Phone: 269-849-1165
Fax: 269-849-1227

Kalamazoo TSC

5372 South 9th St.
Kalamazoo, MI 49009
Phone: 269-375-8900
Fax: 269-544-0080
Serves: Berrien, Cass, Kalamazoo, and Van Buren counties

Marshall TSC

15300 W. Michigan Ave.
Marshall, MI 49068
Phone: 269-789-0560
Fax: 269-789-0936
Serves: Branch, Calhoun, and St. Joseph counties

SUPERIOR REGION OFFICE

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

Crystal Falls TSC

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

Ishpeming TSC

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

Newberry TSC

14113 M-28
Newberry, MI 49868
Phone: 906-293-5168
Toll-Free: 866-740-6368
Fax: 906-293-3331
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, Ste. 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: 517-780-5099
Serves: Hillsdale, Jackson, and Lenawee counties

Lansing TSC

2700 Port Lansing Road
Lansing, MI 48906
Phone: 517-335-3754
Fax: 517-335-3752
Serves: Clinton, Eaton, and Ingham counties

Fast Facts 2019

MDOT is responsible for all trunkline (M, US, I routes) throughout the state. This includes highways, railroads, pedestrian bridges, and all adjacent infrastructure (i.e., carpool lots, rest areas, noise barriers).

65% of all freight tonnage moved by truck

73% of all freight value travels by truck on state trunkline

23 Scenic Turnouts
82 Roadside Parks
264 Carpool Lots
77 Rest Areas
14 Welcome Centers

9,664 state trunkline route miles (M, US, I routes)
4,811 highway, railroad and pedestrian bridges

33 active cargo ports
14% of all freight tonnage moved by water

81 transit agencies
83 million passenger trips per year for both urban and rural

3 intercity Amtrak passenger routes = **520 miles**
764,230 passengers in FY 2018

665 miles of state-owned rail

21% of all tonnage freight moved by rail

54 billion annual vehicle miles traveled (AVMT) on trunkline

Trunkline is **8%** of mileage, but carries **53%** of all traffic in Michigan

9 million registered vehicles in Michigan

234 airports statewide
18 commercial airports
4 state-owned airports
More than **45** million passengers per year

3 U.S. bicycle routes = more than 1,000 miles
178 open trails = 2,754 miles
3,168 miles of paved shoulders on trunkline

MDOT also provides financial and/or technical assistance for portions of the transportation system owned and operated by others, including local transit systems, airports, intercity bus, trails, etc.

For more details, see the full report at
https://www.Michigan.gov/documents/mdot/MDOT_fastfacts02-2011_345554_7.pdf

Frequently Asked Questions

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 517-335-1644.

How does a member of the Legislature obtain state maps?

MDOT provides complimentary state maps to the Legislature. The maps are packaged in quantities of 250 or 500. If you are interested in receiving maps, please contact the Office of Governmental Affairs by phone at 517-335-1644 or by e-mail at MDOT-Legislative@Michigan.gov. In addition to contacting Governmental Affairs, if you would like to have the maps personalized with a label from LSB Printing, the Michigan House of Representatives must contact their caucus printing coordinator to order this service. The Michigan State Senate must submit a Booklet and State Map Order Form to LSB Printing via ID Mail or fax to 517-373-0172.

What are the guidelines for memorial highway and bridge signs?

MDOT has developed guidelines for memorial highway and bridge signs. Standards for the design (shape, size, color) and application of all signs erected on public highways are specified in the Michigan Manual of Uniform Traffic Control Devices (MMUTCD) and are required to conform with national standards.

As additional signs, memorial signs can reduce the effectiveness of essential signs, causing an information overload for motorists. However, if the following conditions are met, MDOT will install signs for memorial highways and bridges:

- The memorial highway or bridge must be named in a bill passed by the Senate and House and signed by the governor.
- The sign on memorial highway bridges shall be placed in rest areas, scenic overlooks, turn outs or recreation areas.
- The memorial signs will not appear on guide signs nor interfere with other necessary signs or compromise safety.
- The memorial sign's legend shall be simple and signified, devoid of any tendency toward advertising and in general conformance with other highway signs.
- The group requesting the memorial signs will be required to pay for the fabrication and all associated costs of installation. MDOT region staff shall approve the size and design of all signs placed within the roadside.
- Placement of the sign within a roadside facility will be at the sole discretion of MDOT.

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 170 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 at http://www.Michigan.gov/documents/mdot/MDOT_Warranties_2-11-15_481185_7.pdf.

How frequent is corrective action done on warranty projects?

Since the MDOT warranty program began in 1996, approximately 13 percent of the warranties have required corrective action.

What is the difference between centerline miles and lane miles?

Centerline miles (or *route miles*) measure the length of a road between points. The number and width of the lanes are ignored when calculating centerline mileage. Under Act 51, funds are distributed to local agencies based partly on centerline miles.

Lane miles are calculated by multiplying the centerline mileage of a road by the number of lanes it has. Lane mileage provides the total amount of road pavement.

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 at www.Michigan.gov/CompleteStreets.

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 at http://www.Michigan.gov/MDOT/0,4616,7-151-9625---,00.html. This is the only way to get construction project bid information from MDOT.

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.
- **Funding distribution:** Although other states have larger fractions of their roads under state control, Michigan makes state funds available to all 111,000 miles of local roads, and distributes road-user fees among 697 road and transit agencies.
- **Tolls:** Illinois, Indiana, and Ohio collect tolls on their busiest routes, freeing fuel and vehicle taxes for use on other state highways.
- **Gasoline tax:** Michigan's gas tax rose to 25.9 cents per gallon in 2017. Before 2017, Michigan's gasoline tax was 18.7 cents per gallon, well below Wisconsin (31 cents) and Ohio (28 cents), and similar to Indiana (18 cents).
- **Diesel fuel tax:** Before 2017, Michigan's diesel fuel tax was 15 cents per gallon. Michigan's current 26.3-cent tax is still below the rates in nearby states, including Wisconsin (31 cents), Ohio (28 cents), and Indiana (27 cents).
- **Vehicle taxes:** Michigan's $1,992 per year fee for an 80,000-pound truck is less than in Wisconsin ($2,560), Indiana ($2,604), and especially Illinois ($3,191). Because truck weight fees are paid per-mile to each state, these high truck fees act as tolls on interstate truck traffic through Chicago.
- **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 at https://www.youtube.com/watch?v=5W321V9WiYU.

How do I find out which agency maintains a road?

First, determine whether the road is a state trunkline (I, M, or US routes). If it is an MDOT road, MDOT's Office of Governmental Affairs at 517-335-1644 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. All other roads outside city limits are county roads. Roads within cities and villages may be under state, county, or city jurisdiction, and MDOT's Office of Governmental Affairs can determine who owns a road, block by block. Some roads are private and maintained by property owners' associations.

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; and
- Context-sensitive solutions and stakeholder engagement to improve project benefits.

MDOT will continue 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 at http://www.Michigan.gov/documents/mdot/MDOT_CumulativeListofEfficiencies_450744_7.pdf.

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 and look for the "How Do I" tab near the center of the screen. Select "Report a Pothole" or visit the "All About Potholes" page at www.Michigan.gov/Pothole.
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 can I find out about construction on state roads?

MDOT's Mi Drive traffic information website (www.Michigan.gov/Drive) features an interactive map for motorists with lane closure and construction project information, traffic camera views, and other information regarding state trunklines. MDOT also communicates via news releases, Twitter, Facebook, and YouTube, and produces project brochures.

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, considering:
    - 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-fifth 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 517-230-6912.

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 77 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 at www.Michigan.gov/WelcomeCenters.

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 at http://www.Michigan.gov/MDOT/0,4616,7-151-9615_30883-93194--,00.html.

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.

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-feet spacing between permitted signs along freeways and interstate
- 500-feet 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 not zoned, 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.

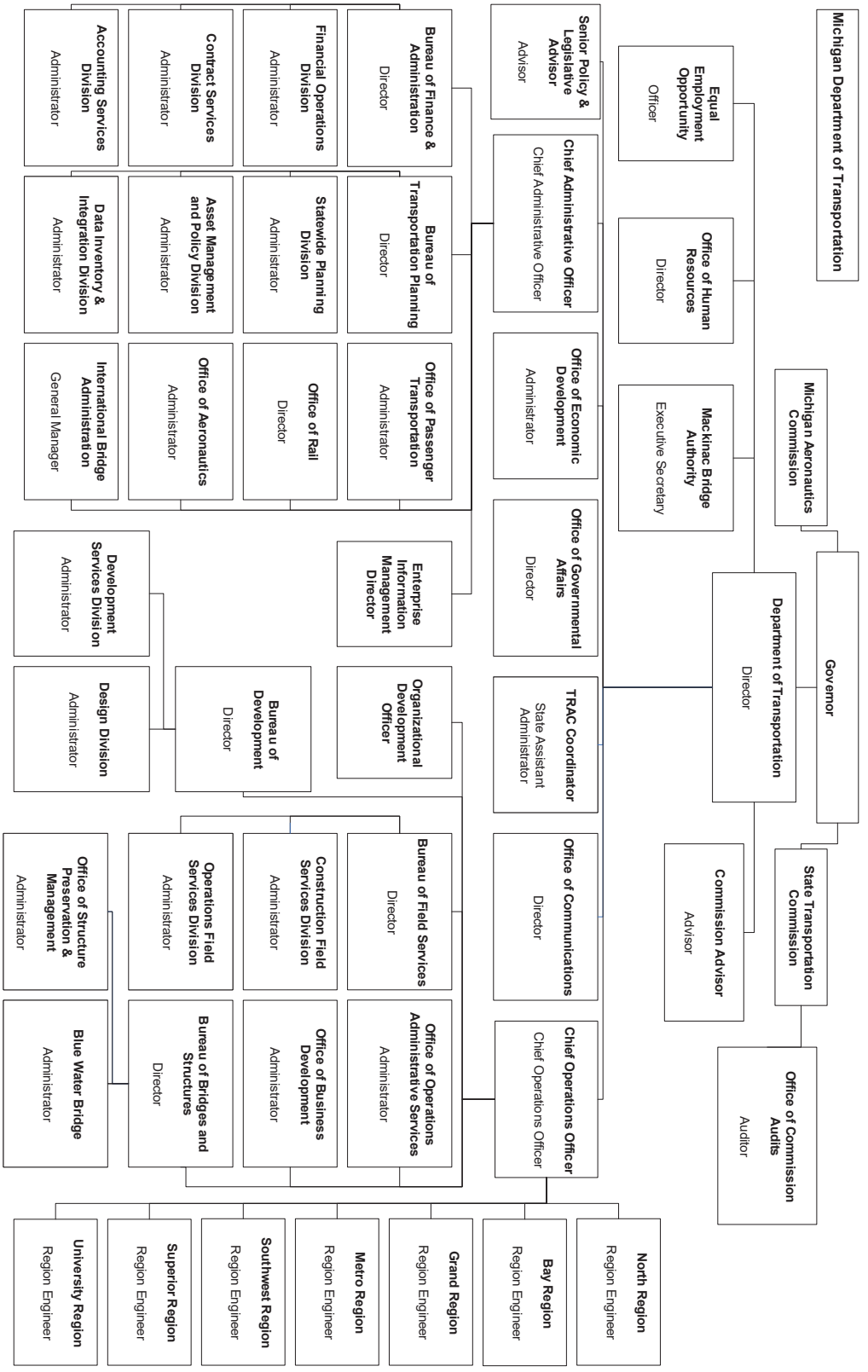
Are there any exemptions for certain signs?

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.

What are the rules for operation of unmanned aerial systems (UAS), or drones?

The landscape for operation of UAS is constantly evolving on both the federal and state levels. MDOT's Office of Aeronautics maintains a website (www.Michigan.gov/Aero) that contains up-to-date information on current federal operating requirements and state law related to UAS operations.

MDOT Organizational Chart



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 I, US, and M-numbered routes. It is the backbone of Michigan's 120,000-mile highway, road and street network. The state also owns:

- 4,775 highway, railroad and pedestrian bridges,
- 665 miles of railroad track (which is managed by private operators),
- 2,754 miles of nonmotorized trails, and
- Four 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.

Highway Operations

MDOT's Highway Operations is comprised of the Bureau of Bridges and Structures, Bureau of Development, and Bureau of Field Services, along with seven regions, the Office of Business Development, and Office of Operations Administrative Services.

Regions

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

Bureau of Bridges and Structures

The Bureau of Bridges and Structures is responsible for all trunkline bridges in the state of Michigan, including large, complex, and moveable bridges. It is comprised of the Blue Water Bridge, Office of Structures Preservation and Management, Geotechnical Support Area, Structure Construction Support Area, and the Structure Design Area.

Blue Water Bridge

The bureau manages and administers the 24/7 operations of the Blue Water Bridge, which is the busiest publicly administered international crossing in Michigan. Its responsibilities include:

- Resources and staffing toll collections, bridge safety officers, and the necessary support network to ensure efficient flow of vehicles through the border.
- Essential and complex maintenance capabilities to ensure serviceability of the bridge.
- Capital outlay, and rehabilitation project development and delivery.
- Management and operation of plaza facilities, including shared space with MDOT, State Police, Customs and Border Protection, and General Services Agency staff.

Office of Structure Preservation and Management

Responsible for overall safety and management of Michigan bridge assets. The focus of this office is on bridges already in service and in use by the public. Its responsibilities include:

- Administration of all bridge management functions, including the Structure Inspection Program, Structure Load Rating Program, and structure data collection and management.
- Development of structure life cycle data, along with tracking and reporting on annual structure construction contract costs.
- Deployment of emergency structural response resources, such as the specialized Statewide Bridge Repair Crew, and other assets to respond to high-load hits and other forms of structural damage to in-service bridges.
- Fabrication, installation and upgrade of structural freeway signs, along with priority sign replacements.
- Deployment of specialized bridge inspection equipment.
- Development of statewide capital program strategies, with a focus on asset management.
- Management and administration of the overall statewide capital budgets for MDOT bridges.
- Management of large (bridges greater than 100,000 square feet) bridge, complex, and moveable bridge inventory.

Geotechnical Support Area

Responsible for all subsurface and geotechnical feature assessment, and recommendations for treatment of subsurface features to properly support transportation structural assets. Its responsibilities include:

- Soil boring and subsurface evaluations to determine feasibility of structure placement.
- Deep and shallow structure foundation design recommendations.
- Treatment of existing soils, such as lime stabilization, and other structural treatments to ensure support of transportation structural assets.
- Recommendations for foundations over waterways and consideration of scour risks.
- Foundation recommendations for ancillary structures, such as freeway signs, high-mast luminaire light structures, sign trusses, and traffic signal poles.
- Design of permanent and temporary earth retaining structures.
- Analysis of slope stability risks, and recommendations for mitigation.

Structure Construction Support Area

Responsible for providing expertise and guidance to field offices construction bridge projects. Its responsibilities include:

- Development of unique project specifications for complex structure construction.
- Coordination with field offices and other stakeholders to ensure initial quality of structure construction.
- Modeling of structure stability during staged construction and overall constructability recommendations.
- Modeling of construction and permanent stresses, and providing recommendations on structural detailing, materials, and workmanship on bridge construction projects.
- Shop inspection and compliance with specifications for fabricated structural steel and precast, prestressed concrete bridge components.
- Assistance in the administration of construction projects on large, complex, and moveable bridges.

Structure Design Area

Responsible for direct force and consultant design of new, rehabilitation, and maintenance bridge projects. Its responsibilities include:

- Design of all new bridges per current national standards.
- Evaluation of existing bridges and determination of rehabilitation options.
- Developing the designs, details and specifications for all bridge design projects in the state.
- Design of ancillary structures.
- Design of large, complex, and moveable bridge projects.
- Maintenance and administration of in-house, and proprietary structural evaluation and design software packages.
- Administration of bridge design policies and procedures.

Bureau of Development

The Bureau of Development is comprised of two divisions: Design and Development Services, as well as the Environmental Services Section.

Design Division

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

- 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.
- 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.
- Coordinate the review and implementation of innovative contracting methods to deliver construction project.

Development Services Division

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.
- Prepare conceptual relocation plans, project cost estimates, and environmental assessments.
- 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, safety transportation alternatives, 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 projects.
- Assist other units and bureaus in managing the obligation authority for local agency projects.
- Perform environmental clearance on all local projects.

Environmental Services Section

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.

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 construction-related needs throughout the regions and central office. The division provides leading edge technical expertise and solutions in the areas of construction administration, materials, and pavements. Its responsibilities include:

- Provide engineering support and technical expertise to the regions for construction contract administration, pavements, materials, specifications, work zone traffic control, soil erosion and sedimentation control, and density technologies.
- Develop and implement standards, specifications, methods, and procedures for construction operations, administration, inspection and testing.
- Provide the engineering, materials control, and testing oversight for concrete and hot mix asphalt paving for MDOT and local agency projects.
- Provide engineering expertise and support for pavement management, pavement design and analysis statewide.
- Maintain the 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 and guidance used by MDOT, industry, consultants, permitees, and local agencies across the state.
- Administer the department's evaluation process for new and innovative materials.
- Identify required technical training needs and facilitate training programs to meet these needs for MDOT, local agencies, and consultants.
- Administer the statewide warranty administration database.
- Improve statewide alignment and consistency for the administration and delivery of the annual construction program.

Transportation Systems Management and Operations (TSMO) Division

The TSMO Division serves as the recognized resource and provides services and solutions for a wide variety of maintenance and operations support needs throughout the regions and central office. There are three primary areas within the division: Maintenance, 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 operations. This area provides operations and maintenance for MDOT's lift bridges and pump stations. They also administer the Adopt-A-Highway Program and provides operational support to MDOT's 14 Welcome Centers, 77 rest areas, 80 roadside parks, 42 table sites, and 22 scenic turnouts.

System Operations focuses on several key areas: Traffic Incident Management, Congestion and Mobility, Statewide Traffic Signal Operations and Design, as well as, the Statewide Traffic Operations Center (STOC), which assists the motoring public with timely information and services to provide safe and reliable travel.

Intelligent Transportation Systems (ITS) focuses on several key areas: coordinating the statewide ITS Program; coordinating MDOT's autonomous vehicle activities and connected vehicle strategies; working with peers in other states to determine best practices; ensuring MDOT's ITS Program is in alignment with U.S. Department of Transportation (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 implementation of ITS technologies that increase safety for motorists.

Traffic and Safety's focus is "Safety First, Safety Always" by providing traffic safety services through a risk-based and data driven approach. Support is provided statewide through functions related to Safety Program Development, traffic signs, pavement markings, delineation, geometric design and speed limits in the department's effort to reduce traffic crashes, fatalities and serious injuries.

Research Administration

The Research Administration Section manages research and librarian services within 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, FHWA program offices, and private organizations to achieve common research goals. Some of these projects are led by MDOT and others are led by partnering states.

The Research Administration Section supports all functional areas of the department. 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.

Research Administration staff communicate information related to all of these responsibilities by publication and distribution of research documents; for example, Research Spotlights. It also includes dissemination of webinar information through some of our national research partner initiatives like AASHTO and FHWA. The MDOT research website, www.Michigan.gov/MDOTResearch, provides a wealth of information, including research publications, links to MDOT e-mail lists, 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:** Safety and Security Administration coordinates homeland security activities and grant funding for MDOT and assists MDOT in protecting its transportation critical infrastructure (systems and assets). Risk assessments are conducted with law enforcement agencies, and plans and procedures are implemented to maximize security and minimize the possibility of risk from security-related threats.
- **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, coordinate management of emergency environmental spills, and serve as the hazardous materials routing representative for the state of Michigan.

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 civil rights program compliance with the USDOT, FHWA, Federal Aviation Authority (FAA), Federal Transit Authority (FTA), and the department's bureaus, divisions, offices, and regions.

Disadvantaged Business Enterprise (DBE) Program

On Feb. 2, 1999, the USDOT published in the Federal Register its final rule at 49 CFR Part 26, entitled "Participation by Disadvantaged Business Enterprises in Department of Transportation Programs," as amended Sept. 8, 2000; June 16, 2003; Feb. 3, 2010; Jan. 28, 2011; and Oct. 2, 2014. It superseded all DBE regulations, orders, circulars and administrative requirements concerning financial assistance programs issued by the USDOT before March 4, 1999. This rule requires MDOT to implement a program to encourage the participation of DBEs in its federal-aid contracting activities.

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. The DBE Program staff are responsible for carrying out program eligibility determinations, technical assistance activities, and sponsoring numerous training, outreach and development events for disseminating information on available business opportunities so that DBEs are provided an opportunity to participate in MDOT's contracts. Staff also are responsible for collection and analysis of data related to the contracting opportunities of DBE firms and non-DBE firms. They provide reports as required by the USDOT Office of Civil Rights and maintain an accurate and up-to-date directory of DBEs certified in Michigan.

There were 423 DBE firms certified with MDOT as of January 2018. 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.

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 in accordance with 23 United States Code (USC) 140, 23 CFR 230; Subpart A, C and D, FHWA Order 4710.8,and Contract Provisions (FHWA 1273).

OBD monitors federal and state contracts and conduct reviews for EEO contractor compliance reviews provided to FHWA along with Michigan highway construction employment data (1392 report).

On The Job Training (OJT) Program

As a requirement of federal funding, it is the policy of MDOT to require full utilization of all available training and skill-improvement opportunities to assure the increased participation of minorities, women, and disadvantaged persons in all phases of the highway construction industry pursuant to 23 CFR 230.107(b). 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's OJT Program offers 14 standard contractor on-the-job training programs ranging from 1,800 hours to 8,000 hours designed to lead to employee journeymen status.

In addition to the OJT Program, MDOT has implemented the Voluntary Incentive Program (VIP) Pilot. This VIP Pilot will run for two years and is designed to incentivize contractors for applying efforts and creative techniques resulting in long-term recruitment, development, and retention of quality skilled labor in the highway construction trades.

Title VI

Title VI of the Civil Rights Act of 1964 (42 U.S.C. 200d), related statutes and regulations provide that no person shall on the ground of race, color, national origin, sex, or disabilities be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal funds. As a recipient of federal financial assistance, MDOT must provide fairness and equity in all of its programs, services, and activities, and enforce federal and state civil rights legislation related to transportation. In addition, MDOT must provide access to individuals with limited ability to speak, write, or understand the English language.

OBD's primary goals and objectives in implementing MDOT's Title VI Program are:

- To assign roles, responsibilities, and procedures for ensuring compliance with the Title VI of the Civil Rights Act of 1964 and related regulations and directives;
- To ensure that people affected by MDOT's programs and projects receive the services, benefits, and opportunities to which they are entitled without regard to race, color, national origin, age, sex, or disability;
- To prevent discrimination in MDOT programs and activities, whether those programs and activities are federally funded or not;
- To establish procedures for identifying impacts in any program, service, or activity that may create an illegal adverse impact on any person because of race, color, national origin, age, sex, or disability, or on minority populations, low-income populations, the elderly, persons with disabilities, all interested persons and affected Title VI populations;
- To establish procedures to annually review Title VI compliance within specific program area within MDOT;
- To set forth procedures for filing and processing complaints by persons who believe they have been subjected to illegal discrimination under Title VI in an MDOT service, program or activity.

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 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 DOT are considered certifying agencies. All other transit and aviation agencies within Michigan that receive DBE funding are considered participating agencies.

MDOT Title II Americans With Disabilities Act (ADA)

The role of the External ADA/504 coordinator is to manage all programs and policies related to external compliance with the ADA, Section 504 of the Rehabilitation Act of 1973, Title II, Title VI, and other federal and state laws associated with regulations for persons with disabilities. The External ADA/504 coordinator will act as the primary contact for all public outreach pertaining to discriminations against persons of disabilities.

The External ADA/504 coordinator will address complaints, investigate formal grievances and track the overall progress of the implementation of the Transition Plan. In addition, the External ADA/504 coordinator will coordinate a multidisciplinary approach to implement and manage MDOT's ADA/504 compliance effort. This effort includes developing policies and procedures for MDOT and providing consultative support for planning, design and construction efforts.

Small Business Program (SBP)

MDOT's SBP is a race-and gender-neutral program designed to provide contracting opportunities for small businesses on projects assisted by the FAA, FHWA and FTA.

Firms bidding on work under this program must meet the same conditions and standards required of all contractors, consultants, suppliers and subcontractors performing work for the department and sub-recipient grantees who report to their respective USDOT operating authority through MDOT.

MDOT-let projects will be designated as SBP prime set-aside projects when they meet selection criteria specified below. The MDOT Contract Selection Team (CST), with input from the responsible MDOT region using the following criteria, shall select SBP projects:

- Projects considered for the SBP must be funded in whole or in part by the FAA, FHWA or the FTA.
- There must be at least three small businesses qualifying to bid as a prime on each respective project.
- Projects must have small business subcontracting opportunities.

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.

Bonding and Education Program (BEP)

The BEP is designed to provide small and disadvantaged businesses tools and resources required to compete for transportation projects by obtaining or increasing their bonding capacity and acquiring capital. BEP participants are provided the opportunity to learn more about the value of the program through procurement opportunities on federal and municipal contracts, meeting one-to-one with surety, lending representatives and other small business resources, partnerships, networking and training programs to advance their business.

Office of Operations Administrative Services (OAS)

The Office of OAS provides administrative and operational support to Highway Operations statewide, which includes Highway Operations executive staff, bureaus/divisions, offices, and regions. The core areas of responsibility are:

- **Budget:** administration and management of the department's Highway Operations administrative/operational budget, which includes the department's maintenance budget; program development, delivery, and system operations budget; and the Blue Water Bridge budget, as well as facilitating appropriation reporting requirements on behalf of Highway Operations.

- **Fleet:** administration and management of the department's owned and leased vehicle and equipment fleet, including the department's winter maintenance truck build-up; the maintenance, repair, and inspection of central-based vehicles and equipment; and leading and facilitating the department's winter and spring preparedness inspections.
- **Facilities:** administration, program and project management, and facilitation of the department's facilities, which includes planning, budgeting, prioritizing, analyzing, scoping/assessing, designing, constructing, and maintaining of MDOT-owned facilities capital outlay and maintenance projects and work orders. Responsible for developing and implementing the department's facilities call-for-projects, capital outlay prioritization, five-year strategic plan, and annual budget request.
- **Workforce Programs:** administration, coordination, and oversight for the department's Internship Program, the department's Youth Development and Mentoring Program, and the department's federally funded training, development, and recruitment program. The office is also responsible for the rollout, coordination, and reporting of the department's Construction Workforce Planning Tool, as well as the analysis, support, and reporting relating to Highway Operations transactions and organizational alignment.
- **Audit Liaison:** oversight, review, and coordination of Highway Operations internal audits that are conducted by or through the Office of the Auditor General and/or the Office of Commission Audits. This includes the review and coordination of statewide audit requests, notifications, and responses, as well as providing recommendations to executive management, Highway Operations regions, bureaus/divisions, and offices regarding audit issues and findings.

Office of Organizational Development

MDOT is shifting its focus to improve its workforce and succession planning, developing a framework to institutionalize practices that will improve the agency's ability to continue to recruit and develop an exceptional workforce. To be successful in this effort over the long term, MDOT decided to consolidate many of the functions related to recruitment, training, employee development and performance excellence into a single Office of Organizational Development. Among other things, the office will provide support and expertise on a department-wide basis through the delivery of diverse specialized services, including:

- Process Improvements: Assist MDOT work areas in the reengineering of multidisciplinary business processes.
- Facilitation and Partnering: Provide services to enhance the quality and effectiveness of collaborative efforts between internal and external entities.
- Strategic Planning and Teambuilding: Provide facilitation services to clarify strategy, proactively work toward common goals, and assist work groups to function as a cohesive, efficient, and effective unit.
- Educational Support: Serve as the registrar for MDOT educational activities and coordinate the Education Support Program for employees.
- Employee Development: Manage the Workforce Development Program with a curriculum targeting all MDOT employees, as well as a specialized curriculum for supervisors and managers.
- Employee Acknowledgement: Administer the department-wide acknowledgements in exemplary performance, customer service, years of service, and retirements.
- Electronic Communication: Provide services to MDOT employees to enhance effective and efficient communication, including webinar, audio-visual equipment, and online survey services.

Office of Enterprise Information Management (EIM)

Data, information, and technology are very closely tied together in any modern organization. MDOT understands the importance of effectively managing, controlling and leveraging the ever-increasing volume, velocity and assortment of data to improve business outcomes. These improve the agency's ability to look at historical data and make business decisions that are based on sound information and analysis, which in turn drive efficiencies and help mitigate risks. The vision of the EIM Office is to be a trusted partner for leading data-driven decision-making and efficiencies. To pursue this objective, the EIM Office will provide business areas access to better information, analytics, and information technology (IT) tools in a timely manner to facilitate more robust decision-making and operational performance.

The EIM Office provides leadership, expertise, and services spanning diverse areas, including:

- IT and Data Governance: Lead the governance efforts across the department by building a collaborative framework with MDOT work area and IT participation.
- Strategic planning: Develop data and IT strategic plans that align with department objectives, in collaboration with MDOT work areas and IT teams.
- Analytics and new technologies: Leverage the data and information foundation derived from good governance to provide key analytics and insights to MDOT work areas. Build capabilities to utilize new technologies such as artificial intelligence (AI) and machine learning (ML) to help categorize and analyze vast data sets. Such data sets continue to grow as wireless devices, sensors and other technologies proliferate.
- Manage the IT Project Portfolio: Lead the effort to objectively prioritize and execute IT projects in partnership with the IT team and MDOT work areas.

- Oversight of the IT Maintenance Program: Oversee the support of existing IT applications, data and other related assets, in partnership with the IT team and MDOT work areas.
- Oversight of Data Privacy and Security: Ensure privacy and security training is kept up-to-date among department employees. Provide oversight of data sharing, new applications, and their access rights to ensure alignment with best practices.

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. It consists of the Asset Management and Policy Division, Data Inventory and Integration Division, and Statewide Transportation Planning Division.

Asset Management and Policy (AMP) Division

The AMP Division assists the Michigan State Transportation Commission and Executive Management Team as they develop policies and helps facilitate policy implementation. The division provides staff support to the Transportation Asset Management Council (TAMC), analyzes state and federal transportation legislation, and assists with policy and planning for nonmotorized and freight transportation, including planning for a new lock at the Soo Locks. It also provides policy work for emerging areas of interest, such as connected and automated vehicles. The division is also responsible for developing the departments federally funded Transportation Asset Management Plan.

More detailed information on the TAMC, including annual reports, an interactive map, and several dashboards representing various aspects of the health of Michigan's federal-aid-eligible roads can be found at http://tamc.mcgi.state.mi.us/TAMC.

Data Inventory and Integration Division

The Data Integration and Inventory Division collects, maintains and reports a variety of data used extensively by the department and local agencies. The division implements two programs that support the department's management of highway operations and condition and meet the data reporting requirements of the FHWA's Highway Performance Monitoring System (HPMS) on all federal-aid roads.

The Data Oversight and Geographic Information Systems (GIS) Management program coordinates the maintenance and enhancement of software and databases necessary to monitor the condition and performance of Michigan's transportation assets and support the capitol programming process. The federal Fixing America's Surface Transportation (FAST) Act and related administrative rules and requirements, and Michigan Public Act 51 of 1951, as amended, require annual reporting of overall system condition and use, as well as the certification of system mileage for all public road jurisdictions. All of this is accomplished by supporting department-wide implementation of GIS tools and training to ensure adherence to MDOT's data management policies and guidance.

The Data Collection and Reporting program is responsible for the collection, analysis, summary, reporting, and retention of detailed traffic/travel information, as well as pavement condition data. The traffic information data provides a diverse range of information, such as system use and characteristics, origins and destinations, and travel patterns. In addition to vehicular reporting, travel and traffic data for bus, rail, and aviation is also collected. The pavement data provides detailed surface metrics and roadway imagery. This information is an integral part of the department's resource base and is used on a daily basis as input into decision-making processes for operations, long-term planning, construction program development/design, pavement warranty monitoring, and fulfillment of federal and state reporting requirements.

The division also supports the Non-Trunkline Federal Aid Program (NTFA). The NTFA Program is a cross-agency traffic data collection program created to meet the additional 2010 requirements from FHWA for the HPMS, directing that each state develop and implement a traffic monitoring system for all federal-aid-eligible roads. Through the NTFA Program, MDOT coordinates a cross-agency traffic data collection program and works with individual agencies (cities/villages, counties, metropolitan planning organizations (MPOs), regional planning agencies (RPA), and other areas of MDOT) to identify existing traffic count programs and/or traffic data. If a traffic count program does not exist, arrangements are being made for MDOT Field Operations staff to collect the federally required traffic data on behalf of the local agency.

Statewide Transportation Planning Division (STPD)

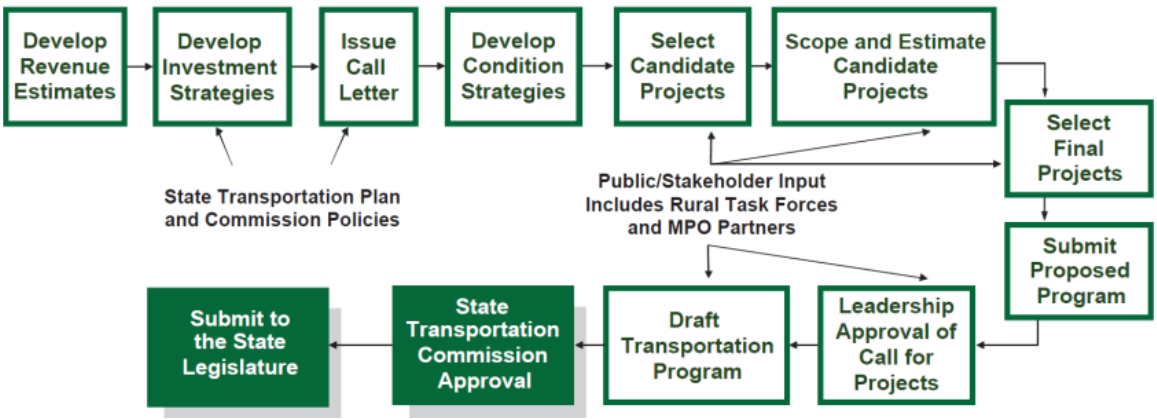
The STPD is involved in numerous processes that support transportation program development statewide. A few of the processes are listed below:

STATE LONG-RANGE TRANSPORTATION PLAN (SLRTP)

The SLRTP establishes the vision, goals, and objectives for Michigan's transportation system and sets the policy framework for transportation investment decisions. Known as the 2040 MI Transportation Plan (2040 MITP), the plan 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 2040 MITP 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. The 2040 MITP consists of an executive summary document, along with 23 supporting white papers. The 2040 MITP is available online at: www.Michigan.gov/SLRP.

Beginning in May 2018, MDOT initiated a contract to develop the 2045 SLRTP, with plans to adopt by December 2020. The 2045 SLRTP will replace the 2040 MITP, will implement innovative practices for public involvement, and develop a new vision and goals incorporating local, statewide and national initiatives such as connected and autonomous vehicles (CAVs). This is a two-phased contract. Phase 1 will study national and local best practices for creating a state-of-the-practice SLRTP that is compliant with the FAST Act (and will conclude in April 2019). Phase 2 will be the development of the plan itself, with lessons learned and guidance from the first phase.

Five-Year Transportation Program Call For Projects Process



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 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 2017-2020 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 STIP. 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.

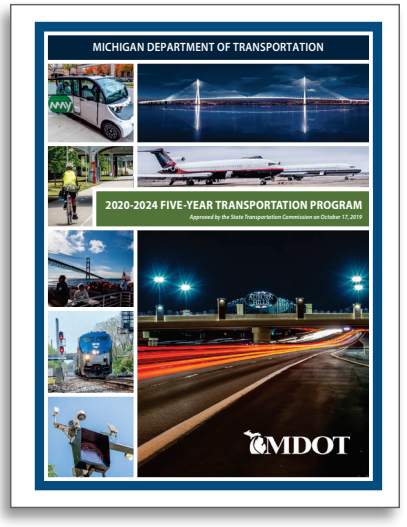
The FY 2017-2020 STIP and related MPO TIP documents were approved by FHWA in September 2016. You can view the FY 2017-2020 STIP document online at www.Michigan.gov/STIP.

FIVE-YEAR TRANSPORTATION PROGRAM AND ANNUAL CALL FOR PROJECTS

MDOT's Five-Year Transportation Program includes planned investments for highways, bridges, public transit, rail, aviation, marine, and nonmotorized transportation.

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). The road and bridge projects proposed into the Five-Year Program also are incorporated into MDOT's STIP.

The Five-Year Transportation Program is approved annually by the STC and submitted to the Legislature no later than March 1. You can view the Five-Year Transportation Program document and map of projects online at www.Michigan.gov/MDOT5YearPlan.



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 latest 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, 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.

Bureau of Finance and Administration (BFA)

The BFA is responsible for providing accounting, contracting, and administrative services to the department and is comprised of three divisions: Financial Operations, Contract Services, and Accounting Services. In addition, the bureau houses an Accounting Service Center (ASC) for three other state departments. The State Budget Office delegated authority to MDOT to operate an ASC serving the Department of Agriculture and Rural Development, Department of Natural Resources, and Department of Environmental Quality.

Office of Aeronautics

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

Planning and Development Section

The Planning and Development section has project management responsibilities for state and federally 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 is also responsible for program oversight and assistance with DBEs 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 across three primary units.

The Aviation Facility Inspection Unit maintains responsibility for inspecting flight schools, heliports, and airports. These inspections allow important safety oversight of these facilities and ensure adherence to federal and state safety standards.

The Aviation Technology/Electronics Facilities Unit maintains pilot information systems at nearly 50 airports. The deployment of these important weather briefing and navigation systems are guided by the Office of Aeronautics' All Weather Access Plan.

The Air Transport Unit maintains and operates aircraft utilized for transporting state personnel on official business. This service maximizes the efficient use of state employee time and provides cost savings to transported employees. The costs associated with aircraft operation are borne by the agency being transported.

The Transport and Safety section, utilizing resources from each of the three units, also maintains and operates unmanned aerial systems, or drones, on behalf of the department to achieve cost savings in a variety of ways. Similarly, staff of this section provide pilot safety and educational outreach to encourage pilots to remain current and up to date on the latest safety information.

Michigan Unmanned Aerial Systems Task Force

The Michigan Unmanned Aerial Systems Task Force, established by Public Act 436 of 2016, to develop statewide policy recommendations on the operation, use, and regulation of unmanned aircraft systems within the state of Michigan is housed within the Office of Aeronautics.

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.

Office of Economic Development

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 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. If OED programs don't fit the community's need, grant coordinators use their extensive connections with other state agencies to help find the right resource.

For further information about OED programs, contact the OED at 517-335-1069 or look online at 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. The program is *not* a business incentive program, but rather a tool that helps road agencies respond to opportunities that would otherwise be lost due to the three-to-five year planning time frame of a capital asset program. 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 are 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, pedestrian facilities, and preservation of historic 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, tribal governments, and some nonprofits. 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 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 grant application system.

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 infrastructure 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.

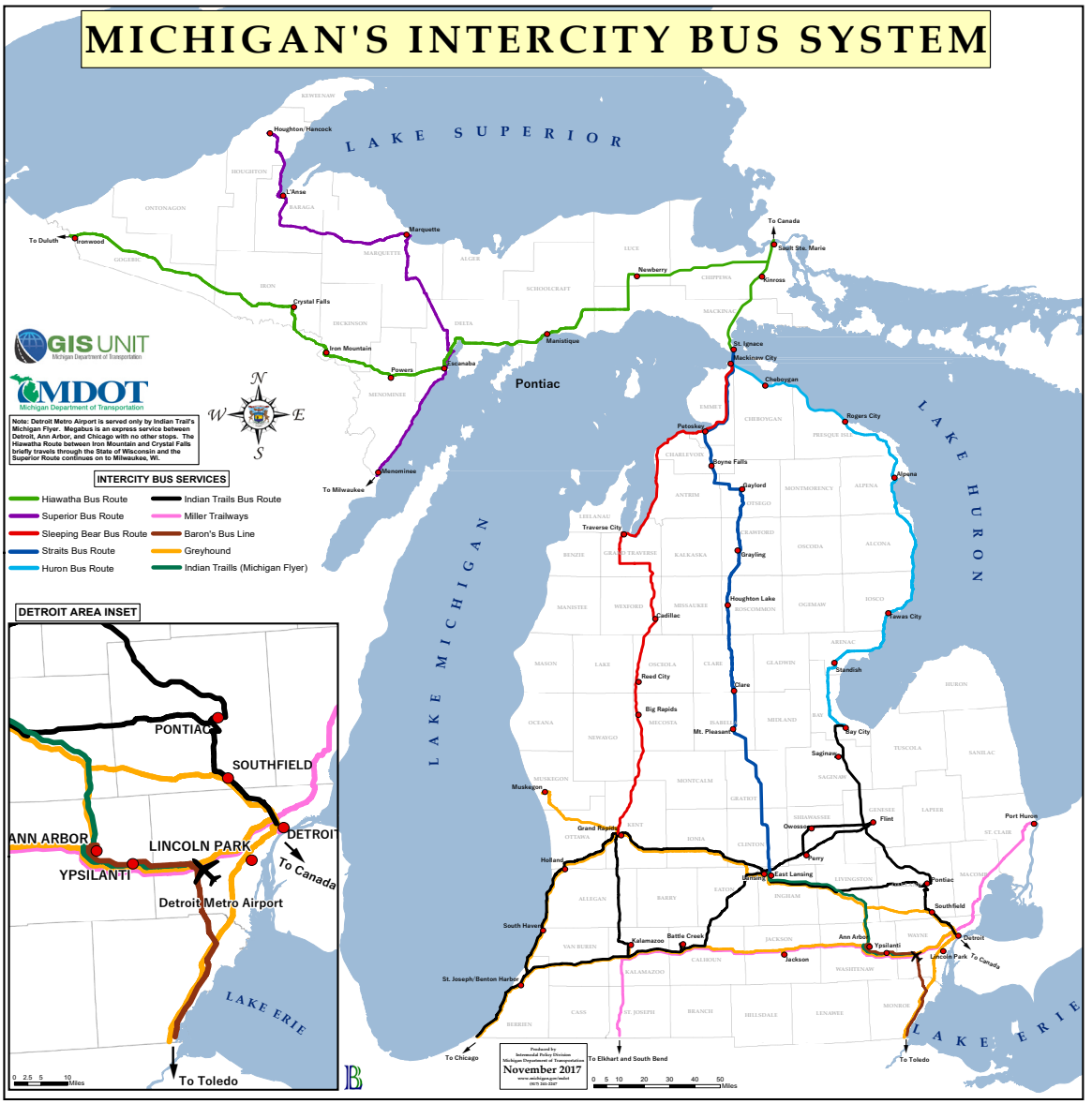
Michigan's SRTS Program strategy is to engage any and all state and local stakeholders in the development of a sustainable site-based planning initiative that supports and extends the reach of the federal investment. MDOT partners with the Michigan Fitness Foundation, the Michigan Association of Planning, and Michigan 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 at 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 private motorbus 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 is also responsible for the regulation of private motorcoach 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 USDOT/FTA provide financial support, technical assistance, and compliance oversight, but neither agency determines the types and levels of service.

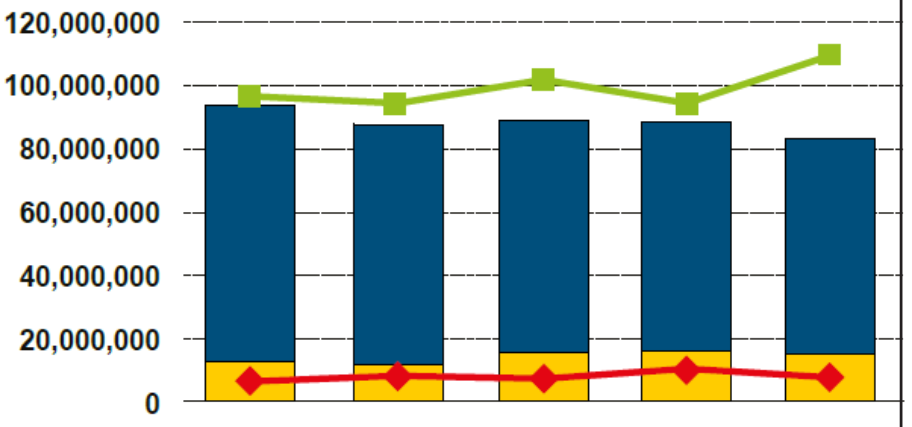
Michigan is served by 78 local public transportation systems and 37 specialized transportation service providers. All 83 Michigan counties are served by one or both of these services. Although all Michigan counties have some public transportation, there are still gaps in service.

Michigan's public transit systems are categorized as urban and non-urban based on service-area population. Urban transit systems transported an estimated 81.1 million passengers in 2016 while non-urban area systems carried 6.9 million passengers. In 2016, an additional 1.34 million passengers, primarily senior citizens and persons with disabilities, were transported through the Specialized Services Program. Ridership fluctuates with gas prices and the economy.

Intercity Bus

The three principal intercity bus carriers operating in Michigan are Greyhound Lines, Inc.; Indian Trails, Inc.; and Miller Trailways. Together, they 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.

Local Bus Transit Levels of Service Indicators



	2013	2014	2015	2016	2017
Passenger Trips Total (excluding marine)	96,198,970	89,444,565	89,692,521	89,380,345	83,716,947
Elderly and Disabled Passenger Trips (as subset of total - excluding marine)	12,587,813	12,269,803	12,727,836	12,999,471	12,850,063
Hours of Service (excluding marine)	6,035,194	6,717,358	6,470,836	8,371,898	6,940,453
Miles of Service (excluding marine and special service)	98,077,359	96,770,436	101,523,828	94,670,531	109,152,183

Between April 2017 and April 2018, Indian Trails, under contract with MDOT, provided daily service on five routes in the Upper Peninsula and the northern Lower Peninsula, transporting 62,599 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

Van Pools: Public transit services supported by MDOT with state and federal funds also include a state-managed commuter vanpool service. There are currently 418 vanpools in this program, with destinations primarily in southeast Michigan.

Bus Regulation: MDOT regulates the safety of intercity bus carriers and charter bus carriers under Public Acts 432 of 1982. Public Act 271 of 1990, which regulated limousines, was recently rescinded, with oversight of the small limousines moving to the Michigan Department of Licensing and Regulatory Affairs (LARA) and the larger limousines being incorporated in Act 432. As of January 2017, there are more than 2,500 buses that will continue to be registered and inspected by MDOT.

Ferries: MDOT provides operating assistance and small amounts of capital support to the four eligible public transportation authorities that provide public ferry operations: Beaver Island Transportation Authority, Eastern Upper Peninsula Transportation Authority, Charlevoix County Transportation Authority (Ironton Ferry), and the City of Mackinac Island. Ridership for the four systems was 1 million in FY 2017.

Bus Rapid Transit (BRT) and Regional Transit Planning

BRT is bus service with minimal stops, enhanced by technology such as signal prioritization and express ticketing options at accessible bus stations/stops with entry-level boarding platforms. The Rapid (the Grand Rapids-area transit agency) is in its fifth year of operations of their Silver Line, Michigan's first BRT line, which connects Grand Rapids, Kentwood and Wyoming, mainly servicing the Division Avenue corridor with 33 stations along 9.6 miles. Their second BRT line – the Laker Line, designed to enhance the connection between Grand Valley State University's Allendale campus and downtown Grand Rapids – is slated to move into construction in late 2018.

Regional transit planning is an important element in the quest to fill service gaps and improve transit options. Several urbanized areas are conducting studies to determine the best solutions for their regional transit needs. In southeast Michigan, the Regional Transportation Authority of Southeast Michigan (RTA) is responsible for planning for regional transit services in Wayne, Oakland, Macomb, and Washtenaw counties. The RTA released a regional transit master plan in 2016 and an update to that plan in 2018. Actual service implementation will be dependent on their ability to secure federal, state and local funding - in particular, voter approval of a new regional millage.

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 crossing improvements, 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 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 remained high over the past five years, despite the disruptions caused by a major reconstruction project undertaken as part of MDOT's Accelerated Rail Program that affected the Wolverine service.

Passenger Rail Program

MDOT provides federally mandated operating assistance for all three Amtrak routes in the state. These routes include the Wolverine (Pontiac-Detroit-Chicago), Blue Water (Port Huron-Lansing-Chicago), and Pere Marquette (Grand Rapids-Holland-Chicago).

Accelerated Rail Program

Michigan has invested more than $500 million since 2012 to support accelerated passenger rail in the state. The bulk of these investments have gone to the acquisition and upgrade of the 135-mile corridor between Kalamazoo and Dearborn, designed to enable train speeds of up to 110 mph, and for the ongoing maintenance of the corridor. MDOT continues to make strategic track and signal improvements targeted to move us even closer to that 110-mph milestone and is always seeking new opportunities for federal grant funding.

State-owned Freight Rail Program

Of MDOT's 665 miles of state-owned rail lines, approximately 530 miles are operated under contract by four private railroad companies. The Office of Rail administers these 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.

Light Rail Program

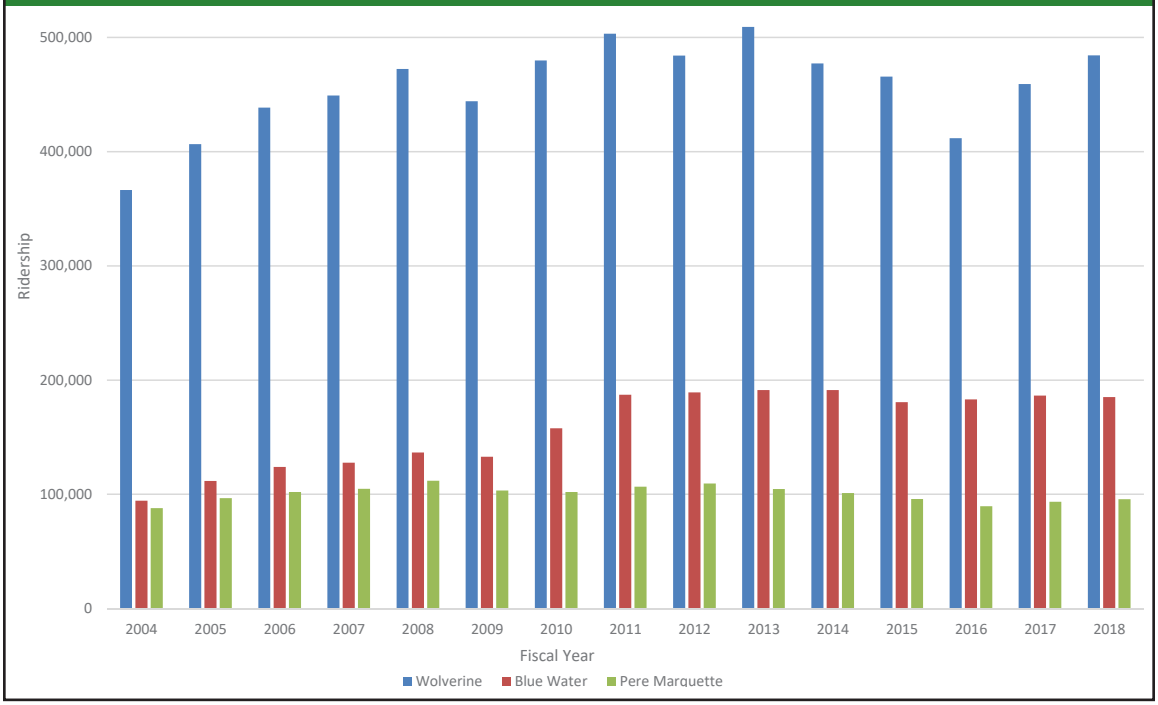
MDOT's Light Rail Program includes federally mandated state safety regulatory oversight of rail fixed-guideway systems, including the Detroit People Mover and the Q-Line streetcar service.

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.

Passenger Rail Ridership: FY 2004-2018



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 prioritization criteria; 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.

Local Grade Crossing Surface Program

The Office of Rail provides competitive grants for up to 60 percent of the cost associated with grade crossing surface replacements on local roads. The applications are submitted by the road authority in concert with the railroad that will perform the work at the crossing.

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. As of 2018, the STC meets four times per year, once during each of the following months: January, April, July, and October. 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

Todd A. Wyett, Chairman

Michael D. Hayes, Vice Chair

George K. Heartwell, Commissioner

Charles F. Moser, Commissioner

Chris Yatooma, Commissioner

Helen Zeerip, Commissioner

MDOT Commission Advisor:
TBD under new Administration

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, and 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.

Aeronautics Commissioners

Roger Salo, Chairman, Plymouth

Rick Fiddler, Commissioner, Grand Rapids

Russ Kavalhuna, Commissioner, Dearborn

Kelly Burris, Commissioner, Pleasant Ridge

Dr. Brian R. Smith, Commissioner, Detroit

F/Lt. Brian Bahlau, Commissioner
(Designee, Michigan State Police)

Kevin Jacobs, Commissioner
(Designee, Department of Natural Resources)

Brig. Gen. Bryan J. Teff, Commissioner
(Designee, Department of Military
and Veterans Affairs)

Laura Mester, Commissioner
(Designee, Department of Transportation)

Mike Trout, Director,
Michigan Aeronautics Commission

Commission for Logistics and Supply Chain Collaboration

The purpose of the Commission for Logistics and Supply Chain Collaboration, created by PA 76 of 2013, is to advise state agencies on initiatives to improve the efficiency and cost-effectiveness of supply chain management for businesses. The 10-member commission represents private business, transportation, border operators, local economic development agencies, and higher education. The commission was formerly housed in the Michigan Economic Development Corp. but was moved to MDOT in 2017. Member terms expire at the pleasure of the governor.

Michigan Transportation Asset Management Council (TAMC)

TAMC was created by the Michigan Legislature (Public Act (P.A.) 499 of 2002) as an independent organization under the auspices of the STC to advise and recommend to the commission a comprehensive and consistent approach to the practice of asset management as it applies to transportation facilities around the state, starting with the federal-aid-eligible roads, and then expanding to include the rest of the transportation network in the state. In 2018, the Michigan Infrastructure Council (MIC) was created by P.A. 325 of 2018; TAMC now reports to MIC, rather than the STC.

TAMC is an 11-member board appointed by the MIC. The statute requires that two members be from nominations by the County Road Association (CRA), two members be from nominations by the Michigan Municipal League (MML), one member each as nominated by the Michigan Transportation Planning Association (MTPA), the Michigan Association of Regions (MAR), the Michigan Association of Counties (MAC), and the Michigan Township Association (MTA). In addition, the STC also appoints two members from MDOT and one non-voting member to represent the Central Data Storage Agency selected by TAMC. Currently, the Central Data Storage Agency is the Center for Shared Solutions, which is part of the Michigan Department of Technology, Management and Budget.

The council meets monthly. Meetings are subject to the rules and guidelines of the Open Meetings Act. Meeting information can be viewed on the TAMC website at http://tamc.mcgi.state.mi.us/TAMC; scroll down toward the bottom of the page.

Transportation Asset Management Council

Joanna Johnson (TAMC Chair),
County Road Association of Michigan

William McEntee (TAMC Vice-Chair),
County Road Association of Michigan

Bob D. Slattery Jr.,
Michigan Municipal League

Christopher Bolt,
Jackson County Department of Transportation

Derek Bradshaw,
Michigan Association of Regions

Gary Mekjian,
Michigan Municipal League

Jonathan R. Start,
Michigan Transportation Planning Association

Jennifer Tubbs,
Michigan Townships Association

Todd White,
Michigan Department of Transportation

Brad Wieferich,
Michigan Department of Transportation

Rob Surber (Non-Voting),
Michigan Center for Shared Solutions

Council Coordinator:
Roger Belknap, 517-373-2249

Transportation Funding

Revenues

Transportation revenue comes primarily 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. For several years, the Michigan Transportation Fund (MTF) also received General Fund appropriations.

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.

"The typical Michigan motorist pays 2.94 cents in user fees per mile traveled, about $1.19 a day for Michigan's entire road and transit system."

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. Rising fuel prices do not increase transportation funding, as fuel is taxed at flat rates per gallon. In FY 2019, motor fuel fees will yield about $1.45 billion.

On Jan. 1, 2017, Michigan's road-use fees were set at 25.9 cents/gallon for gasoline and 26.3 cents for diesel fuel. The road-use fee is also applied to natural gas for the first time. These increases will yield an additional $420 million per year.

An informative flier on Michigan fuel taxes is available for download on the MDOT website, which can be printed and shared with your constituents.

Michigan is one of three states to apply sales tax to motor fuel. The usual 6 percent rate is applied to the total of fuel retail price and federal fuel tax, and is credited mostly to the School Aid Fund.

VEHICLE REGISTRATION TAXES

Another third of transportation funding comes from Michigan's vehicle registration tax and title fees, generating about $1.2 billion in FY 2018. For autos and light trucks, this tax is based on each vehicle's list price, starting at 0.6 percent of the base price for a new car and falling to 0.44 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.

Registration taxes rose by 20 percent for autos and light trucks, and heavy trucks on Jan. 1, 2017. Tax rates did not change for other vehicle classes such as pre-1984 cars, motorcycles, trailers, and discounted farm trucks and dealer plates. A $47 per year surtax will be applied to plug-in hybrid cars, and a $135 surtax on pure electric cars. The 2017 increases yield an additional $180 million per year.

Federal Aid

The last third of state transportation funding 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 distributed by a formula awarding each state a percentage of the Highway Trust Fund based on historic shares. Five 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.

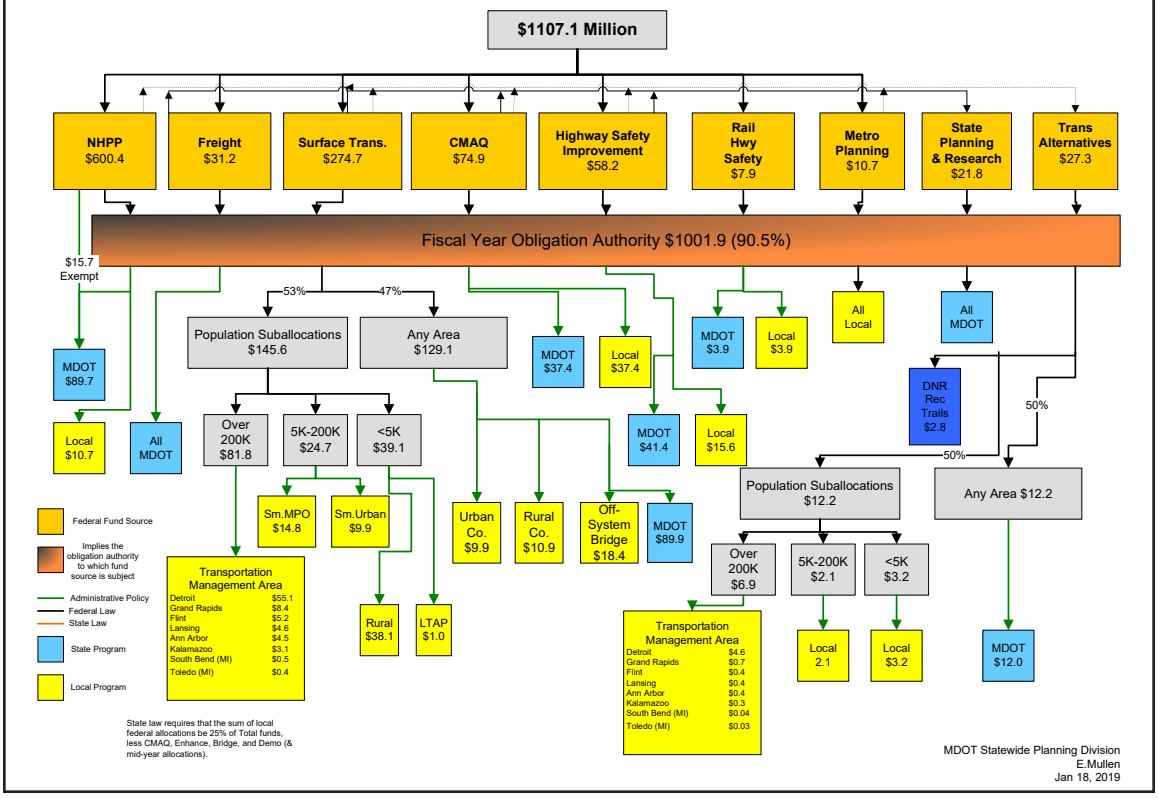
Federal funds for the federal-aid highway program are not cash and are not usually in the form of grants. Rather, the federal government reimburses MDOT for part of the cost of certain classes of road projects, if the projects comply with federal requirements. These reimbursements typically cover 80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

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

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. The current programs and funding are authorized under legislation known as the Fixing America's Surface Transportation (FAST) Act. When Congress reauthorizes the federal program, it can change the rules by which federal aid is distributed.

Federal Aid to Highways Program - Michigan, FY 2017



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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 FTA competitive programs. The Moving Ahead for Progress in the 21st Century Act (MAP-21), enacted in 2012, shifted a significant portion of transit funding away from discretionary programs and toward formula-based programs. The net result for Michigan was a significant reduction in transit capital funding. While some of the lost funding was restored in more recent legislation, the discretionary programs that Michigan's transit agencies have long relied on remain well below their historical levels, causing transit agencies to rely more heavily on locally generated revenue or experience greater declines in transit infrastructure conditions.

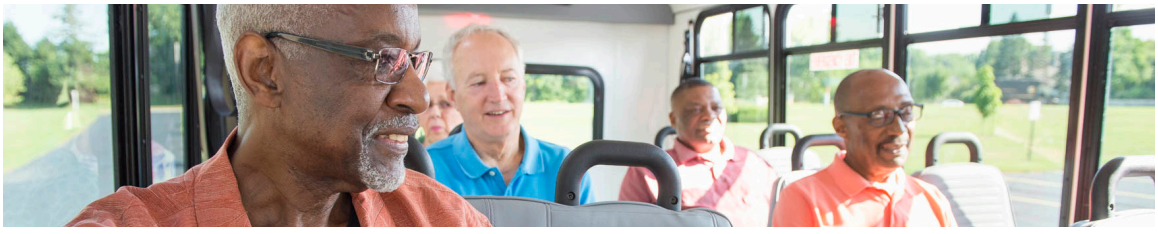
Rail Revenue

The bulk of ongoing state funding for MDOT's passenger and freight rail programs comes 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.

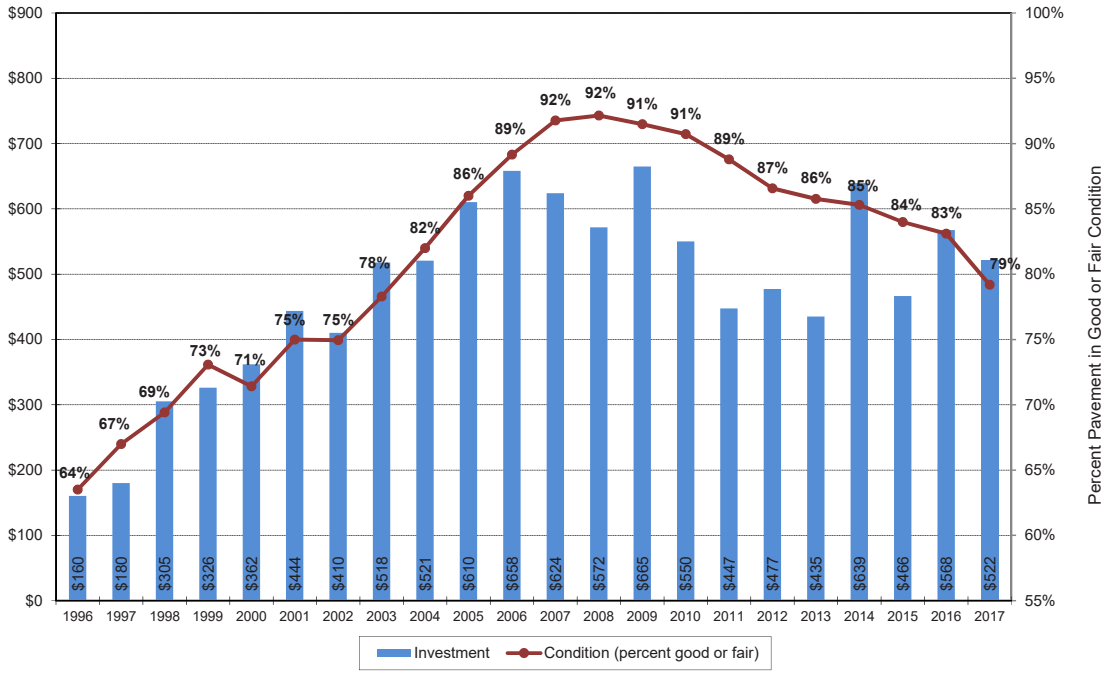
Other than the limited dollars dedicated to grade crossing safety, there is no ongoing source of federal funding for rail investments. However, opportunities for federal grant funding have expanded in recent years. MDOT works to be aware of, and compete for, all appropriate grant opportunities to support both passenger and freight rail projects and supplement limited state funding.

Aviation Revenue

State funding of aviation is supported separately from all other forms of transportation in Michigan through the State Aeronautics Fund. Revenue is generated by an excise tax on aviation fuel, a portion of sales tax collected 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 Detroit Metropolitan Wayne County Airport supports debt service on bonds until the year 2032. However, continued fiscal pressures are being placed on state funding for aeronautics programs with the declining revenue from aviation taxes. This revenue has been falling in real terms for more than 15 years.



MDOT Pavement Program Investment Level vs. Actual Trunkline Pavement Condition



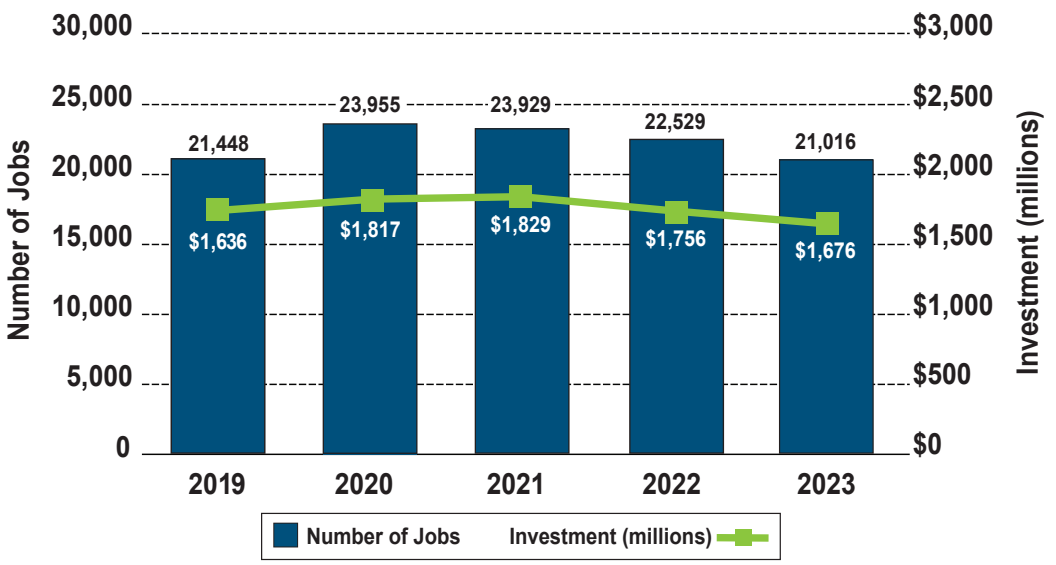
* Additional state revenue from the General Fund is included in 2014, 2015 and 2016.
** 2003 - 2007, and 2016-2017 inlcude NFRP program investment

Transportation Funding Outlook

Both at the state and federal levels, the future funding outlook for transportation is uncertain. Increasing fuel efficiency, alternative fuel vehicles, and other factors have eroded revenue that has historically been generated by transportation user fees. 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 investment in transportation infrastructure is needed.

This future funding outlook was emphasized by the 21st Century Infrastructure Commission report in December 2016. That report took a comprehensive look at infrastructure needs and condition across assets, including transportation, energy, communications, and water and sewer infrastructure. The primary conclusions of the report included the need to increase coordination and cooperation across assets and across agencies to reduce the cost of infrastructure, an increased emphasis on asset management across assets, and a need for increased investment in infrastructure, including transportation.

Impact on Employment - Highway and Bridge Program



Department of Transportation Budget

Budget Issues

After peaking in FY 2004, MTF revenues declined due to reduced vehicle sales, less commercial activity, and more fuel-efficient vehicles. Simultaneous increases in materials and labor costs have eroded the purchasing power of these revenues. User fees were increased in January 2017, yielding an additional $630 million in revenue for all transportation agencies. Beginning in Fiscal Year (FY) 2019, income-tax revenue will be credited to the MTF, and $175 million in General Fund surplus was credited to roads and transit in FY 2018.

Michigan's current level of transportation revenues, even after the increases in user fees of 2017 and increased use of general funds, will not prevent pavement conditions from worsening.

County roads and city streets already are deteriorating, causing the state's entire road system (state, county, and municipal) to lose an average of $1.1 billion per year in value. "Poor" road conditions are more costly to repair than maintaining those already in "good" condition.

Recent Highway Program Investment

MDOT's FY 2017 Highway Program investments totaled approximately $1.2 billion, including preconstruction phases (project scoping, environmental clearance, design, and right-of-way acquisition), routine maintenance, and construction projects. Highway Program investment includes $314 million in routine maintenance activities, such as snowplowing, roadside maintenance, and road and bridge repair between scheduled projects. Approximately 15,000 jobs were supported by MDOT's Highway Program in 2017.

MDOT provided Michigan travelers with approximately 517 lane miles of improved roads through the Road Rehabilitation and Reconstruction Program and 95 repaired and maintained bridges through the Repair and Rebuild Bridge Program. Additionally, MDOT managed good and fair condition roads by extending the life of approximately 1,856 miles of pavement through the Road Capital Preventive Maintenance Program.

Effect on Employment of the Five-Year Highway Program 2019-2025						
	2019	2020	2021	2022	2023	Total
Investment (million $)	$1,636	$1,817	$1,829	$1,756	$1,676	$8,714
Employment Impact (jobs)	21,448	23,955	23,929	22,529	21,016	112,877
Gross State Product (million '18$)	$1,777	$2,042	$2,091	$2,013	$1,916	$9,839
Real Personal Income (million '18$)	$1,404	$1,624	$1,706	$1,686	$1,663	$8,083

FY 2018 Investment

In FY 2018, MDOT federal and state highway investments will total approximately $1.6 billion in system preservation, including pre-construction phases (project scoping, environmental clearance, design, and right-of-way acquisition), routine maintenance, and construction projects. This MDOT Highway Program investment includes $317.6 million in routine maintenance, such as snowplowing, roadside maintenance, and necessary road and bridge repair between scheduled projects.

In FY 2018, MDOT anticipates an investment of approximately $311.4 million in state, federal, local, and private funds to maintain Michigan's multimodal 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.

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.

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, $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.

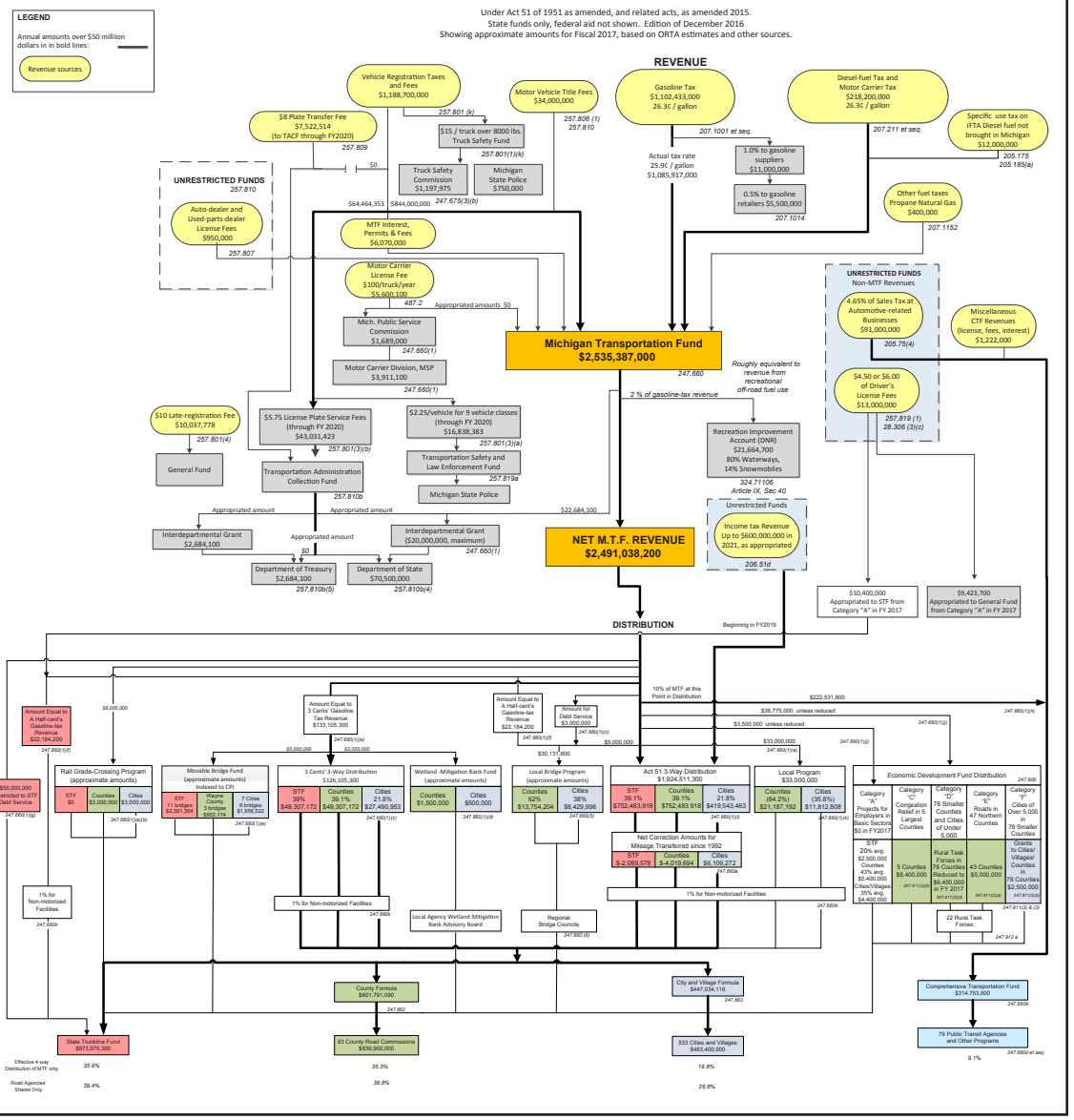
After these "off-the-top" appropriations, Act 51 distributes the MTF to road agencies, and to the CTF for public transportation, as shown below. What is called "the Act 51 formula" is actually the sum of about 11 major standing appropriations dividing transportation revenues between state highways, public transportation, county roads, and city and village streets. The sum of these appropriations produced this division of the MTF in FY 2017:

- State trunklines, 35.9 percent
- County roads, 35.3 percent
- City and village streets, 19.8 percent
- Comprehensive Transportation Fund, 9.1 percent

State Trunkline Fund (STF)

Act 51 distributes about $1.2 billion a year to the STF to be used by MDOT for preservation, maintenance, administration and debt service for the state trunkline highways (I, M and US routes).

MICHIGAN TRANSPORTATION FUND REVENUE AND DISTRIBUTIONS



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 $1.8 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. The county and city/village formulas are based on the value of auto registrations, population, and the mileages of major and local roads.

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 9.1 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.

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 Corp.
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
BUILD Better Utilizing Investments to Leverage Development

C

CAA Clean Air Act
CADD Computer Aided Drafting and Design
CAV Connected and Automated Vehicles
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
CM 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
CRA County Road Association
CSS Context Sensitive Solutions
CSS Center for Shared Solutions
CTF Comprehensive Transportation Fund

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
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
FAST Act Fixing America's Surface Transportation Act
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
INFRA Infrastructure For Rebuilding America Grants
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
LSC Commission on Logistics and Supply Chain Collaboration
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 Corp.
MIC Michigan Infrastructure Council
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
MTF Michigan Transportation Fund
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
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
SOS Michigan Department of State
SOV Single Occupancy Vehicle
SPR State Planning and Research
SR2S Safe Routes to School
STC State Transportation Commission
STF State Trunkline Fund
STIP Statewide Transportation Improvement Program
STP Surface Transportation Program (funded through MAP-21)

T

TAMC Transportation Asset Management Council
TAMP Transportation Asset Management Plan
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)
USACE United States Army Corps of Engineers
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
UWP Unified Work Program

V

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

W

WIM Weigh-in-Motion

MDOT
Michigan Department of Transportation

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

www.Michigan.gov/MDOT

MDOT Office of Governmental Affairs
Phone: 517-335-1644
Fax: 517-373-4827

Information current as of December 2019

Graphics/OfficeofCommunications/Legislative Guide/2019/Guide to MDOT