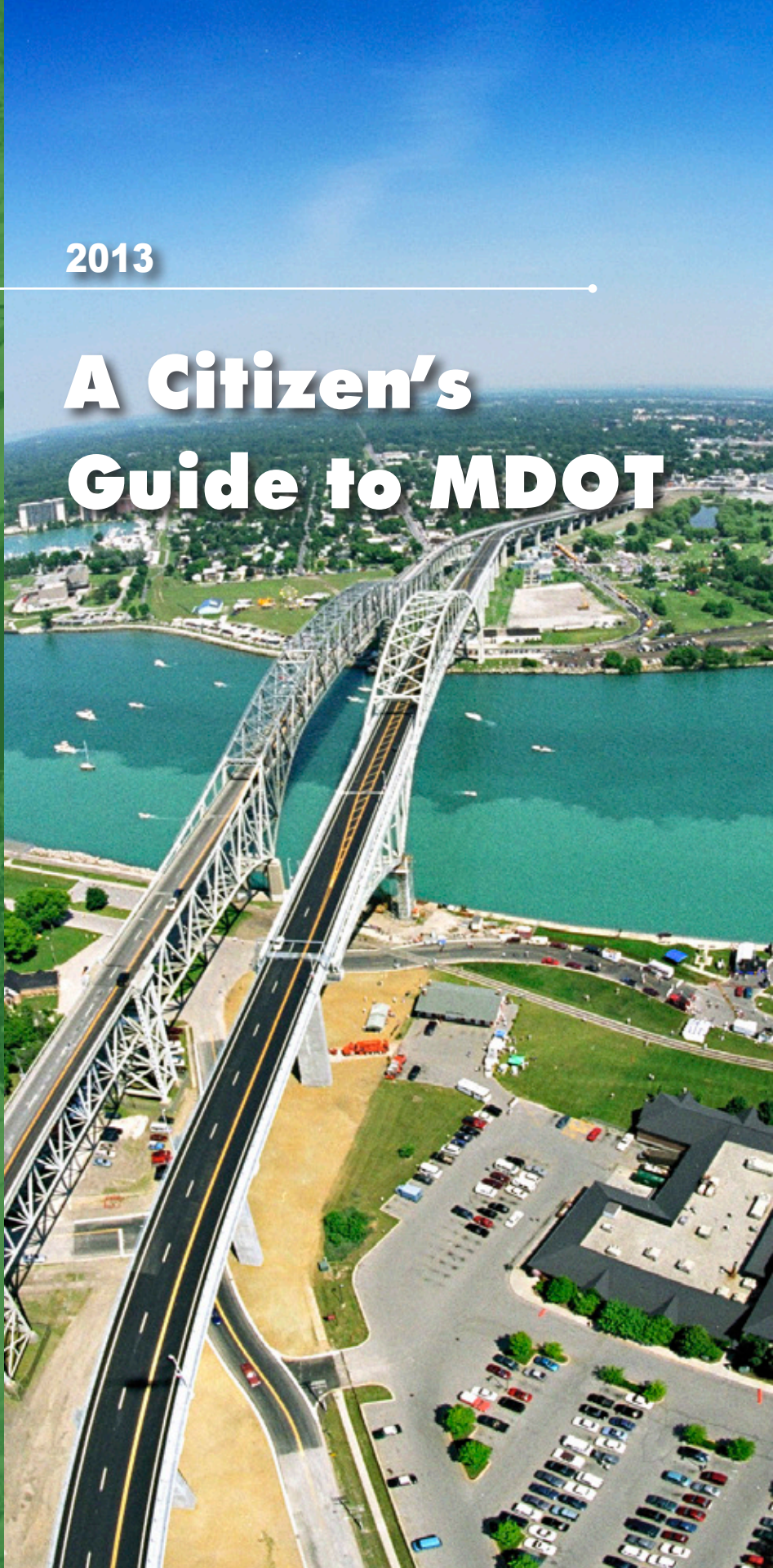


2013

**Michigan Department of Transportation**

# **A Citizen's Guide to MDOT**





“Michigan’s two peninsulas were connected on Nov. 1, 1957, with the opening of the Mackinac Bridge across the Straits.”

# MDOT on the Web

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The Michigan Department of Transportation (MDOT) provides many services and sources of information on the Internet. In addition to its main Web site, MDOT also offers Mi Drive, a comprehensive, up-to-date traffic Web site that includes construction information, traffic incident updates, live traffic Web cams, and weather information. MDOT also is a pioneer among state departments of transportation (DOT) using social media to connect with the public. Using social media Web sites like Twitter, Facebook, and YouTube, MDOT communicates directly with the public to improve safety and mobility in the state, and to educate the public on transportation issues facing the state.

**MDOT Web site** - [www.michigan.gov/mdot](http://www.michigan.gov/mdot)

**Mi Drive** - [www.michigan.gov/drive](http://www.michigan.gov/drive)

**Facebook** - [www.facebook.com/MichiganDOT](http://www.facebook.com/MichiganDOT)

## **Twitter**

Statewide - [www.twitter.com/MichiganDOT](http://www.twitter.com/MichiganDOT)

Metro Detroit - [www.twitter.com/MDOT\\_MetroDet](http://www.twitter.com/MDOT_MetroDet)

West Michigan - [www.twitter.com/MDOT\\_West](http://www.twitter.com/MDOT_West)

Southwest Michigan - [www.twitter.com/MDOT\\_Southwest](http://www.twitter.com/MDOT_Southwest)

Flint/Saginaw and the Thumb area - [www.twitter.com/MDOT\\_Bay](http://www.twitter.com/MDOT_Bay)

Lansing area - [www.twitter.com/MDOT\\_Lansing](http://www.twitter.com/MDOT_Lansing)

Ann Arbor area - [www.twitter.com/MDOT\\_A2](http://www.twitter.com/MDOT_A2)

Upper Peninsula - [www.twitter.com/MDOT\\_UP](http://www.twitter.com/MDOT_UP)

Traverse City area - [www.twitter.com/MDOT\\_Traverse](http://www.twitter.com/MDOT_Traverse)

Rail - [www.twitter.com/MDOT\\_Rail](http://www.twitter.com/MDOT_Rail)

**YouTube** - [www.youtube.com/MichiganDOT](http://www.youtube.com/MichiganDOT)

## **Top three MDOT videos (as of 1/13):**

1) **[MDOT explains flashing yellow left-turn signal](#)** - 107,415 views

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

2) **[Using Roundabout System at 26 Mile Road Over M-53](#)** - 47,882 views

This animated video shows motorists how to travel through the roundabouts at 26 Mile Road over M-53 using typical routes of travel.

3) **[Railroad Crossing Safety in Michigan](#)** - 42,520 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.



Dear Citizen:

January 2013

*Creating and retaining jobs in Michigan is a top priority for state government. The Michigan Department of Transportation (MDOT) plays a vital role in this effort.*

*Businesses rely on transportation systems to move people and goods. States that have safe, reliable and efficient transportation systems have a competitive advantage over other states in retaining businesses and attracting new ones.*

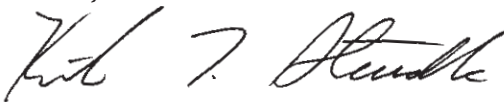
*Michigan always has prided itself on its roads and highways. The simple truth, however, is that we cannot maintain our road system at present revenue levels. When adjusted for inflation, our current level of investment is about what it was 20 years ago. Today, MDOT is smaller and leaner, and innovative “best practices” have helped stretch hard-earned taxpayer dollars, but these efforts alone are insufficient to generate the amount of money needed to repair our roads and highways.*

*To create job growth in Michigan - and keep our children from having to leave the state to find work - more investment is needed in other transportation modes as well. These include our airports, local public transit systems, freight rail and Great Lakes ports, all vital movers of people and goods. Young people especially are seeking other means of transportation, such as bus rapid transit, commuter rail and accelerated passenger rail. They also are interested in walkable, bike-friendly urban areas.*

*All of this requires additional investment. Investing in our state’s transportation system, though, directly creates thousands of jobs and promotes private sector job creation.*

*Whatever the level of resources, MDOT’s goal always is to build and maintain the best possible transportation system in Michigan. This guide explains how MDOT works toward that goal. You may find the Frequently Asked Questions section to be particularly helpful. For more in-depth information, I encourage you to visit MDOT’s Web site at [www.michigan.gov/mdot](http://www.michigan.gov/mdot).*

Sincerely,

A handwritten signature in black ink, appearing to read "Kirk T. Steudle". The signature is fluid and cursive, with the first name "Kirk" being the most prominent.

Kirk T. Steudle, P.E.

Director

Michigan Department of Transportation

# Michigan Department of Transportation Administration

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

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# Table of Contents

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|  |           |
|--|-----------|
| <b>MDOT Organization</b> .....   | <b>1</b>  |
| <b>Highway Operations</b> .....  | <b>2</b>  |
| <b>Bureau of Highway Development</b> .....   | <b>2</b>  |
| <b>Bureau of Field Services</b> .....  | <b>4</b>  |
| <b>Bureau of Transportation Planning</b> .....   | <b>6</b>  |
| <b>Office of Passenger Transportation</b> .....  | <b>8</b>  |
| <b>Office of Rail</b> .....  | <b>11</b> |
| <b>Office of Aeronautics</b> .....   | <b>13</b> |
| <b>Commissions</b> .....   | <b>15</b> |
| <b>Disadvantaged Business Enterprise Program</b> .....                                     | <b>16</b> |
| <b>Transportation Funding</b> .....  | <b>17</b> |
| <b>Department of Transportation Budget</b> .....   | <b>22</b> |
| <b>Fiscal Year 2013 Investment</b> .....   | <b>24</b> |
| <b>Funding Distribution</b> .....  | <b>25</b> |
| <b>Office of Economic Development Programs</b> .....                                       | <b>28</b> |
| <b>Safe Routes to School (SR2S) Program</b> .....  | <b>31</b> |
| <b>Frequently Asked Questions</b> .....  | <b>33</b> |
| <b>Transportation-related Acronym List</b> .....   | <b>40</b> |
| <b>Contact Information for Region Offices<br/>and Transportation Service Centers</b> ..... | <b>42</b> |

# Michigan Department of Transportation



# MDOT Organization

## Overview

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

- 4,704 highway, railroad and pedestrian bridges,
- 655 miles of railroad track (which is managed by private operators),
- 103 miles of nonmotorized trails, and
- 4 airports.

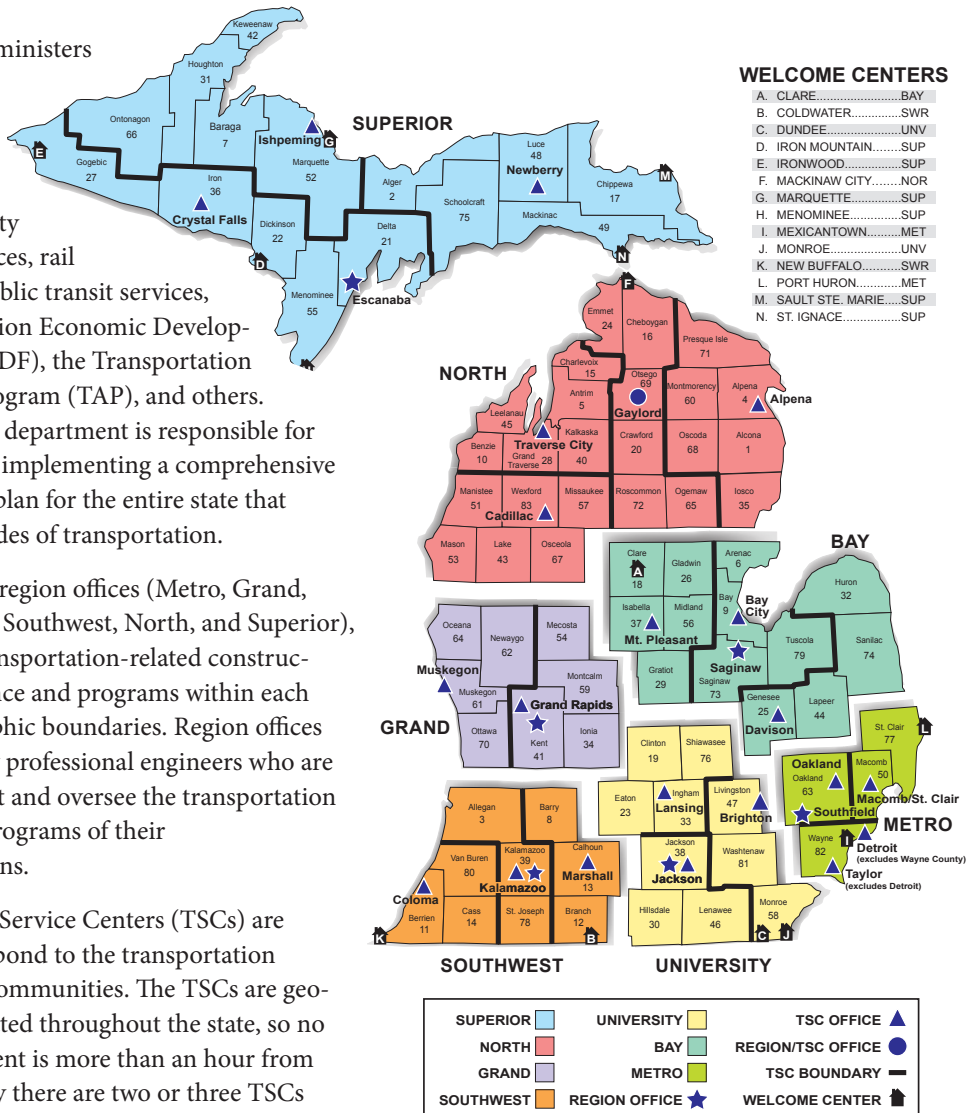
MDOT also administers other state and federal transportation programs for aviation, intercity passenger services, rail freight, local public transit services, the Transportation Economic Development Fund (TEDF), the Transportation Alternatives Program (TAP), and others. In addition, the department is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

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

Transportation Service Centers (TSCs) are designed to respond to the transportation needs of local communities. The TSCs are geographically located throughout the state, so no Michigan resident is more than an hour from a TSC. Typically there are two or three TSCs

in each region. The TSCs perform a number of functions, including issuing permits, performing road and bridge construction and maintenance, and responding to urgent transportation needs, such as road closures due to storm damage.

TSC staff also advise local residents about state and federal funding opportunities to meet local needs; and provide road and travel information for construction schedules, detours, road closures, traffic delays, bad weather conditions, traffic volume counts, bus and train schedules, and state, county and city maps.



# Highway Operations

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



## Bureau of Highway Development

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The Bureau of Highway Development is comprised of two divisions: Development Services and Design, as well as the Environmental Services Section. The Development Services Division provides real estate services, including the appraisal and acquisition of right of way, and the disposal of department-owned property. The Development Services Division also develops and processes cost participation agreements with **Act 51** agencies, administers the Trunkline Railroad Program, and performs outdoor advertising control, construction permitting, and utility coordination.



The Design Division provides documents and services in support of the department's strategic goals. These duties include:

- Prepare construction/reconstruction plans for bridges and related structures.
- Provide engineering data regarding utilities, drainage, and roadside development.
- Conduct Quality Assurance Reviews to ensure that plans and proposals are prepared in conformance with the Federal Highway Administration (FHWA), the American Association of State Highway and Transportation Officials (AASHTO), and MDOT standards.
- Develop or revise manuals, standard plans, special details, and other design guidance documents used in the development of plan/proposal packages
- Prepare final engineer's estimates for all trunkline projects let for construction.
- Coordinate and implement automated engineering systems and standards.
- Administer federal and state aid programs for local agencies.
- Acquire aerial mapping photography and accumulate survey data, while maintaining statewide survey information and surveying infrastructure used by both MDOT and non-MDOT entities.

## Bureau of Highway Development continued

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

- Appraise, establish compensation, and acquire rights of way for transportation projects.
  - Provide real estate expertise, including property management and other real estate technical activities.
  - Provide relocation assistance and improvement demolition 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.
  - Local public agency right-of-way oversight.
  - Analyze and authorize or deny oversize/overweight permit applications for the movement of vehicles and/or loads on state trunkline.
  - Manage the construction permit program, the utility coordination and accommodation program, the highway advertising program, and the development of trunkline and local agreements.
- Administer the federal and state-aid programs (urban, rural, bridge, enhancement, economic development, and special appropriations) for Local Agency Programs.
  - Develop the statewide processes for the implementation of all required state and federal regulations for all local agency processes.
  - Assist other units and bureaus in managing the obligation authority for local projects.
  - Oversee the Local Bridge Program.
  - Administer the Local Safety Program (including the High Risk Rural Roads Program).
  - Perform environmental clearance on all local projects.

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

- Review, document, and mitigate all MDOT projects under the National Environmental Policy Act, as required by state and federal laws.
- Provide expertise to analyze 17 different environmental factors when performing project reviews, as well as coordinate with outside regulatory agencies to ensure projects meet environmental compliance standards.
- Complete or review hydraulic work for bridges and culverts, as well as provide support on drainage and water quality issues throughout the state.



# Bureau of Field Services

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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*

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The Construction Field Services Division serves as the recognized resource and service area for a wide variety of construction support needs throughout the regions and central office. Its responsibilities include:

- Provide engineering guidance, support and technical expertise to the regions for pavements, bridges, materials, specifications, geotechnical design, traffic control, environmental mitigation, and system preservation for the statewide construction program.
- Develop and implement standards, specifications, methods, and procedures for construction.
- Provide the engineering, materials control, and testing oversight for the concrete and bituminous paving and bridge fabrication programs for MDOT and local agencies.
- Provide engineering expertise and support for pavement management, pavement design and analysis statewide.
- Develop and implement a quality control/quality assurance testing and materials control plan for the construction program.
- Prepare and publish the Standard Specifications for Construction, and all testing and materials procedures manuals used by MDOT and numerous agencies and entities across the state.
- Administers the department's evaluation process for new and innovative materials.
- Identify required training needs and establish programs to meet these needs for MDOT, local agencies, and consultants.
- Maintain the warranty database and administer the program.

- Improve statewide alignment for the administration and delivery of the annual construction program.

## *Operations Field Services Division*

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

**Maintenance Services** is responsible for providing statewide support in maintenance categories of winter operations, roadway surface, and roadside facilities. MDOT also oversees the Adopt-A-Highway Program and maintains 14 Welcome Centers, 81 rest areas, 80 parks, 42 table sites, and 22 scenic turnouts.

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

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

**Intelligent Transportation Systems (ITS)** focuses on several key areas: coordinating the statewide ITS Program; coordinating MDOT's Autonomous Vehicle activities; coordinating MDOT's Connected Vehicle strategies; coordinating with peers in other states to determine best practices; ensuring MDOT's ITS Program is in alignment with USDOT/FHWA; participating in state and national technical committees, peer-to-peer exchanges and pooled fund studies;

monitoring and evaluating the effectiveness of MDOT's ITS Program and assist and take a lead role in the implementation of other ITS technologies that increase safety for motorists, create economic benefits, and results in an improved quality of life for all travelers.

### *Research Administration*

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

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

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

Section responsibilities include initiating, developing, managing and coordinating the MDOT research program. Implementation encouraging technology transfer and identifying best practices are other areas of responsibility. Research administration staff communicates information related to all of these responsibilities. This is accomplished by various publications including Research Updates and Research Spotlights. The MDOT research Web site, [www.michigan.gov/mdot/0,4616,7-151-9623\\_26663\\_59797---,00.html](http://www.michigan.gov/mdot/0,4616,7-151-9623_26663_59797---,00.html), provides a wealth of information, including

research publications, links to MDOT listservs, links to national research Web sites, and program development/project management information.

### *Safety and Security Administration*

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

- **Emergency Management:** The Emergency Management function covers six phases in the emergency management cycle, which include preparedness, response, recovery, mitigation, prevention, and risk reduction. Safety and Security Administration coordinates MDOT's efforts in emergency management and serves as the emergency management coordinator for MDOT.
- **Homeland Security:** MDOT is responsible for protecting its critical infrastructure and other areas within its influence, including the coordination of homeland security activities and grant funding.
- **Occupational Safety and Health:** The function of Occupational Safety and Health 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 serves as the hazardous materials routing representative for the state of Michigan.

# Bureau of Transportation Planning (BTP)

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

## The State Long-Range Plan

The SLRP establishes the vision, goals, and objectives for Michigan's transportation system and sets the policy framework for transportation investment decisions. Known as "MI Transportation Plan," it identifies current and emerging needs for all modes of transportation within the state and sets investment priorities for meeting those needs. The SLRP spans a 20-to-25-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 State Transportation Improvement Program

The STIP is a four-year list of specific investments in the highway and transit systems, and includes all federally funded state trunkline, local road, and transit projects. Rural residents outside of MPO boundaries can attend local meetings of transit agencies, road commissions, and city, village and township boards to advocate for transportation improvements to be included in the program. MDOT region and TSC offices work closely with the public and provide a conduit for addressing transportation needs.

The STIP is developed concurrently with MPO Transportation Improvement Programs (TIPs), which are prepared for each urbanized area and also cover a four-year period. MPO-area TIPs list all federally funded state trunkline, local road, and transit projects within the MPO boundary. MPOs conduct their own formal public involvement processes, which are required in preparing each TIP.

The most recent STIP was completed and approved in 2010.

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

The Five-Year Transportation Program includes highways, bridges, public transit, rail, aviation, marine, and nonmotorized transportation. The multi-modal program focuses largely on continued safe and secure operation of the existing transportation system through routine maintenance, capital replacement and repairs; and preservation of existing service levels.

The highway portion is a rolling program. Each year, the first year is dropped and a new fifth year is added, and program/project adjustments are made to other years. The document only pertains to that portion of the program that MDOT delivers, and does not account for those portions

delivered locally with state and federal funds that are directly controlled by local agencies, such as transit agencies or county road commissions.

During the annual Call for Projects, which adds a new year to the previous year's Five-Year Transportation Program, MDOT TSCs throughout the state communicate with rural task forces, county road commissions, MPOs, cities, and villages to evaluate the list of prospective road and bridge projects.

The Five-Year Transportation Program identifies strategies that efficiently utilize the state and federal funds that MDOT expects to be available over the five-year time frame. The Five-Year Transportation Program is approved annually by the STC and transmitted to the Legislature by March 1.

### Public Involvement in Transportation Decisions

Public involvement, essential for effective transportation planning, is required by the National Environmental Policy Act (NEPA) and under Title 23; Section 450.212, Code of Federal Regulations for Statewide Transportation Planning. The department employs the very latest in technology to reach out and engage the public,

including the Internet, social media, and state-of-the-art audience participation tools. While the methods for carrying out public involvement are left to the discretion of each state, the process must provide:

- Early and continuous opportunities for involvement.
- Timely information about transportation issues, processes, and procedures.
- Reasonable access to technical and policy information.
- Use of visualization techniques to communicate issues and concepts.
- Adequate notice of involvement opportunities at key decision points.
- Methods for considering and responding to public input.
- A course of action for considering and seeking out the needs of traditionally underserved groups.
- Periodic review and evaluation of the public involvement process.

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



# Office of Passenger Transportation (OPT)

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

## Local Transit

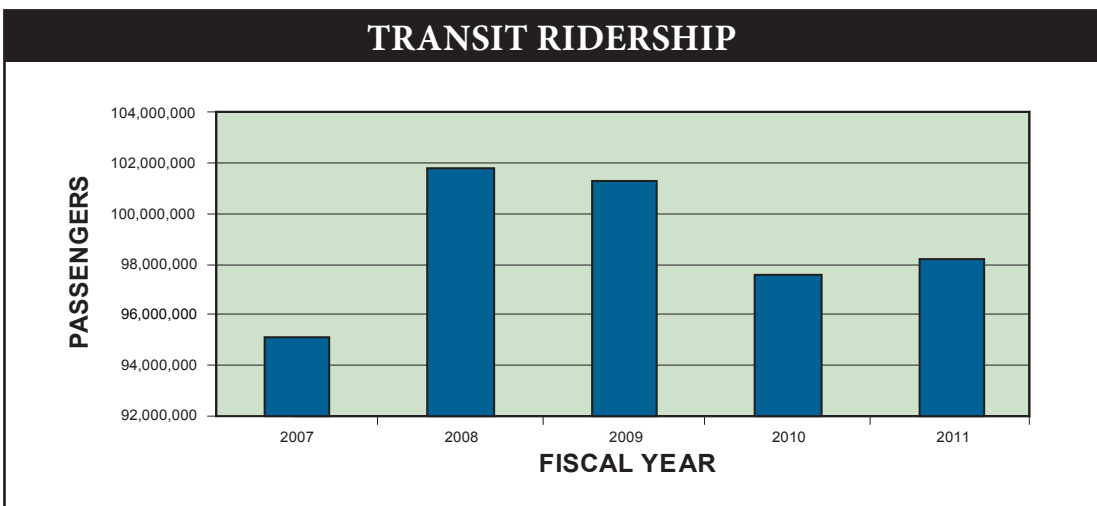
Michigan public transit is a compilation of local public and nonprofit service providers.

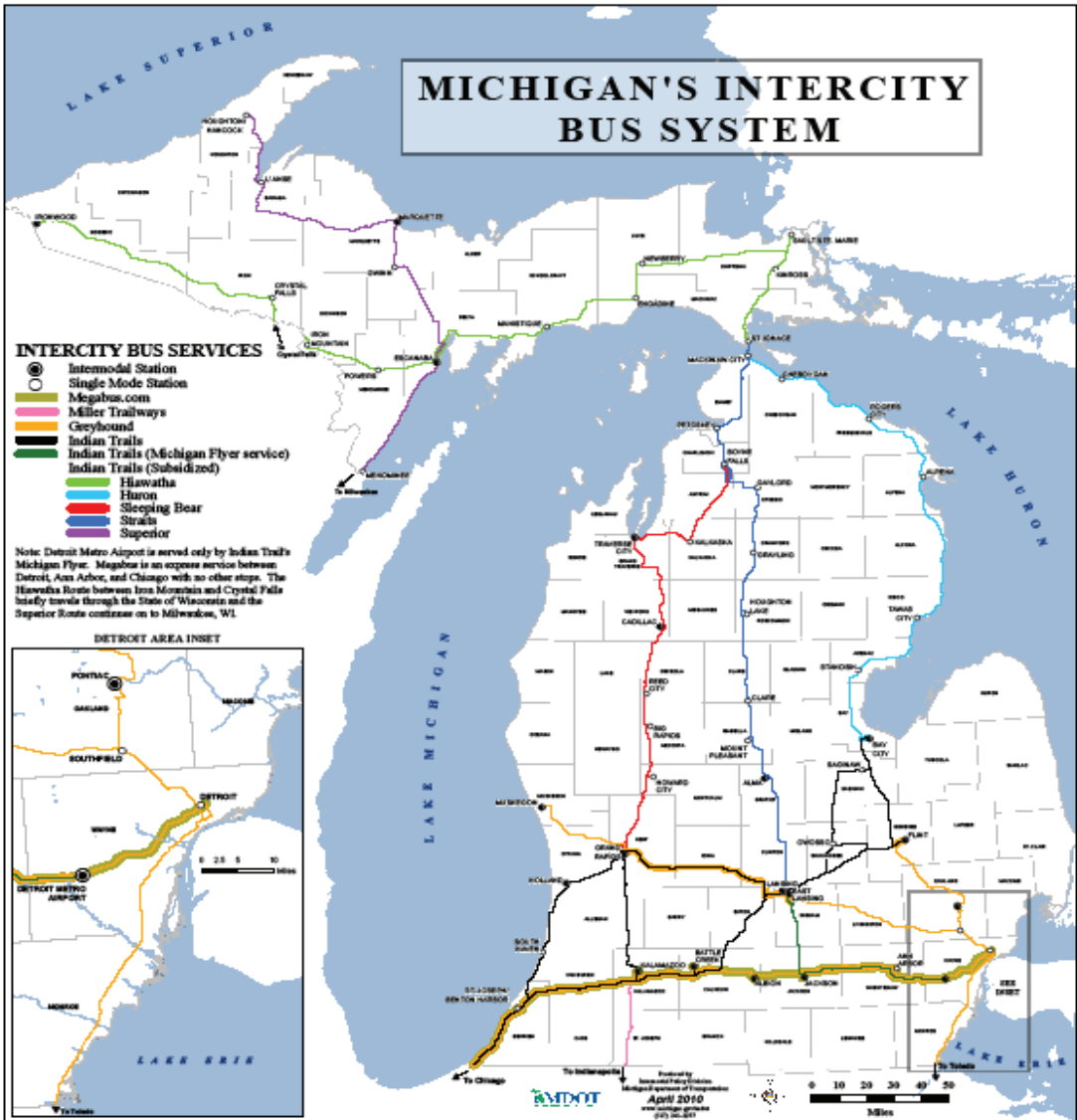
Service levels and types are defined at the local provider level. Both MDOT and the U.S. Department of Transportation/Federal Transit Administration provide financial support, technical assistance, and compliance oversight, but neither agency determines the types and levels of service.



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

Michigan's public transit systems are categorized as urban and non-urban based on service-area population. Urban transit systems transported 85.2 million passengers in 2011 while non-urban area systems carried 7.03 million passengers. In 2011, an additional 1.4 million passengers, primarily senior citizens and persons with disabilities, were transported through the Specialized Services Program. Ridership fluctuates with gas prices and the economy, but overall there has been an increase in transit ridership of 3 percent since 2007.





### Intercity Bus Services

The two principal intercity bus carriers operating in Michigan are Greyhound Lines, Inc., and Indian Trails, Inc. Greyhound Lines and Indian Trails provide daily, regular route intercity bus service to 120 Michigan communities. These two carriers, through a combination of subsidized and unsubsidized services, form the intercity bus network in Michigan. A recent addition to this network is Mega Bus, which provides unsubsidized service to and from Chicago several times a day.

Between October 2011 and September 2012, Indian Trails, under contract with MDOT, provided daily service on five routes in the Upper Peninsula and the Northern Lower Peninsula, transporting 78,194 passengers in areas of the state that would not otherwise be served by intercity bus. The routes provide vital connections for these residents to medical, employment and social destinations, as well as providing access to the national transportation network.

### Other Passenger Transportation Programs

- Public transit services supported by MDOT with state and federal funds also include a state-managed commuter vanpool service.
- MDOT regulates the safety of intercity bus carriers, charter bus carriers, and limousine carriers under Public Acts 432 of 1982 and 271 of 1990.
- MDOT provides operating assistance and small amounts of capital support to the two eligible public transportation authorities that provide public ferry operations.
- State legislation passed in 2012 sets forth a vision for a Regional Rapid Transit bus system serving the Greater Metro Detroit area. The legislation created a new Regional Transit Authority (RTA) to oversee planning and implementation of the new system, which is envisioned to use state-of-the-art technology and high-speed buses. The RTA also would develop a plan to pay for operating costs and would have the authority of placing a regional tax proposal before the voters. The RTA also would coordinate existing transit services in the region.



# Office of Rail

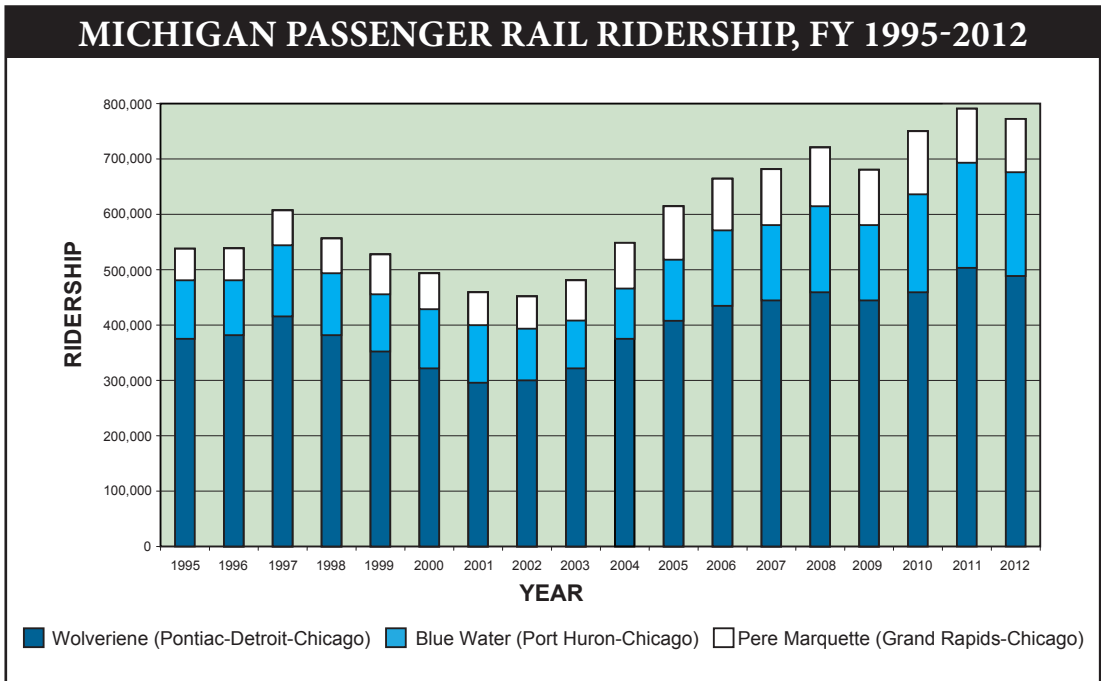
The Office of Rail has overall responsibility for rail-related activities at MDOT, including the department's relationship with the rail industry, rail economic development, regulatory activities associated with grade crossings and rail clearances, funding for grade crossings, and railroad engineering,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

## Passenger Rail Services

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 exploded during the past five years and reached an all-time high in FY 2011 of 797,017.

## Accelerated Rail Program

Michigan has been awarded over \$400 million in funding from the Federal Railroad Administration's High-Speed Intercity Passenger Rail Program. Projects obligated include more than \$48 million in new or refurbished stations, \$7.9 million for a new connection track for passenger operations in west Detroit, and \$346.5 million to purchase and improve a 135-mile segment of the Chicago hub (Chicago-Detroit/Pontiac) high-speed rail corridor between Kalamazoo and Dearborn for 110 mph passenger operations over the next three years. This work will expand on work previously completed on Amtrak ownership between Porter, Ind., and Kalamazoo, Mich., (nearly 100 miles) where 110 mph passenger speeds have been achieved since February 2012.



*1 Passenger rail functions are currently being handled within the Office of Rail*

### Commuter Rail Program

In addition, MDOT is currently assisting other agencies in several high-profile commuter rail projects in various phases of development, including Ann Arbor to Detroit regional rail and WALLY, the proposed train between Ann Arbor and Howell.

### Light Rail Program

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

### Freight Rail Services

Michigan's freight rail system includes approximately 3,600 miles of track, operated by 26 railroad companies. The vast majority of the system is privately owned. About 33 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. A single train can carry the load of over 280 trucks, moving a ton of freight an average 480 miles on one gallon of fuel.

### State-owned Rail

MDOT manages approximately 530 miles of state-owned rail lines that are operated under contract by four private railroad companies. The Office of Rail administers the contracts and undertakes major repair projects as necessary to protect the state's investment and maintain service to shippers.

### Loan Programs

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

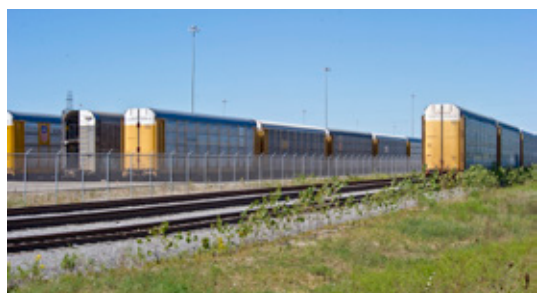
The Michigan Rail Loan Assistance Program (MiRLAP) provides no-interest loans to railroads or other owners of rail infrastructure to make improvements to that infrastructure.

### Railroad Crossing Safety

Exercising the regulatory responsibilities granted under the provisions of the Railroad Code of 1993, the Office of Rail assesses the physical condition and safety needs of the approximately 4,800 public railroad grade crossings throughout the state. Funding is provided to improve safety at crossings on state trunklines as well as to assist local road authorities and railroad companies with the development and implementation of projects that improve motorist safety at public railroad crossings under the jurisdiction of cities, counties and villages. Most projects 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.



# Office of Aeronautics

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The Office of Aeronautics has three sections:

- Planning and Development
- Programming
- Transport and Safety

## *Planning and Development*

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

The section also is responsible for program oversight and assistance with Disadvantaged Business Enterprises doing business at Michigan airports. The Michigan Air Service Program,

which provides assistance to air carrier airports with carrier recruitment and retention, airport awareness and capital equipment and improvement, is administered by section staff and offered in years when sufficient funding is available.

## *Programming*

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. It also is responsible for publishing the Office of Aeronautics E-Michigan Aviation magazine.

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*

The Transport and Safety section performs several functions:

**Pilot information systems** – As part of the Office of Aeronautics' all-weather access program, pilot information systems are located at 45 airports. These systems enable pilots to access weather information, including near real-time radar images.

**Automated Weather Observing Stations (AWOS)** – The section maintains 41 AWOS throughout the state, providing continuous weather information to the National Weather Service, Federal Aviation Administration and pilots via voice, telephone and computer. Section technicians maintain these systems, as well as four state-owned navigation aids.

**Licensing and registration** – The section is responsible for licensing and/or registering airports, flight schools, aircraft and aircraft dealers. Each of Michigan's 235 public-use airports and heliports is inspected annually. There are currently 70 flight schools, 225 aircraft dealers and approximately 6,800 aircraft registered in the state.

**Directory and charts** – The Michigan Aeronautical Chart and Michigan Airport Directory are published annually. A copy of the chart is mailed free of charge to each of Michigan's 16,000 licensed pilots. A copy of the directory is provided to each aircraft owner. Additional copies are available for sale.

**Pilot safety and education** – The section maintains an active pilot safety and education program. Pilot seminars are held across the state to encourage pilots to remain current in the latest techniques, regulations and safety information. Every year, approximately 4,000 pilots attend MDOT-sponsored safety seminars.

**State air fleet** – The Office of Aeronautics maintains and operates a fleet of five airplanes for transporting state personnel on official business. This service maximizes the efficient use of officials' time and provides significant cost savings.



# Commissions

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## State Transportation Commission (STC)

The STC is established in the Michigan Constitution, as amended, as a nonpartisan, six-member panel appointed by the governor. STC members are appointed to three-year terms. No more than three members of the STC can be affiliated with any one political party. The STC meets on the last Thursday of each month. STC meetings are subject to the rules and guidelines of the Open Meetings Act.

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 Audit reports directly to the STC, and is charged with the overall responsibility to supervise and conduct auditing activities for MDOT. The auditor submits reports of financial and operational audits and investigations performed by staff for acceptance to the STC.

## Commissioners

Jerrold M. Jung, Chairman  
Todd A. Wyatt, Vice Chairman  
Lynn Afendoulis, Commissioner  
Michael D. Hayes, Commissioner  
Charles F. Moser, Commissioner  
Sharon Rothwell, Commissioner

## MDOT Commission Advisor:

Frank E. Raha, III  
517-373-2110

## 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. Specifically, the commission is empowered to:

- Make and issue rules and regulations governing the location, design, building, equipping and operating of all airports and other aeronautical facilities
- Oversee the curriculum, equipment, personnel, operation and management of all schools of aviation
- Make such other 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.

## Aeronautics Commissioners

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

# Disadvantaged Business Enterprise (DBE) Program

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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.

Types of businesses that MDOT is primarily interested in are minority-owned businesses that specialize in road construction, surveying, bridge work, pavement marking, landscaping, asphalt or concrete paving and repair, overhead and permanent traffic signs, microsurfacing, highway project cleanup, and road design. The DBE Program is federally funded.

There were 551 DBE firms certified with MDOT as of November 2012.

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.



# Transportation Funding

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## Revenues

Transportation revenue is generated by road-user fees. State taxes on fuel and vehicles are restricted to road construction and public transportation by Michigan's Constitution. General Fund revenues are not used for transportation except for 4.65 percent of vehicle-related sales tax, which is used for public transit.

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

## Fuel Taxes

Roughly one-third of Michigan transportation revenue comes from state road-user fees applied to gasoline and diesel fuel. This amount fluctuates with the amount of travel and truck shipping, and falls with increases in vehicle efficiency. Road-use taxes of 18.7 cents per gallon on gasoline and 15 cents per gallon on diesel fuel generate about \$955 million each year. Increased fuel prices do not increase transportation funding, as fuel taxes are levied at flat rates per gallon. Higher fuel prices have led motorists to conserve fuel, reducing transportation revenue. Road-user fees are collected on propane used to propel vehicles, but not on compressed natural gas or electricity.

For an informative brochure on Michigan fuel taxes, please click here: [www.michigan.gov/documents/mdot/MDOT\\_MichiganGasTaxRevenueBrochure\\_401401\\_7.pdf](http://www.michigan.gov/documents/mdot/MDOT_MichiganGasTaxRevenueBrochure_401401_7.pdf). This brochure can be printed and shared with your constituents.

## Vehicle Registration Taxes

Another third of transportation funding comes from Michigan's vehicle registration taxes, generating about \$868 million per year. For autos and light trucks, these taxes are based on each vehicle's list price, starting at 0.5 percent of the base price for a new car and reduced to 0.3645 percent for cars four years old or older. Heavy-truck registration taxes are based on the gross weight that each truck owner registers the truck to carry. Diesel-truck fuel and truck registration taxes are not collected according to where the fuel or license plates are bought, but are apportioned according to the miles traveled in each state.

## Federal Aid

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

Federal fuel taxes are divided into two accounts for distribution to the states: highway and public transit. Of the fuel taxes paid in by Michigan road users, Michigan receives 92 percent of its share of Highway Account taxes back through the federal formulas, and roughly 50 percent of its share of Mass Transit Account taxes.

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 and the current programs and funding are authorized under legislation known as MAP-21 (the Moving Ahead for Progress in the 21st Century Act), which expires on Sept. 30, 2014. When Congress reauthorizes the federal program, it could change the rules by which federal aid is distributed.

### **Public Transportation Comprehensive Transportation Fund (CTF) Revenue**

The Public Transportation Program (which includes local transit, intercity bus, passenger rail, freight rail, marine and port) receives most of its state funding through the CTF. Approximately two-thirds of CTF revenues are from the Michigan Transportation Fund (MTF), which is funded by the state motor fuel tax and vehicle registration fees. Therefore, revenue declines that affect the MTF also are felt by the CTF. The CTF also receives revenues from auto-related sales tax revenue, which varies from year to year and has been diverted to General Fund programs in past years. 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 rural transit agencies. The discretionary funds have been from congressional earmarks and Federal Transit Administration competitive programs. Under MAP-21, the majority of transit funding is from formula funds. Although nationwide transit funding levels remain about the same, Michigan transit will receive substantially less federal funding under MAP-21. This is because of Michigan's past success in obtaining discretionary funding. Unless transit systems are able to raise local funds to compensate for declining federal revenues available, the condition of the transit infrastructure will decline.

### **Rail Revenue**

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

Michigan's accelerated rail program has benefited from the funding made available in recent years through the American Recovery and Reinvestment Act (ARRA) and the federal High Speed Intercity Rail Passenger (HSIPR) program. Over \$400 million will be invested in Michigan's portion of the Detroit-Chicago rail corridor, with another \$200 million invested in neighboring states. The projects will include improvements to the rail station in Battle Creek, new stations in Dearborn and Troy, preliminary engineer-

## Transportation Funding continued

ing and environmental work in Ann Arbor, a new connection track at west Detroit, and the purchase and upgrade of 135 miles of rail line between Dearborn and Kalamazoo. Michigan is also a partner in a federally aided project with other Midwest states to purchase new trains and passenger cars.

Unlike the case with federal highway and transit programs, there remains no dedicated source of funding for federal investments in intercity passenger or freight rail.

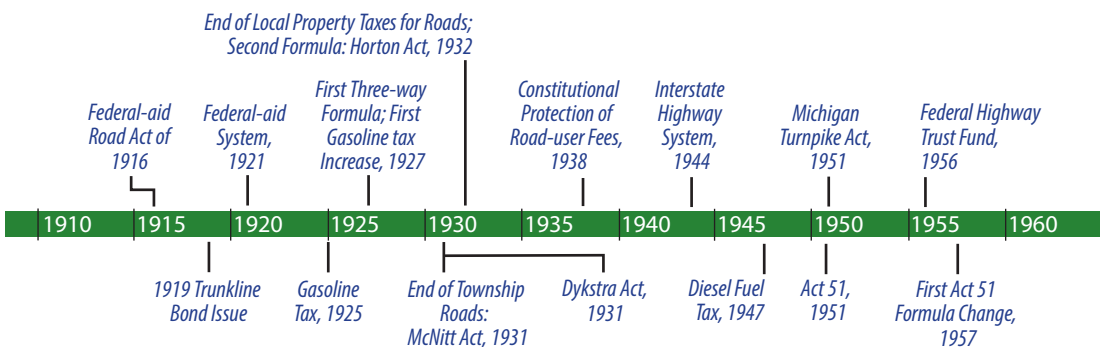
### Aviation Revenue

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

Continued fiscal pressures are being placed on state funding for aeronautics programs with the declining revenue from the aviation fuel excise tax. This revenue has been falling in real terms for over 10 years. Other sources of revenue include aircraft registration, airport licensing, tall structures permits, and aircraft dealer licensing.

### Transportation Funding Outlook

A number of state and national studies have been conducted in recent years to examine the need for additional transportation investment. Many of these were prompted in part by the ongoing reduction in revenue from fuel taxes that occurs as vehicle fuel efficiency increases and alternative fuel vehicles enter the marketplace. Across all of these studies, the conclusion is that greater investment in transportation infrastructure is needed.

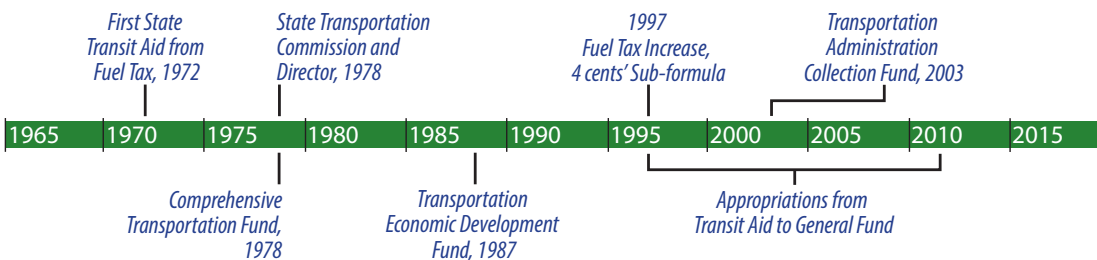


**State Studies**

- The Transportation Funding Task Force, TF2, convened by P.A. 221 of 2007 to study the adequacy of transportation finance in Michigan, issued a report in November 2008 recommending that the rate of transportation investment by all levels of government should be approximately doubled to \$6 billion a year to provide a good multi-modal transportation system for Michigan's future. To view the Task Force's report, visit the TF2 Web site at: [www.michigan.gov/tf2](http://www.michigan.gov/tf2).
- A study by a working group of the House Transportation Committee issued a report in September 2011, updated in March 2012, concluding that at least \$1.5 billion in new investment would be needed at the state and local level just to keep 85 percent of existing pavements and bridges in good or fair condition. To view the working group's initial report, visit the Web site at: [www.drivemi.org/Portals/0/Michigan%27sRoadsCrisis.pdf](http://www.drivemi.org/Portals/0/Michigan%27sRoadsCrisis.pdf). The updated report is available at: [www.gophouse.com/Publications/55/New\\_Transportation\\_WorkgroupReport.pdf](http://www.gophouse.com/Publications/55/New_Transportation_WorkgroupReport.pdf).
- A Senate Transportation Task Force held a series of hearings to take testimony from representatives of a wide variety of road and bridge agencies, local and state government. No formal report was issued. To view the presentations to the task force, go online at: [www.senate.michigan.gov/taskforce/transportation.htm](http://www.senate.michigan.gov/taskforce/transportation.htm).

**National Studies**

- The biennial Conditions and Performance Report, produced by the Federal Highway Administration, shows that investments in highway infrastructure need to increase by nearly 45 percent nationally just to prevent the deterioration of our road network and the worsening of congestion. The report also notes that the combined investment level for highways and transit needs to increase by more than 80 percent (from \$107.2 billion per year to \$194.6 billion per year – in 2008 dollars) to improve the system and accommodate future growth. To view the Conditions and Performance Report, visit the web site at: [www.fhwa.dot.gov/policy/2010cpr/index.htm](http://www.fhwa.dot.gov/policy/2010cpr/index.htm).
- Congress created two separate blue ribbon commissions to study different elements of the nation's transportation infrastructure. Both commissions were tasked with estimating the conditions and needs of the transportation system, and while their methodology differed, their results were strikingly similar. Both found that under a scenario that focuses mostly on maintaining the existing system, investments from all sources need to more than double. The report of the National Surface Transportation Policy and Revenue Study Commission can be found at this Web site: [www.transportation-fortomorrow.com/](http://www.transportation-fortomorrow.com/). The report of the National Surface Transportation Infrastructure Financing Commission can be found here: [www.financecommission.dot.gov/](http://www.financecommission.dot.gov/).



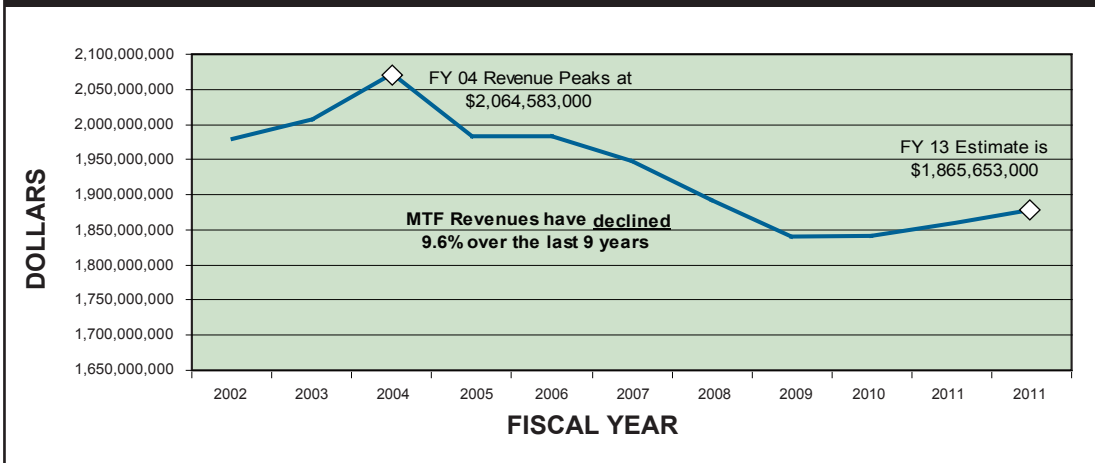
# Department of Transportation Budget

## Budget Issues

Since peaking in FY 2004, the MTF revenues have declined 9.6 percent due to reduced vehicle sales, less commercial activity, and motorists shifting to more fuel-efficient vehicles. Simultaneous increases in materials and labor costs have eroded the purchasing power of these revenues. Nearly all of MDOT's revenues are constitutionally dedicated to transportation purposes. Act 51 of 1951 controls the distribution of transportation revenues.



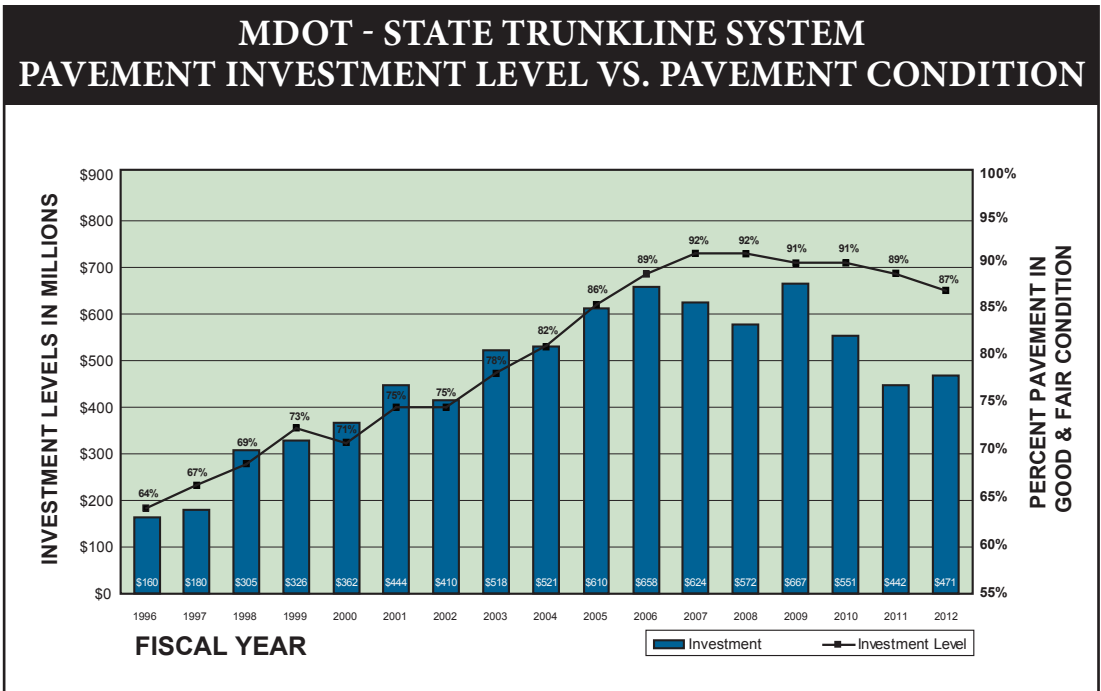
## MICHIGAN TRANSPORTATION FUND REVENUES HAVE DECREASED BY \$199 MILLION SINCE FY 2004



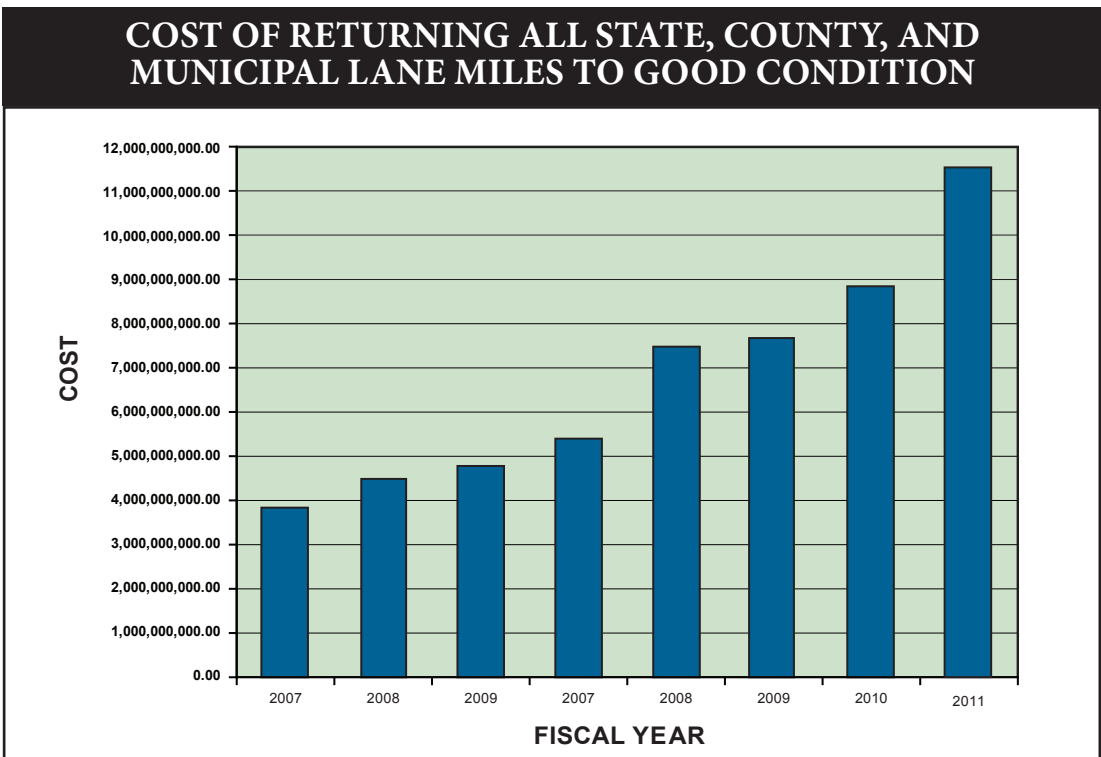
Source: State Budget Office, 2012

Michigan's current level of transportation revenues, even with all available federal aid, has not prevented pavement conditions from worsening. Pavement conditions on MDOT's state trunkline system are expected to decline, from 87 percent "good and fair" at present to a projected 79 percent in FY 2014. As MTF annual revenues have declined 9.6 percent since FY 2004, the Highway and Street Construction Producer Price Index has increased 47.7 percent from 2004 to 2010.

County roads and city streets already are deteriorating, causing the state's entire road system (state, county, and municipal) to lose an average of \$1.11 billion per year in value. "Poor" road conditions are more costly to repair than maintaining those already in "good" condition. Since 2004, the cost to restore all pavements to "good" condition grew by \$7.8 billion.



Source: Bureau of Transportation Planning, 2012



Source: Transportation Asset Management Council Annual Report, 2012

# Fiscal Year 2013 Investment

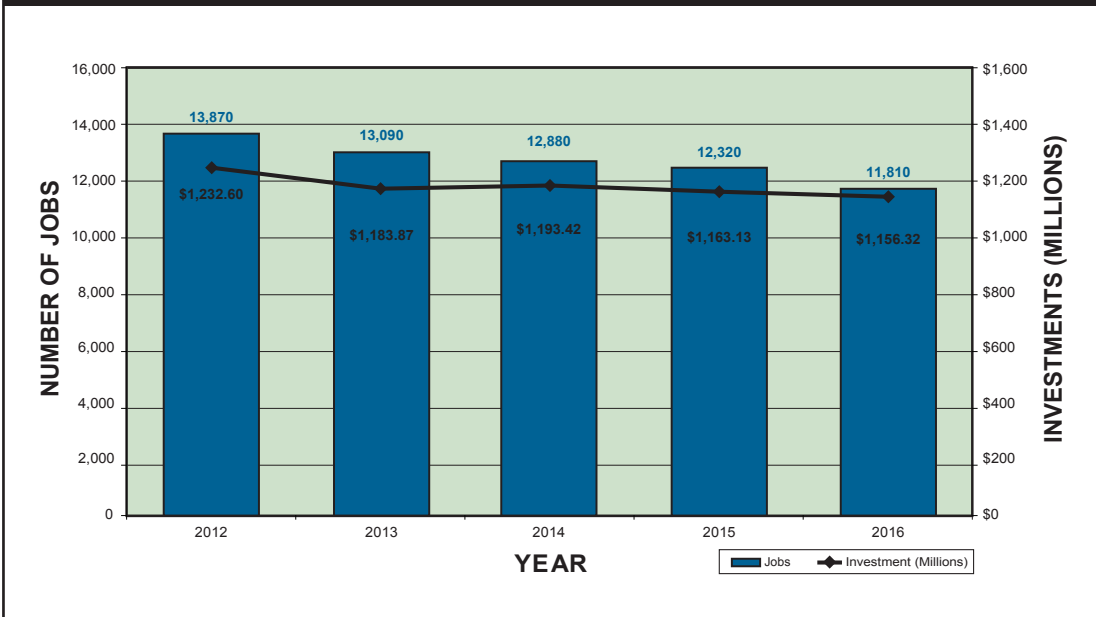
MDOT is able to advance a fully funded highway program in FY 2013 as a result of one-time funding shifts from sales tax revenues.

MDOT's FY 2013 Highway Program investment is approximately \$1.2 billion, including pre-construction phases (project scoping, environmental clearance, design, right-of-way acquisition) and construction projects. The FY 2013 Highway Program investments include \$273.4 million in routine maintenance activities, such as snow-plowing, roadside maintenance, and necessary repairs on road and bridges between major projects. It provides Michigan travelers with approximately 125 miles of improved roads, and repairs to more than 187 bridges. MDOT will maintain the road system by extending the life of approximately 1,100 miles of pavement through the Capital Preventive Maintenance Program.

MDOT's FY 2013 public transportation program is approximately \$343 million. These funds provide operating and capital assistance for local and intercity public transportation providers, and preserve Michigan's rail freight infrastructure, helping to ensure transportation that is critical to Michigan residents and the economy.



## NUMBER OF JOBS SUPPORTED BY TRANSPORTATION PROGRAM



Source: 2011-2014 Five Year Transportation Program, 2012

# Funding Distribution

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## 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. The MTF is the repository for all fuel and vehicle tax revenues.

## MTF Distribution Formula

All fuel and vehicle taxes are credited to the MTF except for \$5.75 per vehicle credited to the Department of State for vehicle registration operations and \$2.25 per vehicle to the Michigan State Police, and \$15 per heavy truck to the Truck Safety Commission. Two percent of gasoline tax revenues are credited to the Recreation Improvement Fund, representing the amount of gasoline taxed for road use but used off-road by boats, snowmobiles, cycles, and other recreational vehicles.

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

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

## State Trunkline Fund (STF)

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

## Local Distributions

Act 51 also contains formulas distributing the local shares of the MTF among 83 county road commissions and some 530 cities and villages. Approximately \$1 billion in user fees are distributed to local units each year. In some jurisdictions, this state aid is supplemented by county, township, and municipal property taxes for transportation use.

## Comprehensive Transportation Fund (CTF)

The CTF is used for rail and bus transportation systems. Revenues are from road-user taxes and 4.65 percent of the vehicle-related sales tax. The CTF receives approximately 8.8 percent of the MTF for distribution to local and intercity transportation providers and MDOT statewide programs. This share is limited by the Constitution to 10 percent of road-user fees. 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. 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 1/2 cents per gallon is made to commercial airline operators that are operating interstate on scheduled operations.





# Office of Economic Development (OED) Programs

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The OED administers three competitive grant programs and a loan program primarily, but not exclusively, for state and local road agencies. The office focus is on strong customer service and collaboration with a broad range of stakeholders. Our goal is to leverage our investments and target them to have the greatest impact possible on economic development and Michigan job creation. We provide, “Transportation Solutions for Vibrant and Competitive Michigan Communities.”

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

## Transportation Economic Development Fund (TEDF)

The sources of TEDF funding are federal highway funds, the Michigan Transportation Fund, and driver’s license fees. The TEDF was created to assist in the funding of highway, road, and street projects necessary to support economic growth. The fund, which is administered through OED, 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 throughout the state. Eligible agencies are county road commissions, cities and villages, and MDOT (Category A only).



## The categories of projects eligible for TEDF assistance are:

**Category A** – Projects related to job creation and retention opportunities in certain target industries. Projects are selected by a competitive application process. When announcements are made, legislators in whose districts the grants are awarded are notified and are provided with information that may be used to craft a media 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 media release, if so desired.

For further information, contact the OED at 517-335-1069 or [www.michigan.gov/tedf](http://www.michigan.gov/tedf).

### State Infrastructure Bank (SIB)

The Michigan SIB was created under the National Highway Act (NHA/NHS) to provide loans to public and private entities for eligible transportation improvements. The SIB complements traditional funding techniques and serves as a useful tool to meet urgent project financing demands, stretching federal, state and local dollars. These loans allow eligible applicants to close financing gaps, expand project scopes, improve safety, and avoid cost increases and reduce construction period disruptions through project acceleration.

Eligible borrowers include any public entity, such as cities/villages, state agencies, regional planning commissions, transit agencies, airports, port authorities, and economic development corporations. Private companies, such as railroads, and nonprofit organizations that are developing a publicly owned transportation facility are eligible for SIB financing.

For further information, contact the OED at 517-335-1069 or [www.michigan.gov/sib](http://www.michigan.gov/sib).

### Transportation Alternatives Program (TAP)

In the Moving Ahead for Progress in the 21st Century Act (MAP-21), Congress created the TAP by combining three previously existing programs: The Recreational Trails (RTP), Safe Routes to School (SR2S), and Transportation Alternatives Program (TAP) programs. The Recreational Trails Program will continue much as it was in the past under the guidance of the Michigan Department of Natural Resources, with an annual budget just under \$3 million. MDOT will administer the TAP to continue development of context sensitive, Complete Streets-type projects using the grant process developed for the previous Transportation Enhancement (TE) program.

TAP is a competitive grant program that funds projects such as bike paths, streetscapes, and historic preservation of transportation facilities that enhance Michigan's intermodal transporta-

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

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

Approximately \$23 million is available annually. Of this, approximately \$16.5 million is available through a competitive grant process administered by OED. The remaining \$6.5 million is available through competitive grant processes administered by MPOs in urban areas with populations greater than 200,000.

They 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

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 which 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. The funding has allowed communities to capitalize on the uniqueness of their heritage by providing resources to preserve historic sites or structures associated with transportation. More and more, Michigan communities are seeing their downtowns revitalize, employment increase, and their citizens and visitors healthier and happier as a result of TAP projects.

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. In addition, it allows applicants time to raise matching funds for projects. When announcements are made, legislators in whose districts the grants are awarded are notified by e-mail and provided with enough information to craft a media release, if so desired.

For further information, contact the OED at 517-335-1069 or online at [www.michigan.gov/ta](http://www.michigan.gov/ta).



# Safe Routes to School (SR2S) Program

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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 improving 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 SR2S funding, which is available on a competitive grant basis.

MAP-21 re-defined SR2S as a category within the TAP. In Michigan, the SR2S program is operated as a stand-alone program, in order to best serve schools and their community partners. MDOT is targeting about \$3 million through a competitive grant process administered by MDOT. Another \$1.2 million might be available through competitive grant processes administered by MPOs in urban areas with populations greater than 200,000 (see MPO list in TAP discussion, above). Actual funding levels will be determined by the quality of the grant applications received.

Congress specified the following purposes for the program:

- To enable and encourage children, including those with disabilities, to walk and bike to school.
- To make bicycling and walking to school a safer and more appealing alternative, thereby encouraging a healthy and active lifestyle from an early age.
- To promote the planning, development, and implementation of projects and activities that will improve safety and reduce traffic, fuel consumption, and air pollution in the vicinity of schools.

Michigan's SR2S Program strategy is to engage any and all state and local stakeholders in a sustainable initiative to encourage children to walk and bike to school. Collaboration is a key component for Michigan's SR2S Program. MDOT partners with the Michigan Fitness Foun-

ation and a core network of partners, including the Michigan Association of Planning, Michigan State University, Wayne State University, Michigan Department of Community Health, and nonprofit groups, including the Michigan Trails and Greenways Alliance, and the League of Michigan Bicyclists.

Michigan has created a SR2S Handbook that helps the development of the completion of an SR2S Action Plan, which is a prerequisite for funding eligibility in Michigan. The process involves forming an SR2S stakeholder team at the school; conducting surveys of parents' and students' walking and biking attitudes and behaviors; assessing the walking environment leading to the school in order to identify safe routes and the improvements needed to make routes safe. With this information, the SR2S team develops an SR2S Action Plan to identify short and long-term actions to create safe routes for walking and biking, and to encourage parents and children to use them when traveling to school.

Schools registering to carry out the Handbook planning process will receive training and technical assistance. When announcements are made, legislators in whose districts the grants are awarded are notified by e-mail and provided with enough information to craft a media release, if so desired. The Handbook is available to any elementary or middle school in Michigan at no cost.

Request your free Handbook by phone at 800-434-8642.

Grant coordinators are available to assist applicants by providing information on the program and guidance on how to best develop a competitive application. SR2S grant coordinator contact information can be found on Michigan's SR2S Web site: [www.saferoutesmichigan.org](http://www.saferoutesmichigan.org). For further information, please contact the OED at 517-335-1069.

# Michigan Department of Transportation



## Frequently Asked Questions

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### ***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 and do they have a warranty monitoring program?***

We average approximately 185 warranties per year. These warranties cover three areas of work, Road Rehabilitation and Reconstruction, Road Capital Preventive Maintenance, and Bridge Painting. Each warranty is entered in the MDOT Statewide Warranty Administration Database (SWAD) which is an Internet-based tool developed to help track project warranties through a series of reports. These reports are produced monthly and allow the department to track when warranty inspections are due, when warranties expire, and warranties that have had corrective action completed. These reports provide information on a statewide basis and also can break down information by region and by individual offices within a region.

### ***How frequent is corrective action done on warranty projects?***

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

### ***What is the difference between centerline miles and lane miles?***

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

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

### ***What is a “complete street”?***

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

The law further requires Complete Streets policies be sensitive to the local context, and consider the functional class, cost, and mobility needs of all legal users. The primary purpose of these laws are 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.

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

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

#### **Factors Affecting Condition:**

- Traffic per lane mile: Michigan trunkline traffic per lane mile is significantly higher than the comparison states, especially in the urban areas.
- Tolls: Indiana and Ohio toll roads and toll credits have stretched state dollars by allowing some projects to be 100 percent federally funded.
- State gas tax: Indiana, Ohio, and Wisconsin have all increased their per gallon tax in recent years.
- State diesel tax: Michigan's diesel tax per gallon is well below the diesel tax of comparison states.
- Truck weights: All comparison states allow trucks greater than 80,000 pounds on some roads, especially those leading into Michigan.

### *How do I find out which agency maintains a road?*

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

### *What is MDOT doing to save money?*

MDOT has undertaken numerous efforts to operate more efficiently and to find every available dollar in its budget for infrastructure. This effort has totaled more than \$71 million over the last two years.

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

#### **Examples include:**

- Best-value contracting methods;
- New material mixes, such as warm-mix asphalt;
- Pre-cast bridges for quicker construction;
- Carbon-fiber components to extend the life of a bridge;
- Using recycled concrete and asphalt in construction;
- Coordinating projects and maintenance with other agencies to minimize redundancies;
- Context-sensitive solutions and stakeholder engagement to improve project benefits;

MDOT will continue to take relentless, positive action to maximize its resources by finding efficiencies and incorporating them into its business practices to support MDOT's mission.

### ***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 “M,” “US,” or “I” route, you can report it any of three ways:

1. Go to the MDOT Web site at: [www.michigan.gov/mdot](http://www.michigan.gov/mdot), then click on “How Do I” on the right-hand side of the screen. Select “Report a 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 do I order a state map?***

Free state maps can be ordered from MDOT Web site at: [www.michigan.gov/mdot](http://www.michigan.gov/mdot). Go to [www.michigan.gov/mdot](http://www.michigan.gov/mdot), then click on “How Do I” on the right-hand side of the screen. Select “Request a State Map.” You can use the online form to order up to 25 maps; for larger quantities, please call 517-373-3946.

### ***How can I find out about construction on state roads?***

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

### ***What is a roundabout?***

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

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

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

### ***How do I know if a road is a state trunkline?***

Generally, all roads that are designated an “US,” “M,” or “I” route are state trunklines (including business routes). MDOT maintains a list of all state trunklines on the Web at: [www.michigan.gov/mdot](http://www.michigan.gov/mdot).

### *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 TSC (see pages 42-43 for contact information). The requestor should include their name, the location and nature of the request (i.e., traffic going too fast, increase speed limit).
  2. Once the request is received by MDOT, the TSC staff will ask the requestor to contact their city council/township board for a formal resolution requesting that MDOT conduct a speed study. The city council/township board resolution must state that it is requesting a speed study be done and that they will abide by the final study recommendation. Please note the study could show that the speed limit should be reduced, stay the same, or be increased. A speed study will not be initiated until the resolution is sent to the TSC.
  3. Once the resolution is received by the TSC, the TSC staff will collect data regarding the location including:
    - Crash history
    - Traffic volumes
    - Future improvement plans
  4. The TSC staff then conducts a preliminary field review. The field review will consider:
    - Physical roadway characteristics
    - Type of roadway (urban, rural or mixed)
  5. TSC staff then reviews the data and recommends one of the following options:
    - A. Perform a detailed speed study (by MDOT and the Michigan State Police)
    - 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:
    - 85th 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, 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 MDOT 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 determine if my vehicle/load is oversized or overweight?***

You can go online at [www.michigan.gov/truckers](http://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](http://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 81 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 Web site at [www.michigan.gov/mdot](http://www.michigan.gov/mdot).

### ***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 believe your vehicle has sustained damage from a pothole or other problem on a state trunkline, you may submit a damage claim. Claims must be submitted to the 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 Web site at: [www.michigan.gov/mdot/0,4616,7-151-9615\\_30883-93194--,00.html](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.

### ***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.

### ***Where can I find MDOT projects advertised on the Web?***

MDOT projects are advertised on the "Bid Letting Information" page on the MDOT Web site at: [www.michigan.gov/mdot](http://www.michigan.gov/mdot), under "Doing Business." This is the only way to get construction project bid information from MDOT.

### *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 on-line using the interim permit(s). If the permit holder has a permit associated with a built sign, the sign and sign structure would need to be removed, and that permit exchanged for an interim permit.

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

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

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

## Transportation-related Acronym List

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### A

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

### B

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

### C

CAA - Clean Air Act  
CADD - Computer Aided Drafting and Design

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

### D

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

### E

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

### F

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

## Transportation-related Acronym List continued

### G

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

### H

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

### I

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

### L

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

### M

MAP - Michigan Association of Planning  
MAP-21 - Moving Ahead for Progress in the 21st Century Act  
MARAD - Maritime Administration  
MAASTO - Mid-America Association of State Transportation Officials  
MASP - Michigan Airport System Plan  
MBE - Minority Business Enterprise  
MDOT - Michigan Department of Transportation  
MEDC - Michigan Economic Development Corporation  
MITA - Michigan Infrastructure Transportation Association  
MITP - 2035 Michigan Transportation Plan  
MML - Michigan Municipal League  
MOA - Memorandum of Agreement  
MOU - Memorandum of Understanding  
MP - Milepost  
MPO - Metropolitan Planning Organization  
MSA - Metropolitan Statistical Area  
MSP - Michigan State Police  
MUTCD - Manual on Uniform Traffic Control Devices  
MWBE - Minority and Women's Business Enterprise

### N

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

### O

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

### P

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

### R

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

### S

SAF - State Aeronautics Fund  
SAFETEA-LU - Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users  
SEIS - Supplemental Environmental Impact Statement  
SHPO - State Historic Preservation Officer

SHSP - Strategic Highway Safety Plan  
SIP - State Implementation Plan  
SLRP - State Long-Range Plan  
SMS - Safety Management System  
SOV - Single Occupancy Vehicle  
SPR - State Planning and Research  
SR2S - Safe Routes to School  
STC - State Transportation Commission  
STIP - Statewide Transportation Improvement Program  
STP - Surface Transportation Program (funded through MAP-21)

### T

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

### U

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

### V

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

### W

WIM - Weigh-in-Motion

# Contact Information for Region Offices and Transportation Service Centers

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## **BAY REGION OFFICE**

55 E. Morley Drive  
Saginaw, MI 48601  
Phone: 989-754-7443  
Fax: 989-754-8122

### **Bay City TSC**

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

### **Davison TSC**

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

### **Mt. Pleasant TSC**

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

## **GRAND REGION OFFICE**

1420 Front Ave. N.W.,  
Grand Rapids, MI 49504  
Phone: 616-451-3091  
Fax: 616-451-0707

### **Grand Rapids TSC**

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

### **Muskegon TSC**

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

## **METRO REGION OFFICE**

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

### **Detroit TSC**

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

### **Macomb-St. Clair TSC**

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

### **SEMTOC**

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

### **Oakland TSC**

800 Vangaurd 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*

## **NORTH REGION OFFICE**

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

### **Alpena TSC**

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

### **Cadillac TSC**

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

### **Gaylord TSC**

1088 M-32 East  
Gaylord, MI 49735  
Phone: 989-731-5090  
Fax: 989-732-3637  
Toll Free: 888-304-MDOT (6368)  
*Serves: Cheboygan, Crawford,  
Emmet, Ogemaw, Otsego,  
Roscommon counties*

### **Traverse City TSC**

2084 US-31 South, Suite B  
Traverse City, MI 49685  
Phone: 231-941-1986  
Fax: 231-941-1512  
*Serves: Antrim, Benzie,  
Charlevoix, Grand Traverse,  
Kalkaska, and Leelanau counties*

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**SOUTHWEST  
REGION OFFICE**

1501 E. Kilgore Road  
Kalamazoo, MI 49001  
Phone: 269-337-3900  
Fax: 269-337-3916

**Coloma TSC**

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

**Kalamazoo TSC**

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

**Marshall TSC**

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

**SUPERIOR REGION OFFICE**

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

**Crystal Falls TSC**

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

**Ishpeming TSC**

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

**Newberry TSC**

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

**UNIVERSITY  
REGION OFFICE**

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

**Brighton TSC**

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

**Jackson TSC**

2750 N. Elm Road  
Jackson, MI 49201-6802  
Phone: 517-780-7540  
Fax: 517-780-5454  
*Serves: Hillsdale, Jackson, and  
Lenawee counties*

**Lansing TSC**

2700 Port Lansing Road  
Lansing, MI 48906  
Phone: 517-335-3754  
Fax: 517-335-3752  
Construction/Maint./  
Permits Fax: 517-335-3751  
*Serves: Clinton, Eaton, Ingham,  
and Shiawassee counties*



Michigan Department of Transportation

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*[www.michigan.gov/mdot](http://www.michigan.gov/mdot)*

*MDOT Office of Governmental Affairs*

*Phone 517-373-3946*

*Fax 517-373-6457*

*Information current as of January 2013*