HIGAN DEPARTMENT TRANSPORTATION

1985-86 MULTI-MODAL PROGRAM

MICHIGAN DEPARTMENT OF TRANSPORTATION

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INTRODUCTION

This report is the Michigan Department of Transportation's F.Y. 1985-86 Multi-Modal Program. The program describes the funding available to the department and how these funds are to be used. It also describes the level of services provided, and the condition or performance of each mode. This overview of transportation services and condition information illustrates where public funds are being expended and the level of services being purchased.

The strategy of this year's program is twofold: First, to continue our efforts to complete the interstate system; second, to allocate most of the non-interstate monies to preserving existing services and facilities.

PROGRAM HIGHLIGHTS

The program is structured around the concepts of preserve, improve, and expand.

Preserve includes work types which continue existing services, or maintain existing roads and bridges. Resurfacing and reconstruction are good examples of preservation activities. For highways a total of $150 million has been budgeted to preserve 416 miles. This year, 293 miles will be resurfaced and 18 miles will be reconstructed. The remaining 105 miles of preservation includes repair of shoulders, joints, safety, and other rehabilitation work. Although the total miles of improvement appears quite high, at this rate of improvement we cannot maintain the recent trend of repairing more miles each year than become deficient. This problem results from the lack of a state funded resurfacing program. All department revenues available for construction must be used to match federal aid.

Examples of resurfacing and reconstruction projects are the reconstruction of the I-94/Southfield interchange, and the resurfacing/recycling of I-94 and US-10 freeways. The I-94/Southfield interchange project improves an interchange that was constructed in 1943, but is inadequate to carry present day traffic, and has one of the highest accident rates in the state.

The I-94 and US-10 projects continue the rehabilitation of the Michigan freeway system. These freeways were built about 30 years ago, and their surfaces are deteriorating rapidly. Forty-one miles have already been rehabilitated on routes such as I-94 and I-96. An additional 350 miles remains to be programmed.

In addition to the road repairs, $23 million will be spent to upgrade or paint 79 bridges. This is almost twice as many bridges as were repaired last year. The investment in an accelerated bridge painting program fulfills an urgent need to protect steel bridges and prevent high repair costs in later years. A backlog of bridge painting developed because there was no program of state funds only, and federal funds could not be used. This year bridge painting is eligible for federal funding.

The Comprehensive Transportation (CTF) program is expending $108 million of $117 million to preserve existing services. About $79 million of this amount is budgeted to preserving local bus services in the cities and counties. Another $5 million preserves intercity bus and rail services.

The Aeronautics Bureau is expending $27 million to preserve existing air transportation. Aeronautics projects in this category include reconstruction of the primary runway at Roben-Hood airport in Big Rapids, rehabilitation of a runway at Willow Run airport in Wayne County and runway and taxiway rehabilitation at Tri-City International airport in Saginaw.

Improve includes work types which increase the capacity of roadways and transportation services where needed. This is achieved by widening the existing roadway, adding buses to a route, and other similar services.

About $30 million of the highway program is budgeted for the improve category. Projects include the the widening of: M-52 in Owosso; M-53 near Bad Axe to five lanes; US-2 west of St. Ignace to four lanes, and replacing the bridge on M-36 over the Huron River in Livingston County.

The CTF program budgets $7 million to improve services. About $5 million of the $7 million is for improving intercity passenger services.

The Aeronautics program has about $8 million budgeted to improve services. Specific projects include lengthening an existing runway at Lakeview Airport in Lakeview, and construction of a new apron at Flint Bishop airport.

Expand includes work types which support economic revitalization and growth. The construction of new facilities is the primary activity. It includes completion of the interstate highway system.

About $143 million is budgeted to expand the highway system. Of this amount, $119 million is allocated to projects aimed at completing the interstate system. These projects are I-69 in Clinton and Shiawassee Counties and I-696 in Oakland County. Completion of I-69 will provide a by-pass of the Lansing/East Lansing urban areas. It will also provide a continuous route from the Indiana/Michigan border to Port Huron, and on into Canada via the Blue Water Bridge. I-696 will provide service to the newly developed urban areas north of Detroit. It also provides connection from the Mound-Van Dyke industrial corridor to the west and south as part of a beltline route around the city of Detroit.

The Interstate Highway routes are scheduled to be completed by 1990. Once they are completed, they will connect a system of interstate routes that provide fast, safe, and efficient travel between the larger activity centers in Michigan. They will also connect Michigan with the rest of the continental United States for the efficient conduct of social and economic activity.

Other freeway projects include the paving and construction of US-31 in Berrien and Mason Counties. Completion of the link of freeway in Berrien County will provide a by-pass of Niles. Thus, it provides for more efficient travel from the South Bend and southern Michigan areas to I-94 for travel east, and to the US-31 freeway at I-94 for travel farther north. Construction of the Mason County segment of the US-31 freeway will improve travel from Muskegon northward to Ludington, Frankfort and into the Traverse City area. The existing roadway is one of the most inadequate sections for existing and projected traffic.

The relocation of M-35 in Marquette County is another major project in the expand category. This project will correct the problem caused by narrow bridges that are inadequate for the traffic using this highway.

The CTF program allocates about $3 million to expanding services. All monies are allocated to the New Small Bus development project, which finances new bus systems.

Aeronautics is budgeting $450 thousand to expand services. The project is for land to construct a new airport at Caseville.

ORGANIZATION OF THIS REPORT

The 1985-86 Multi-Modal Program is composed of four sections. The first section is this introduction, including a description of transportation revenues for the F.Y.1985-86.

Each of the remaining three sections describe a funding category of transportation - Aeronautics, Comprehensive Transportation and Highways. For each mode there is a brief summary of the program and the service improvements purchased. Each summary is followed by a description of revenues and their uses, an inventory and condition reports, and a description of resources allocation to the program categories. Finally, there is a listing of the specific projects for each mode.

Projects are prioritized for the Aeronautics and Highways modes. The prioritization is described in the discussion for these modes. Projects in the Comprehensive Transportation portion of the program do not indicate a priority. These funds are distributed by legislative formula.

STATE TRANSPORTATION FUNDS

The Michigan Transportation Fund (MTF) is designated by Act 51, Public Acts of 1951, as the main receptacle for transportation funds in Michigan. Within the MTF, the two funds administered by the Department of Transportation (MDOT) to finance state transportation modes in Michigan are the State Trunkline Fund (STF) and the Comprehensive Transportation Fund (CTF). The STF finances both the state trunkline highway system and state non-motorized facilities, such as bike-paths and horse trails. The CTF finances all other travel modes except air. The Aeronautics Fund is used for the state's system of air carrier and general aviation airports. Each fund will be discussed separately.

The MTF has two main sources of revenue: motor fuel taxes and vehicle registration fees.

A. Motor fuel taxes

The gasoline gallonage tax is 15 cents in calender year 1985 and 1986. Gasohol is exempt from a portion of the gasoline tax. The amount of the exemption depends on whether or not the ethanol used in blending is produced in Michigan or any other state providing an equivalent tax reduction, as shown here:

	Reduction in Gasoline Tax For Tax on Gasohol Containing Ethanol Produced In:	
Calendar Year	Michigan or Reciprocal State	Non-Reciprocal States
1984	4¢	1¢
1985	1¢	0¢

The exemption on gasohol sunsets on December 31, 1985.

The tax on diesel fuel is the same as for gasoline, except that a commercial motor vehicle of three axles or more may receive a discount of six cents per gallon.

B. Vehicle registration fees

The tax on a new passenger vehicle purchased after October 1, 1983 is 0.5 percent of the base price. The tax will drop by 10% for the succeeding two years, then remain constant for the life of the vehicle. The average tax on a vehicle under this system is $42. Passenger vehicles presently subject to the weight-based tax in effect prior to January 1, 1983, will remain on a weight-based tax. The average passenger-vehicle weight tax is $29.

I. Michigan Transportation Fund

A. Net taxes after refunds for vehicles not used on roads, streets, and bridges go into the Michigan Transportation Fund (MTF). The MTF has five off-the-top deductions, in the following priority:

1. "Administrative" costs of collecting the relevant taxes and certain other inter-departmental fund transfers are paid first.

2. 1.023 percent of the net gasoline tax revenue goes to the State Waterways Fund, administered by the Department of Natural Resources. The rationale for this is that a proportion of the gasoline taxed for highway use actually ends up by powering pleasure boats.

3. $3.5 million is allocated to the Mackinac Bridge Authority.

4. 10 percent of the balance is allocated to the Comprehensive Transportation Fund (see CTF following).

5. $5 million is allocated to the Critical Bridge Fund, which provides financial assistance for the improvement or reconstruction of existing bridges or for bridges to replace existing bridges.

B. Allocation of the balance of the MTF:

The balance is split between the STF (39.1 percent), County Road Commissions (39.1 percent), and Cities and Villages (21.8 percent).

II. State Trunkline Funds

STF revenues are from the share of the MTF as described above. The funds are used according to the following priorities:

1. For the payment of bonds, notes, or other obligations.

2. For the total operating expenses of the state trunkline fund for each fiscal year as appropriated by the legislature.

3. For the maintenance of state trunkline highways and bridges.

4. For the opening, widening, improving, construction and reconstruction of state trunkline highways and bridges.

5. For providing inventories of supplies and materials required for the activities of the state transportation department.

III. Comprehensive Transportation Fund (CTF)

CTF revenues are derived principally from a share of the MTF, as described above, and a portion of the sales tax on motor vehicle-related items. After refunds and administrative costs are deducted, 60 percent of the net motor vehicle-related sales tax is distributed to the School Aid Fund and 15 percent is distributed as revenue sharing to cities, villages and townships. The remaining 25 percent is divided between the CTF and the State's General Fund, with the provision that the CTF is to receive not less than 27.9 percent of the 25 percent. For FY 1985-86, the Governor's budget recommendation includes this statutory minimum of 27.9 percent for the CTF with the remainder included in the General Fund.

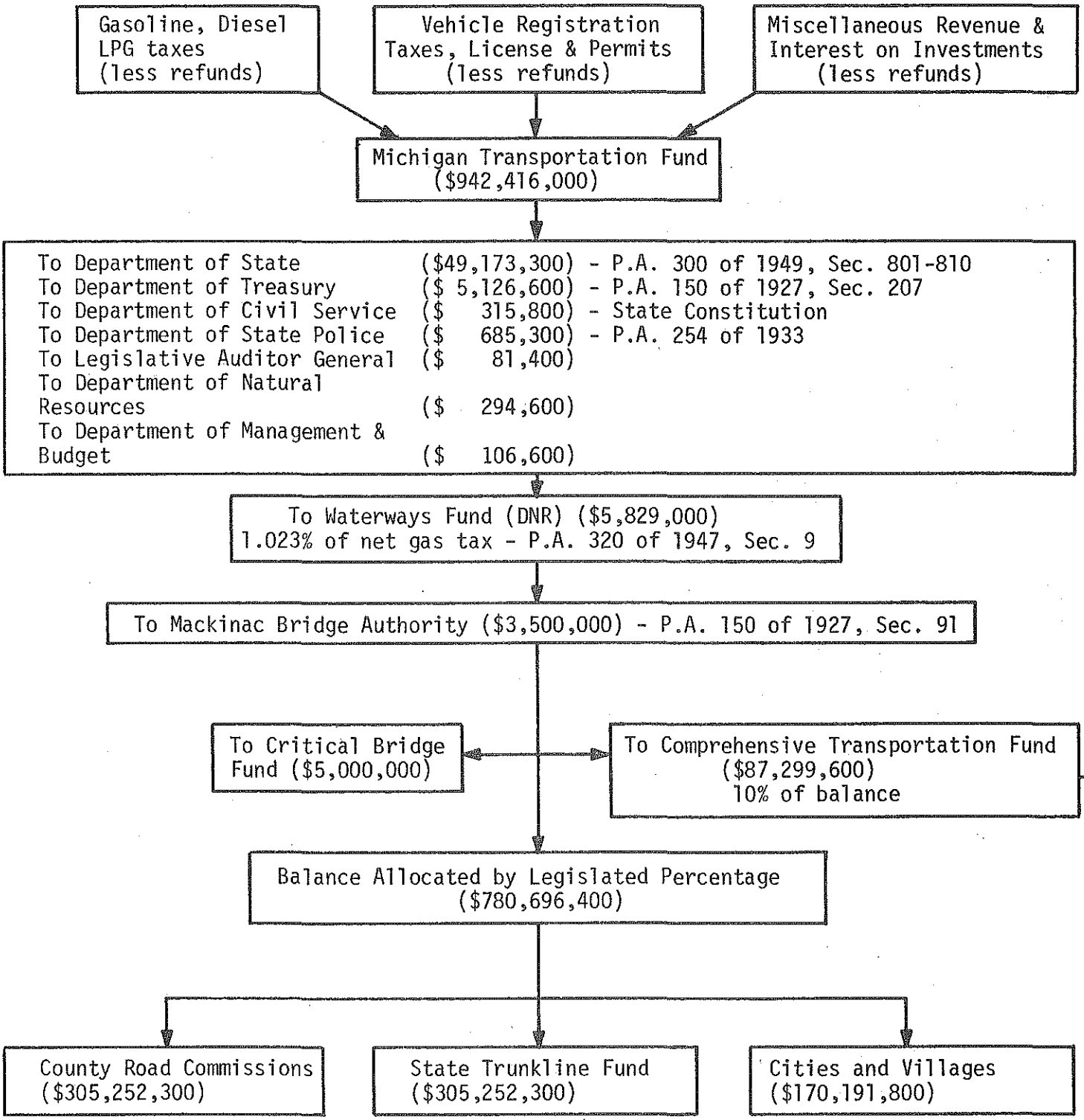
IV. Aeronautics Fund

Aeronautics Fund revenues come principally from taxes on jet fuel and aviation gasoline. The fuel is taxed at 3 cents per gallon for fuel used in general aviation aircraft and 1.5 cents per gallon for fuel used in commercial aircraft, regardless of fuel type. After refunds and administrative costs, the net goes to the Aeronautics Fund.

The following diagrams illustrate the amounts and distribution of the four funds:

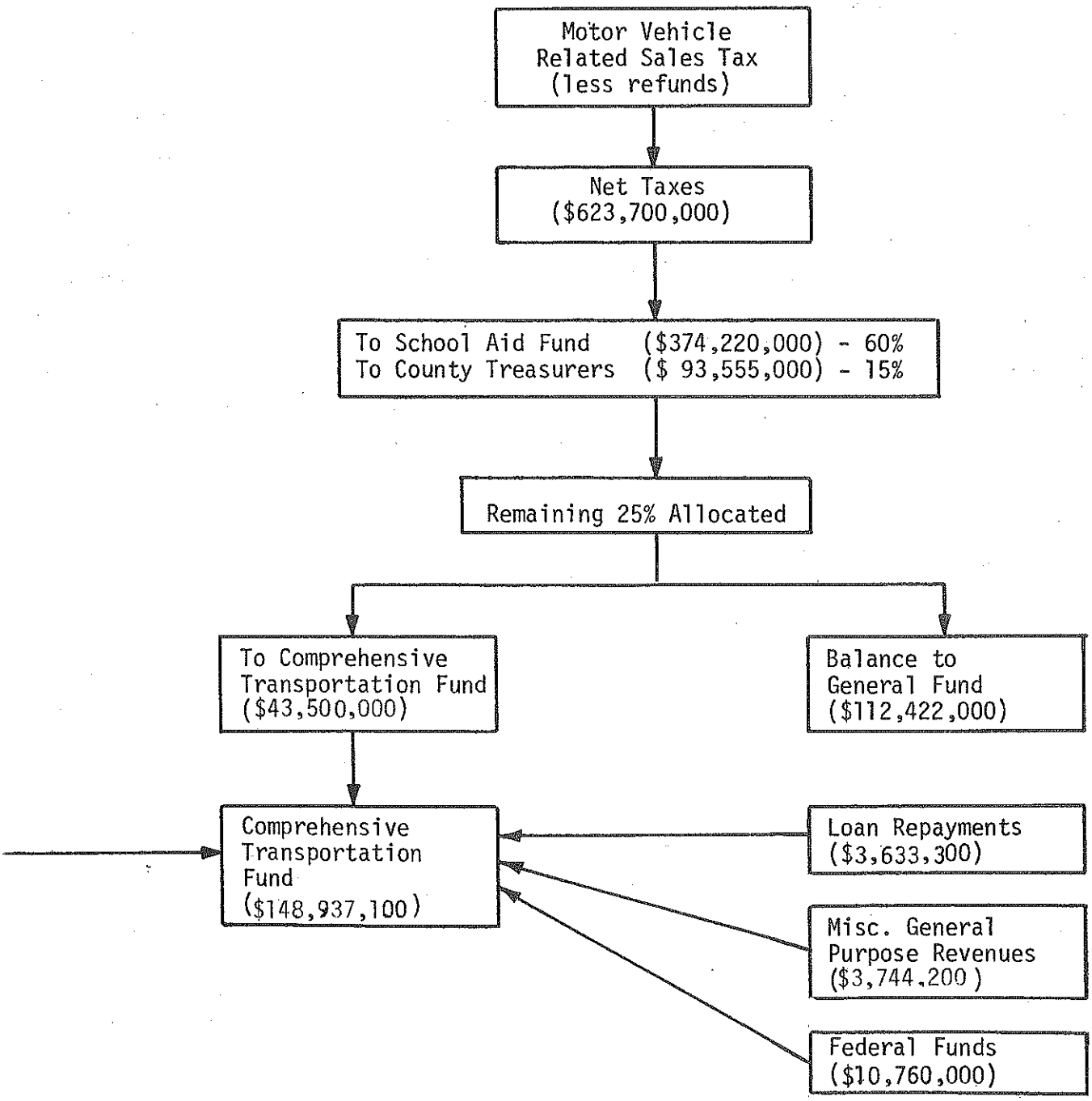
TRANSPORTATION FUNDS DISTRIBUTION

FISCAL YEAR 1985-86



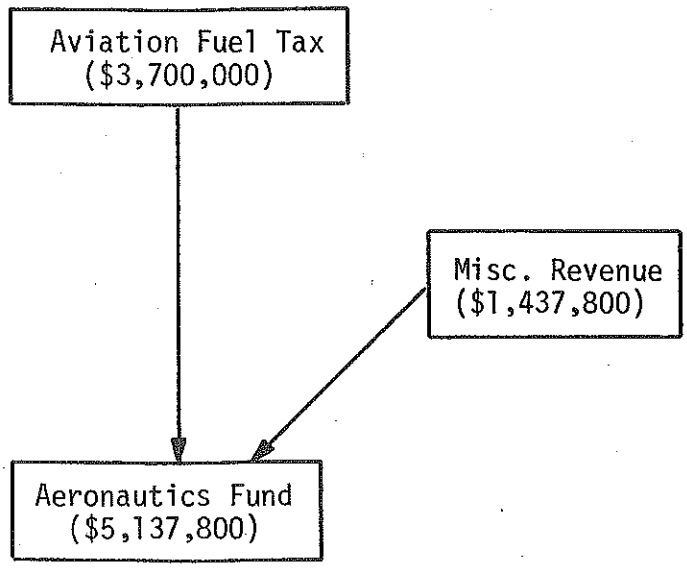
TRANSPORTATION FUNDS DISTRIBUTION

FISCAL YEAR 1985 - 86



TRANSPORTATION FUNDS DISTRIBUTION

FISCAL YEAR 1985-86



AERONAUTICS PROGRAM

SUMMARY

The Aeronautics Bureau is expending about $27 million, or 75 percent of its budget, to preserve existing services. Twenty-four percent is devoted to improving services; one percent to expanding services.

Thirty different airports are scheduled for improvements that preserve existing levels of service. Twelve airports have activities scheduled that improve services such as lengthening runways, constructing new or expanding existing taxiways or aprons and other similar activities. These improvements enable the airports to handle larger aircraft, and in some cases, increase the number of aircraft using a facility. Improvements are often closely related to economic development and increased business use. Service expansion is scheduled for one airport: land acquisition for a new airport at Caseville in Huron County. This expansion is in response to the needs of local citizens and businesses for higher levels of airport services. The expansion is expected to increase economic activity in the nearby communities.

REVENUES AND THEIR USES

The Bureau of Aeronautics is budgeting about $40 million in F.Y. 1985-86. This is comprised of $30 million federal, $5 million state, and $5 million local funds. The funds are used for planning, airport construction, general development and administration, including safety and licensing activities. The distribution of funds for F.Y. 1985-86 is included in Table A-1.

SYSTEM INVENTORY

Michigan's airport system includes 282 airports and flying fields open to the public. These airports and flying fields are classified into the categories of air carrier airports and general aviation airports according to their physical characteristics, types of aircraft served, and function within the airport system.

Air carrier airports, which are also known as commercial service airports, are publicly owned facilities accommodating scheduled air transportation service. There are 23 commercial service airports in Michigan. Five (5) sites serve large commercial aircraft seating 100 or more passengers; 14 sites serve mid-sized commercial aircraft seating 50-100 passengers; 2 sites serve small commercial aircraft seating under 50 passengers; and 2 sites serve smaller aircraft seating 10 passengers or less. Seventeen (17) of these sites have runways 6,500 feet or longer and approximately 150 feet wide capable of accommodating air carrier jet aircraft.

Table A-1

Aeronautics Fund

FY 85-86 Distribution of Funds

	State	Federal	Local	Total
1. Operations and Administration				
a) Bureau of Aeronautics	$2,970,600			$ 2,970,600
b) Bureau of Transportation Planning	215,900			215,900
c) Grants to other Funds	385,400			385,400
Subtotal	$3,571,900			$ 3,571,900
2. Airports Projects	990,990	29,890,737	4,582,581	35,464,308
3. State Air Transport Program	$ 752,000			$ 752,000
Total	$5,314,890	$29,890,737	$4,582,581	$39,788,208

The remaining 259 airports are classified under the general aviation category. General aviation airports accommodate all civilian activity which is not part of scheduled air service. General aviation airports are classified into the following three sub-categories:

1. Transport: These are publicly owned sites providing service to non-scheduled passenger and cargo aircraft whose landing approach speeds require longer, wider runways than available at utility airports. Transport airports serve small business jets and medium to large cargo aircraft. Runways range from 4,700 feet long and 100 feet wide at Dowagiac to 7,500 feet long and 160 feet wide at Willow Run. There are eighteen (18) Michigan airports classified as transport airports.

2. Utility: Utility airports are public owned airports serving general aviation for the remainder of the airplane fleet. Aircraft range from home-built to cabin class turbo-prop twin corporate aircraft. Runways range from 1,800 feet turf strips to 4,100 feet hard surfaced runways. There are 83 Michigan airports classified as utility airports.

3. Privately-Owned/Public Use: These airports make significant contributions to the state's airport system without the benefit of public funding. Several of these airports serve large numbers of aircraft in or near the state's major metropolitan areas. These facilities accommodate the same types of aircraft as utility airports. Financial difficulties and land use issues threaten to remove many of these facilities from the airport system, thus creating capacity problems on adjacent sites where expansion capabilities may be limited. There are 158 Michigan airports classified as privately owned/public use airports.

The Michigan State Aviation System Plan (MSASP) was developed to provide a means for the orderly and timely development of a system of airports adequate to meet the air transportation needs of Michigan. An airport must be included in this plan to qualify for state and federal participation in the funding of development. There are 135 existing airports included on the Michigan State Aviation System Plan.

To be eligible for federal funding, airports must also be included on the National Plan of Integrated Airport Systems (NPIAS). To be placed on the NPIAS, an airport must serve a minimum number of aircraft, must not duplicate existing service from an airport in the same service area, and must be included on the Michigan State Aviation System Plan. There are 93 existing and 12 proposed Michigan Airports on the National Plan of Integrated Airport Systems.

Table A-2 lists the 282 airport locations open to the public in Michigan. The airports are listed alphabetically by category. To the right of the airport location, an N for National Plan or M for Michigan Plan has been indicated. It should be noted that seventeen (17) privately-owned/public use airports are included in national or state plans. These locations are included in the plans because geographical location and access to population centers would be desirable and beneficial to the system. None are receiving public funds at this time. Figure A-1 gives a pictoral view of the state's system of airports.

AIRPORT SYSTEM CONDITION

The Bureau of Aeronautics conducted an in-house review of 58 airports to determine the physical condition of the runways, taxiways, and aprons. A F.Y. 1985-86 systems planning grant will include a field evaluation of each of these items plus approaches, land interests, compatible land use, and demand-capacity analysis. The 58 airports included all of the state's air carrier airports, the major general aviation airports, plus airports with projects scheduled for construction in F.Y. 1985-86 and F.Y. 1986-87.

The rating scales for surface condition and runway lighting systems are given below:

Pavement surface ratings:

5 - Excellent, in all respects, and well maintained.
4 - Very good, little if any cracking, adequately maintained.
3 - Good, providing good service although showing age, etc. Requires and gets moderate maintenance.
2 - Fair, aged, needs extensive maintenance.
1 - Poor, extensive deterioration, poorly maintained.
0 - Closed, removed from service due to condition.

Runway lighting ratings:

2 - Good condition, seldom requires maintenance.
1 - Fair or unknown.
0 - Poor condition, with high maintenance costs which would justify replacement.

The results of the survey are presented in the following discussions and graphs.

MICHIGAN AIRPORTS
OPEN TO PUBLIC USE
July 1, 1984

Table A-2

AIR CARRIER
COMMERCIAL AIRPORTS - 23

Alpena	N
Battle Creek	N
Benton Harbor	N
Detroit (2)	N
Escanaba	N
Flint	N
Grand Rapids	N
Hancock	N
Iron Mountain	N
Ironwood	N
Jackson	N
Kalamazoo	N
Lansing	N
Mackinac Island	N
Manistee	N
Marquette	N
Menominee	N
Muskegon	N
Pellston	N
Saginaw	N
Sault Ste. Marie	N
Traverse City	N

GENERAL AVIATION
TRANSPORT AIRPORTS - 18

Alma	N
Bellaire	N
Cadillac	N
Charlevoix	N
Coldwater	N
Detroit	N
East Tawas	N
Fremont	N
Gaylord	N
Gladwin	N
Grayling	N
Grosse Ile	N
Ludington	N
Manistique	N
Monroe	N
Pontiac	N
Port Huron	N
Sturgis	N

UTILITY AIRPORTS - 83

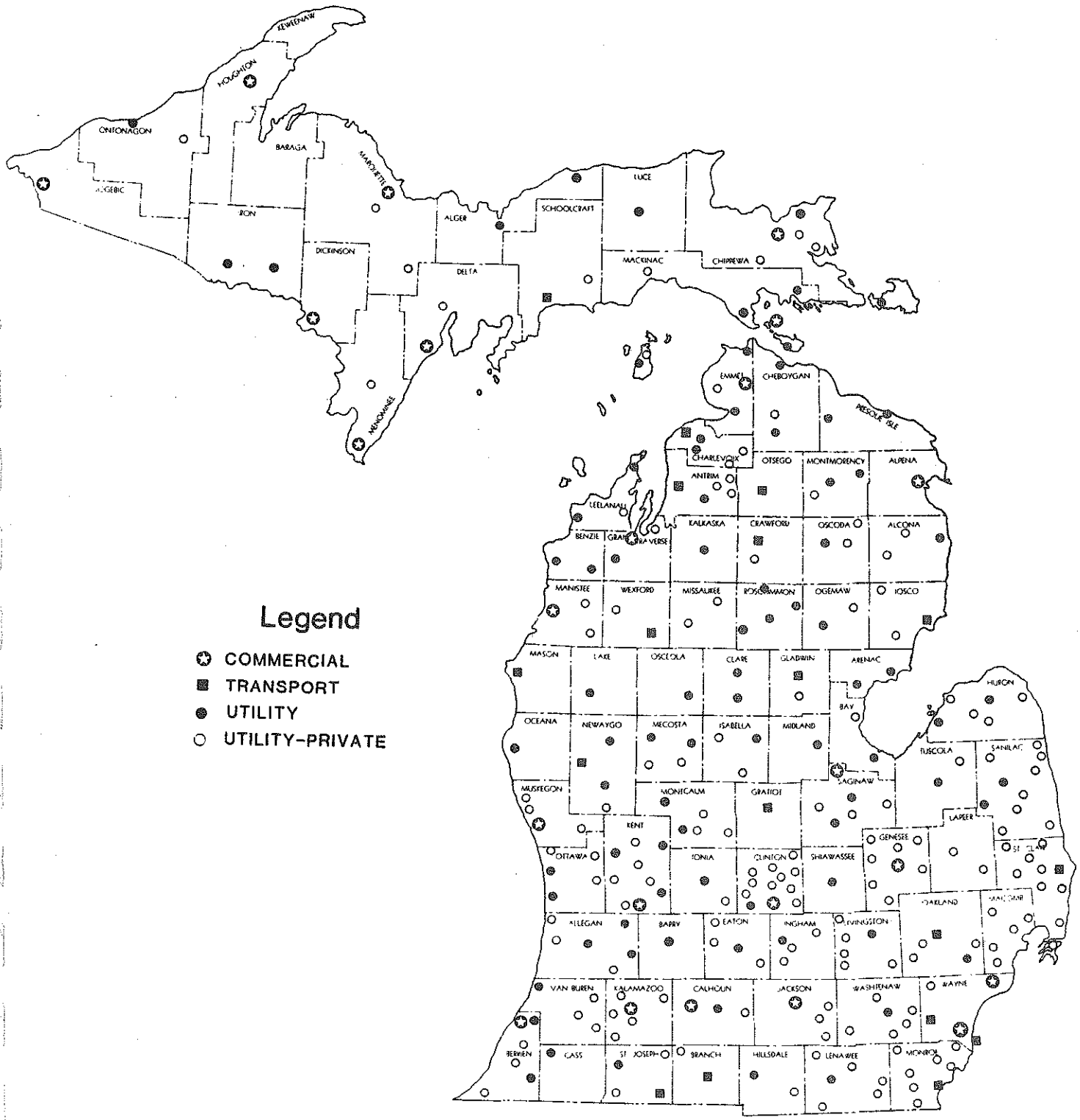
Adrian	N
Allegan	N
Ann Arbor	N
Atlanta	N
AuGres	
Bad Axe	N
Baldwin	M
Bay City	N
Big Rapids	N
Boyne City	M
Caro	N
Charlotte	N
Cheboygan	N
Chesaning	M
Clare	N
Crystal Falls	M
Dowagiac	N
Drummond Island	N
East Jordan	M
Empire	M
Evart	N
Frankfort	M
Grand Haven	N
Grand Ledge	N
Grand Marias	M
Greenville	N
Harbor Springs	N
Harrison	M
Harrisville	M
Hart	M
Hastings	N
Hessel	M
Hillman	
Hillsdale	N
Holland	M
Houghton Lake	N
Houghton Lake Heights	
Howell	N
Indian River	M
Interlochen	M
Ionia	N
Kalkaska	M
Lakeview	N
Lowell	M
Luzerne	
Mackinaw City	M
Mancelona	M
Marlette	N
Marshall	N
Mason	N
Mecosta	M
Midland	N
Mt. Pleasant	N
Munising	M
Newaygo	
Newberry	N
Niles	N
Northport	M
Onaway	M
Ontonagon	N
Owosso	M
Plainwell	M
Pointe Aux Pins	M
Rogers City	N
Roscommon	M
Saginaw	N
Sandusky	N
Sault Ste. Marie	M
Sebewaing	M
South Haven	N
Sparta	N
St. Helen	M
St. Ignace	N
St. James	N
Stambaugh	
Standish	M
Thompsonville	M
Three Rivers	N
Troy	N
Watervliet	M
Wayland	N
West Branch	N
White Cloud	N

N = National Plan
M = Michigan Plan

PRIVATE-PUBLIC USE AIRPORTS - 158

Acme	
Ada	
Alba	
Albion	
Almont	
Argyle	
Athens	
Avoca (2)	
Bad Axe	
Bath	
Bay Port	
Beaverton	
Belleville	
Benton Harbor	
Berrien Springs	M
Blaney Park	
Blissfield	
Boyne Falls	
Bridgeport	
Brighton	
Brooklyn	
Carleton	
Carson City	
Cass City	
Cedar Springs	
Charlotte	
Clio	
Comins	
Constantine	
Coopersville	
Croswell	
Daggett	
Davison	M
Deckerville (2)	
DeWitt (2)	
Dexter	
East Jordan	
East Lansing	
Eaton Rapids	
Elmira	
Engadine	
Fennville	
Fibre	
Flushing	
Forestville	
Fowlerville	
Frankenmuth	
Fraser	N
Gaines	
Galesburg	
Gaylord	
Genesee	
Gladstone	
Glennie	
Gobles	
Grand Ledge	
Grand Rapids	
Grandville	
Grant	
Greenville	
Gregory	
Harbor Beach	
Harbor Springs	
Harrietta	
Harsens Island	
Holland	N
Holt	
Hudson	
Ishpeming	
Jenison	
Kalamazoo (2)	
Kaleva	
Laingsburg	
Lake City	
Lambertville	N
Lapeer	N
Leonidas	
Lewiston	
Lincoln	
Linden	
Manchester	
Marine City	N
Mason	
Mass	
Mattawan	
Mecosta	
Milan	M
Milan	
Mio	M
Montague	
Montrose	
Moorestown	
Morenci	
Mulliken	
Muskegon	
Napoleon (2)	
Neebish Island	
New Baltimore	
New Haven	
New Hudson	
Newport	
Nunica	
Onsted	
Parchment	
Paw Paw	
Petersburg (2)	
Pinconning	
Plainwell	
Plymouth	N
Ravenna	
Rock	M
Rockford	
Romeo	N
Roscommon	
Sandusky (2)	
Sault Ste. Marie	
Schoolcraft	
Selkirk	
Sheridan	
Smiths Creek	
South Branch	M
South Rockwood	
St. Charles	
St. Clair	
St. James	
St. Johns (4)	
Stanwood	
Sunfield	
Tecumseh	
Tecumseh	M
Three Oaks	M
Topinabee	
Traverse City	
Troy	
Turner	
Ubly	
Unadilla	
Utica	N
Weidman	
Wellston	
Williamston	
Williamston	
Willis	
Winn	
Wixom	M
Yale (3)	

MICHIGAN AIRPORTS OPEN TO PUBLIC USE



Legend

- COMMERCIAL
- TRANSPORT
- UTILITY
- UTILITY-PRIVATE

Figures A-2 and A-3 show the runway and lighting condition for the 58 airports included in the in-house review. Most airports have more than one runway. A pavement surface rating of Closed or Poor is considered deficient. A runway lighting rating of Poor is considered deficient.

Figures A-4 and A-5 show the pavement surface condition for the taxiways and aprons for the 58 airports reviewed. At each airport the taxiways and aprons were aggregated, then rated. A pavement surface rating of Closed or Poor is considered deficient.

PRIORITIES AND PROGRAM CATEGORIES

State funds are allocated to airport development projects on the basis of the following priorities:

1. Safety-lighting, approach clearing and runway surface treatments.

2. Primary airside-primary runways, taxiways, aprons and associated land.

3. Secondary airside-secondary runways, taxiways, aprons and related development.

4. Primary landside-terminal buildings, access roads, tie-downs, and t-hanger taxiways.

5. Secondary landside-Fencing, storage buildings, and service roads.

All of the projects in the first priority are funded before going on to fund the next priority. State funding is sufficient to allow the state to participate in projects into priority four. The remaining priority four and priority five projects are funded without state participation on a 90 percent federal and 10 percent local basis.

Program categories are used to group and identify similiar types of projects. A particular program category may contain projects from all of the priority categories. The eight program categories are:

1. Special Programs/Safety

   This category includes projects which respond to federal safety and security requirements. This category also includes economic development projects of special significance.

2. Reconstruction

   This includes development required to preserve, repair, or restore the functional integrity of the landing area. Typical projects include rehabilitation of pavements, including seal coating, and replacement or rehabilitation of lighting systems. Routine maintenance, such as crack sealing, is excluded.

Figure A-2

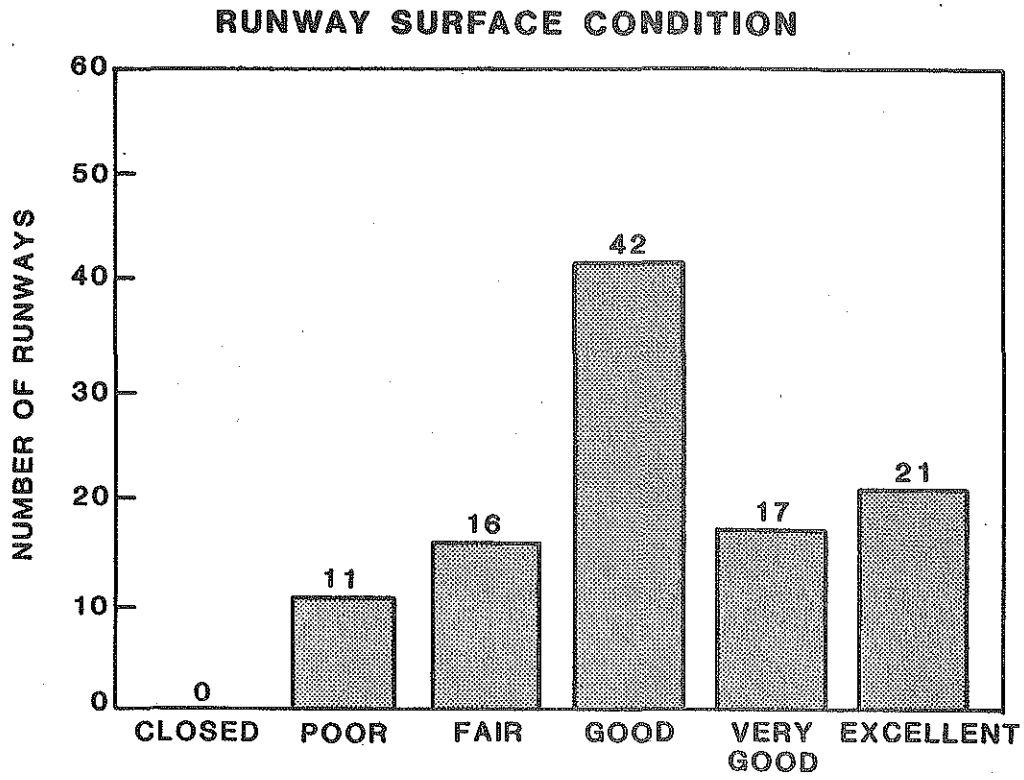


Figure A-3

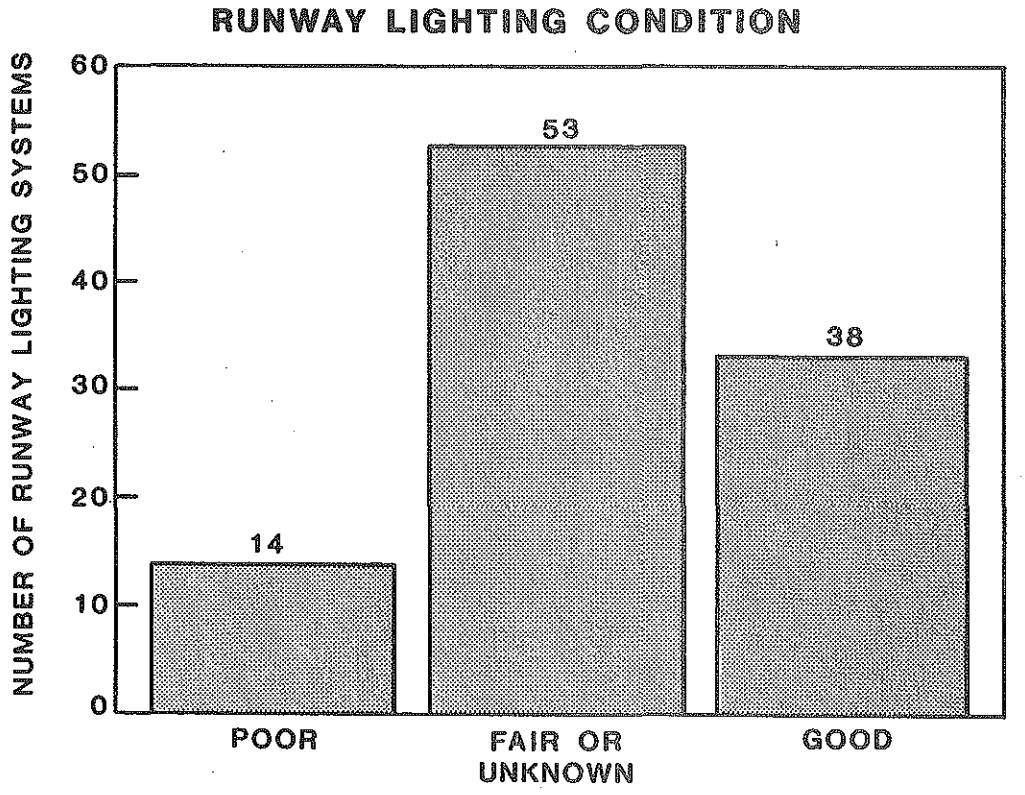


Figure A-4

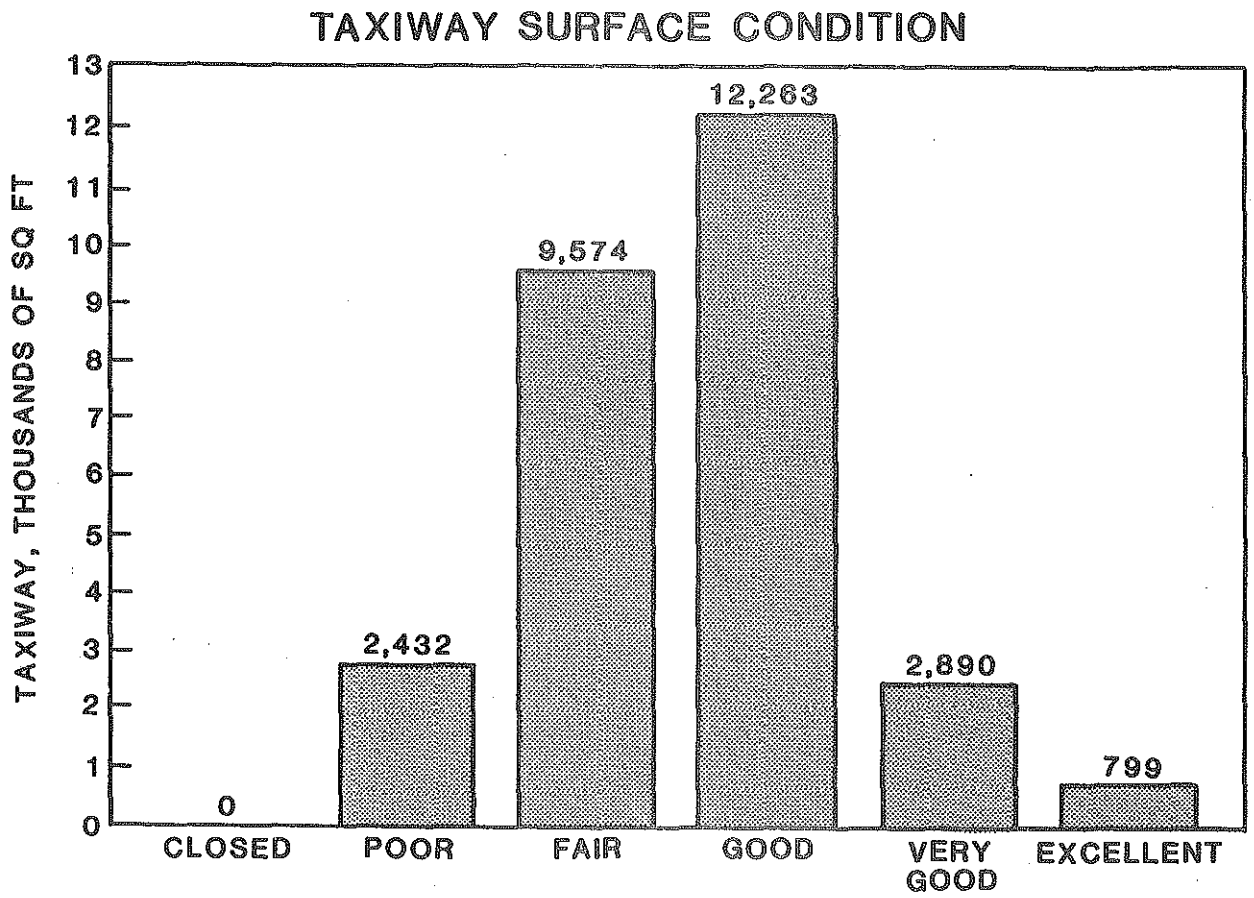
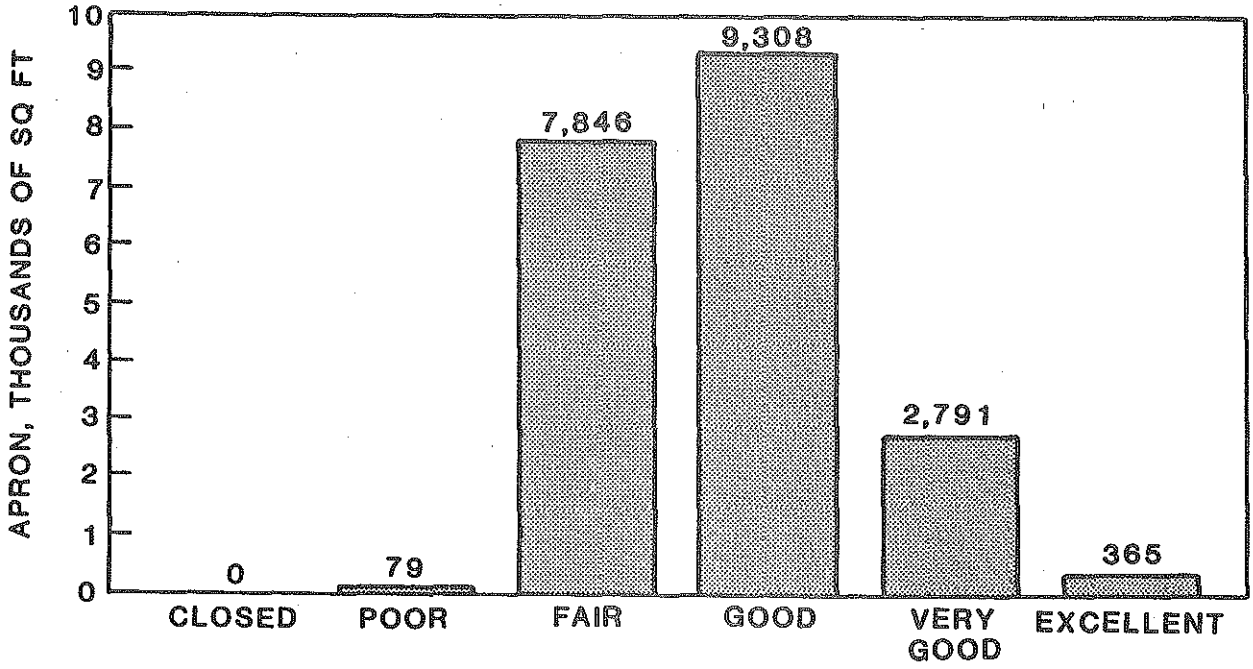


Figure A-5



3. Standards

   This development includes projects which bring existing airports up to recommended standards based on the current classification of the airport.

4. Upgrading Airport Role (Upgrade)

   This category is oriented towards development which accommodates larger aircraft types and/or longer nonstop routes. For example, extending or strengthening a runway to accommodate larger aircraft is considered "Upgrade."

5. Capacity Development (Capacity)

   This category is oriented towards development of increased airport capacity beyond its present designed use (standards). Typical development includes new runways and apron and terminal expansion.

6. New Airports - Capacity

   This category is intended for all new reliever airports and new commercial service airports which are constructed to increase metropolitan system capacity.

7. New Airports - Community

   This category is used for any new airport which will be the sole airport serving a community. It will normally be a general aviation airport. A small number of commercial service (new or replacement) airports outside of the large metropolitan areas may also be included.

8. Equipment and Buildings

   This category includes maintenance equipment and buildings, including the airport terminal.

LIST OF PROJECTS

Projects are separated into two groups. The first group, called the "A" list, contains the projects with the highest probability for funding in F.Y. 1985-86. Projects are included based on funding decisions by the Michigan Aeronautics Commission, the Federal Aviation Administration, and the individual airport sponsors acting both individually and collectively. The level of funding for projects in the "A" list represents the minimum expected dollars to become available for F.Y. 1985-86. The second group, called the "B" list, contains additional projects that, when combined with those in the "A" list, represents the maximum level of funding likely to become available in F.Y. 1985-86. Having these projects ready allows us to take advantage of any discretionary funds that may become available.

The location of the airports which have projects on the "A" and "B" lists are shown on the maps immediately preceding the list of projects.

RESOURCES

Each of the eight program categories has been aggregated into the preserve-improve-expand program structure. This program structure describes the Michigan Department of Transportation's overall, long-range goals. In relation to Aeronautics, preserve is defined as maintaining existing air service levels, equipment, and facilities. Improve is defined as increasing the capacity or service level of existing air service, equipment, or facilities. Expand is defined as providing a new service or facility, or increasing air service into a new area. The funding for F.Y. 1985-86 by program category and program structure is shown in Table A-3.

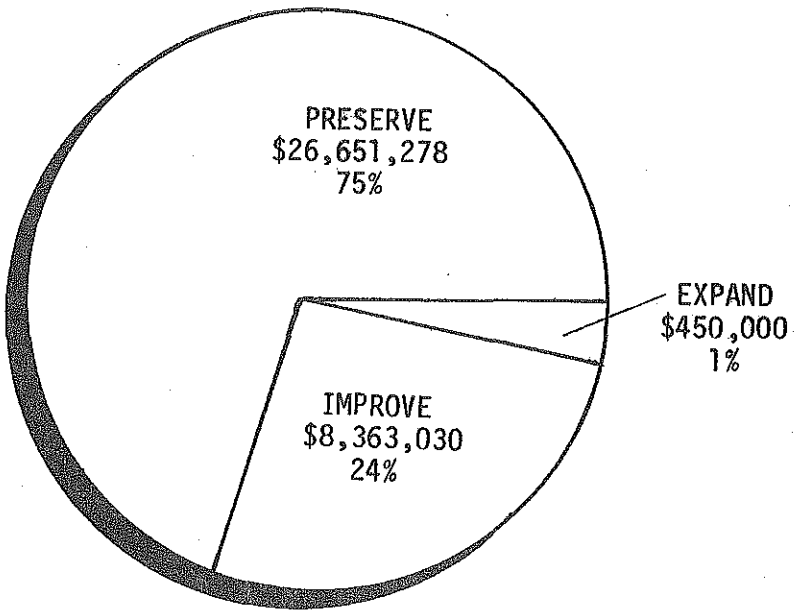
Table A-3

FUNDING BY PROGRAM STRUCTURE

A and B Lists

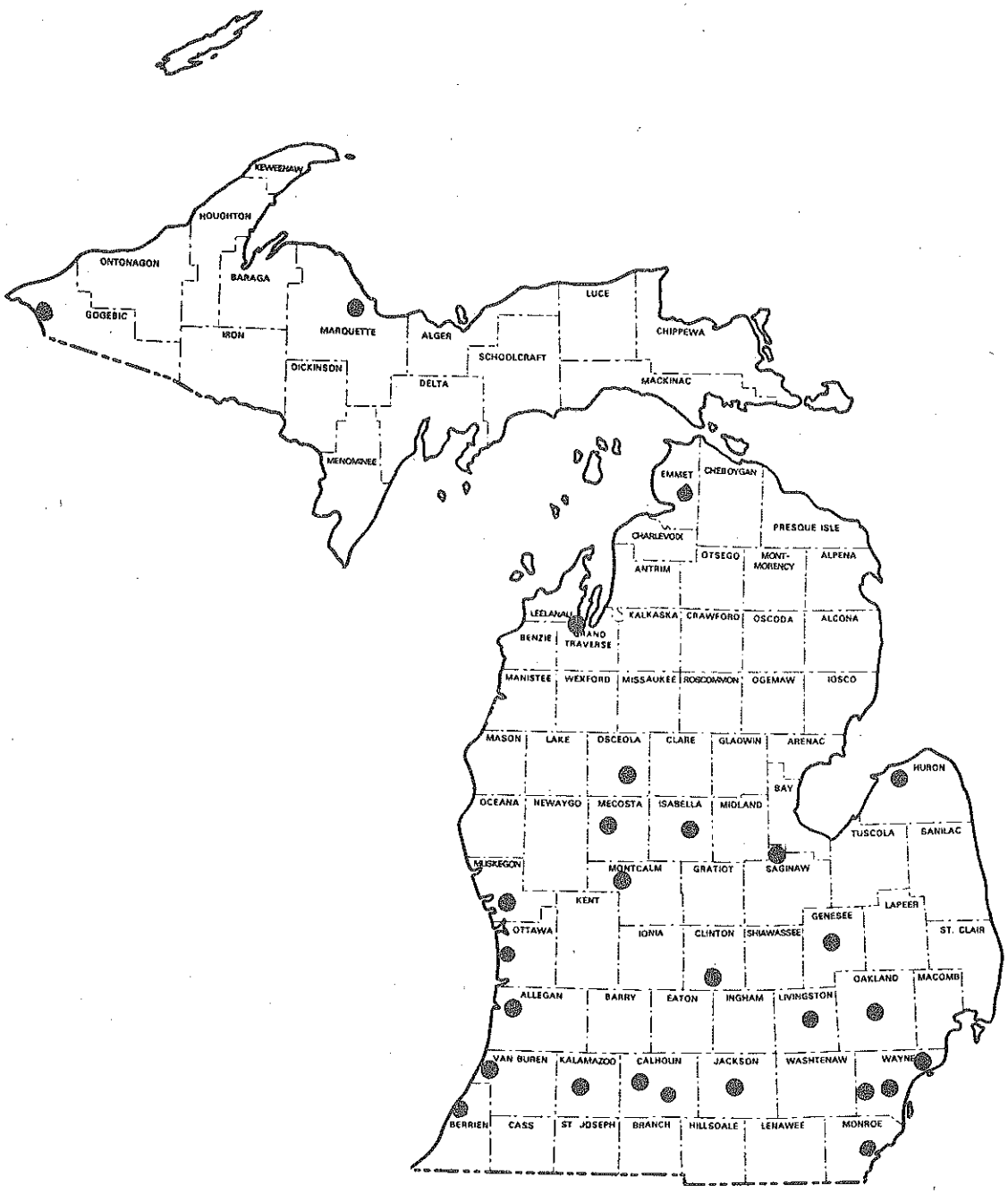
Preserve	Total	Federal	State	Local
Safety/Special Projects	$ 1,206,400	$ 613,180	$ 34,425	$ 558,795
Reconstruction	11,149,089	9,965,100	495,270	688,719
Standards	10,280,289	9,252,260	372,960	665,069
Building & Equpment	4,015,500	2,773,610		1,241,890
Subtotal	$26,651,278	$22,604,150	$902,655	$3,144,473
Improve				
Upgrade Role	1,229,500	1,106,410	35,095	87,995
Capacity Development	7,133,530	5,775,177	30,740	1,327,613
Subtotal	$ 8,363,030	$ 6,881,587	$ 65,835	$1,415,608
Expand				
Special Projects	-	-	-	-
New Airports - Capacity	-	-	-	-
New Airports - Community	450,000	405,000	22,500	22,500
Subtotal	$ 450,000	$ 405,000	$ 22,500	$ 22,500
TOTAL	$35,464,308	$29,890,737	$ 990,990	$4,582,581

	A LIST		B LIST		TOTAL	
	%	Amount	%	Amount	%	Amount
Preserve	76	$23,828,589	67	$2,822,689	75	$26,651,278
Improve	23	6,965,300	33	1,397,730	24	8,363,030
Expand	1	450,000	--		1	450,308
	100	$31,243,889	100	$4,220,419	100	$35,464,308



TOTAL - $35,464,308

LOCATION OF AIRPORTS WITH PROJECTS ON THE "A" LISTING



BUREAU OF AERONAUTICS

1986 CAPITAL OUTLAY PROGRAM

PRIORITY A PROJECTS

CATEGORY 1 SPECIAL PROGRAMS/SAFETY

LOCATION /AIRPORT	PRIORITY	PROJECT ITEM DESCRIPTION	TOTAL EST. COST	FEDERAL FUNDS	STATE FUNDS	LOCAL FUNDS
BENTON HARBOR ROSS FIELD	1	MASTER PLAN	$25,000		$12,500	$12,500
GRAND HAVEN	1	WINDCONE	$8,000	$7,200	$400	$400
GRAND HAVEN MEML AIRPARK	1	REIL	$15,000	$13,500	$750	$750
	1	PAPI	$15,000	$13,500	$750	$750
	3	MEDIUM INTENSITY RWY LTG	$66,000	$59,400	$3,300	$3,300
	3	MEDIUM INTENSITY RWY LTG	$30,000	$27,000	$1,500	$1,500
IRON MOUNTAIN/KINGSFORD FORD	1	SECURITY FENCING	$10,500	$9,450		$1,050
KALAMAZOO	5	COMPASS CALIBRATION PAD	$45,000	$40,500		$4,500
KALAMAZOO COUNTY AIRPORT	2	LAND FOR EXISTING AIRPORT	$40,000	$36,000		$4,000
MARSHALL	1	PAPI	$30,000	$27,000	$1,500	$1,500
BROOKS FIELD	3	MEDIUM INTENSITY RWY LTG	$30,000	$27,000	$1,500	$1,500
	1	RADIO CONTROL	$31,200	$28,000	$1,600	$1,600
MUSKEGON MUSKEGON COUNTY	1	MASTER PLAN	$100,000	$90,000	$5,000	$5,000
PELLSTON EMMET COUNTY	1	BEACON REHABILITATION	$10,000	$9,000	$500	$500
SOUTH HAVEN SOUTH HAVEN MUNI	1	RWY ELECTR LANDING AIDS	$40,000	$36,000	$2,000	$2,000
		CATEGORY TOTAL	$495,700	$423,550	$31,300	$40,850

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1986 CAPITAL OUTLAY PROGRAM

PRIORITY A PROJECTS

CATEGORY 2 RECONSTRUCTION

LOCATION /AIRPORT	PRIORITY	PROJECT ITEM DESCRIPTION	TOTAL EST. COST	FEDERAL FUNDS	STATE FUNDS	LOCAL FUNDS
BATTLE CREEK W K KELLOGG REGIONAL	3	RECONSTRUCT APRON	$3,000,000	$2,700,000	$150,000	$150,000
DETROIT DETROIT CITY	3	TAXIWAY REHABILITATION	$200,000	$180,000	$10,000	$10,000
DETROIT	4	REHAB ENTRANCE ROAD	$1,000,000	$900,000		$100,000
DETROIT METROPOLITAN WAYNE COU	4	ACCESS ROAD	$100,000	$75,000		$25,000
	5	SIDEWALK	$100,000	$90,000		$10,000
DETROIT WILLOW RUN	3	RUNWAY REHABILITATION	$750,000	$675,000	$37,500	$37,500
GRAND HAVEN GRAND HAVEN MEML AIRPARK	2	TAXIWAY PAVING	$85,000	$76,500	$4,250	$4,250
JACKSON JACKSON COUNTY-REYNOLDS FIELD	3	SEAL RUNWAY (RST)	$100,000	$90,000	$5,000	$5,000
KALAMAZOO KALAMAZOO COUNTY AIRPORT	3	RUNWAY DRAINAGE	$305,000	$274,500	$15,250	$15,250
MARSHALL BROOKS FIELD	3	APRON REHABILITATION	$101,200	$91,000	$5,100	$5,100
MONROE MONROE CUSTER	3	TAXIWAY REHABILITATION	$388,889	$350,000		$38,889
MUSKEGON	4	REHAB ENTRANCE ROAD	$80,000	$72,000		$8,000
MUSKEGON COUNTY	3	SEAL APRON	$39,200	$35,280	$1,960	$1,960
	3	SEAL TAXIWAY	$146,200	$131,580	$7,310	$7,310
	3	SEAL TAXIWAY	$41,700	$37,530	$2,085	$2,085
	3	SEAL APRON	$68,800	$61,920	$3,440	$3,440
	3	SEAL TAXIWAY	$7,800	$7,020	$390	$390
	4	SEAL TAXIWAY	$15,600	$14,040		$1,560
	2	SEAL RUNWAY	$93,100	$83,790	$4,655	$4,655
	4	ACCESS ROAD	$50,000	$45,000		$5,000
PELLSTON EMMET COUNTY	3	SEAL TAXIWAY	$168,000	$151,200	$8,400	$8,400
PONTIAC	3	APRON STRENGTHENING OVLAY	$325,000	$292,500	$16,250	$16,250
OAKLAND-PONTIAC	3	TAXIWAY DRAINAGE	$15,600	$14,040	$780	$780

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1986 CAPITAL OUTLAY PROGRAM

PRIORITY A PROJECTS

CATEGORY 2 RECONSTRUCTION

LOCATION /AIRPORT	PRIORITY	PROJECT ITEM DESCRIPTION	TOTAL EST. COST	FEDERAL FUNDS	STATE FUNDS	LOCAL FUNDS
	2	REHABILITATE RWY LIGHTING	$100,000	$90,000	$5,000	$5,000
SAGINAW	2	RUNWAY REHABILITATION	$1,987,500	$1,788,750	$99,375	$99,375
TRI CITY INTERNATIONAL	3	TAXIWAY REHABILITATION	$872,500	$785,250	$43,625	$43,625
TRAVERSE CITY	3	RUNWAY REHABILITATION	$400,000	$360,000	$20,000	$20,000
CHERRY CAPITAL						
		CATEGORY TOTAL	$10,541,089	$9,471,900	$440,370	$628,819

CATEGORY 3 STANDARDS

BIG RAPIDS	2	LAND FOR EXISTING AIRPORT	$655,000	$589,500		$65,500
ROBEN-HOOD	2	PRIMARY RWY CONSTRUCTION	$1,731,200	$1,558,080	$86,560	$86,560
EVART	2	LAND FOR EXISTING AIRPORT	$203,000	$182,700		$20,300
EVART MUNI						
HOLLAND	1	PRIMARY RWY CONSTRUCTION	$4,587,000	$4,128,300	$229,350	$229,350
TULIP CITY						
MT PLEASANT	2	LAND FOR EXISTING AIRPORT	$336,600	$302,940		$33,660
MT PLEASANT MUNICIPAL						
SAGINAW	2	LAND FOR EXISTING AIRPORT	$600,000	$540,000		$60,000
TRI CITY INTERNATIONAL						
SOUTH HAVEN	2	WIDEN EXISTING RUNWAY	$531,000	$477,900	$26,550	$26,550
SOUTH HAVEN MUNI	2	LAND FOR EXISTING AIRPORT	$300,000	$270,000		$30,000
TRAVERSE CITY	3	NEW TAXIWAY	$300,000	$270,000		$30,000
CHERRY CAPITAL	3	NEW TAXIWAY	$460,000	$414,000	$23,000	$23,000
		CATEGORY TOTAL	$9,703,800	$8,733,420	$365,460	$604,920

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1986 CAPITAL OUTLAY PROGRAM

PRIORITY A PROJECTS

CATEGORY 4 UPGRADING AIRPORT ROLE (UPGRADE)

LOCATION /AIRPORT	PRIORITY	PROJECT ITEM DESCRIPTION	TOTAL EST. COST	FEDERAL FUNDS	STATE FUNDS	LOCAL FUNDS
HOWELL LIVINGSTON COUNTY	2	LAND FOR EXISTING AIRPORT	$217,000	$195,300		$21,700
LAKEVIEW	1	LENGTHEN EXISTING RUNWAY	$175,000	$157,500	$8,750	$8,750
LAKEVIEW	1	RELOCATE LOCAL ROAD	$55,000	$49,500	$2,750	$2,750
	1	LAND FOR EXISTING AIRPORT	$42,900	$38,610	$2,145	$2,145
MARSHALL	2	LAND FOR EXISTING AIRPORT	$311,200	$280,000		$31,200
BROOKS FIELD	3	LENGTHEN EXISTING RUNWAY	$253,400	$228,000	$12,700	$12,700
SOUTH HAVEN SOUTH HAVEN MUNI	2	LENGTHEN EXISTING RUNWAY	$175,000	$157,500	$8,750	$8,750
		CATEGORY TOTAL	$1,229,500	$1,106,410	$35,095	$87,995

CATEGORY 5 CAPACITY DEVELOPMENT (CAPACITY)

DETROIT DETROIT METROPOLITAN WAYNE COU	3	APRON EXPANSION	$4,300,000	$3,225,000		$1,075,000
FLINT BISHOP INTERNATIONAL	4	CONSTRUCT NEW APRON	$920,000	$828,000		$92,000
JACKSON	4	TAXIWAY PAVING	$52,000	$46,800		$5,200
JACKSON COUNTY-REYNOLDS FIELD	4	TAXIWAY PAVING	$38,000	$34,200		$3,800
LAKEVIEW LAKEVIEW	1	APRON EXPANSION	$20,800	$18,720	$1,040	$1,040
LANSING CAPITAL CITY	3	APRON EXPANSION	$405,000	$364,500	$20,250	$20,250
		CATEGORY TOTAL	$5,735,800	$4,517,220	$21,290	$1,197,290

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1986 CAPITAL OUTLAY PROGRAM

PRIORITY A PROJECTS

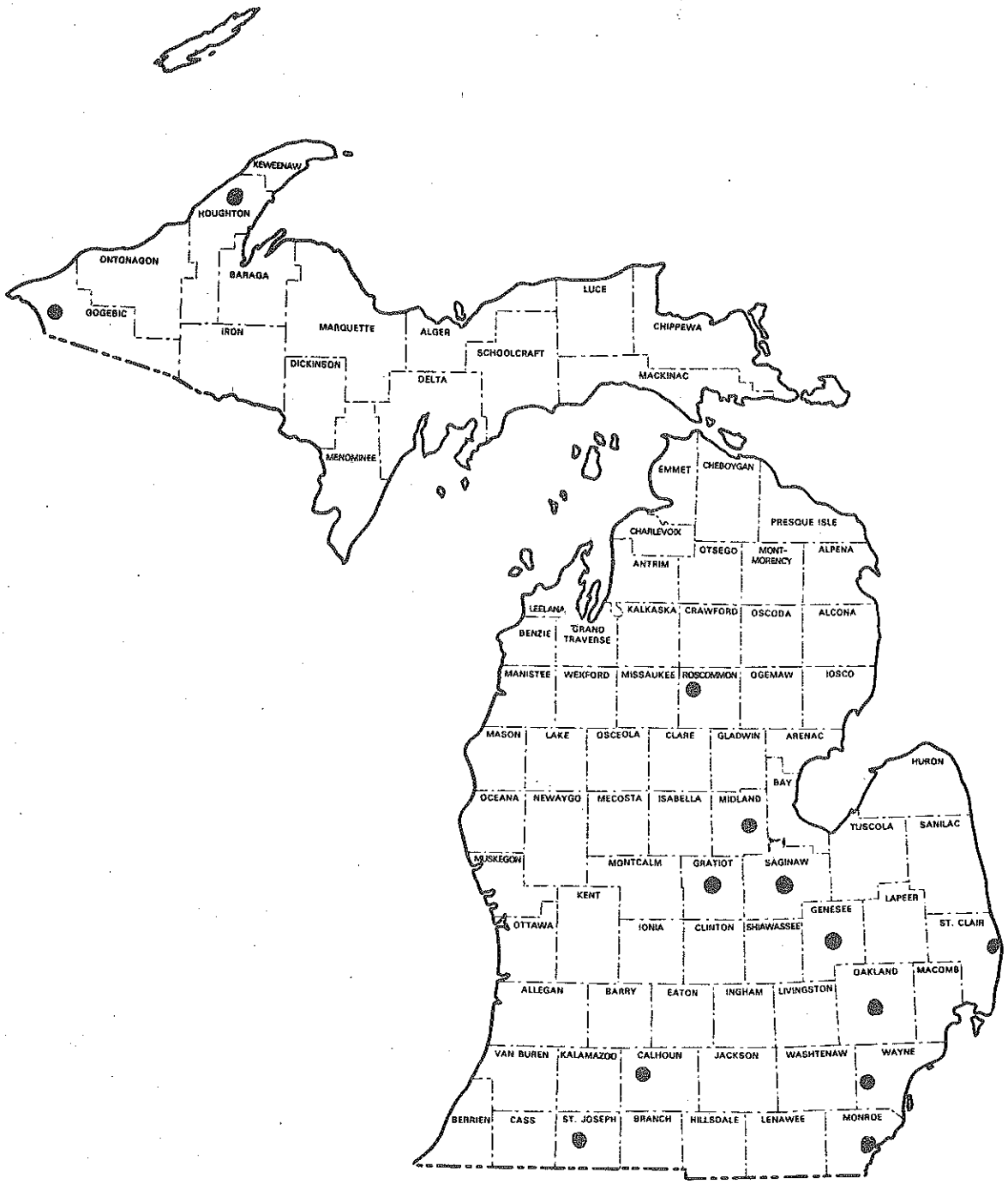
CATEGORY 7 NEW AIRPORTS-COMMUNITY

LOCATION /AIRPORT	PRIORITY	PROJECT ITEM DESCRIPTION	TOTAL EST. COST	FEDERAL FUNDS	STATE FUNDS	LOCAL FUNDS
CASEVILLE CASEVILLE TOWNSHIP AIRPORT	2	LAND FOR NEW AIRPORT	$450,000	$405,000	$22,500	$22,500
		CATEGORY TOTAL	$450,000	$405,000	$22,500	$22,500

CATEGORY 8 EQUIPMENT AND BUILDINGS

DETROIT DETROIT CITY	5	SRE TRUCK PLOW/BLADE	$135,000	$121,500		$13,500
DETROIT DETROIT METROPOLITAN WAYNE COU	5	EQUIPMENT STORAGE BLDG	$1,500,000	$1,125,000		$375,000
KALAMAZOO	4	PASSENGER LOADING BRIDGE	$250,000	$125,000		$125,000
KALAMAZOO COUNTY AIRPORT	5	EQUIPMENT STORAGE BLDG	$183,000	$164,700		$18,300
LANSING	5	SRE SNOWBLOWER	$200,000	$180,000		$20,000
CAPITAL CITY	5	SRE TRUCK PLOW/BLADE	$60,000	$54,000		$6,000
MARQUETTE	4	TERMINAL BUILDING	$760,000	$168,660		$591,340
		CATEGORY TOTAL	$3,088,000	$1,938,860		$1,149,140
		GRAND TOTAL	$31,243,889	$26,596,360	$916,015	$3,731,514

LOCATION OF AIRPORTS WITH PROJECTS ON THE "B" LISTING



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1986 CAPITAL OUTLAY PROGRAM

PRIORITY B PROJECTS

CATEGORY 1 SPECIAL PROGRAMS/SAFETY

LOCATION /AIRPORT	PRIORITY	PROJECT ITEM DESCRIPTION	TOTAL EST. COST	FEDERAL FUNDS	STATE FUNDS	LOCAL FUNDS
ALMA GRATIOT COMMUNITY	1	RWY ELECTR LANDING AIDS	$10,000	$9,000	$500	$500
MIDLAND JACK BARSTOW	2	MEDIUM INTENSITY RWY LTG	$52,500	$47,250	$2,625	$2,625
PORT HURON	5	AUT WEATHER REPORT SYSTEM	$108,000	$97,200		$10,800
ST.CLAIR COUNTY INTL	1	MICROWAVE LANDING SYSTEM	$500,000			$500,000
THREE RIVERS THREE RIVERS MUNICIPAL DR HAIN	2	TAXIWAY LIGHTING	$40,200	$36,180		$4,020
		CATEGORY TOTAL	$710,700	$189,630	$3,125	$517,945

CATEGORY 2 RECONSTRUCTION

ALMA	3	SEAL APRON	$18,000	$16,200	$900	$900
GRATIOT COMMUNITY	3	SEAL RUNWAY	$55,000	$49,500	$2,750	$2,750
HANCOCK HOUGHTON COUNTY MEMORIAL	5	SEAL ROAD	$50,000	$45,000		$5,000
ROSCOMMON ROSCOMMON CONSERVATION	2	SEAL RUNWAY	$60,000		$30,000	$30,000
SAGINAW HARRY W. BROWNE	2	PAVE EXISTING RUNWAY	$425,000	$382,500	$21,250	$21,250
		CATEGORY TOTAL	$608,000	$493,200	$54,900	$59,900

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1986 CAPITAL OUTLAY PROGRAM

PRIORITY B PROJECTS

CATEGORY 3 STANDARDS

LOCATION /AIRPORT	PRIORITY	PROJECT ITEM DESCRIPTION	TOTAL EST. COST	FEDERAL FUNDS	STATE FUNDS	LOCAL FUNDS
MIDLAND	4	LENGTHEN EXISTING RUNWAY	$150,000	$135,000	$7,500	$7,500
JACK BARSTOW	2	LAND REIMBURSEMENT	$10,000	$9,000		$1,000
MONROE	4	ENTRANCE ROAD	$166,667	$150,000		$16,667
MONROE CUSTER						
PONTIAC	4	ACCESS ROAD	$27,600	$24,840		$2,760
OAKLAND-PONTIAC	1	LAND FOR EXISTING AIRPORT	$222,222	$200,000		$22,222
		CATEGORY TOTAL	$576,489	$518,840	$7,500	$50,149

CATEGORY 5 CAPACITY DEVELOPMENT (CAPACITY)

MIDLAND	1	EXTEND TAXIWAY	$75,000	$67,500		$7,500
JACK BARSTOW	4	TAXISTREET CONSTR	$62,500	$56,250		$6,250
PONTIAC	4	TAXISTREET CONSTR	$562,500	$506,250		$56,250
OAKLAND-PONTIAC	5	RELOCATE LOCAL ROAD	$104,100	$93,690		$10,410
PORT HURON	3	CONSTRUCT NEW APRON	$150,000	$135,000	$7,500	$7,500
ST.CLAIR COUNTY INTL						
THREE RIVERS	3	APRON EXPANSION	$39,000	$35,100	$1,950	$1,950
THREE RIVERS MUNICIPAL DR HAIN	3	NEW TAXIWAY	$211,630	$190,467		$21,163
	3	NEW TAXIWAY	$93,000	$83,700		$9,300
	4	TAXISTREET CONSTR	$100,000	$90,000		$10,000
		CATEGORY TOTAL	$1,397,730	$1,257,957	$9,450	$130,323

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1986 CAPITAL OUTLAY PROGRAM

PRIORITY B PROJECTS

CATEGORY 8 EQUIPMENT AND BUILDINGS

LOCATION /AIRPORT	PRIORITY	PROJECT ITEM DESCRIPTION	TOTAL EST. COST	FEDERAL FUNDS	STATE FUNDS	LOCAL FUNDS
BATTLE CREEK	5	SRE SNOWBLOWER	$170,000	$153,000		$17,000
W K KELLOGG REGIONAL	5	SRE TRUCK PLOW/BLADE (2)	$250,000	$225,000		$25,000
DETROIT WILLOW RUN	5	SRE TRUCK PLOW/BLADE (2)	$200,000	$180,000		$20,000
HANCOCK	5	SRE FRONT END LOADER	$120,000	$108,000		$12,000
HOUGHTON COUNTY MEMORIAL	5	EQUIPMENT STORAGE BLDG	$87,500	$78,750		$8,750
IRON MOUNTAIN/KINGSFORD	5	SRE FRONT END LOADER	$100,000	$90,000		$10,000
		CATEGORY TOTAL	$927,500	$834,750		$92,750
		GRAND TOTAL	$4,220,419	$3,294,377	$74,975	$851,067

COMPREHENSIVE TRANSPORTATION FUND PROGRAM

SUMMARY

The comprehensive transportation program for F.Y. 1985-86 includes an estimated $103 million from the Comprehensive Transportation Fund, $2 million from the Rail Loan Fund, $2 million from the Bus Loan Fund, and $11 million in federal grant funds, for a total statewide program of $117 million.

The following discussion describes the services these monies are providing.

LOCAL TRANSIT SERVICES

This comprehensive transportation program will preserve essential local transit services in 13 urbanized communities, 19 small communities, and 29 counties throughout the state. Together, these local transit systems serve more than 108 million passengers annually. This program will continue a three-year period of new small bus service in 12 counties and inaugurate new small bus service in 4 additional counties. Many transportation disadvantaged, such as senior citizens and handicappers, look to specialized services as a primary means of transportation. The F.Y. 1985-86 comprehensive transportation program will provide specialized services operating assistance grants to 28 counties. State and federal funds will be used to purchase transit vehicles and related equipment so that transit systems throughout Michigan can better meet the local transportation needs of their areas.

Michigan's statewide ridesharing and vanpooling programs, which have been effective in reducing energy consumption and relieving traffic congestion, will be continued. Lets GO! (Local Efforts in Transportation Service) is the name given to a demonstration project planned for F.Y. 1985-86. The goal of this project is to meet the mobility needs of those Michigan citizens who receive essential support services from community and human service agencies.

INTERCITY PASSENGER SERVICES

The Intercity Bus Services and Facilities Development program is designed to develop essential intercity bus service statewide, to promote group travel and tourism by intercity bus, and to provide safe, attractive, and efficient transportation facilities to small urban and rural communities. This program is complemented by the Intercity Bus Equipment Loan program which, to date, has funded the purchase of 125 intercity coaches for private carriers who repay the state for the cost of the equipment plus a nominal interest charge. In F.Y. 1985-86 it is estimated that 11 additional buses will be purchased. Michigan's state-supported Amtrak rail passenger service planned for F.Y. 1985-86 includes the Pere Marquette service that links Grand Rapids and other southwestern lower Michigan cities with Chicago, and the International Limited route that links Port Huron, Flint, Lansing/East Lansing and other central and eastern Michigan cities with Chicago. The Pere Marquette is expected to serve 70,000 travelers and the International Limited is expected to serve 110,000 travelers during F.Y. 1985-86. Signal, track, and facility improvements are also planned.

Through an air marketing program, commuter airlines and communities will be provided assistance in developing promotional activities designed to increase the number of air passengers served. Included in the F.Y. 1985-86 comprehensive transportation program are operating and capital funds for the water ferry operation linking Drummond, Neebish, an Sugar Islands with the Chippewa County mainland. Residents of the islands, are dependent upon the ferry for school and work transportation as well as access to fuel and other basic supplies and services.

RAIL FREIGHT TRANSPORTATION

Michigan's rail freight program is designed to provide a rail transportation track structure that will help preserve essential rail service, in parternership with local governments, railroads, and rail users. It is expected that a number of major railroad segments will be abandoned in F.Y. 1985-86. Under certain circumstances, MDOT's purchase or rehabilitation of abandoned segments will be appropriate, given local economic conditions and the feasibility of operation without state subsidy. In addition, department-owned rail corridors need capital improvements to ensure continued safe and efficient rail operations. The F.Y. 1985-86 rail freight capital program will also support efforts to entice rail-using corporations to locate or remain in Michigan. The ability of the state's sytem of railroad and waterways to deliver quality freight service plays a significant role in supporting economic activity in Michigan.

REVENUES AND THEIR USES

The Comprehensive Transportation Fund (CTF) was created for the purpose of planning and developing public transportation systems and services throughout the state. The CTF receives 10% of the Michigan Transportation Fund (after deductions), a percentage of the motor vehicle related sales tax, earnings on investments, and miscellaneous revenue.

The CTF is distributed to local transit agencies, intercity bus carriers, rail carriers, and the Department for public transportation purposes. After deductions for payments on debt and administration expenses, the CTF is to be expended to the state transportation program approved by the Commission according to the following allocations:

65%	Local transit operating
5%	New small bus and specialized services
8%	Intercity passenger
5%	Intercity freight
17%	Transportation development account
100%	

The distribution formula for the Michigan Transportation Fund, contained in Section 10 of Act 51 of 1951, expires as of October 1, 1985. This program is based on the assumption that the current provisions will be extended.

A second assumption is that federal aid for transportation will be continued at currently authorized levels. The federal Office of Management and Budget (OMB) has proposed cuts in federal assistance to mass transportation. If these proposals are adopted, they would have a devastating impact on public transportation in Michigan.

Without federal assistance for transit operations, local transit systems throughout the state would lose as much as $38 million a year, forcing severe reductions or complete shutdown of service in some areas. If federal funding for Amtrak were to cease, Michigan's successful rail passenger services - the International and the Pere Marquette - would cease. The elimination of air carrier subsidies would mean the practical elimination of air service in areas not large enough to assure profitable operations. The elimination of federal funding for track acquisition, rehabilitation and improvements would limit Michigan's ability to assist in critical economic development ventures, and its ability to provide a stable rail freight network so essential to our economy.

If the OMB proposals for F.Y. 1985-86 are adopted, the Comprehensive Transportation Fund portion of this program will be substantially revised.

REVENUE ESTIMATES AND SUMMARY OF PROPOSED ALLOCATION BY PROGRAM

Table C-1 below shows the estimated revenue for F.Y. 1985-86 for the Comprehensive Transportation Fund. Table C-2 presents the estimated federal funds to be distributed directly to local transit agencies and Amtrak in Michigan in F.Y. 1985-86. Table C-3 presents the distribution of CTF funds by program category and projects. Table C-4 summarizes the program categories by the program structure of Preserve, Improve, and Expand.

TABLE C-1

Estimated Revenue FY 1985-86

Gas and Weight Tax	$ 87,299,600
Sales Tax	43,500,000
Miscellaneous	3,744,200
CTF Subtotal	$134,543,800
Intercity Bus Loan Fund	$ 1,633,300
Rail Loan Fund	2,000,000
Loan Funds Subtotal	$ 3,633,300
UMTA Section 18 (non-urbanized-operating)	$ 4,000,000
UMTA Section 18 (non-urbanized-capital	3,750,000
UMTA Section 6 and 8 (technical studies)	470,000
UMTA Section 16 (b)(2) (vehicle/equipment purchases)	1,040,000
Federal Railroad Administration	1,500,000
Federal Funds Subtotal	$ 10,760,000
Total Appropriated Funds	$148,937,100

ESTIMATED FEDERAL GRANT FUNDS
TO LOCAL TRANSIT AGENCIES AND AMTRAK IN MICHIGAN
F.Y. 1985-86

Federal Program	Description	Estimated Amount
UMTA Section 9 - Transit Operating Assistance for Urbanized Areas (50,000 or more population)	Funds are apportioned to public bodies based on population and population density for areas under 200,000 and on population, population density, route miles and vehicle miles for areas over 200,000. There is a cap on federal participation of 50 percent of net project deficits as well as a limitation on the amount from Section 9 that can be used for operating assistance. UMTA requires that recipient local agencies hold public hearings to obtain the view of citizens on the proposed program. This replaces previous Section 5 operating funds. This estimate is based on the maximum authorizations. Federal OMB proposals, if adopted, would eliminate this funding in F.Y. 1985-86.	Apportionment $35,000,000
UMTA Section 9 - Transit Capital Assistance for Urbanized Areas (50,000 or more population) 80/20	Funds are apportioned to public bodies based on popula- and population density for areas under 200,000, and on population, population density, route miles and vehicle revenue miles for areas of over 200,000. Funds may be used for routine capital items such as purchase of vehicles and construction or rehabilitation of facilities that are included in an area's transportation improvement program/annual element. Actual grants are based on approval of a grant application and availability of the required 20 percent local match. Apportioned funds remain available for a period of four years. The first amount shown is the F.Y. 1985-86 estimated apportionment for Michigan transit systems. The second amount is the estimated federal funds Michigan will be able to capture based on the availability of State matching funds.	Apportionment $29,000,000 Grants $9,000,000
UMTA Section 3 - Discretionary Capital Assistance 75/25 or 80/20	The majority of Section 3 funds are for rail modernization and new rail starts, such as the SEMTA central automated transit system. For bus related projects, limited Section 3 funds are available only after a recipient in an urbanized area has programmed all of its available Section 9 funds. A limited amount of Section 3 funds may also be available for bus capital projects in non-urbanized areas. The source of Section 3 funds is the Mass Transit Account of the Highway Trust Fund.	Apportionment Not Applicable; Grants are based on specific project approvals.
Amtrak Section 403(b) Rail Passenger Operating 35/65	Michigan's rail passenger program is planned and provided in cooperation with Amtrak. The operating deficit is funded on a 35 percent Amtrak/65 percent Michigan basis, based on a cost allocation plan that utilizes short-term avoidable costs. Federal OMB proposals would reduce or eliminate this funding in F.Y. 1985-86.	Amtrak $1,500,000
Amtrak Section 403(b) Rail Passenger Capital 50/50	Track upgrading, signal improvements, and facility improvements on state-supported Amtrak routes are funded on a 50 percent Amtrak/50 percent Michigan basis.	Amtrak $2,250,000

Table C-3

Comprehensive Transportation Fund
By Program Category and Source of Funds
F.Y. 1985-86

	State	Loan	Federal	Total
Local Transit Services				
1) Statutory operating assistance - 65%	$ 66,992,100	-0-	-0-	$66,992,100
2) Non-urbanized operating/capital	-0-	-0-	$4,000,000	4,000,000
Subtotal	$ 66,992,100	-0-	$4,000,000	$70,992,100
New Small Bus and Specialized Services - 5%	$ 5,153,200	-0-	-0-	$ 5,153,200
Intercity Passenger Services -8%				
1) Service and Facility Development	$ 3,788,500	-0-	-0-	$ 3,788,500
2) Intercity Bus Loan	366,700	$ 1,633,300	-0-	2,000,000
3) Intercity Air Marketing	50,000	-0-	-0-	50,000
4) Map and Directory	40,000	-0-	-0-	40,000
5) Rail Passenger Services	3,500,000	-0-	-0-	3,500,000
6) Water Passenger Services	500,000	-0-	-0-	500,000
Subtotal	$ 8,245,200	$1,633,300	-0-	$ 9,878,500
Intercity Freight Services -5%				
1) Property Management	1,700,000	-0-	-0-	1,700,000
2) Rail Freight Capital	3,211,200	$2,000,000	$1,500,000	6,717,200
3) Port Assistance	242,000	-0-	-0-	242,000
Subtotal	$ 5,153,200	$ 2,000,000	$1,500,000	$ 8,653,200
Transportation Development Account - 17%				
1) Bus Capital	$ 5,000,000		$4,790,000	$ 9,790,000
2) Vanpooling	110,000		-0-	110,000
3) Statewide Ridesharing	225,000		-*-	225,000
4) Planning Grants	30,000		-*-	30,000
5) Technical Studies	35,000		470,000	505,000
6) Cooperation in Transportation	50,000		-0-	50,000
7) Lets Go Demonstration	500,000		-0-	500,000
8) Dock Vessel Facilities	500,000		-0-	500,000
9) Rail Freight Capital	6,070,900		-0-	6,070,900
10) Local Transit Assistance	5,000,000		-0-	5,000,000
Subtotal	$ 17,520,900	-0-	5,260,000	22,780,900
Total Program Funds	$103,064,600	$ 3,633,300	10,760,000	$117,457,900

Table C-4

Comprehensive Transportation Fund
By Program Component
FY 1985-86

Program Category	Preserve	Improve	Expand	Total
Local Transit Services				
1) Statutory Operating Asst.	$ 66,992,100	-0-	-0-	$66,992,100
2) Non-urbanized Operating Asst.	4,000,000	-0-	-0-	4,000,000
Subtotal	$ 70,992,100	-0-	-0-	$70,992,100
New Small Bus and Specialized Services	$ 2,627,000	-0-	$2,526,200	$ 5,153,200
Intercity Passenger Services				
1) Service and Facility Development	$ 1,788,500	$2,000,000	-0-	$ 3,788,500
2) Intecity Bus Equipment Loan	-0-	2,000,000	-0-	2,000,000
3) Intercity Air Marketing	-0-	50,000	-0-	50,000
4) Map and Directory	40,000	-0-	-0-	40,000
5) Rail Passenger Services	2,900,000	600,000		3,500,000
6) Water Passenger Services	500,000	-0-	-0-	500,000
Subtotal	$ 5,228,500	$4,650,000	-0-	$ 9,878,500
Intercity Freight Services				
1) Property Management	$ 1,700,000	-0-	-0-	1,700,000
2) Rail Freight Capital	6,711,200	-0-	-0-	6,711,200
3) Port Assistance	100,000	142,000	-0-	242,000
Subtotal	$ 8,511,200	142,000	-0-	$ 8,653,200
Transportation Development Account				
1) Bus capital	$ 9,790,000	$ -0-	-0-	$ 9,790,000
2) Vanpooling	110,000	-0-	-0-	110,000
3) Statewide Ridesharing	225,000	-0-	-0-	225,000
4) Planning Grants	-0-	30,000	-0-	30,000
5) Technical Studies	-0-	505,000	-0-	505,000
6) Cooperation in Transportation	-0-	50,000	-0-	50,000
7) Lets Go Demonstration	-0-	500,000	-0-	500,000
8) Dock Facilities	500,000	-0-	-0-	500,000
9) Rail Freight capital	5,070,900	1,000,000	-0-	6,070,900
10) Local Transit Asst.	5,000,000	-0-	-0-	5,000,000
Subtotal	$20,695,900	$2,085,000	-0-	$ 22,780,900
Program Funds	$108,054,700	$6,877,000	$2,526,000	$117,457,900

SYSTEM INVENTORY AND F.Y. 1983-84 PERFORMANCE INFORMATION

The inventory information presented in this part displays the level of passenger and freight service provided to the State of Michigan by both private and public sector providers in F.Y. 1983-84. It is organized by mode.

LOCAL TRANSIT SERVICES

Fifty-five local transit systems served Michigan communities in 1984. These systems have been grouped into two classifications discussed below.

- Urbanized. Large communities over 50,000 population with a high level of fixed-route service. Supplemental services such as demand-response, commuter transit and downtown circulation systems may also be provided. This category includes SEMTA/DDOT and twelve outstate urban areas.

- Nonurbanized. Counties and small communities under 50,000 population with a low level of fixed-route service, or none, and a moderate to high level of demand-response service. This classification contains countywide services as well as noncounty systems that have been in operation for longer than three years. There were 42 systems included in this category in F.Y. 1983-84.

The systems are shown on Figures C-1 and C-2. Operational and fleet inventory data on transit systems in each of these classifications are shown in Tables C-5 and C-6.

NEW SMALL BUS SERVICE

The new small bus program enables counties to establish an essential level of countywide or sub-county demand-actuated transit service.

The predecessors to this program were the highly successful Dial-A-Ride and County Incentive programs. As of October 1, 1984, 42 nonurban transit systems and 3 small urban transit systems started under the auspices of one of these programs were providing needed services in their counties or communities. All provide local funding.

Figure C-3 shows the 17 systems that operated new small bus services in F.Y. 1983-84. Table C-7 provides operational and fleet inventory data for these systems.

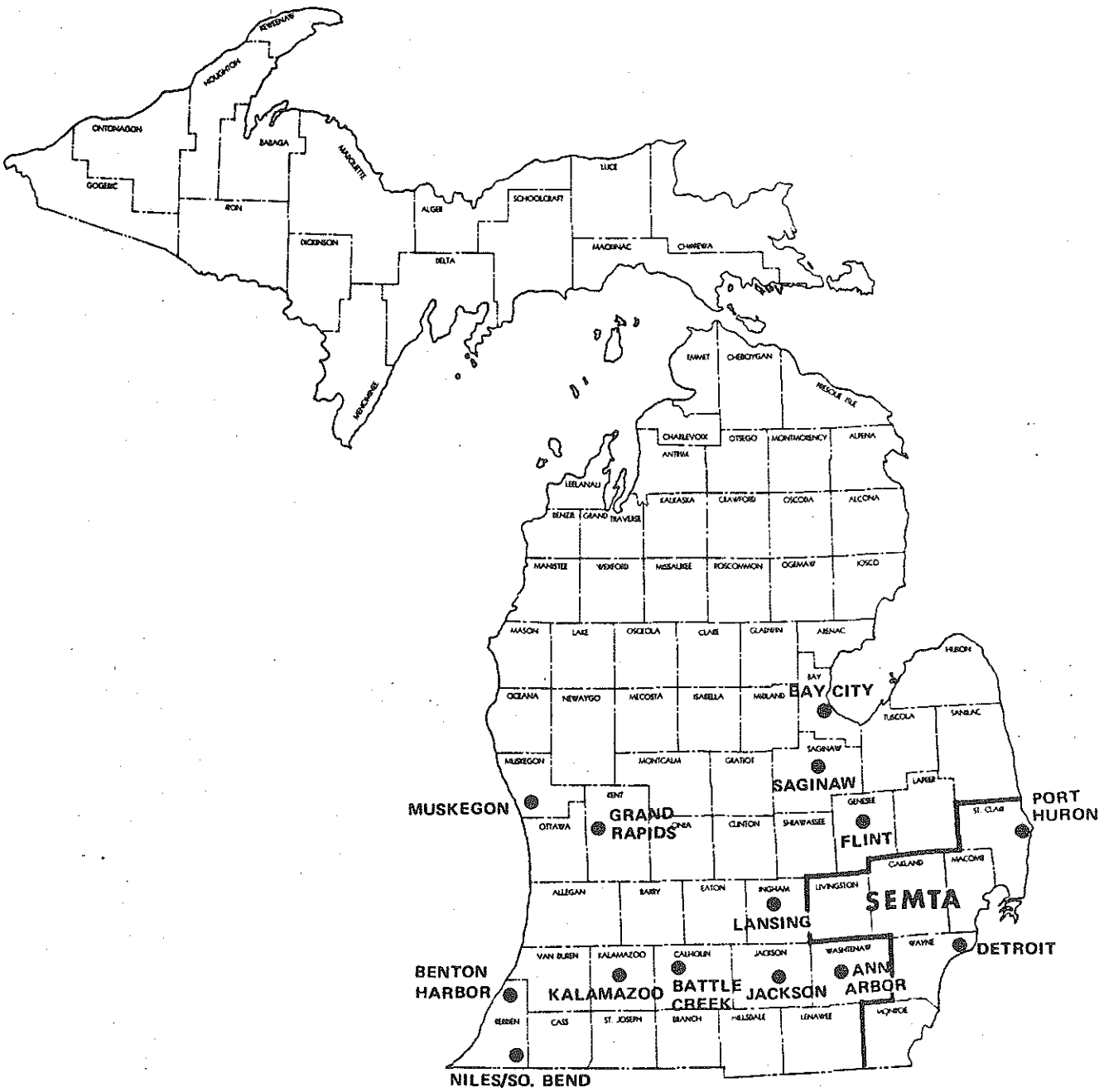
SPECIALIZED SERVICES PROGRAM

The Specialized Services Program provides operating assistance, through county governments, to private non-profit organizations for the purpose of providing transportation services to elderly and handicapper citizens. Specialized services are provided in counties that do not have countywide transportation services.

Figure C-1

URBANIZED AREA TRANSIT SYSTEMS

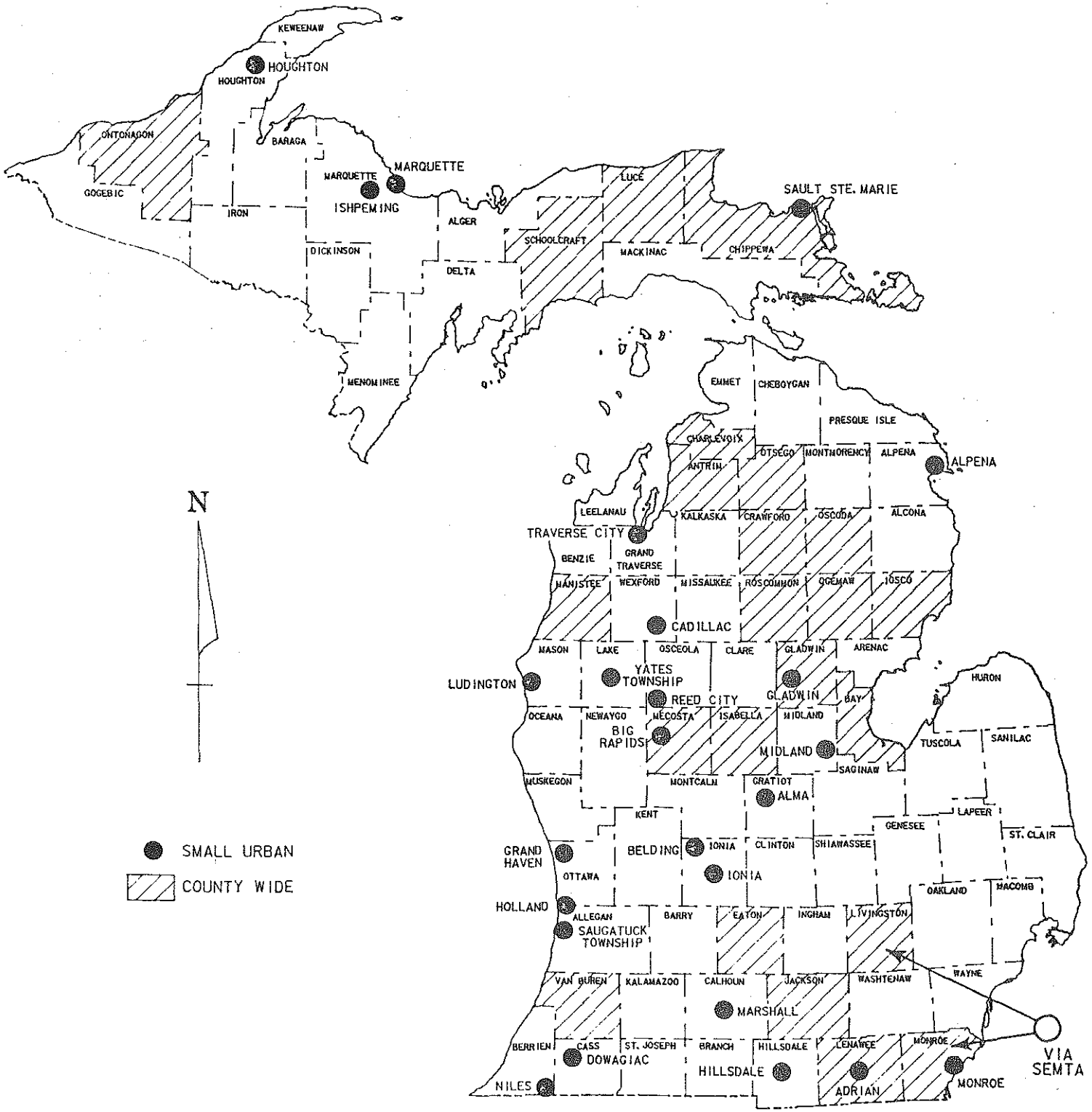
AS OF 10-1-84



State and Federal (Section 9) Operating Assistance Recipients

Figure C-2

NON-URBAN SYSTEMS
FISCAL 1983-84



• STATE & FEDERAL (SECTION 18) OPERATING ASSISTANCE RECIPIENTS

OPERATIONAL DATA - BUS TRANSIT PROGRAM - URBAN BUS SYSTEMS
October 1983 Through September 1984

Location	Operator	Start of State Funding	Service Area Pop.	Vehicles Reg.	Vehicles Lift	Passengers	Vehicle Hours	Vehicle Miles	Pass. per Wkdy.	%SC	%HC	Pass. per Hour	Pass. per Mile	Pass. per Pop.	Pass. % Change Last Year
Ann Arbor	Trans. Auth.	2/73	220,769	21	43	3,430,055	144,496	2,111,342	--	7	2	23.7	1.15	15.54	+13
Battle Creek	City	2/73	113,583	25	10	1,010,318	45,693	586,765	3,288	20	5	22.1	1.72	8.89	+18
Bay County	Trans. Auth.	7/74	117,339	31	33	1,205,453	86,724	1,416,447	--	14	13	13.9	.85	10.27	+1
Benton Harbor	Trans. Auth.	9/74	56,828	9	5	142,946	23,359	28,843	--	36	1	6.1	4.96	2.52	+21
Flint	Trans. Auth.	2/73	413,761	56	16	4,058,909	146,759	2,023,744	14,333	15	1	27.7	2.01	9.81	+4
Grand Rapids	Trans. Auth.	2/73	486,949	76	32	5,190,908	169,856	3,154,615	18,860	10	4	30.6	1.65	10.66	-1
Jackson	Trans. Auth.	2/73	112,081	15	18	558,242	40,233	511,933	1,933	35	5	13.9	1.09	4.98	-16
Kalamazoo	City	2/73	185,631	1	61	2,570,186	96,565	1,375,817	8,898	13	9	26.6	1.87	13.85	+4
Lansing	Trans. Auth.	2/73	301,681	24	55	4,532,553	143,613	2,194,346	17,024	6	3	31.6	2.07	15.02	+3
Muskegon	County	1/74	157,426	2	15	683,356	34,982	501,131	2,418	--	1	19.5	1.36	4.34	+3
Niles	Private	11/74	43,712	7	5	111,437	20,823	246,988	306	40	7	5.4	.45	2.55	-9
Saginaw	Private	2/73	147,552	4	36	1,528,074	64,265	821,963	5,681	5	2	23.8	1.86	10.36	+3
*SEMTA	Trans. Auth.	2/73	4,417,383	378	703	80,425,858	2,625,362	38,569,684	- -	--	--	30.6	2.09	18.21	+9
Totals and Averages			6,774,695	649	1,032	105,448,295	3,642,730	53,543,618	- -	--	--	29.0	1.97	15.57	+8

*SEMTA figures includes DDOT and SEMTA nonurban portion.

1723-5

Table C-5

OPERATIONAL DATA - BUS TRANSIT PROGRAM - NONURBAN LOCAL BUS SYSTEMS
October 1983 Through September 1984

Non-County Systems	Operator	Start of Service	Service Area Pop.	Vehicles Reg.	Vehicles Lift	Passengers	Vehicle Hours	Vehicle Miles	Pass. per Wkdy.	%SC	%HC	Pass. per Hour	Pass. per Mile	Pass. per Pop.	Passenger % Change from Last Year
Adrian	Private	4/7/76	21,186	5	1	97,150	13,262	164,794	377	42	13	7.3	.59	4.59	+0
Alma	City	6/30/75	9,652	4	2	75,132	8,873	90,348	286	25	5	8.5	.83	7.78	+34
Alpena	Private	7/29/74	12,214	3	3	88,194	12,540	160,891	303	38	31	7.0	.55	7.22	+7
Belding	City	4/14/75	5,634	1	2	42,504	4,370	54,125	157	26	1	9.7	.79	7.54	+17
Big Rapids	City	3/31/75	14,361	5	3	103,300	14,336	149,278	358	29	9	7.2	.69	7.19	+7
Cadillac	Trans. Auth.	12/9/74	10,199	3	4	80,753	17,675	276,397	305	31	27	4.6	.29	7.92	+3
Dowagiac	City	6/16/75	6,307	0	3	33,916	4,783	46,066	134	37	6	7.1	.74	5.38	+11
Gladwin	City	5/13/76	2,479	2	2	27,803	4,905	79,504	110	39	7	5.7	.35	11.22	+54
Grand Haven	City	8/18/75	17,934	7	5	127,129	17,578	279,842	467	26	22	7.2	.45	7.09	+12
Hillsdale	City	6/10/75	7,432	4	1	45,535	5,832	58,437	181	57	24	7.8	.78	6.13	+0
Holland	Private	2/4/74	26,281	8	2	105,958	20,240	249,728	382	42	15	5.2	.42	4.03	-3
Houghton	City	5/10/82	7,512	5	4	83,056	11,989	180,499	321	32	32	6.9	.46	11.06	+5
Ionia	City	6/2/80	5,920	2	2	46,066	5,112	60,522	164	38	4	9.0	.76	7.78	+13
Ishpeming	Trans. Auth.	3/6/75	7,538	1	3	27,999	6,436	99,933	96	43	28	4.4	.28	3.71	-1
Ludington	Trans. Auth.	2/19/74	8,937	7	4	117,372	15,603	165,777	412	41	12	7.5	.71	13.13	+37
Marquette	Trans. Auth.	2/18/74	23,288	5	2	147,674	12,689	138,258	339	10	11	11.6	1.07	6.34	+0
Marshall	City	11/21/74	7,201	3	2	68,611	6,120	84,110	233	25	1	10.2	.74	8.69	+6
Midland	City	6/25/74	37,250	13	2	142,475	26,650	384,210	523	18	26	5.4	.37	3.83	+7
Saugatuck Twp.	Township	5/8/80	3,780	0	3	38,813	5,304	79,489	114	38	9	6.8	.45	9.47	+19
S. S. Marie	C.A. Agency	4/29/74	14,448	4	2	70,811	9,040	112,096	258	33	10	7.8	.63	4.90	-15
Traverse City	Private	5/20/74	15,516	7	3	90,443	17,634	246,331	338	41	30	5.1	.37	5.83	+12
Yates Twp.	Township	7/1/79	1,689	2	2	25,124	6,111	98,941	94	35	10	4.1	.25	14.89	+62
Subtotals and Averages			266,758	91	57	1,685,818	247,082	3,259,576	5,952	31	16	6.8	.52	6.32	+9

500-4

County Systems	Operator	Start of Service	Service Area Pop.	Vehicles Req.	Vehicles Lift	Passengers	Vehicle Hours	Vehicle Miles	Pass. per Wkdy.	%SC	%HC	Pass. per Hour	Pass. per Mile	Pass. per Pop.	Passenger % Change from Last Year
Antrim Co.	County	1/17/77	16,194	5	5	75,965	17,793	389,696	298	20	24	4.3	.19	4.69	+31
Bay Co.	Trans. Auth.	4/19/77	40,000	7	4	170,984	18,459	398,035	712	1	41	9.3	.43	.43	+271
Charlevoix Co.	County	8/1/80	19,907	4	4	73,095	12,319	246,453	290	30	38	5.9	.30	3.67	-2
Crawford Co.	Trans. Auth.	12/1/76	9,465	5	3	110,980	17,963	370,263	388	17	2	6.2	.30	11.73	-6
Eastern U.P.	Trans. Auth.	3/1/76	21,240	10	2	80,600	15,370	332,472	294	6	56	5.2	.24	3.80	+7
Eaton Co.	Trans. Auth.	9/29/80	88,337	8	9	130,313	24,528	570,669	503	19	27	5.3	.23	1.48	-1
Gladwin Co.	County	6/22/81	19,957	3	3	13,656	4,215	72,637	198	19	33	3.2	.19	.68	+19
Iosco Co.	Nonprofit	10/15/79	28,349	3	4	68,084	12,965	276,286	250	25	20	5.3	.25	2.40	+8
Isabella Co.	Trans. Comm.	6/10/74	54,110	16	9	172,877	28,153	558,458	586	23	25	6.1	.31	3.20	+2
Jackson Co.	Private	12/15/80	111,756	3	6	28,208	8,122	150,833	145	21	75	3.5	.19	.25	-45
Lenawee Co.	Private	10/2/78	68,762	11	3	59,954	13,389	258,529	238	30	58	4.5	.23	.87	+93
Manistee Co.	Nonprofit	3/3/75	23,019	12	7	129,534	24,158	465,942	454	28	13	5.4	.28	5.63	+10
Mecosta Co.	County	9/25/78	22,600	5	5	66,432	12,318	322,754	267	7	60	5.4	.21	2.94	+27
Ogemaw Co.	County	12/8/80	16,436	2	2	24,987	4,500	75,754	132	27	18	5.6	.33	1.52	N/A
Ontonagon Co.	County	7/20/81	10,548	2	3	7,890	2,351	40,475	124	32	17	3.4	.19	.75	+6
Oscoda Co.	County	12/8/80	6,858	2	2	16,491	4,756	74,404	87	52	6	3.5	.22	2.40	N/A
Otsego Co.	County	10/6/80	14,993	4	3	55,921	13,227	262,791	224	16	33	4.2	.21	3.73	+5
Roscommon Co.	County	10/27/80	16,374	5	5	80,689	17,408	500,992	346	27	2	5.2	.18	5.48	+0
Schoolcraft Co.	County	9/15/80	8,575	3	2	27,598	6,071	85,625	109	29	47	4.6	.32	3.22	+26
Van Buren Co.	County	1/1/79	66,814	3	3	47,127	8,153	160,867	186	33	64	5.8	.29	.71	-8
Subtotals and Averages			664,294	113	84	1,450,385	266,218	5,613,935	5,831	20	30	5.5	.26	2.18	+9
Nonurban Totals and Averages			931,052	204	141	3,136,203	513,300	8,873,511	11,783	26	23	6.1	.35	3.37	+9
Urban Systems															
Benton Harbor	Trans. Auth.	9/30/74	16,858	10	4	142,946	23,359	287,843	567	36	1	6.1	.50	8.48	+21
Niles	Private	11/4/74	18,257	5	5	111,065	20,610	244,937	378	40	7	5.4	.45	6.08	-9
SEMTA (sm. bus)	Trans. Auth.	8/19/74	4,417,383	0	343	1,732,584	257,961	4,716,717	6,428	N/A	N/A	6.7	.37	.39	-14

*Gladwin County, Ontonagon County, Jackson County, Ogemaw County, and Oscoda County, statistics are for less than one year only due to start-up date.

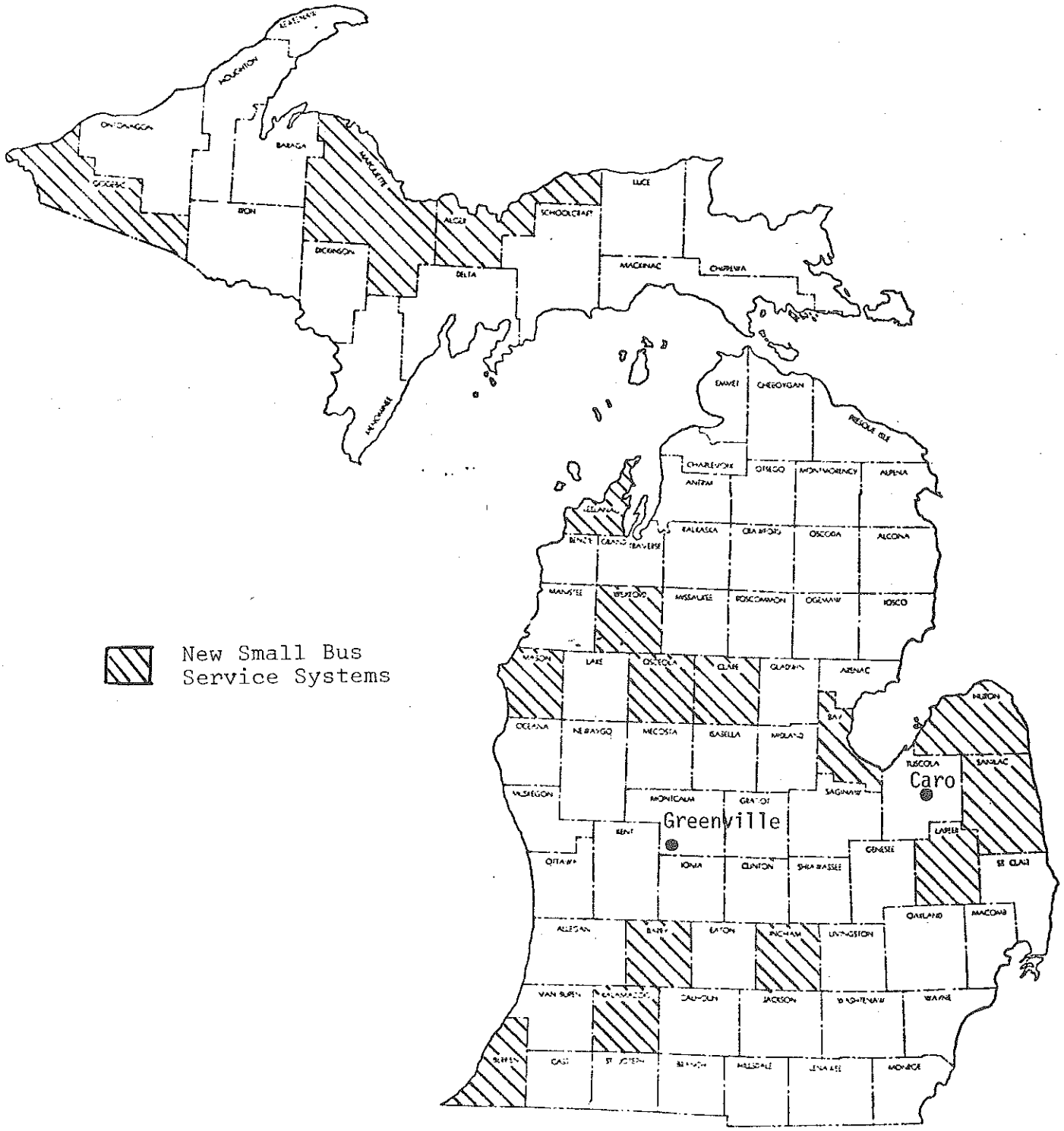
Note: Number of vehicles includes loaners.
SC denotes senior citizen riders.
HC denotes handicapper riders.

500-4

Table C-6

Figure C-3

NEW SERVICE SYSTEMS
as of 9/30/84



OPERATIONAL DATA - BUS TRANSIT PROGRAM - NEW SERVICE BUS SYSTEMS
October 1, 1983 - September 30, 1984

Location	Operator	Start of Service	Service Area Pop.	Vehicles Reg.	Vehicles Lift	Pass.	Vehicle Hours	Vehicle Miles	Pass. per Wkdy.	* %SC	** %HC	Pass. per Veh. Hour	Pass. per Mile	Pass. per Pop.	Pass. % Change Same Qtr. Last Year
Alger County	Nonprofit	1/11/82	9,225	5	3	45,784	13,788	286,321	189	24	3	3.3	.16	4.96	+9
Barry County	County	2/1/82	45,781	0	6	51,467	7,786	196,490	203	25	2	6.6	.26	1.12	+3
Bay County	Trans. Auth.	12/28/81	40,000	0	4	47,499	6,899	126,929	190	15	1	6.8	.37	1.19	+3
Berrien County	Private	11/1/83	136,241	4	7	101,654	20,831	342,059	427	7	65	4.8	.30	.75	-
Caro (Village of)	Private	7/84	4,317	1	2	2,914	1,300	10,809	31	70	17	2.2	.27	.68	-
Clare County	Nonprofit	8/15/83	23,822	3	2	52,163	18,490	272,104	203	11	47	2.8	.19	2.19	+16
Gogebic County	Nonprofit	11/3/81	19,686	2	3	41,783	8,328	113,537	163	44	9	5.0	.37	2.12	-5
Greenville	City	12/14/81	8,019	1	2	54,516	9,877	70,624	218	32	3	5.5	.79	6.80	+23
Huron/Sanilac	Trans. Auth.	9/28/81	77,248	13	5	166,417	32,153	734,096	865	27	47	5.1	.23	2.15	+29
Ingham County	Private	8/25/81	98,154	3	4	36,129	8,046	238,435	120	29	25	4.49	.41	.37	+4
Kalamazoo County	Nonprofit	1/3/84	212,378	4	10	50,439	9,709	133,946	554	32	60	5.2	.38	.24	-
Lapeer County	Nonprofit	11/29/82	70,038	4	2	46,365	11,647	237,069	163	15	50	3.9	.20	.66	+57
Leelanau County	County	11/16/81	14,007	4	3	48,232	10,692	310,951	189	7	5	4.5	.16	3.44	+24
Marquette County	Trans. Auth.	3/22/82	43,275	5	3	103,098	22,575	508,699	343	6	10	4.5	.20	2.38	+33
Mason County	Trans. Auth.	1/18/84	17,428	3	3	30,543	7,232	126,880	165	11	37	2.8	.24	1.75	-
Osceola County	County	2/16/84	18,928	3	2	21,925	5,047	109,504	139	12	62	4.3	.29	1.16	-
Wexford County	Trans. Auth.	9/1/82	14,903	2	2	41,009	8,979	139,323	170	30	26	4.5	.29	2.75	+64
NEW SERVICES TOTALS & AVERAGES			797,363	57	63	934,074	201,434	3,897,054	4,359	20	29	4.64	.24	1.17	-45

[1]Statistics are for less than one year.
*SC denotes senior citizen riders.
**HC denotes handicapper riders.

500-4

Table C-7

During F.Y. 1983-84, there were 34 specialized services projects operating in 24 counties and 2 cities as shown on Figure C-4. Operational and fleet inventory data for these systems are provided in Table C-8. Act 51 of 1951, as amended, provides that not more than $850,000 per fiscal year shall be distributed as operating grants for specialized services.

RIDESHARING PROGRAMS

The Department of Transportation administers a state ridesharing program composed of two elements. The first element is a grant program for eligible governmental agencies to support local activities related to carpooling, vanpooling, buspooling and public transportation services. The second element is the vanpool program called "MichiVan." The department contracts with a private third party vanpool provider to provide fleet administration and vehicle acquisition for the program. The vanpool program is self supporting except for marketing and administrative costs. In F.Y. 1983-84 there were 100 vehicles providing service to approximately 1,300 commuters each day and conserving almost 460,000 gallons of gasoline. Table C-9 provides operational data on ridesharing and vanpooling services. Figure C-5 shows the location of these services throughout the state.

About $262,500 of oil overcharge refunds are funding an additional five local ridesharing offices. The funding period is from January 1, 1985 through September 30, 1986. A statewide ridesharing promotional effort will also be undertaken with these funds.

INTERCITY BUS PASSENGER SERVICE

The intercity bus industry in Michigan provides a variety of transportation services to over 475 communities. There are approximately 106 authorized carriers operating 3,700 registered motor buses providing regular route service, charters, tours, worker/commuter service, buspools, and school transportation. Figure C-6 shows the intercity bus network throughout the state. Of the 106 authorized carriers, nine major carriers account for nearly 90 percent of the passengers and revenue.

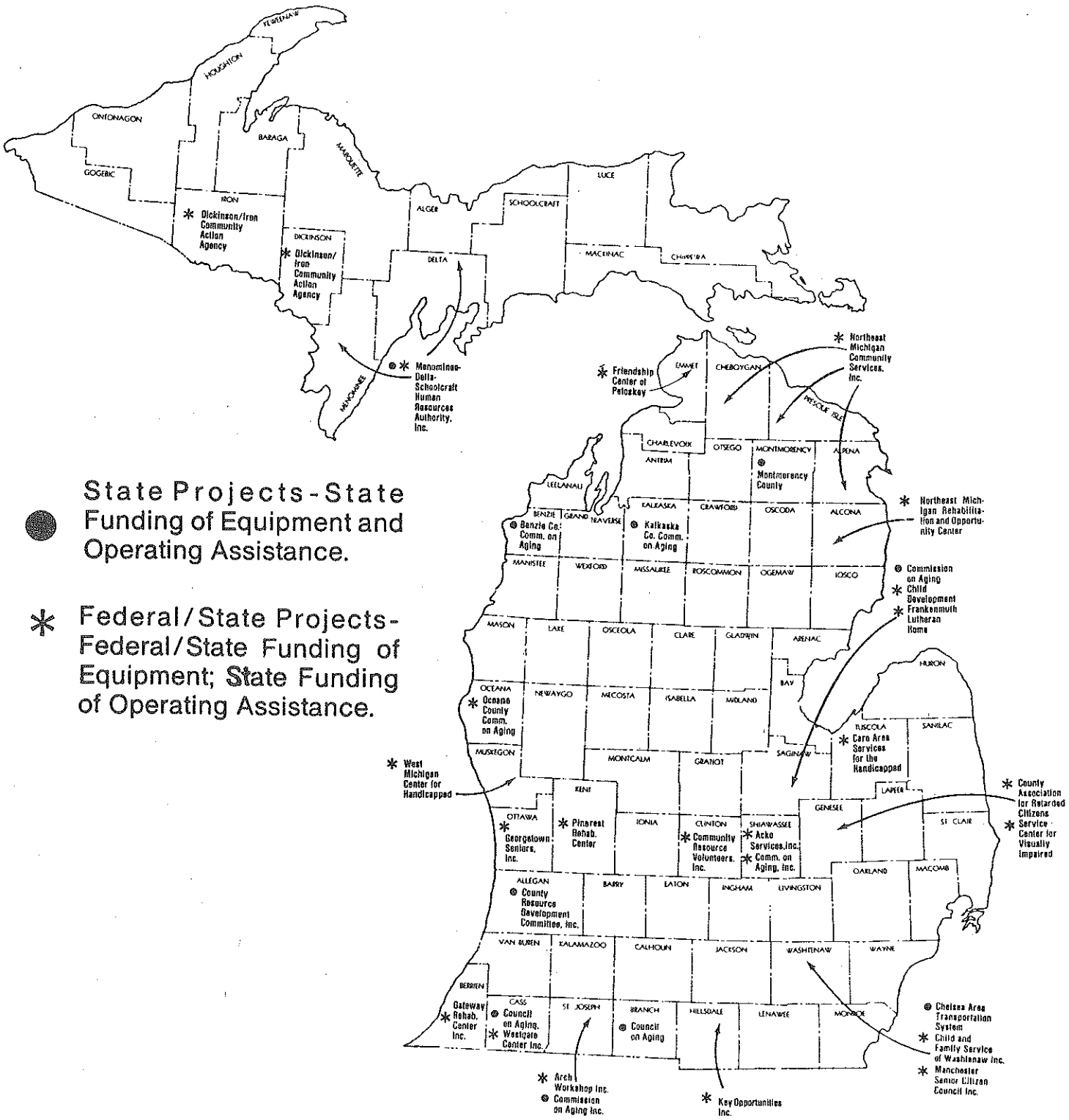
An area of importance is tours and charters to recreational destinations and major tourist attractions operated by resident and non-resident intercity bus companies. In 1983 an independent study demonstrated that tourism operations by bus companies were responsible for $236 million in added economic activity in Michigan. A single, fully-loaded tour or charter bus can mean as much as $3,500 a day to a community for accommodations, meals, and other services.

The intercity bus service is an industry in transition due to deregulation at the state and federal levels. The state's involvement in intercity bus activity includes the remaining regulation of the industry, providing operating assistance to maintain essential routes, providing funding for terminals, and purchasing vehicles through a bus loan program.

Figure C-4

SPECIALIZED SERVICES SYSTEMS

FY 1983-84



● State Projects - State Funding of Equipment and Operating Assistance.

* Federal/State Projects - Federal/State Funding of Equipment; State Funding of Operating Assistance.

Note:
Services provided essentially for seniors and handicappers, but general public is served if capacity permits.

OPERATIONAL DATA - BUS TRANSIT PROGRAM - SPECIALIZED SERVICES
OCTOBER 1983 - SEPTEMBER 1984

Location	Operator	Start of Serv.	Vehicles Reg.	Vehicles Lift	Pass.	Veh. Hours	Veh. Miles	#SC	#HS	#HC	%SC	%HS	%HC	Pass. per Hour	Pass. per Mile	Pass. % Change Same Qtr. Last Yr.
Allegan Co.	County	7-76	0	2	100,927	3,927	54,349	99,507	1,920	0	99	0	1	25.70	1.86	+92
Alpena/Cheboygan/Presque Isle Cos.	Thunder Bay Transp. Corp.	9-81	0	4	14,687	4,996	112,164	1,283	0	12,242	9	0	83	2.94	.13	+61
	NE Mich Rehabiliation	12-80	3	2	11,579	1,649	31,199	0	0	11,579	0	0	100	7.02	.37	+23
	Cheboygan COA	8-76	1	2	7,879	3,626	38,968	7,697	0	182	98	0	2	2.17	.20	+63
	Presque Isle COA	7-76	0	2	8,268	2,928	42,569	6,795	861	177	82	10	2	2.82	.19	+7
Benzie Co.	COA	6-75	0	1	4,381	1,999	31,154	1,790	1,035	1,136	41	24	26	2.19	.14	+66
Branch Co.	COA	10-75	0	1	9,365	2,000	20,576	7,883	1,280	202	84	14	2	4.68	.46	+64
Cass Co.	Westgate Center for Hdcp.	6-76	0	1	8,038	957	26,368	0	0	8,038	0	0	100	8.40	.30	+14
	COA	9-75	0	1	2,994	1,784	27,772	2,838	156	0	95	5	0	1.68	.11	+10
Delta/Menominee Cos.	CAA	6-75	0	4	29,049	8,573	87,020	15,002	11,649	1,631	52	40	5	3.39	.33	-3
Dickinson/Iron Cos.	CAA	2-76	0	7	31,800	9,761	109,024	21,886	1,853	0	69	6	0	3.26	.29	-20
Genesee Co.	Association for Retarded	3-81	3	4	58,968	23,170	219,336	0	0	58,968	0	0	100	2.55	.27	+58
	Service Center Vis. Impaired	3-81	0	2	5,718	2,599	28,700	62	0	5,450	1	0	95	2.20	.20	+78
	Center for Ind. Living	9-84	0	1	3,914	1,242	13,185	198	2,773	988	4	71	25	3.15	.30	NA
Hillsdale Co.	Key Opportunity	10-83	0	1	12,390	890	15,369	0	141	10,620	0	1	86	13.92	.81	+70
Kalkaska Co.	COA	10-76	0	3	14,922	3,493	78,826	6,179	485	8,666	41	1	58	4.27	.19	+19
Kent Co.	Pine Rest Rehabilitation	7-76	3	3	10,689	2,826	63,868	0	0	10,689	0	0	100	3.78	.17	-24
Mackinac Co.	CAA	10-84	0	2	5,261	884	16,823	3,020	9	1,153	57	0	22	5.95	.31	NA
Montmorency Co.	County	6-76	1	2	658	990	13,194	658	0	0	100	0	0	.66	.05	-3
Muskegon Co.	W. Mich. Center for Hdcp.	10-76	0	1	6,416	883	9,404	2,870	0	892	45	0	14	7.27	.68	+9
Oceana Co.	COA	8-80	1	2	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
Ottawa Co.	Georgetown Seniors	2-82	0	1	843	542	8,001	188	569	0	22	67	0	1.56	.11	-12
City of Petoskey	Friendship Center	8-76	0	2	19,246	3,723	46,098	17,426	1,036	784	91	5	4	5.17	.42	+10
Saginaw Co.	COA	7-75	0	2	11,912	3,008	44,228	11,912	0	0	100	0	0	3.96	.27	-9
	Child Development Center	5-81	0	3	29,159	2,292	33,481	0	0	29,159	0	0	100	12.72	.87	+22
	Frankenmuth Lutheran Home	11-76	0	1	1,023	372	5,107	764	27	0	75	3	0	2.75	.20	+33
Shiawassee Co.	COA	10-76	1	1	14,589	2,253	21,425	13,348	106	0	91	1	0	6.48	.68	+64
	ACKCO Rehabiliation	7-76	1	1	23,081	2,233	40,103	0	0	23,081	0	0	100	10.34	.58	+32
St. Johns	CVR	8-84	0	1	58	36	324	15	6	7	26	10	12	1.61	.18	NA
St. Joseph Co.	COA & ARCH Workshop	1-77	2	3	28,033	7,024	102,798	8,343	9	19,673	30	0	70	3.99	.27	+17
Washtenaw Co.	Chelsea Area Transp.	10-76	1	0	7,611	2,030	15,395	7,344	225	42	96	3	1	3.75	.49	0
	Child & Family Services	8-82	0	2	9,760	2,760	39,770	6,155	2,925	484	63	30	5	3.54	.25	+110
	Manchester Senior Citizens	6-82	1	1	1,271	530	15,329	1,206	65	0	95	5	0	2.40	.08	+48
	Saline Int. Transit	9-84	0	1	1,270	692	7,903	277	65	664	22	5	52	1.84	.16	NA
Total			18	67	260,759	106,672	1,419,830	244,611	27,168	206,323	48	5	41	2.44	.18	-31

1222-9sp

Table C-8

Table C-9

RIDESHARING SERVICES AND BENEFITS F.Y. 1983-84

CARPOOL PROGRAM

Number of Carpoolers	1,632.40
Number of Carpools	583.00
Vehicles Removed	670.45
Vehicle Trips Saved	335,225.00
VMT Reduced	4,529,910.00
Gallons of Gas Conserved	277,508.00

VANPOOL PROGRAM

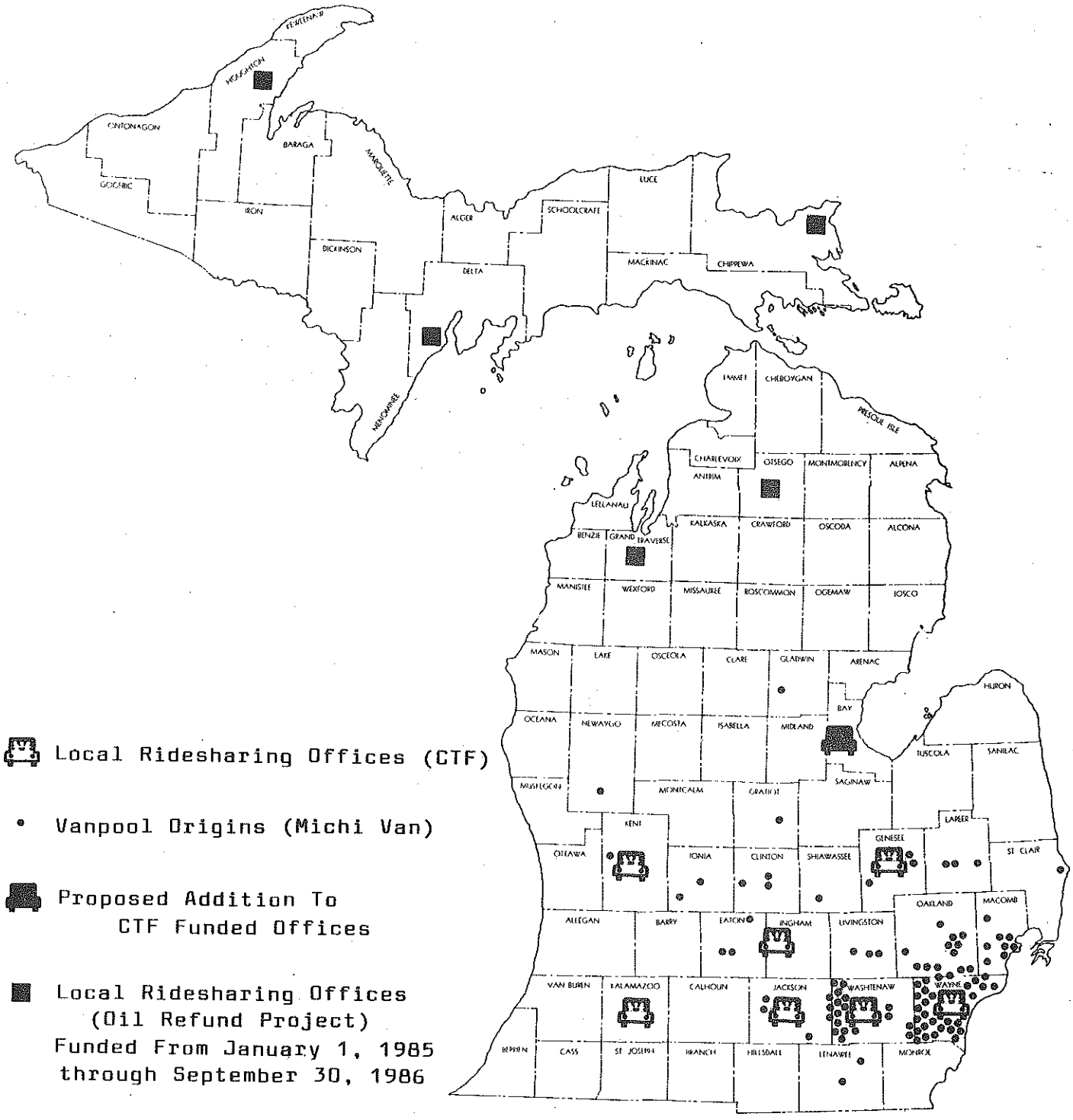
Number of Vans	100.00
Number of Vanpoolers	1,300.00
Vehicles Removed	983.00
Vehicle Trips Saved	491,500.00
VMT Reduced	18,922,750.00
Gallons of Gas Conserved	458,500.00

PROGRAM BENEFITS

	Direct	Indirect	Totals
Vehicle Trips Saved	497,420.00	335,225.00	832,645.00
VMT Reduced	10,774,417.50	4,529,910.00	15,304,327.50
Gallons of Gas Conserved	428,813.00	277,508.00	706,321.00
User Cost Savings	$1,540,741.70	$39,683.64	$1,580,425.35
Parking Space Reduction	994.84	670.45	1,665.29
Tons of Pollutants Saved			
Hydrocarbons (HC)	29.67	12.47	42.14
Carbon Monoxide (CO)	266.99	112.25	379.24
Nitrous Oxides (NOx)	36.78	15.47	52.25
No. Accidents Prevented	22.35	9.39	31.74
No. Injuries Prevented	11.06	4.65	15.71

Figure C-5

RIDESHARING PROGRAM



Local Ridesharing Offices (CTF)

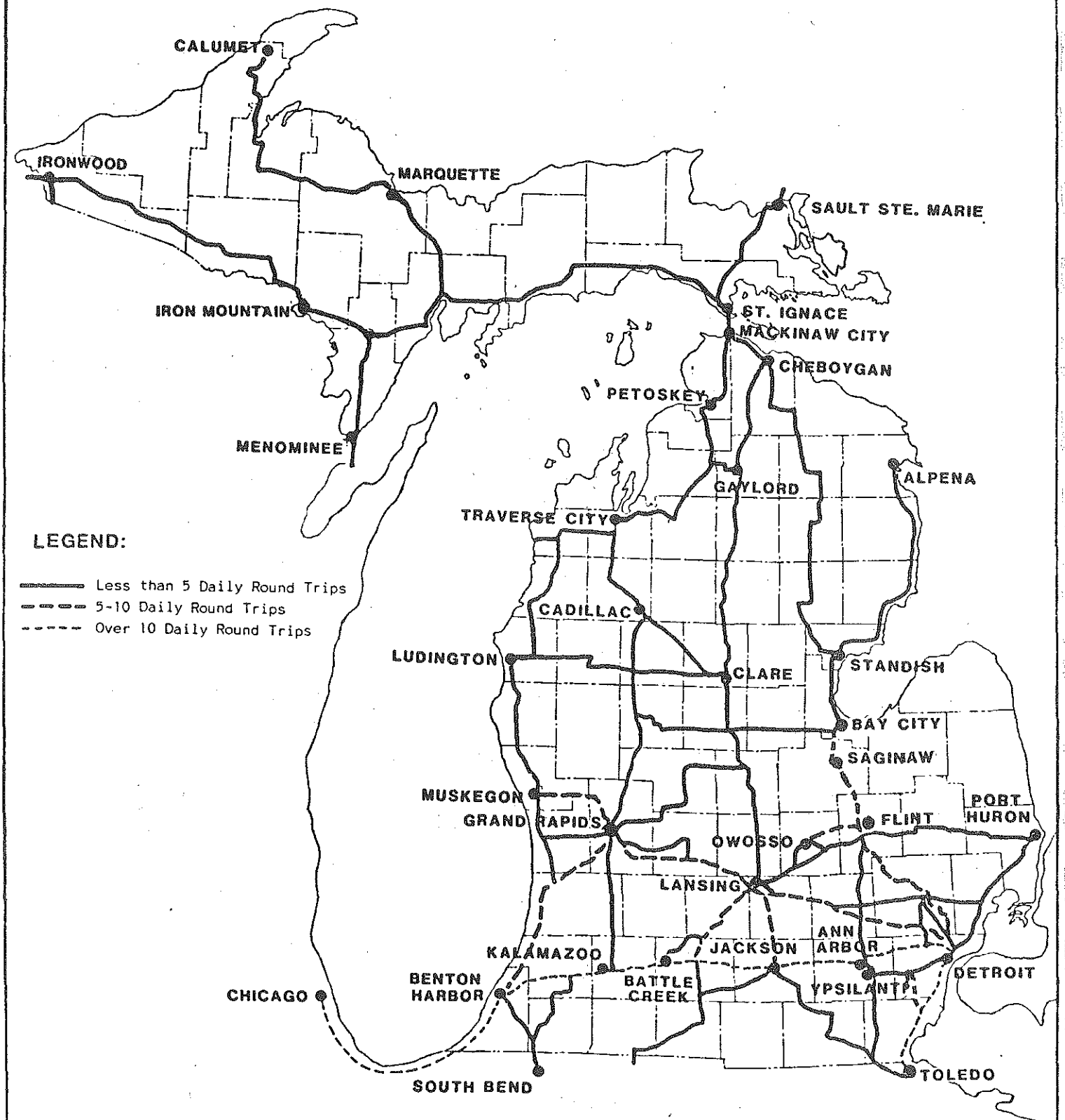
Vanpool Origins (Michi Van)

Proposed Addition To CTF Funded Offices

Local Ridesharing Offices (Oil Refund Project) Funded From January 1, 1985 through September 30, 1986

INTERCITY BUS REGULAR ROUTE NETWORK

Figure C-6



UPDATED 3/85

INTERCITY RAIL PASSENGER

The intercity rail passenger system serves more than 20 Michigan cities along routes extending over 625 miles. Five round trip trains, serving an average of over 1,500 daily Michigan travelers, operate over these routes. Michigan's rail passenger system for F.Y. 1983-84 is shown on Figure C-7. Table C-10 provides ridership information for F.Y. 1983-84.

In terms of service frequency, the highest level of service is along the heavily traveled Detroit-Chicago corridor, with three daily round trip operations. One daily Detroit-Chicago round trip extends south to Toledo where connections are available to and from the northeastern United States. Amtrak service in the Chicago-Battle Creek-Lansing/East Lansing-Flint-Port Huron corridor provides one round trip daily, as does the Grand Rapids-Chicago service introduced in late F.Y. 1983-84. In Chicago, connections with Amtrak's nationwide rail system link Michigan cities with nearly 500 other towns and cities throughout America. While emphasis is placed on building ridership, continuing progress has been achieved in increasing the revenue generation of Michigan's Amtrak service.

Amtrak and the state have invested heavily in passenger station development in communities throughout Michigan. Amtrak has also invested nearly $40 million in major Michigan track upgrading that now permits sustained passenger train operating speeds of nearly 80 mph.

TABLE C-10
Rail Passenger Riderhsip Data
F.Y. 1983-84

Service	Ridership
Toledo-Detroit-Chicago	369,000
Chicago-Port Huron-Toronto	114,000
Grand Rapids-Chicago*	31,754

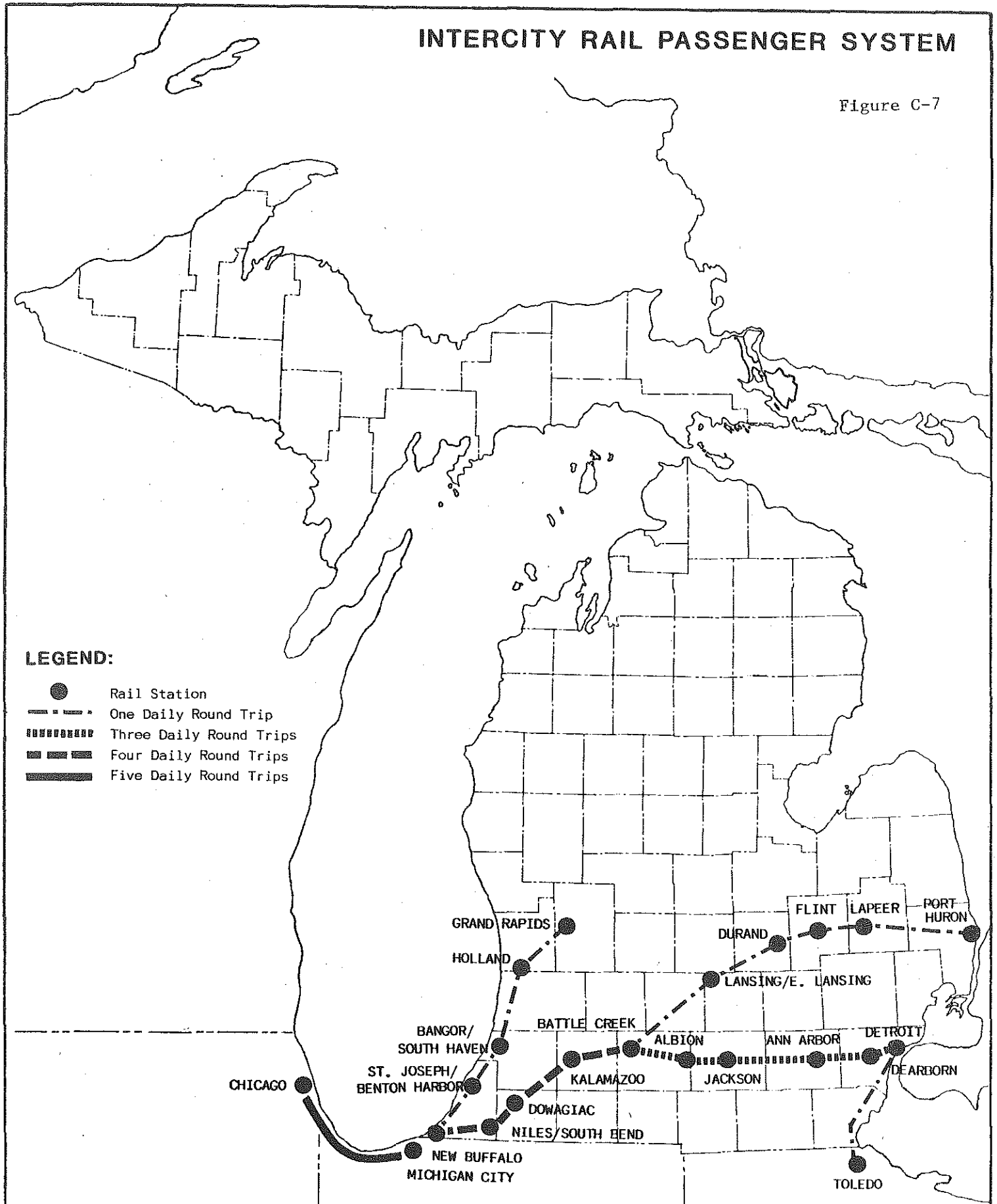
* Service began August 5, 1984; Ridership total August-December 1984

MARINE PASSENGER SERVICE

The marine passenger system consists of 20 ferry services operating in the waters surrounding the State of Michigan as shown in Figure C-8. Two are rail/auto/passenger, 11 are auto/passenger, and 7 are passenger-only carriers. Approximately 25 communities are directly served. Some of these are on the nine populated islands which are connected to Michigan's mainland by ferry services. Three unpopulated islands also have service that is related to tourism.

INTERCITY RAIL PASSENGER SYSTEM

Figure C-7

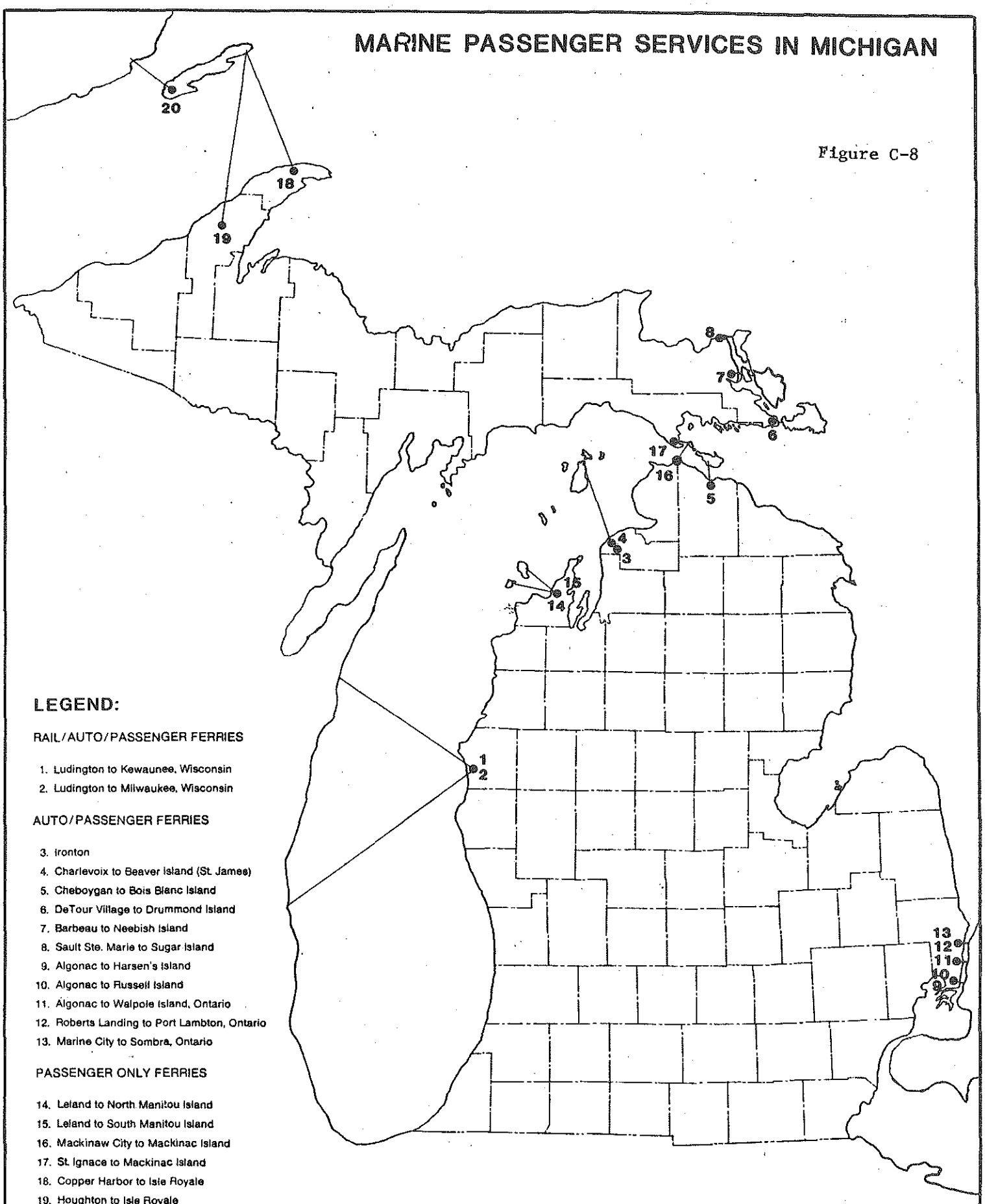


UPDATED 3/85

Source: MDOT, Passenger Planning Section

MARINE PASSENGER SERVICES IN MICHIGAN

Figure C-8



LEGEND:

RAIL/AUTO/PASSENGER FERRIES

1. Ludington to Kewaunee, Wisconsin
2. Ludington to Milwaukee, Wisconsin

AUTO/PASSENGER FERRIES

3. Ironton
4. Charlevoix to Beaver Island (St. James)
5. Cheboygan to Bois Blanc Island
6. DeTour Village to Drummond Island
7. Barbeau to Neebish Island
8. Sault Ste. Marie to Sugar Island
9. Algonac to Harsen's Island
10. Algonac to Russell Island
11. Algonac to Walpole Island, Ontario
12. Roberts Landing to Port Lambton, Ontario
13. Marine City to Sombra, Ontario

PASSENGER ONLY FERRIES

14. Leland to North Manitou Island
15. Leland to South Manitou Island
16. Mackinaw City to Mackinac Island
17. St. Ignace to Mackinac Island
18. Copper Harbor to Isle Royale
19. Houghton to Isle Royale
20. Isle Royale to Grand Portage, Minnesota

UPDATED 3/85

Of these 20 services, only those to Drummond, Neebish and Sugar islands receive funding from the CTF. The Eastern Upper Peninsula Transportation Authority (EUPTA) is responsible for their operation. During F.Y. 1983-84, 483,326 passengers and 218,549 vehicles were carried on these three services.

RAIL FREIGHT SERVICE

The ability of the state's system of railroads and waterways to deliver quality freight service plays a signficiant role in supporting economic activity. Railroad freight service in Michigan is operated over approximately 5,000 route miles (shown on Figure C-9) by 7 major (Class I) railroad companies and 16 short-lines and terminal railroad companies. In 1980, the latest complete year for data, 1,237,000 carloads were generated from Michigan stations--roughly 3.5 percent of the nation's rail traffic.

Michigan's railroad network has been shrinking steadily for more than two decades. Since 1960, 2,125 Michigan route miles have been abandoned and 9 carferry routes have been discontinued. As of March, 1985, rail carriers in Michigan had applied to the Interstate Commerce Commission (ICC) to abandon an additional 40 route miles. Another 405 miles are considered candidates for ICC filings in the near future, including 275 miles in the Upper Peninsula. Table C-11 summarizes the status of jeopardized segments.

Michigan's decline in railroad mileage is the result of a national movement to rationalize and deregulate freight transportation. The movement began in the early 1970's with the bankruptcies of major railroad companies in the northeast/midwest region. Federal intervention preserved essential regional rail service through the formulation of Conrail, and assisted affected states in preserving service on lines essential to state commerce. In the last five years, federal legislation has deregulated the freight industry in an effort to assist railroad corporations to become healthy, financially viable enterprises. The result, however, has been a steady stream of branchline abandonments, creating a need for public and private action where economic health and growth would be adversely affected.

Through F.Y. 1983-84, the state had acquired 879 miles of right of way and invested, to the extent possible with available funds, in projects to rehabilitate this trackage to facilitate safe and efficient service operation. But total rehabilitation needs have been estimated to require $75 million of additional investments--a level well beyond available funding.

MARINE FREIGHT SYSTEM

There are 74 commercial ports in Michigan, of which 56 are regularly active in the movement of freight. These ports, identified in Figure C-10, handled 80 million tons of cargo in 1981.

Figure C-9

MICHIGAN'S RAILROAD NETWORK

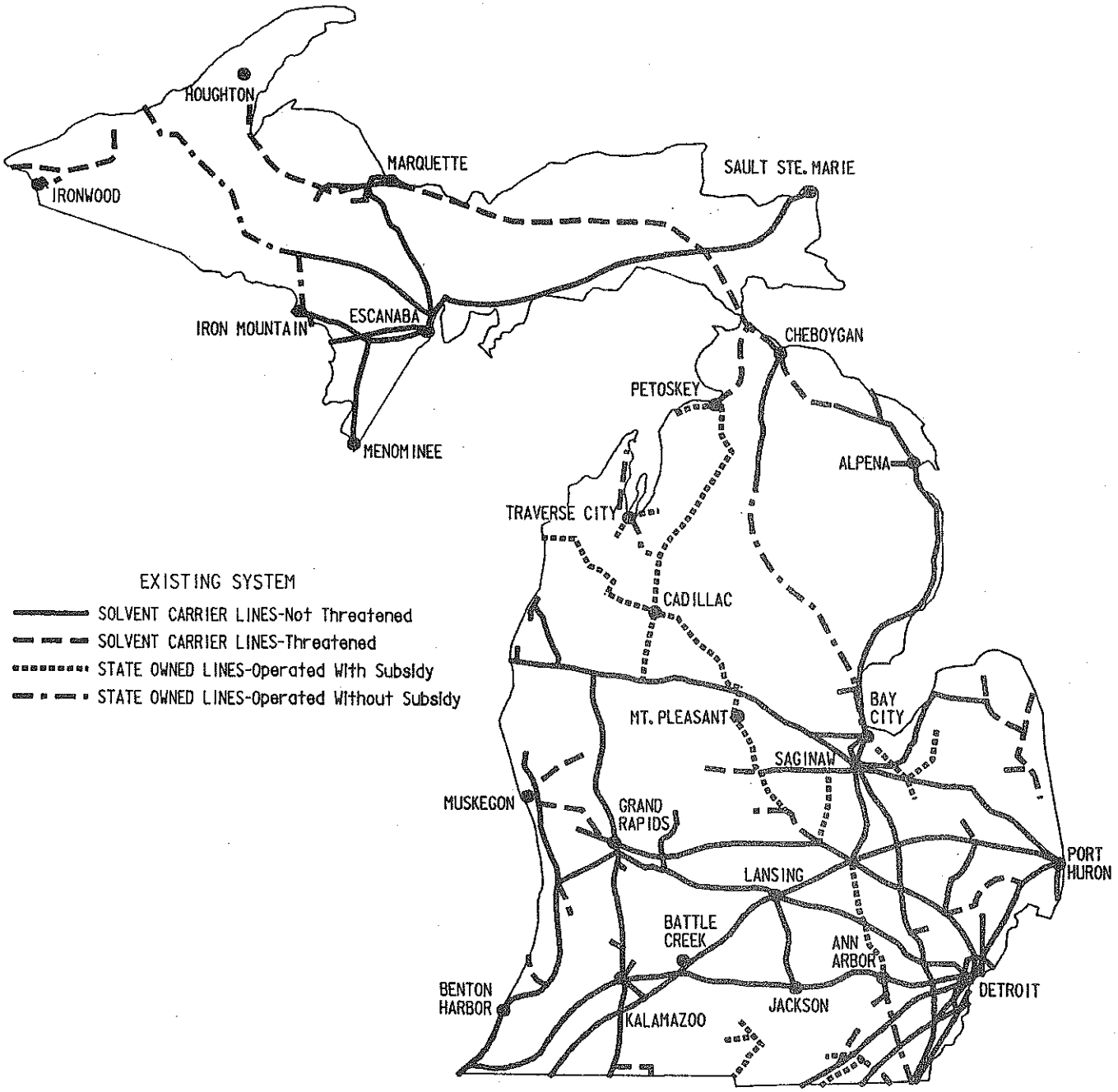


Table C-11

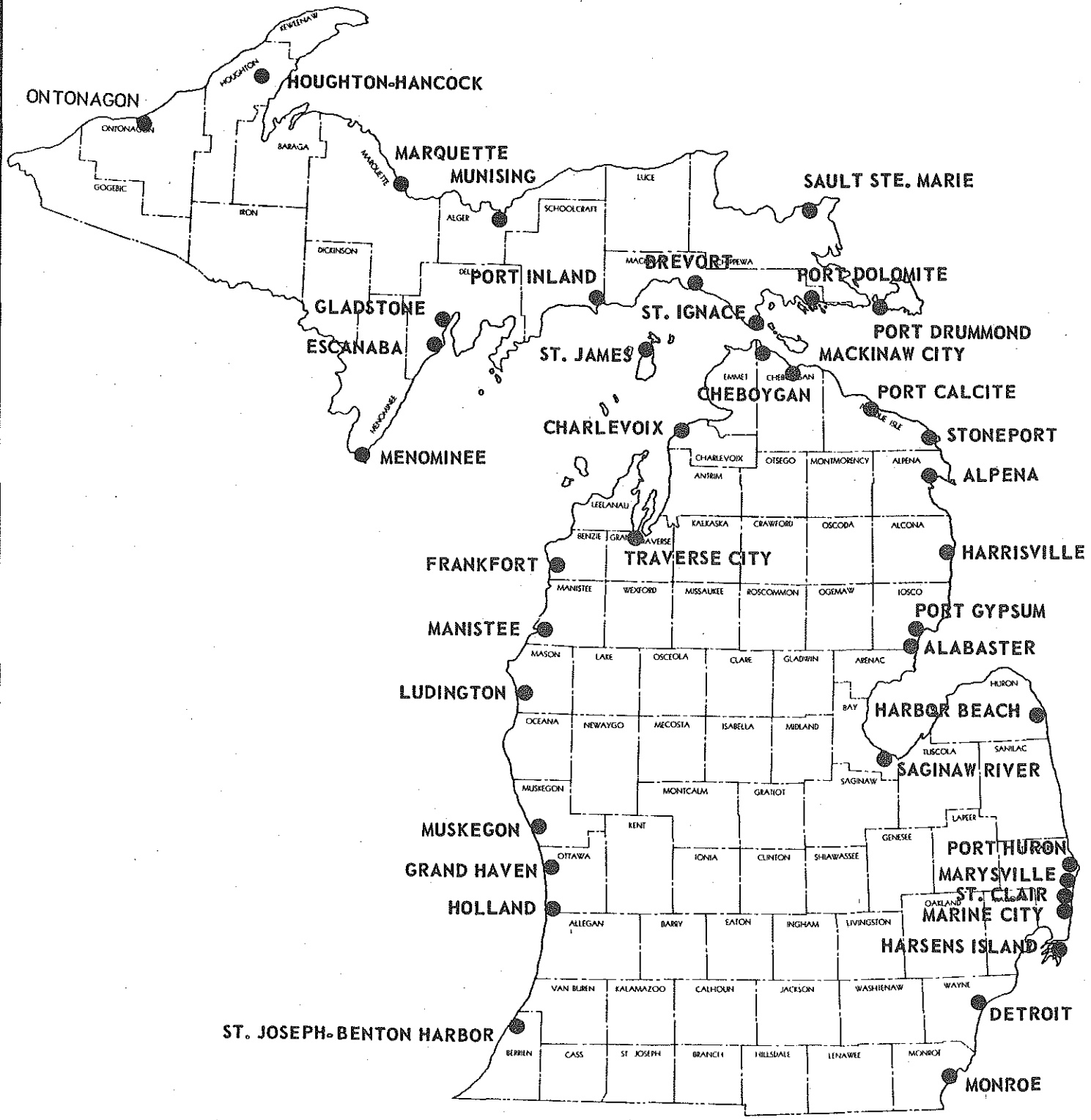
SUMMARY OF PENDING AND POTENTIAL RAIL ABANDONMENTS WITHIN MICHIGAN, AS OF MARCH 11, 1985

Based upon ICC System Diagram Maps and Data From Michigan's Class II Railroads

	CATEGORY	Rail Mileage
1.	Lines which carrier anticipates will be subject to an abandonment or discontinuance application within the next three years.	378.84
2.	Lines under study and potentially subject to abandonment application.	26.70
3.	Lines for which an abandonment or discontinuance application is currently pending before the Interstate Commerce Commission.	39.76
4.	Lines operated under rail service continuation contracts or owned by State of Michigan.	870.87
		1,316.17

Figure C-10

MICHIGAN COMMERCIAL PORTS



Most ports in Michigan operate privately and have no public involvement in their management. The minimum level of public involvement is the existence of a development agency which could perform a support role in the development of terminals or services. Most ports have such an agency available, although few utilize them. Other types of management structures include port commissions or port authorities, either of which may have limited or broad powers related to port management or development. There currently are two active commercial port commissions and one port authority in Michigan.

CTF participation in the state's port system has been limited to matching local (city and county) budget allocations to port authorities. One port authority has been created, the Detroit/Wayne County Port Authority CTF support to this authority has been provided since F.Y. 1980-81. The authority is currently involved in the development of a legislatively mandated port master plan which is due to be completed in September 1985. This document will define goals and objectives relative to the future of the authority.

CTF F.Y. 1985-86 PROGRAM CATEGORIES AND PROJECTS

This F.Y. 1985-86 program is directed toward the goal of providing a balanced statewide network of public transportation services essential to the social and economic well being of the state. It includes planned expenditures for local transit and new small bus services, intercity passenger transportation services, freight transportation services, and the transportation development account.

The following pages provide a detailed description of each of the program categories, services provided, and eligible systems or carriers. The amount allocated to each program is shown by the program structures of:

Preserve - to maintain existing transportation service levels, equipment, and facilities.

Improve - to increase the capacity or service level of existing transportation services, equipment, and facilities.

Expand - to provide a new service or facility or to extend service to a new area.

These program structure amounts are estimates based on overall needs analysis. Project selection may result in changes in these estimated amounts.

LOCAL TRANSIT SERVICES

The purpose of local transit services is to provide the maximum practical level of public bus transportation to the general public, senior citizens, and handicappers of the state within the constraints of federal, state, and local funding. The programs directed toward this goal are:

1. Statutory Operating Assistance for Local Transit: Preserve

$ 66,992,100 CTF

The agencies eligible for assistance under this program are listed below. The urbanized area transit systems receive federal operating and capital assistance directly from the Urban Mass Transportation Administration (UMTA). The nonurbanized area transit systems receive federal operating assistance through the state. The number of systems by category fluctuates as new small bus systems complete their first three years of operation and become included in the nonurbanized system category, as systems merge, or as systems discontinue service. In F.Y. 1985-86 it is estimated there will be 13 urbanized and 48 non-urbanized transit systems in operation. Four urbanized systems also provide service in non-urbanized areas, as shown by the asterisk in the listing below:

Urbanized Area Transit Systems

Ann Arbor	Grand Rapids	Muskegon
Battle Creek	Jackson*	Niles*
Bay County*	Kalamazoo	Saginaw
Benton Harbor	Lansing	SEMTA*
Flint		

Nonurbanized Area Transit Systems - County Systems

Alger County	Gogebic County	Mecosta County
Antrim County	Huron County	Ogemaw County
Barry County	Ingham County	Ontonagon County
Charlevoix County	Iosco County	Oscoda County
Clare County	Isabella County	Otsego County
Crawford County	Lapeer County	Roscommon County
Eaton County	Leelanau County	Sanilac County
EUPTA	Lenawee County	Schoolcraft County
Gladwin County	Manistee County	Van Buren County
	Marquette County	Wexford County

Non-urbanized Area Transit Systems - Non-County Systems

Adrian	Greenville	Marshall
Alma	Hillsale	Midland
Alpena	Holland	Saugatuck
Belding	Houghton	Sault Ste. Marie
Big Rapids	Ionia	Traverse City
Dowagiac	Ludington	Yates Township
Grand Haven		

*Combined urbanized and nonurbanized system.

The estimated state share of needs in this area, based on providing a continuation level of funding from F.Y. 1984-85, is $74 million. Because of the damaging reductions in service that would be necessary without additional funding, it is recommended that this program be supplemented by $5 million from the Transportation Development Account.

	Preserve	
2. Nonurbanized Bus Operating Assistance	$ 4,000,000	UMTA

This program provides federal operating assistance for public transportation in the nonurbanized areas of the state. The non-urbanized area transit systems and the nonurbanized portion of the combined transit systems listed above are eligible to receive these federal Section 18 funds. The amount of state and federal funding is dependent upon the federal appropriation.

3. New Small Bus and Specialized Services

Preserve	Expand	Total
$2,627,000	$2,526,200	$5,153,200 CTF

This program provides operating assistance for specialized services provided by private non-profit organizations in counties that do not have countywide public transportation services. It also provides operating and capital assistance to local areas to operate small vehicles for a three-year new service period.

a. Specialized Service

Many of the transportation disadvantaged, such as senior citizens and handicappers, look to specialized services as a primary means of transportation. As a top priority, Act 51 provides that not more than $850,000 per fiscal year shall be distributed as operating assistance grants for specialized services. The counties with systems eligible for this assistance in F.Y. 1985-86 include the following, as well as areas where new small bus service is planned but may not be implemented:

Alcona County	Genesee County	Oceana County
Alpena	Hillsdale County	Ottawa County
Baraga County	Iron County	City of Petoskey
Benzie County	Kent County	Presque Isle County
Cass County	Lapeer County	Saginaw County
Cheboygan County	Mackinac County	St. Clair County
Clinton County	Montmorency County	St. Joseph County
Delta/Menominee Co.'s	Muskegon County	Shiawassee County
Dickinson County	Newaygo County	Washtenaw County

b. New Small Bus Services

The new small bus element of this program has been successful in introducing public bus transportation for a three-year period. This allows communities the opportunity to develop ridership and then decide whether to provide continued local funding. The vast majority have chosen to continue local funding, either through a millage or through an appropriation. In F.Y. 1985-86, it is estimated that 12 continuation systems, as listed below, will be in operation, with 4 additional systems starting during the year.

Allegan County*	City of Caro	Keweenaw Bay Area*
Berrien County	Grand Traverse Co.*	Lapeer County**
Branch County	Kalamazoo County	Mason County
Clare County**	Kalkaska County*	Osceola County

*Planned for F.Y. 1984-85
**Will complete third year of operating during F.Y. 1985-86

INTERCITY PASSENGER TRANSPORTATION SERVICES

Intercity passenger transportation programs are directed toward developing and improving essential and responsive transportation services between cities. These services are essential to provide basic intercity transportation for significant segments of our population and are important to the Michigan economy in the area of development and tourism. The activities under this category are:

1. Service and Facility Development

Preserve	Improve	Total
$1,788,500	$2,000,000	$3,788,500

The purposes of this program are to support the continuation and development of essential intercity bus service statewide to promote group travel and tourism by intercity bus, and to develop safe and efficient transportation facilities. This program, which can provide up to 948,000 miles of daily service, assures the citizens of Michigan access to a network of public transportation services through the development, preservation, restoration, and expansion of intercity bus

passenger services to link Michigan's small urban and rural communities to major population and commercial centers. Special projects for colleges, worker/commuters, and other traffic generators may be necessary to stimulate industry and tourism.

Assistance is provided to support promotional efforts aimed at improving intercity bus ridership and increasing tourism by intercity bus tour and charter companies. The objective of this assistance will be to build greater public knowledge, appreciation, and support of services offered by the industry through aggressive public relations and advertising efforts. Efforts will spotlight existing intercity bus regular route services as a convenient, economical and easily accessible mode of intercity transportation, whether for business, personal or leisure travel. Assistance for economic development and tourism purposes would showcase promotional efforts to encourage group travel by intercity bus.

A further goal of this program is to meet the needs of small urban and rural communities for passenger facilities that provide convenient access to modes of transportation for the traveling public. In some cases, reinstituting intercity service in communities is dependent upon passenger facilities.

This program will provide funding for facilities in the smaller communities throughout the state and for development of terminals along major travel corridors. Security will be provided at most facilities. Also included is the property management of the Southfield facility.

		Improve	
2.	Intercity Bus Equipment Loan Program	$ 366,700	CTF
		1,633,300	Bus Loan Fund
		$2,000,000	

This program is complementary to the intercity service and facility development program. The program provides for state purchase of intercity buses which are made available to certified carriers. The carrier repays the state for the equipment plus nominal interest. This program provides needed service that would not otherwise be provided. The loans are repaid within six or eight years. All private carriers who operate regular routes under a certificate of authority to operate as a motor common carrier of passengers and meet program guidelines are eligible to apply under the Intercity Bus Loan Program. This is a loan program. All equipment costs will be repaid to the Bus Loan Fund by the private carriers utilizing the buses. There is little risk of a financial loss, because of the stable collateral value of the intercity bus equipment. Program requirements have resulted in many new regular-route services by private carriers at no state expense.

Deregulation has dramatically increased the present demand for new equipment. To date, 125 buses have been purchased for private carriers to operate regular routes. Over 65 percent of the total

funding amount of these buses has been repaid to the state. At current estimated costs, the funding amount would permit the purchase of 11 additional buses.

	Improve
3. Intercity Air Marketing Assistance	$50,000 CTF

Michigan is served by 12 regional (commuter) airlines. Seven of them connect Michigan communities with the hub airports of Detroit Metro and Chicago O'Hare. One, Michigan Airways, operates seasonal service between Pellston and Mackinac Island, and four fly from the Detroit airports to out-of-state destinations only. These airlines serve 22 Michigan communities.

Service at four locations--Jackson, Manistee, Menominee, and Sault Ste. Marie--receives federal operating subsidy. The state does not provide operating assistance to airlines. The state's involvement has been to monitor all scheduled air service, to assist the communities and the airlines when service problems arise, and to promote, improve, and expand scheduled air service, especially to small communities as well as international air service at Detroit Metro.

	Preserve
4. Map and Directory	$40,000 CTF

The department has in past years published a map and directory of available public transportation services. These directories have proved popular. To maintain continuity with the 1985 map now being prepared, it is planned to again issue this information and marketing tool in 1986. The amount provided will fund approximately 150,000 to 200,000 directories for use by the tourism industry, the public tranpsortation industry, and the traveling public.

5. Rail Passenger Transportation

Preserve	Improve	Total
$2,900,000	$600,000	$3,500,00 CTF

Rail passenger service provides an alternative mode of travel for the general public. Services planned for F.Y. 1985-86 are the International Limited route that links Port Huron, Flint, Lansing/East Lansing and other central and eastern Michigan cities with Chicago, and the Pere Marquette service that links Grand Rapids and other southwestern lower Michigan cities with Chicago. The International Limited serves approximately 110,000 travelers annually. The Pere Marquette is expected to serve approximately 70,000 travelers in F.Y. 1985-86. Emphasis will continue on exploring opportunities to improve the financial and operational performance levels of Michigan train service. Where opportunities are identified, operations may be modified accordingly. The state also works closely with local communities and travel organizations to promote the development of tourism/excursion train services that contribute to the state's important tourism industry.

The Detroit-Chicago rail passenger corridor requires additional track, signal, and facility improvements to generate improved operating and economic performance levels. Continued passenger terminal development in Flint, East Lansing, Detroit, and other communities requires track, signal, and facility improvements. Upgrading of grade crossing protection along passenger rail lines can increase both safety and operating performance levels.

	Preserve
6. Water Passenger Transportation	$ 500,000 CTF

The state provides operating and capital support to designated water ferry operations linking Drummond, Neebish, and Sugar islands with the Chippewa County mainland. These services are administered by the Eastern Upper Peninsula Transportation Authority. Residents of the islands have no other means of transportation to the mainland. They are dependent upon these services for school and work transportation, as well as access to fuel and other basic supplies and services. The ferry services also promote tourism opportunities essential to Michigan's economy. Funds for rehabilitation of the dock facilities are provided through the Transportation Development Account.

INTERCITY FREIGHT TRANSPORTATION SERVICES

The purpose of this program is to assist in the resolution of freight movement problems resulting from threatened loss of rail service and to improve the level of service capable of being provided by the state's rail freight system, thereby contributing to Michigan's economic development and revitalization. The activities are:

	Preserve
1. Property Management and Miscellaneous Expenses	$1,700,000 CTF

The department owns approximately 879 miles of railroad right-of-way and track structure, several parcels adjacent to the right-of-way, numerous pieces of rolling stock, other specialized pieces of rail and water equipment, and several buildings. Other rail property is leased. The department may deem additional leases or purchases to be necessary in F.Y. 1985-86 in order to accomplish program objectives. Inherent in state ownership and lease of property is the responsibility associated with property management.

Expenses eligible under this program include those arising from leases and taxes, inventory, storage and disposition, maintenance and repair, and insurance and security of state-owned or leased rail and water freight equipment, rolling stock, land, and/or other fixed facilities. Other eligible expenses include feasibility evaluations of specified freight services and, subject to the outcome of those evaluations, continuation of such services in the manner most conducive to efficient operations.

Miscellaneous expenses such as those arising from audit resolutions, facilitate property management functions are also eligible under this program element.

		Preserve	
2.	Rail Freight Capital Assistance	$3,211,200	CTF
		2,000,000	Rail Loan Fund
		1,500,000	Federal
		$6,711,200	

The purpose of the capital program is to provide a rail trackage that will help preserve essential rail service. Department-owned rail corridors need capital improvements to ensure continued safe and efficient rail operations. Subprograms to be carried out with these funds include bridge, grade crossing, and track construction and rehabilitation. Projects will be financed with contributions from affected local governments, state agencies, railroads, and/or rail users via negotiated loans, loan/grants, rail leases, or lease/purchase agreements.

The state freight program assists localities and railroad shippers in minimizing the potentially adverse economic impacts of threatened rail service through capital assistance, primarily in the form of acquisition or rehabilitation of lines for which shipping industries are willing to bear the cost of operation and maintenance. The program is responsive to new economic development projects which require the construction of railroad support facilities. The state's commitment to rebuild the Michigan economy is of priority importance. Hence, when development opportunities are contingent in part on railroad facilities, the program responds through joint ventures with other project partners. A third area of program investment is the efficient, effective and economical management of state-owned railroad property. Hence, property management expenditures are an ongoing and essential element of the freight program budget.

Additional funding for the track rehabilitation subprogram is provided from the TDA.

		Preserve	
3.	Port Assistance	$242,000	CTF

The purpose of this program is to provide state assistance to port authorities. State assistance is available for eligible port authorities for operating budgets. Upon city, county and state approvals of the budget, 50 percent is to be funded by the state and 25 percent each from the city and county. The Detroit/Wayne County Port Authority is eligible for this state assistance.

TRANSPORTATION DEVELOPMENT ACCOUNT

$17,493,600 CTF
5,216,000 Federal
$22,753,600

The purpose of the Transportation Development Account is to provide funding for projects that contribute to a balanced statewide network of public transportation services. Examples are construction, acquisition or improvement of physical plants or rolling stock; pioneering technological and systems improvements; encouraging economic development; and maintaining essential services to the citizens of Michigan. Activities eligible for funding under this program in F.Y. 1985-86 include:

		Preserve
1.	Bus Capital	$5,000,000 CTF 4,790,000 UMTA $9,790,000

This project is designed to meet capital needs of urbanized transit systems, nonurbanized transit systems, and specialized services systems for senior and handicapper citizens. It is estimated that urban transit systems in Michigan will receive capital apportionments of $30 million from UMTA's Section 9 program in F.Y. 1985-86. To capture these funds, a local match of $6 million would be required. Federal grants may also become available from UMTA's discretionary program (Section 3) for local transit systems, from UMTA's Section 18 program for nonurbanized systems, and from UMTA's Section 16(b)(2) program for private, nonprofit agencies that serve elderly and handicapper citizens. In addition, there is a need for replacement vehicles and equipment in nonurban systems, and for rehabilitation of transit vehicles, for which no federal funds are anticipated.

Together, these capital funding needs total more than $17 million in state funds. The modest amount devoted to this project in F.Y. 1985-86 will meet only the most critical needs.

		Preserve
2.	Vanpooling	$ 110,000 CTF

This project will fund the continuation of "MichiVan" vanpool services to qualified commuting groups of nine or more persons throughout the State of Michigan. Self-supporting except for marketing and administrative costs, MichiVan is one of the most cost-effective transportation services supported by this Department. Vanpooling is an energy-efficient form of transportation that contributes to the relief of traffic congestion and air pollution. This project, which has accelerated the expansion of vanpooling in Michigan, will continue to be used to meet transportation demands where public transportation is unavailable, has been discontinued, or is unsuited to commuter travel needs.

	Preserve	
3. Statewide Ridesharing	$225,000	CTF

Ridesharing programs assist persons in finding alternative transportation services. Ridesharing for the work trip offers potential for reducing energy consumption, traffic congestion, and air pollution. Ridesharing is acknowledged by the U.S. Department of Transportation as being the most cost-effective means of meeting these objectives.

This project will provide grants to local agencies for ridesharing organizational and promotional efforts, the development of selected statewide ridesharing marketing efforts, and the conduct of demonstration and development projects. Most of the costs are associated with the continued support of local ridesharing offices. Continuation grants will be based on evaluation of effectiveness.

	Improve	
4. Planning Grants	$ 30,000	CTF

With the concurrence of the local transit agencies, several state metropolitan planning organizations are utilizing UMTA Section 9 funds for planning tasks directly related to the area's transit program. This project provides matching funds on an 80 percent UMTA, 10 percent state, 10 percent local (80/10/10) basis. The federal funds are granted to local transit agencies.

	Improve	
5. Technical Studies	$ 35,000	CTF
	470,000	UMTA
	$505,000	

Activities eligible under this project include studies of operational and funding problems, preparation and dissemination of information such as operations manuals, planning new systems, and program management. Specific projects will be selected by the Department's Technical Studies Committee after suggested priorities and funding guidance are received from UMTA. In-kind services will be used to the extent possible to take maximum advantage of federal funds. The UMTA funds shown also allow for in-house expenditures on ongoing research and demonstration projects.

	Improve	
6. Cooperation in Transportation	$ 50,000	CTF

This program will focus on outreach efforts to identify special transportation and mobility needs of consumers, seniors, and handicappers. Program staff will work on a cooperative basis with consumer groups, local transportation providers, or other state or local agencies to meet these needs. Examples of eligible costs include

publication of a consumers' guidebook, technical assistance manual, and training materials, and sponsorship of community workshops and technical assistance conferences.

Improve

7. Lets GO! $500,000 CTF

This acronym stands for Local Efforts in Transportation Service. Many urban areas in Michigan have a wide array of community and human service agencies that provide essential support services to local citizens. Examples are centers for handicapper affairs, sheltered workshops, community mental health centers, offices of services to the aging, and senior citizen centers. Available transportation is key to these human service agencies in providing these support services.

This project will fund one or more demonstration projects to meet the mobility needs of these citizens. In cooperation with local transit agencies, assistance will be provided for planning, technical services, and coordination. For example, more efficient service levels may be possible through coordinated maintenance and dispatch services. Eligible costs include vehicle purchase/rehabilitation, start-up costs, and operating expenses, as determined by community need. Local financial participation will be required. Evaluation will be provided by the Cooperation in Transportation program staff.

Preserve

8. Dock/Vessel Facilities $500,000 CTF

The condition of dock/port facilities for water ferry operations linking Neebish, Sugar, and Drummond Islands with the Chippewa County mainland constrains watercraft operations. There may also be a need for vessel maintenance and improvements to support facilities. This project will address these problems.

9. Rail Freight Capital Assistance

Preserve	Improve	Total	
$5,070,900	$1,000,000	$6,070,900	CTF

Capital funding is needed to supplement federal and other state funds for track, bridge, and crossing rehabilitation, to address pending rail abandonments, and to support efforts to entice rail-using corporations to locate and/or remain in Michigan.

It is expected that a number of major railroad segments will be abandoned in F.Y. 1985-86. Under certain circumstances, department purchase and/or rehabilitation of abandoned segments will be

appropriate, given local economic conditions and the feasibility of operation without state subsidy. Projects will be financed with contributions from affected local governments, state agencies, railroads, and/or rail users via negotiated loans, loan/grants, rail leases, or lease/purchase agreements.

These funds supplement the rail freight capital assistance funds shown earlier.

10. Supplemental Operating Assistance for Local Transit — Preserve $5,000,000 CTF

The program of state operating assistance to local transit agencies was designed to maintain essential services in localities throughout the state. However, the allocation for this purpose falls far short of meeting the needs, as discussed earlier in this program. It is, therefore, recommended that $5 million from TDA be used to supplement this allocation. This would provide a total of $71.8 million for local transit operating assistance.

HIGHWAY PROGRAM

SUMMARY

The highway program is budgeted at $324 million for F.Y. 1985-86. Of this amount, $150 million is slated for preserve, $30 million for improve, and $143 million for expand. In the expand category, about $119 million is allocated to interstate construction.

Our interstate construction will include I-69 northeast of Lansing and I-696 in Oakland County. Construction is scheduled to begin on 9.4 miles of I-69 in F.Y. 1985-86. This will re-route most of the trucks presently using Temporary I-69 through the cities of Lansing and East Lansing.

Approximately 3.5 miles of I-696 is scheduled for construction to begin in F.Y. 1985-86. When completed, this freeway will provide an east-west route into and through the northern portions of Detroit. I-696 will connect to I-94 for travel to Port Huron and across the Blue Water Bridge into Canada.

Portions of the US-31 freeways are also scheduled for construction in F.Y. 1985-86. About 5 miles of US-31 is scheduled to be paved in Berrien County. An additional 8 miles is scheduled for construction in Mason County.

Capacity improvements are scheduled for 29 miles of roadways. Twenty-five million dollars of bridge improvements are also scheduled.

In F.Y. 1985-86, about 391 miles of roadway at a cost of $97 million is scheduled for resurfacing, reconstruction, restoration and rehabilitation. Additional preservation expenditures include $53 million for activities, such as bridge upgrading, environment related, minor widening, safety and traffic operations. These efforts are aimed at returning our highway system to what it once was - - - one of the best in the nation.

REVENUES AND THEIR USES

Projects included in this construction program are on routes eligible for the use of Federal-Aid Highway Funds, and are referred to as Federal-Aid Systems. Routes in the Federal Aid System are the major facilities, such as state trunklines, major county roads and major city streets. This report includes only state trunklines.

Improvements to the state trunkline system are funded primarily by federal and state fuel taxes and vehicle use taxes. The availability of revenue in the appropriate funding programs (discussed later), in large measure, determines the projects that are programmed. The following discussion describes the sources and amounts of federal and state funds received by the department.

FEDERAL FUNDS

Highway Trust Funds are collected by the federal government from taxes on motor fuel and other auto related purchases. Congress authorizes the funding for the Federal Aid Highway Programs and determines the amounts to be included in each. The authorized funds are then made available to the states through reimbursements: The state begins projects with its own money and is reimbursed for the federal share of the project cost as the work progresses. Once the Federal Highway Administration agrees to reimburse the state for the federal portion of a project, an obligation has been created. An obligation is a commitment by the Federal Highway Administration to pay, through reimbursements, the federal share of a project's cost.

The amount that the state can normally obligate has been around ninety-three percent of the annual apportionments and allocations. The obligational limitation placed on F.Y. 1985-86 funds is estimated at $283 million, compared to $307 million of apportionment and allocations.

The following discussion describes the federal funding programs, the estimated amount of funding for each program, and the type of work that can be undertaken. These are federal funds only and do not include the state or local match.

Interstate completion-$64.1 million

This money can only be used for initial construction of the approved interstate routes, such as I-696 & I-69 freeways.

Interstate 4R-$104.5 million

This money can be used for projects on the interstate system that require resurfacing, restoration, rehabilitation and reconstruction (4R).

Federal-aid Primary-$82.9 million

This money can be used for construction and reconstruction projects on the primary routes. An example of the use of these funds is the reconstruction and relocation of M-26 in Houghton County.

Federal-Aid Secondary-$19.4 million

This money can be used for construction and reconstruction projects on secondary routes. By federal law, at least 50 percent of these funds must be passed through to the counties. The Michigan Transportation Commission policy states that 66 percent of available secondary funds will be passed through to the counties.

Urban System-$29.0 million

Urban system funds are available to urban areas with populations greater than 5,000 for improvements on roads within the urban area boundaries. These funds can be used for all types of work.

Any local governmental entity with jurisdiction over a road on the urban system can apply for the funds. Projects are prioritized, and funding decisions are made by urban systems task forces in each urban area. Hardly any of these funds are approved for use on state trunklines.

85% Minimum Allocation-$38.1 million

Michigan has historically been a "donor state", receiving Federal Highway Trust Fund apportionments that are less than contributions to the Trust Fund. The Surface Transportation Assistance Act of 1982 stipulated that no state would be apportioned less than 85 percent of its estimated contribution to the Trust Fund. Therefore, Michigan now receives a minimum allocation ("85 percent floor") which can be used to augment any of the other federal apportionments. The above amount is an estimate, which is subject to change. These funds are used by the department, the counties and the cities. This fund has been a major source of resources for economic development projects.

Other Programs-$39.8 million

The bridge replacement & rehabilitation, hazard elimination, and rail-highway crossing programs are also apportioned by formula. These monies are divided between the department, counties and cities at the discretion of the department. As a rule, the department uses one-half of the hazard elimination and rail-highway crossing funds, and very little of the bridge replacement funds. The Department recognizes that the need for these funds are greater at the local level and passes them through to the counties and cities to use.

Interstate Discretionary-$0 million

This money is available only when all interstate apportioned funds are used. Of the $300 million available nationwide each year, Michigan received $33.1 million in F.Y. 1984-85. This is the first time we received interstate discretionary funds. It is almost impossible to project the amount we may receive in F.Y. 1985-1986; therefore, we are showing no revenue in this program. To keep the completion of Michigan's interstate construction on schedule, we need about $80.0 million of discretionary funds.

Other Discretionary - $12.0 Million

During F.Y. 1984-85 the state received an additional $12 million from the Federal General Fund for the exclusive use on Dixie Highway (US-10) in Oakland County.

STATE FUNDS

The State's share of the Michigan Transportation Fund (MTF) finances the trunkline system and state non-motorized facilities. Two primary sources generate MTF revenue; motor fuel taxes and vehicle registration fees. The estimated revenues by the major sources are shown in Figure H-1.

These taxes, plus taxes from liquified petroleum gas, licenses and permits, and interest on investments constitute the MTF. After deductions for administrative costs, Mackinac Bridge Authority, Critical Bridge Fund, State Waterways Fund, and 10 percent allocation to the Comprehensive Transportation Fund, the balance is distributed to the State Trunkline Fund (STF), county road commissions and cities and villages. The formula for distribution is part of Act 51. The estimated percentages and amounts distributed by the formula for F.Y. 1985-86 are also shown in Figure H-1. This program assumes that the formula will remain the same for F.Y. 1985-86.

100 Percent State Funded Projects

Projects in this category are paid for entirely by the state. This method of funding has traditionally been used to resurface roads, provide quick response for economic development projects, or construct projects that are ineligible for federal aid. In recent years Michigan has built very few projects with 100% Michigan funds, because declining revenues and increasing committed costs leave very little money after matching federal aid. Under the current tax structures, there will be about $5 million available to build 100% Michigan funded projects in F.Y. 1985-86. The lack of funding in the 100% stated funded category reduces our flexibility and decreases the cost effectiveness of our program.

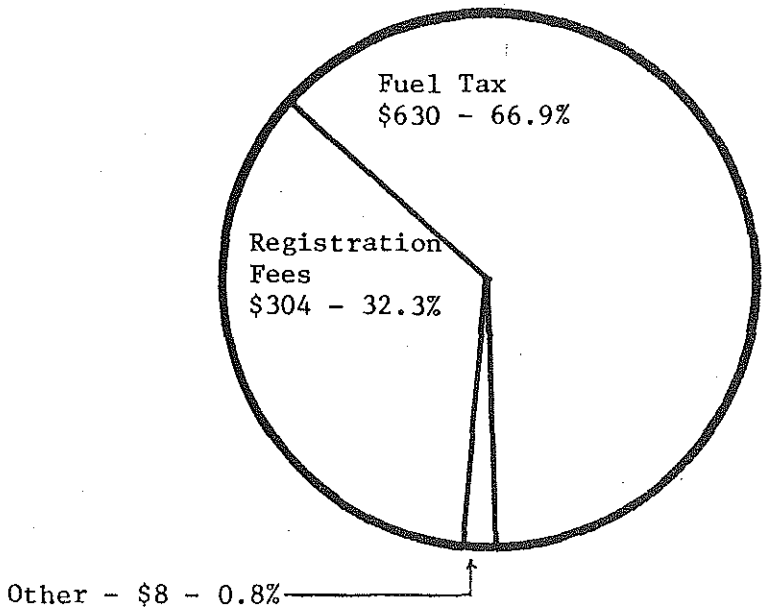
TRUNKLINE INVENTORY

Michigan has 117,034 miles of roadways, which carry 178,600,000 vehicle miles of travel daily. The division of miles of roadway and miles of travel among the state trunklines, county roadways and city roadways are shown in Figure H-2. The state trunklines comprise only 8 percent of the total roadway miles, but carry a full 51 percent of the total miles of travel.

There are 9,257 centerline miles of trunkline that carry 90.3 million vehicles miles of travel daily (VMT). The interstate system makes up 13.9 percent of the total miles and carries 38.3 percent of the total trunkline VMT. U.S. routes comprise 25.2 percent of the miles, while carring 24.4 percent of the trunkline VMT. Michigan (M) routes comprise 60.9 percent of the miles, while carring 37.3 percent of the trunkline VMT. Figure H-3 shows the distribution of miles and VMT among the eligible Federal-Aid routes.

FIGURE H-1

F.Y. 1985-86 MICHIGAN TRANSPORTATION FUND
ESTIMATED REVENUE BY MAJOR SOURCE
(MILLIONS)



F.Y. 1985-86 MICHIGAN TRANSPORTATION FUND
ESTIMATED DISTRIBUTION AFTER DEDUCTIONS

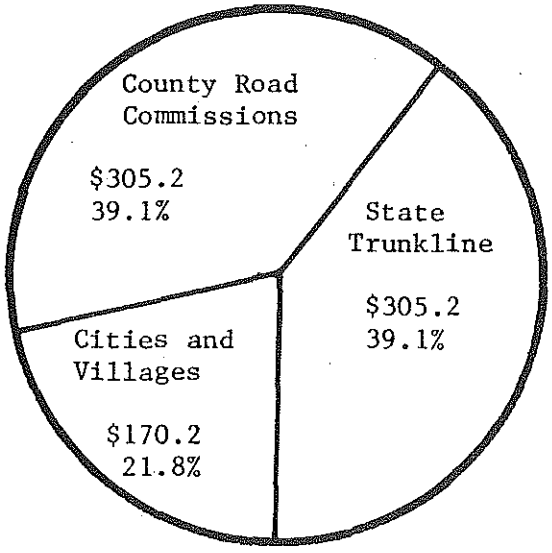
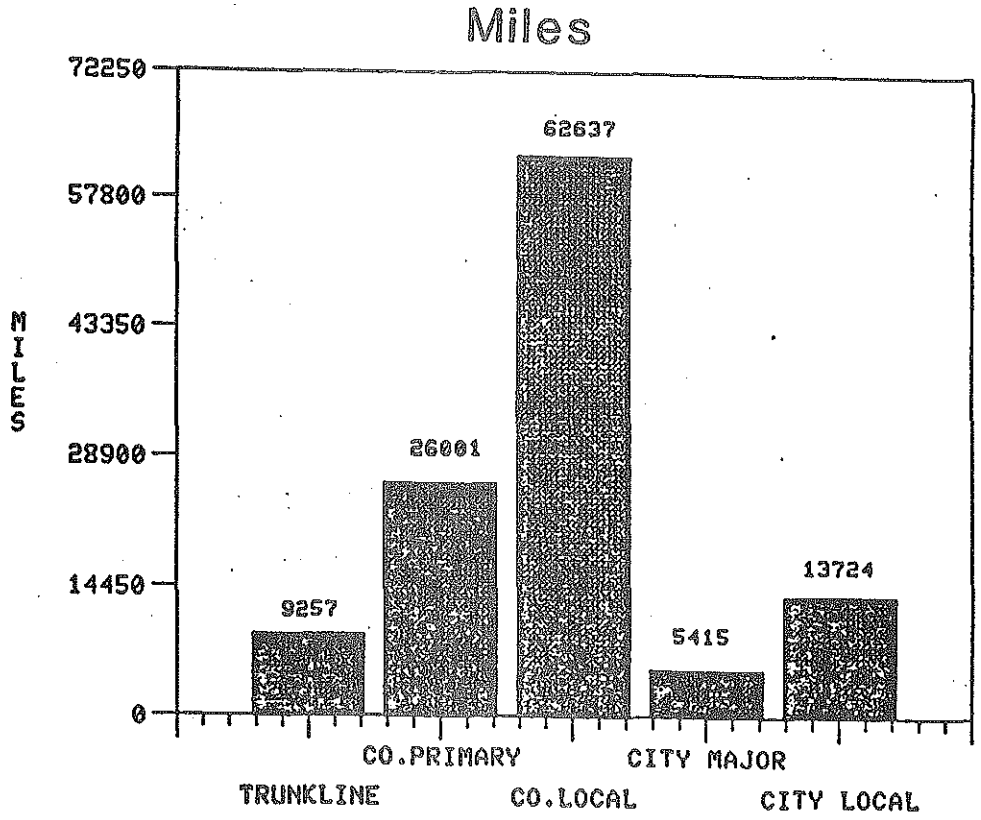
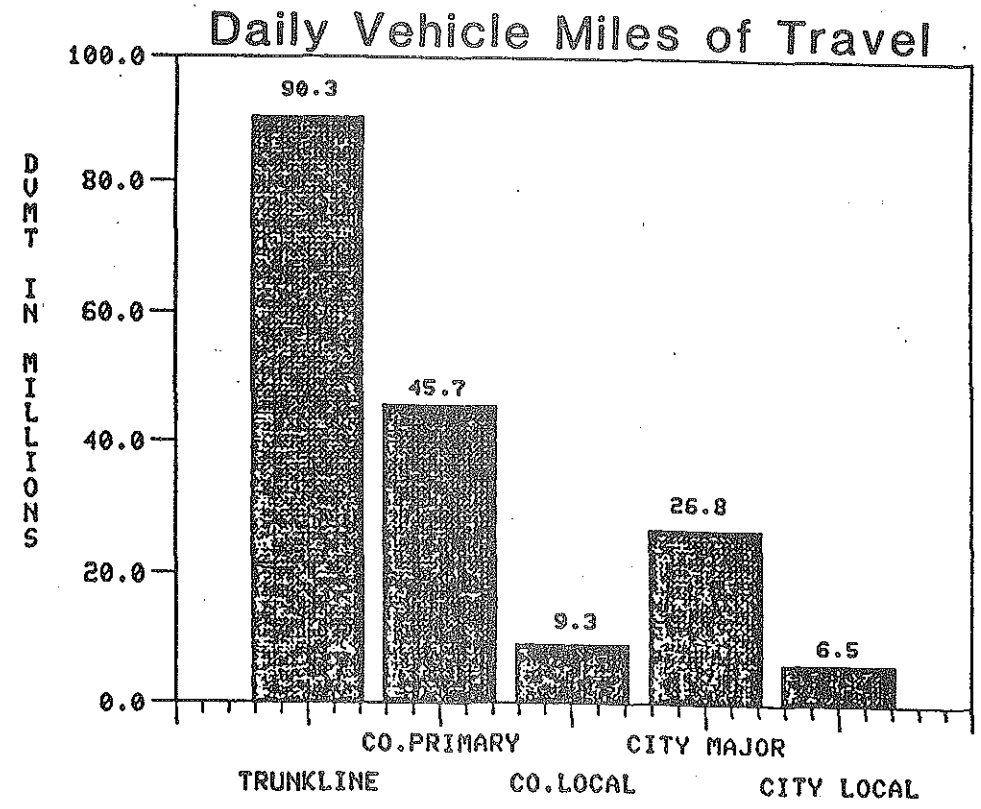


FIGURE H-2



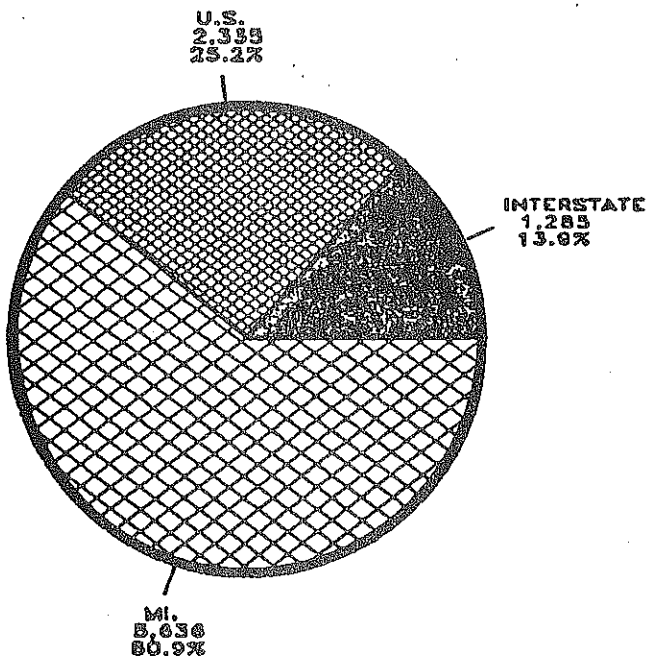


Prepared by: Transportation Planning Procedures Section, MDOT
Source: 1983 Needs File and 1984 Sufficiency Master (1983 A.D.T.)

FIGURE H-3

STATE TRUNKLINE

MILES BY ROUTE



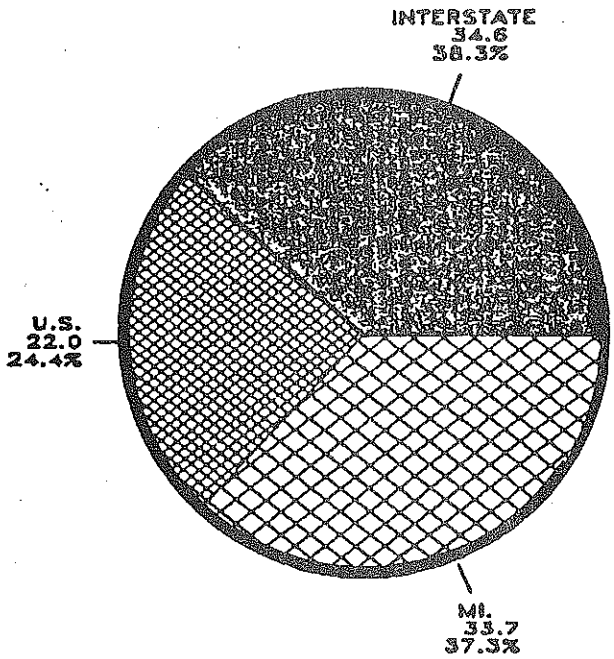
Prepared by: Transportation Planning Procedures Section, MDOT.

January 24, 1985

Source: 1984 Sufficiency Master (1983 A.D.T.)

STATE TRUNKLINE

DAILY VEHICLE MILES OF TRAVEL (MILLIONS)



Prepared by: Transportation Planning Procedures Section, MDOT.

January 24, 1985

Source: 1984 Sufficiency Master (1983 A.D.T.)

PRIORITY COMMERCIAL NETWORK

A new designation for trunkline routes is the Priority Commercial Network. This network, which is still under development, will be comprised of routes that serve a large percentage of the industrial and commercial activity considered vital to Michigan's economy. Five categories of industrial and commercial activity were used to develop the Priority Commercial Network. They are: Agriculture, Forestry, Wholesale Trade, Manufacturing and Tourism. The Priority Commercial Network is not being designed to exclusively serve truck movements, but rather to serve the total flow of commerce in the state. Because of this, the major tourism routes in the state will be included in the Priority Commercial Network.

An analysis of the Priority Commercial Network in its preliminary form shows that it:

1. contains 42 percent of the total trunkline miles;

2. carries 77 percent of the total trunkline commercial miles of travel; and

3. carries 80 percent of the agricultural goods, 84 percent of the forestry goods, 83 percent of the wholesale trade, and 93 percent of tourism in the state.

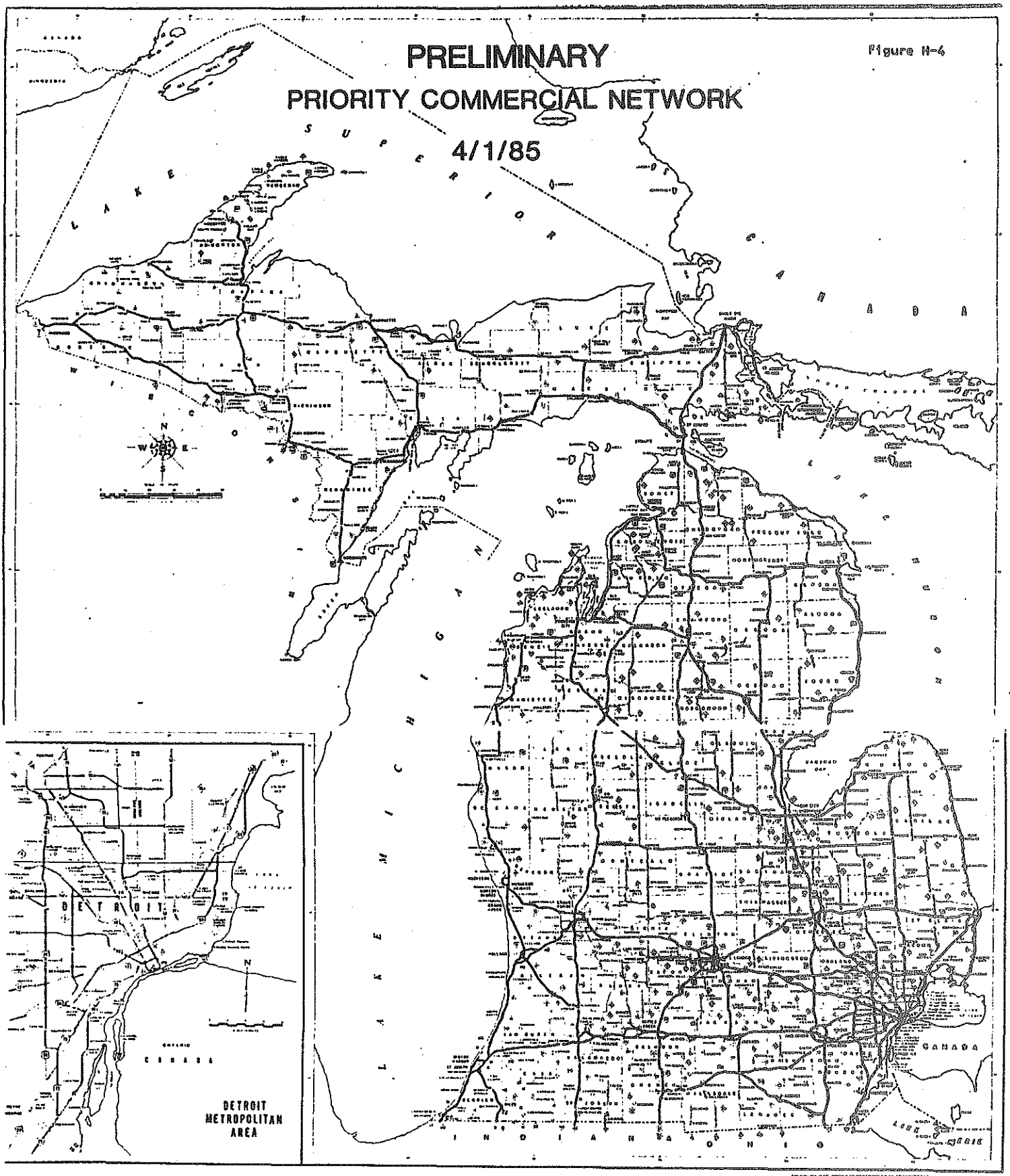
Additionally, it carries 85 percent of the total economic activity for these segments of the economy.

Routes on the Priority Commercial Network will receive special consideration in deciding how deficiencies in base, surface, safety and capacity will be addressed. Figure H-4 shows the preliminary Priority Commercial Network.

TRUNKLINE CONDITION

The trunkline condition is described by sufficiency ratings for surface, base and capacity. The sufficiency ratings are determined for each segment of highway from data obtained from annual inspections and various statistical analyses. Poor surface, base, safety, and capacity ratings indicate a "first priority" for improvements. The following discussion describes how the sufficiency ratings are determined and indicates the ratings for the state trunkline system.

Surface rating represents the adequacy of the road surface. It is calculated from surface condition, pavement and shoulder characteristics, and other pertinent data. This data, combined with deterioration factors and life expectancy, is used to generate the surface rating. Thirty percent of the trunkline surface is rated good, while 46 percent is rated poor. Resurfacing and restoration projects which improve these routes can help eliminate the need for major reconstruction if implemented at an early stage.


PRELIMINARY
PRIORITY COMMERCIAL NETWORK
4/1/85
Figure H-4
LAKE SUPERIOR
CANADA
LAKE MICHIGAN
INDIANA
OHIO
DETROIT
CANADA
DETROIT METROPOLITAN AREA

Base rating represents the adequacy of the roadway base. It is calculated from soil and drainage data obtained from available records, field inspection, and district personnel. Over 51 percent of the mileage is rated good. This is due to the relative young age of the system, especially the interstate. Only 15 percent of the mileage is rated poor.

Capacity rating represents the ability of a section of highway to carry existing traffic volumes. It is calculated using roadway characteristics, sight restriction, and commercial volume data obtained from available records and field inspection. Eighty-one percent of the trunkline have a capacity rating of good. Only 8 percent are rated poor. This is partially attributable to having constructed an efficient system through the years.

Safety rating is used to call attention to excessive or extraordinary conditions which warrant consideration for improvement. It is calculated using roadway characteristics and accident data obtained from internal records, and field inspection. Forty-one percent of the trunkline has a safety rating of good; nineteen percent, a safety rating of poor.

For a more detailed explanation of the ratings of individual routes, refer to MDOT's Sufficiency Ratings Manual.

Although sufficiency ratings are the primary indicators of the overall adequacy of a roadway, there are other methods used to determine condition. One prime example is the pavement management rating, in which a detailed engineering survey is conducted on specific roadway segments. These indicators of condition are combined with functinal classifications and other system characteristics to provide a basis for project selection.

BRIDGES CONDITION

There are 3983 bridges under the state's jurisdiction. Their conditions are rated by inspection and classified by the following criteria:

A "Good" rating indicates that the structure meets current design criteria and is functioning well. Over 91 percent of the structures under the state's jurisdiction are rated good.

A "Structurally deficient" rating indicates that the basic structural components are in need of major repair or replacement. Structures so rated are safely usable, but some may require load restrictions. There are 263 structures with this rating.

"Functionally obsolete" structures indicates an inadequate aspect of the physical design of the bridge, such as inadequate vertical and horizontal clearances, or approach alignments. There are 58 structures with this rating.

PROGRAM EXPENDITURE RESTRICTION

Act 51 specifies that at least ninety percent of the fund, minus certain amounts described below, is to be expended for maintenance of highways, roads, streets, and bridges. The restriction in programming funds is known as the 90/10 requirement. The requirement shall be waived to the extent that applying it would make the state ineligible for federal funds. Act 51 does not restrict interstate funds until January 1, 1986.

The Act defines maintenance to include several activities other than snow removal, drainage, sealing, patching and ordinary repairs associated with routine maintenance. These other activities include safety projects; the preservation, reconstruction, resurfacing, restoration, and rehabilitation of highways, roads, streets, and bridges; widening of less than a lane's width; adding short turning lanes, correcting sub-standard intersections; and, the activities of the Department's Bureau of Highways for implementing these projects.

Activities specifically excluded from maintenance are: (1) projects increasing capacity for routes serving through traffic; and (2) upgrading gravel surface roads to a hard surface. (There are no trunkline roads with a gravel surface.)

Certain expenditures from the State Trunkline Fund may be excluded before determining the 90 percent level. The following is a list of excluded expenditures for State funds.

1. Payments for debt service, bonds, notes, or other similar obligations prior to July 2, 1983.
2. State match for interstate construction (until January 1, 1986).
3. Construction to service new manufacturing or industrial facilities.
4. Capital outlays for purposes other than highways, roads, streets, and bridges.
5. Departmental administrative cost of all bureaus, except the Bureau of Highways.
6. Amounts for projects under contract before January 1, 1983.
7. Money loaned to county road commissions, cities and villages for the capital cost of maintenance projects on roads, streets and bridges.

The list of excluded expenditures for federal funds differs slightly:

1. Interstate construction funds.
2. Construction of routes to serve industrial development routes.
3. Federal contracts dated prior to 1/1/83.
4. Highway Planning and Research Funds.
5. Additional federal share of Priority Primary Routes and federal funds spent on innovative technology.

Tables H-11 and H-12 display the calculation of the 90/10 split for the F.Y. 1985-86 program, based on estimations of the Federal Aid and State Trunkline Fund for F.Y. 1985-86, including the deductions mentioned above. To the extent that state or federal revenues change, these numbers will change. The 90/10 calculation for federal aid was based on the state's obligational authority. The 90/10 calculation for F.Y. 1983-84 is shown in attachment A, which follows this page.

The 1985-86 Program is in compliance with the 90/10 requirement for federal and state funds.

TABLE H-11

FISCAL YEAR 1985-86 HIGHWAY CONSTRUCTION
PROGRAM - DETERMINATION OF 90/10 SPLIT FOR FEDERAL AID

Estimated Federal Aid (includes 85% floor)	$280,000,000
Deduct (Per Section 11(3) of Act 51):	
(a) Interstate	119,154,600
(b) Industrial Development	207,030
Additional Deduct:	
(a) Highway Planning & Research	5,400,000
(b) Innovative Technology	12,000,000
Restricted Funds (Dixie Hwy.)	
Total Deductions	136,761,630
Balance	143,238,370
90 Percent of Balance:	$128,914,533

The federal portion of the construction program equals $148,335,110. This is over $19 million more than required to comply with the 90/10 provision.

ATTACHMENT A

Highway Construction Expenditure Report

Fiscal Year 1983-84

Per Section 11, (2 & 3), Act 51

FISCAL YEAR 1983-84 HIGHWAY CONSTRUCTION EXPENDITURE REPORT

PER SECTION 11 (2 & 3) OF ACT 51

Prepared By: Financial Services Division

May 1, 1985

STATE TRUNKLINE FUND: (Gross Expenditures)		$556,491,784.79
Deduct (Per Section 11 (2 & 3) of Act 51)		
(a) Debt Retirement	$27,627,196.38	
(b) Interstate/Matching	$35,694,188.97	
(c) Industrial Development Route	$556,058.10	
(d) Capital Outlay W. O.	$3,599,498.29	
(e) Operating Expense	$67,756,782.05	
(f) Contracts Prior to 1/1/83	$47,396,301.53	
Total	$182,630,025.32	
Balance:		$373,861,759.47
90 Percent		$336,475,583.52
Maintenance as Defined (Per Section 11 (6) of Act 51):		
Construction Program	$161,325,061.55	
Maintenance Division Program	$126,156,889.61	
Bureau of Highways Administration (75% of 39,350,902.49)	$29,513,176.87	
Total	$316,995,128.03	
Waiver Request: M-21 Freeway		$16,368,108.73
Balance (Under 90% Requirement)		($19,480,455.50)

TABLE H-12

FISCAL YEAR 1985-86 HIGHWAY CONSTRUCTION
PROGRAM - DETERMINATION OF 90/10 SPLIT FOR STATE TRUNKLINE FUND

Estimated State Trunkline Fund:		$305,252,300
Deduct (Per Section 11(2) of Act 51):		
(a) Debt Retirement		33,453,500
(b) Interstate Match		7,122,200
(c) Industrial Development Routes		53,000
(d) Capital Outlay		2,754,000
(e) Operating Expense		44,332,000
	Total	$ 87,714,700
Balance of State Trunkline Fund:		217,537,600
90 percent:		195,783,840
Maintenance as Defined by Section 11(6) in Act 51:		
1985-86 Highway Program		$ 34,070,890
Maintenance Budget		147,049,200
Bureau of Highways Administration (72% X 39,353,600)		28,334,592
		$209,454,682

The Department must spend at least $195,783,840 of state trunkline funds on maintenance; it has budgeted $209,454,682 on maintenance.

PRIORITY PROJECT LISTS

Two construction project lists are being used for highway programming. The use of two lists provides a mechanism for developing program priorities in the face of uncertain levels of funding. The two lists are referred to as the "A" list and "B" list.

The A list contains priority projects that can be built within the current estimated limit on our ability to obligate federal funding. These are the projects that appear in this program.

The B list consists of active projects that could be advanced into the current years program, if additional funds became available. These projects do not appear in the program. A project from the B list may also be advanced if an A list project is delayed.

Programming with two lists in this manner allows the state to be prepared to let projects when additional funding becomes available.

PROGRAM STRUCTURE AND CATEGORIES

The highway construction programs presented here list the projects for F.Y. 1985-86. The projects are grouped into the program structure of preserve, improve and expand by program category and are described by project location, length, type of work and cost.

The program structure was briefly described in the introductory portion of this report. Within the program structure are program categories. These are broad groupings of projects by type of work. The program categories within each component of the program structure are listed and described below.

PRESERVE COMPONENT

Traffic Operations - Includes signing, pavement marking and traffic signals.

Safety - Refers to projects whose primary purpose is to enhance safety. This includes intersection revisions, lighting, median barriers, guard rails, railroad crossing improvements and safety devices, sight distance slope flattening, obstacle removal, and spot improvements.

Bridge Rehabilitation - This is all work required to restore the structural integrity of a bridge, as well as work necessary to correct safety defects. Typical improvements include deck replacements, overlays, railing replacement, painting, underwater repairs, and widening less than a lane's width. This does not include complete replacement.

Resurface - This category refers to placement of additional surface material over the existing roadway to improve serviceability or to provide additional strength. There may be some other work done in conjunction with the resurfacing, such as bituminous shoulders, joint repairs, pavement patching, minor drainage corrections, crack sealing, and minor superelevation corrections. If any of these incidental types of work were done alone, they would fall under the restoration and rehabilitation category. In general, a resurfacing is less extensive and less costly than a full restoration.

Restoration and Rehabilitation - Work types in this category include work required to return an existing pavement to a condition of adequate structural support and rideability. Safety upgrading or other incidental work in conjunction with restoration and rehabilitation may also be included.

Typical improvements may include any or all of the follow work types:

- recycling existing pavement (bituminous or concrete)
- three foot bituminous shoulders
- minor drainage corrections
- minor base corrections
- superelevation corrections
- cracking and sealing old pavement
- overlay, in conjunction with any of the above
- pavement patching
- longitudinal and transverse joint repairs
- shoulder improvements - paved full shoulder based on 3R standard
- safety upgrading, if included with one or more of the above

Three foot bituminous shoulder work programmed alone includes no major work to the traveled roadway. This is applicable only if the lane width is currently at 3R standards. If the road isn't at the current standard, minor widening may be requested. If a bike path is needed, include an additional 2 feet.

A major restoration and rehabilitation job is less costly and less extensive than a reconstruction because only minor base and slope work may be included.

Reconstruction - This category refers to removal and replacement of the old pavement structure on the approximate alignment of the existing route, usually within existing right-of-way. It is replacement in-kind with no additional through-lanes. It may include major grade changes or horizontal alignment changes. The work includes drainage corrections and major base corrections. In general, a reconstruction is comprehensive and is more extensive than resurfacing, restoration or rehabilitation.

Minor Widening - Refers to widening an existing road less than a lane's width. This may also include left turn lanes of less than half a mile and right-turn flares at intersections. If the improvement turning lane is being done for safety reasons, the project will be classified as a safety project. This category includes all 3R work done in conjunction with the minor widening.

Roadside/Environment - This category includes improvements that do not provide any increase in the level of service; the condition of the facility, or safety. Typical improvements in this category are sound barriers, beautification, rest areas, travel information centers and fence repairs.

IMPROVE COMPONENT

Capacity Improvement - This is the addition of one lane or more to increase capacity. Also included, where necessary, is any resurface, recycle, or reconstruction of the existing pavement. Passing relief lanes are included.

Bridge Replacement - The total replacement of a structurally inadequate or functionally obsolete bridge with a new structure constructed in the same general traffic corridor, to current geometric, construction, and structural standards. Incidental roadway approach work is included.

Bridge Widening - This category includes widening of one or more lane's width and may include any other work in the bridge upgrading category.

EXPAND COMPONENT

New Route - This category is construction of a new facility that will provide service where none previously existed.

Relocation - This is construction of a facility on a new location that replaces an existing route, usually with a facility that significantly upgrades service. The new facility carries all the through traffic with the previous facility closed or retained as a land-service road under local jurisdiction.

The distribution of estimated project costs according to program structure and categories are shown in Figure H-5.

PROGRAM STRUCTURE AND CATEGORIES
HIGHWAY PROGRAM

Preserve		Improve		Expand	
Category	Cost	Category	Cost	Category	Cost
Bridge Upgrading	22,523,000	Capacity Improvements	27,540,000	New Routes	140,862,000
		Bridge Widening	684,000		
Environmental Related	8,514,000	Bridge Replacement	2,051,000	Relocation	2,394,000
Reconstruction	22,980,000				
Minor Widening	4,965,000				
Restoration and Rehabilitation	14,149,000				
Resurfacing/ Recycling	60,020,000				
Safety	7,691,000				
Traffic Operations T.S.M	5,937,000				
Miscellaneous	3,285,000				
TOTAL	150,064,000		30.275,000		143,256,000
GRAND TOTAL					323,595,000

Figure H-5

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CATEGORY: 1. NEW ROUTES

ROUTE	LOCATION DESCRIPTION	TYPE OF WORK	COUNTY	MILES	COST W/O CE, 1000's
US31	US12 TO WALTON ROAD	FREEWAY PAVING	BERRIEN	3.6	5000
US31 T	US31 FREEWAY TO EXISTING US31	RECONSTRUCTION AND RELOCATION	BERRIEN	1.8	500
M35	AT 4 LOCATIONS, PALMER SOUTH	RELOCATION AND STRUCTURES	MARQUETTE	1.7	1922
US31	SOUTH OF HAWLEY ROAD TO NORTH OF HESLUND ROAD	GRADING & DRAINAGE & STRUCTURES	MASON	3.6	6707
US31	SOUTH OF S COUNTY LINE TO SOUTH OF HAWLEY ROAD	GRADING & DRAINAGE & 2 STRUCTURES	MASON	4.6	7061
I696	EAST OF RIDGE ROAD TO EAST OF MAIN STREET	FREEWAY CONSTRUCTION	OAKLAND	0.3	21290
I696	W OF EVERGREEN TO W OF SOUTHFIELD, SOUTHFIELD	FREEWAY AND STRUCTURES	OAKLAND	1.0	19341
I696	EAST OF FAIRFAX TO GARDNER, OAK PARK	FREEWAY AND STRUCTURES	OAKLAND	0.9	18557
I696	MEADOWD TO EAST OF FAIRFAX, SOUTHFIELD	FREEWAY AND STRUCTURES	OAKLAND	0.6	15712
I696	WEST OF SOUTHFIELD TO MEADOWD, SOUTHFIELD	FREEWAY AND STRUCTURES	OAKLAND	0.7	13667
US131SR	MARION ROAD TO ROSE LAKE ROAD	RECONSTRUCT SERVICE ROAD	OSCEOLA	2.2	505
I69	EAST LANE SHAFTSBURG ROAD TO EAST OF M52	FREEWAY CONSTRUCTION	SHIAWASSEE	4.6	13108
I69	WEST COUNTY LINE TO EAST LANE SHAFTSBURG ROAD	FREEWAY CONSTRUCTION	SHIAWASSEE	3.9	15548
I69	EAST OF M52 TO CHURCH AT EXISTING I69	FREEWAY CONSTRUCTION	SHIAWASSEE	0.9	1944

SUMMARIES FOR CATEGORY: 1. NEW ROUTES

TOTAL	30.4	140862

CATEGORY: 2. RELOCATION

ROUTE	LOCATION DESCRIPTION	TYPE OF WORK	COUNTY	MILES	COST W/O CE, 1000's
M26	SOUTH OF ALANTIC MINE TO OLD M26	RECONSTRUCTION AND RELOCATION	HOUGHTON	1.1	1285
M32	EXISTING M32 TO WEST JUNCTION M33	RELOCATION	MONTMORENCY	0.3	154
M37	AT C&O RR AND PENOYER CREEK AND RO1	APPROACH AND STRUCTURE	NEWAYGO	0.0	955

SUMMARIES FOR CATEGORY: 2. RELOCATION

TOTAL	1.4	2394

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CATEGORY: 3. RECONSTRUCTION

ROUTE	LOCATION DESCRIPTION	TYPE OF WORK	COUNTY	MILES	COST W/O CE, 1000's
M54	OLD M54BR TO SOUTH OF HEMPHILL	RESURFACE AND RECONSTRUCTION	GENESEE	2.3	200
I96	AT M11 INTERCHANGE (41024)	RAMP REVISION	KENT	0.0	175
M35	COUNTY ROAD 553 TO LOBB STREET, GWINN	UPGRADE 3R	MARQUETTE	3.7	592
M35	LITTLE LAKE TO COUNTY ROAD 553	UPGRADE 3R	MARQUETTE	2.8	420
US24	AT CARLETON-ROCKWOOD ROAD	INTERSECTION RECONSTRUCTION	MONROE	0.0	377
M150	AT M59 (RAMPS C&E)	RAMP REVISION	OAKLAND	0.0	80
US31	AT LAKEWOOD BOULVEARD INTERCHANGE	INTERCHANGE RECONSTRUCTON	OTTAWA	0.0	1507
M21	AT CHIPMAN STREET, OWOSSO	INTERSECTION RECONSTRUCTION	SHIAWASSEE	0.0	90
M52	AT M21, OWOSSO	INTERSECTION RECONSTRUCTION	SHIAWASSEE	0.0	63
M24EXT	M138 TO UNIONVILLE	RECONSTRUCTION	TUSCOLA	6.0	2900
I94	PINECREST TO OUTER DRIVE AT M39	INTERCHANGE RECONSTRUCTION #4	WAYNE	1.1	16226
M85	SIBLEY TO CHERRY, RIVERVIEW AND SOUTHGATE	UPGRADE AND CROSSOVER	WAYNE	2.0	350

SUMMARIES FOR CATEGORY: 3. RECONSTRUCTION

TOTAL	17.9	22980

CATEGORY: 4. CAPACITY IMPROVEMENT

ROUTE	LOCATION DESCRIPTION	TYPE OF WORK	COUNTY	MILES	COST W/O CE, 1000's
US23	NORTH OF BLACK RIVER TO NORTHEAST OF SAYERS(4)	RELIEF LANES	ALCONA	1.9	545
US23NB	EAST OF AU GRES	RELIEF LANE	ARENAC	1.9	713
M25	MADISON TO JOHNSON, BAY CITY	RECONSTRUCTION 5 LANES	BAY	0.7	1650
M121TB	EAST OF M54BR TO M54, BURTON	WIDEN 5 LANES	GENESEE	0.9	942
M121TB	I475 TO EAST OF M54BR, BURTON	WIDEN 5 LANES	GENESEE	0.5	625
US31	AT FRONT STREET, TRAVERSE CITY	WIDEN 5 LANES AND RESURFACE	GRAND TRAVERSE	0.0	189
US31	M72 TO NORTH OF ACME CREEK	WIDEN 5 LANES CURB AND GUTTERS	GRAND TRAVERSE	0.7	500
M53	NORTH CITY LIMIT BAD AXE TO NORTH OF M142	WIDEN 5 LANES CURBS AND GUTTERS	HURON	1.2	1500
I96BL	CLOVERLAND TO HOLMES AND PO2	WIDEN 5 LANES	INGHAM	1.0	790
US23SB	NORTH OF OSCODA	RELIEF LANE	IOSCO	1.7	425
M24	DRYDEN ROAD TO PRATT ROAD	WIDEN 3 LANES	LAPEER	0.8	192
US2	EAST OF WORTH ROAD TO EAST OF OZARK ROAD	WIDEN 4 LANES	MACKINAC	3.4	2890
US24	SMITH/LAVOY ROAD TO CRABB ROAD	WIDEN AND RECONSTRUCT 5 LANES	MONROE	0.2	270
US10	HATCHERY TO NORTHWEST OF WILLIAMS DRIVE	WIDEN 5 LANES	OAKLAND	1.6	2100
US10	SOUTHEAST OF PARKINSON TO TELEGRAPH	RECONSTRUCTION 5 LANES	OAKLAND	0.3	674

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ROUTE	LOCATION DESCRIPTION	TYPE OF WORK	COUNTY	MILES	COST W/O CE. 1000's
US10	NORTHWEST OF WILLIAM TO SOUTHEAST OF PARKINSON	RECONSTRUCTION 5 LANES	OAKLAND	0.5	809
US10	SOUTH OF I75 INTERCHANGE TO NORTH OF M15	WIDEN 5 LANES	OAKLAND	1.8	2345
M33/72	AU SABLE RIVER NORTH	TRUCK LANE	OSCODA	0.6	175
M46	EAST OF FROST TO WEST OF CENTER	WIDEN 5 LANES	SAGINAW	0.4	235
M84SB	AT SHATTUCK ROAD	RIGHT TURN LANE	SAGINAW	0.0	43
M52	AT KING STREET, OWOSSO (CENTER LANE LEFT TURN)	WIDEN 5 LANES	SHIAWASSEE	0.0	71
US23BR	AT DEPOT STREET, ANN ARBOR	LEFT TURN LANE	WASHTENAW	0.0	70
US12BR	MILE STREET YPSILANTI TO HARRIS ROAD	WIDEN 5 LANES	WASHTENAW	0.7	690
M153	SHELDON ROAD TO WEST OF HAGGERTY ROAD	WIDEN 5 LANES CURBS AND GUTTERS	WAYNE	1.5	1300
US24	SOUTH OF VREELAND ROAD NORTH, FLAT ROCK	WIDEN 5 LANES CURBS AND GUTTERS	WAYNE	0.6	660
US12	WEST CITY LIMIT WAYNE EAST	BOULEVARD 2 LANES AT 48 FEET	WAYNE	1.6	2414
US12	I275 TO WEST CITY LIMIT WAYNE	BOULEVARD 2 LANES AT 48 FEET	WAYNE	0.8	1207
M85	OUTER DRIVE TO SCHAEFER, DETROIT	ADD LANE AND RESURFACE	WAYNE	1.1	1000
M102	M5 TO E OF US24 AND BO1&BO2, FARMINGTON HILLS	ADD LANE AND RECYCLE	WAYNE	2.3	2516

SUMMARIES FOR CATEGORY: 4. CAPACITY IMPROVEMENT

TOTAL	28.7	27540

CATEGORY: 5. MINOR WIDENING

ROUTE	LOCATION DESCRIPTION	TYPE OF WORK	COUNTY	MILES	COST W/O CE. 1000's
M95	SAGOLA AVENUE NORTH KINGSFORD	WIDEN AND RECYCLE	DICKINSON	0.4	248
I75	AT M56 INTERCHANGE	WIDEN RAMPS	GENESEE	0.0	130
US23	AT SMITH/DNR PARK ROADS	PASSING FLARE	IOSCO	0.0	107
M106	ROSEHILL ROAD TO PORTAGE RIVER	WIDEN, RESURFACE AND SHOULDERS	JACKSON	2.9	390
M83/54	SOUTH COUNTY LINE TO FRANKENMUTH S CITY LIMIT	WIDEN, RESURFACE AND SHOULDERS	SAGINAW	6.2	620
M29	COX CREEK, ALGONAC TO CHARTIER, MARINE CITY	WIDEN AND SHOULDERS	ST. CLAIR	6.1	1100
M29	SOUTH OF BEAUBIEN CREEK TO DANA DRAIN	WIDEN AND RESURFACE AND CO3	ST. CLAIR	5.6	1900
M52	SOUTH VILLAGE LIMIT MANCHESTER TO PLESANT LAKE	RECONSTRUCT, SHOULDERS, C & G	WASHTENAW	3.4	470

SUMMARIES FOR CATEGORY: 5. MINOR WIDENING

TOTAL	24.6	4965

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CATEGORY: 6. RESTORATION & REHABILITATION

ROUTE	LOCATION DESCRIPTION	TYPE OF WORK	COUNTY	MILES	COST W/O CE, 1000's
M28	WEST COUNTY LINE TO CHRISTMAS	SHOULDER PAVING	ALGER	21.6	325
M25	FINN ROAD TO EAST COUNTY LINE	CULVERT EXTENSION	BAY	4.2	198
US31	SOUTH COUNTY LINE TO BARNARD ROAD	SHOULDERS AND JOINTS	CHARLEVOIX	7.0	980
M54BR	NORTH CITY LIMIT FLINT TO M54 (EXCL MT. M)	TURNBACK REHABILITATION	GENESEE	4.4	1437
I69	WEST COUNTY LINE TO I75	FREEWAY UPGRADE	GENESEE	10.2	2750
M28	AT SUNDAY LAKE OUTLET AND TUNNEL.	REPAIR TUNNEL	GOGEBIC	0.0	100
I96	REST AREA EAST OF JORDAN LAKE ROAD EAST	PAVEMENT UPGRADE	IONIA	7.8	6600
M20 TB	205TH TO US131TB, BIG RAPIDS	TURNBACK REHABILITATION	MECOSTA	0.5	149
M20 TB	EAST OF US131 TO 205TH STREET	TURNBACK REHABILITATION	MECOSTA	1.2	207
M66	M115 TO NORTH COUNTY LINE	SHOULDERS AND PATCH	OSCEOLA	9.3	500
M29	SE OF PERCH RD TO SOUTH OF BEAUBEIN CREEK	SHOULDERS AND APPROACHES	ST. CLAIR	0.7	170
I94	EAST OF 28TH STREET	CROSSOVER	VAN BUREN	0.0	250
M40	LATON (G01) TO I94	BITUMINOUS SHOULDERS	VAN BUREN	3.3	175
M51	DECATUR TO I94	BITUMINOUS SHOULDERS	VAN BUREN	5.9	300
M14 TB	AUBURN TO GRAND RIVER AVENUE, DETROIT	PATCH AND JOINTS	WAYNE	4.1	8

SUMMARIES FOR CATEGORY: 6. RESTORATION & REHABILITATION

TOTAL	80.2	14149

CATEGORY: 7. RESURFACING/RECYCLING

ROUTE	LOCATION DESCRIPTION	TYPE OF WORK	COUNTY	MILES	COST W/O CE, 1000's
M40	HAMILTON TO 146TH, GAP I196	RESURFACE AND SHOULDERS	ALLEGAN	6.1	715
M89	FENNVILLE TO M40 AND C01	RESURFACE AND SHOULDERS	ALLEGAN	8.0	950
M25	PINE ROAD TO EAST CITY LIMIT BAY CITY	RESURFACE 5 LANES	BAY	0.7	148
M25	MC KINLEY TO CENTER, BAY CITY	RESURFACE AND CURB	BAY	0.2	75
M247	M13 TO BAY CITY STATE PARK	RESURFACE AND SHOULDERS	BAY	2.5	225
US 12	W VILLAGE LIMIT TO E VILLAGE LIMIT THREE OAKS	MILL AND RESURFACE	BERRIEN	0.5	200
I69BL	OLD US27 TO COLDWATER	RESURFACE AND SHOULDERS	BRANCH	1.9	275
M99	M60 TO BRIDGE 01 OVER KALAMAZOO RIVER	RESURFACE AND SHOULDERS	CALHOUN	5.3	620
I94	W OF HELMER RD INT TO E OF BEADLE LAKE RD INT	CONCRETE RECYCLE	CALHOUN	6.3	7600
M62	RIED TO GRADE 01, CASSOPOLIS	RESURFACE, CURBS AND GUTTERS	CASS	0.3	18
M60	M62 TO STATE STREET, CASSOPOLIS	REPLACE CURBS AND GUTTERS	CASS	0.5	321
US41	5/8 MILES S OF NORTH COUNTY LINE NORTH (02011)	RESURFACE AND SHOULDERS	DELTA	6.2	650

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ROUTE	LOCATION DESCRIPTION	TYPE OF WORK	COUNTY	MILES	COST W/O CE, 1000's
M78	WEST VILLAGE LIMIT BELLEVUE TO SHARKEY ROAD	RECYCLE	EATON	0.8	530
US31	SOUTH OF PELLSTON NORTH	RESURFACE AND SHOULDERS	EMMET	6.9	1000
M57	FLINT RIVER TO WEST LANE I75	RESURFACE AND SHOULDERS	GENESEE	5.2	650
M54BR	SOUTH CITY LIMIT TO NORTH CITY LIMIT MT MORRIS	RESURFACE AND REPAIR	GENESEE	1.0	215
M57	W OF MONTROSE W VILLAGE LIMIT TO FLINT RIVER	BASE AND RESURFACE	GENESEE	1.3	325
M54	BALDWIN ROAD TO SOUTH OF SAGINAW STREET	RESURFACE AND SHOULDERS	GENESEE	5.0	364
M54	SOUTH COUNTY LINE TO BALDWIN ROAD	RESURFACE AND SHOULDERS	GENESEE	1.0	70
M28	US2 TO TULA	RESURFACE AND SHOULDERS	GOGEBIC	7.8	1300
US27BR	SUPERIOR TO ELWELL, ALMA	WIDEN AND RESURFACE	GRATIOT	0.3	200
US12	SOUTH OF JACKSON ROAD TO US 127, 46101	RESURFACE AND SHOULDERS	HILLSDALE	2.3	360
M26 TB	SOUTH OF ATLANTIC MINE NORTHEAST	RESURFACE	HOUGHTON	1.2	73
M99	WAVERLY ROAD TO I96	MILL AND RESURFACE	INGHAM	1.1	205
M52	M36 TO I96	RESURFACE AND SHOULDERS	INGHAM	10.1	815
M65	SOUTH COUNTY LINE TO M55	RESURFACE AND SHOULDERS	IOSCO	8.0	1100
I94	MICHIGAN AVENUE TO US127	FINAL COURSE	JACKSON	9.3	1666
US41	3 MILES NORTH OF SOUTH COUNTY LINE TO M26	RESURFACE AND SHOULDERS	KEEWENAW	7.2	726
M57	RAMSDELL DRIVE TO EAST OF YOUNGMAN	RESURFACE AND SHOULDERS	KENT	8.5	680
M21 TB	MAIN STREET TO WEST OF FLINT RIVER AND BOI	MILL AND RESURFACE	LAPEER	0.7	165
M72	COLEMAN ROAD TO GREEN ROAD	IMPROVE AND RESURFACE	LEELANAU	11.3	2918
US223	BLISSFIELD E VILLAGE LIMIT TO EAST COUNTY LINE	RESURFACE AND SHOULDERS	LENAWEE	4.9	780
US223BR	WEST OF SCOTT TO M52, ADRIAN	MILL AND RESURFACE	LENAWEE	0.9	200
M28	WEST OF M123 JUNCTION EAST (17061 AND 17062)	RESURFACE AND SHOULDERS	LUCE	29.6	1200
I75BL	CITY OF ST IGNACE	RESURFACE, CURBS AND GUTTERS	MACKINAC	0.9	233
M18	US10 TO NORTH COUNTY LINE	RESURFACE AND JOINTS	MIDLAND	5.6	920
M66	EAST LANE MCBAIN TO M55	RESURFACE AND SHOULDERS	MISSAUKEE	5.5	850
M57	BERRIDGE ROAD TO M66	RESURFACE AND SHOULDERS	MONTCALM	7.0	560
M46	2ND STREET TO C&O RR, EDMORE	RESURFACE CURBS AND GUTTERS	MONTCALM	0.3	230
M82	M37 TO US131 (59041)	RESURFACE AND SHOULDERS	NEWAYGO	15.0	1520
I96	HURON RIVER TO WIXOM WEST CITY LIMIT	PAVEMENT RECYCLE	OAKLAND	5.7	6330
M38	M26 EAST JUNCTION TO WEST OF EAST COUNTY LINE	RESURFACE AND SHOULDERS	ONTONAGON	5.9	616
I96	NORTH COUNTY LINE TO 68TH AVENUE	FINAL COURSE	OTTAWA	10.6	1486
M47	FREELAND ROAD SOUTH (FREELAND)	MILL AND RESURFACE	SAGINAW	0.2	55
M58	M47 TO COOLIDGE	MILL AND RESURFACE	SAGINAW	2.3	220
M13	N CITY LIMIT SAGINAW TO I75 AND SERVICE DRIVE	RESURFACE AND JOINTS	SAGINAW	0.8	200
US2	M149 TO EAST OF WEST CITY LIMIT MANISTIQUE	WIDEN, RESURFACE, AND SHOULDERS	SCHOOLCRAFT	4.4	1500
M21	ESCOT ROAD TO M13	RESURFACE AND SHOULDERS	SHIAWASSEE	8.5	975
M21	M52 TO ESCOT, GAP GOULD-STAT	RESURFACE AND SHOULDERS	SHIAWASSEE	1.6	265
M52	NORTH CITY LIMIT OWOSSO TO SOUTH OF CRONK ROAD	MILL AND RESURFACE	SHIAWASSEE	3.9	605
M52	SOUTH OF CRONK ROAD TO M57	MILL AND RESURFACE	SHIAWASSEE	6.3	775
I94	AT LAPEER ROAD NEAR PORT HURON	RESURFACE AND IMPROVE	ST. CLAIR	0.3	312
M19	NORTH CITY LIMIT MEMPHIS TO M21 FREEWAY	RESURFACE AND SHOULDERS	ST. CLAIR	4.0	690
M81	WAHJAMEGA TO CARO	MILL AND RESURFACE	TUSCOLA	3.1	370
I94	WEST OF M51 TO EAST OF 28TH STREET	PAVEMENT RECYCLING	VAN BUREN	8.7	9250
US24	ECORSE TO M102, GAP FORD TO PLYMOUTH	RESURFACE AND JOINTS	WAYNE	9.1	960
US12	VINEWOOD TO US10, DETROIT	RESURFACE	WAYNE	2.3	720

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ROUTE	LOCATION DESCRIPTION	TYPE OF WORK	COUNTY	MILES	COST W/O CE. 1000's
M97	STATE FAIR AVENUE TO M102, DETROIT	RESURFACE	WAYNE	0.6	150
M14 TB	WEST OF PARKWAY TO AUBURN, DETROIT	UPGRADE AND RESURFACE	WAYNE	1.7	529
M55	M37 TO 1.2 MILES EAST OF 21 MILE ROAD	RESURFACE AND SHOULDERS	WEXFORD	10.6	1400
M115	WEST COUNTY LINE TO M37 (MESICK)	MILL AND RESURFACE	WEXFORD	5.3	960

SUMMARIES FOR CATEGORY: 7. RESURFACING/RECYCLING

TOTAL	293.1	60020

CATEGORY: 8. BRIDGE REPLACEMENT

ROUTE	LOCATION DESCRIPTION	TYPE OF WORK	COUNTY	MILES	COST W/O CE. 1000's
US2	BRIDGE 03 OVER PORTAGE CREEK	STRUCTRURE REPLACEMENT	DELTA	0.0	81
M26	BRIDGE 01 OVER EAGLE CREEK AND BRIDGE 02 & 03	STRUCTURE RECONSTRUCTION	KEEWENAW	0.0	730
M36	AT HURON RIVER AND BRIDGE 01 EAST OF LAKELAND	STRUCTURE AND APPROACH	LIVINGSTON	0.9	1115
M29	BRIDGE 03 OVER BEAUBIEN CREEK	BRIDGE REPLACEMENT	ST. CLAIR	0.0	125

SUMMARIES FOR CATEGORY: 8. BRIDGE REPLACEMENT

TOTAL	0.9	2051

CATEGORY: 9. BRIDGE UPGRADING

ROUTE	LOCATION DESCRIPTION	TYPE OF WORK	COUNTY	MILES	COST W/O CE. 1000's
M29	BRIDGE 02 OVER PINE RIVER, ST. CLAIR	PAINTING		0.0	100
US131	STRUCTURE 02 UNDER M89	PAINTING	ALLEGAN	0.0	115
US131	BRIDGE 01 OVER KALAMAZOO RIVER	PIERS AND OVERLAY	ALLEGAN	0.0	390
M89	BRIDGE 01 OVER KALAMAZOO RIVER	UNDERWATER REPAIR	ALLEGAN	0.0	110
I75	STRUCTURE 13 UNDER I75 RAMP	PAINTING, PINS AND HANGERS	ARENAC	0.0	116
M13	BRIDGE 01 OVER EAST CHANNEL SAGINAW RIVER	UNDERWATER REPAIR	BAY	0.0	55
I196 NB	BRIDGE 01 OVER PAW PAW RIVER	UNDERWATER REPAIR	BERRIEN	0.0	20

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US12	BRIDGE 01 OVER ST. JOSEPH RIVER	JOINTS, PAINTING, PINS & HANGERS	BERRIEN	0.0	393
I196	BRIDGE 01 OVER PAW PAW RIVER AND STRUCTURE 04	DECK OVERLAY	BERRIEN	0.0	327
M99	BRIDGE 02 OVER KALAMAZOO RIVER,ALBION	PAINTING	CALHOUN	0.0	60
I94	STRUCTURE 07 UNDER VERONA ROAD	RAILING UPGRADE	CALHOUN	0.0	148
US23	BRIDGE 03 OVER CHEBOYGAN RIVER	PAINTING	CHEBOYGAN	0.0	138
M123	BRIDGE 02 OVER TAHQUAMENON RIVER	UNDERWATER REPAIR	CHIPPEWA	0.0	98
US10EB	STRUCTURE 01 OVER US27NB	CONCRETE OVERLAY	CLARE	0.0	208
US10	STRUCTURE 01, 02, 03 OVER US27NB	RAILING REPLACEMENT	CLARE	0.0	83
US27	AT R01 OVER GTW RR, ST. JOHNS	REPAIR ROAD AND STRUCTURE	CLINTON	0.0	300
I75	STRUCTURE 04 UNDER M93 AND STRUCTURE 05	PAINTING	CRAWFORD	0.0	104
US141	BRIDGE 01 OVER MENOMINEE RIVER	UNDERWATER REPAIR	DICKINSON	0.0	200
I96	BRIDGE 01 OVER GRAND RIVER AND BRIDGE 02	PINS AND HANGERS	EATON	0.0	250
I75	STRUCTURE 01 UNDER SOUTH BOUND US23	PAINTING	EMMET	0.0	84
I69	STRUCTURE 01 UNDER M13 AND 4 OTHERS	OVERLAY AND RAILINGS	GENESEE	0.0	340
I75	STRUCTURE 12 UNDER MT MORRIS ROAD	OVERLAY AND PAINTING	GENESEE	0.0	130
M30	BRIDGE 04 OVER TITTABAWASSEE RIVER	DECK REPLACEMENT	GLADWIN	0.0	170
I96	STRUCTURE 02 UNDER NASH HIGHWAY	DECK OVERLAY	IONIA	0.0	102
US23	BRIDGE 01 OVER AU SABLE RIVER	UNDERWATER REPAIR	IOSCO	0.0	125
US2	BRIDGE 01 OVER BRULE RIVER	PAINTING	IRON	0.0	52
I94	STRUCTURE 03 UNDER 9TH STREET	DECK AND OVERLAY	KALAMAZOO	0.0	110
US131	STRUCTURE 06 UNDER 44TH STREET AND 3 OTHERS	PAINTING, PINS AND HANGERS	KENT	0.0	276
US131	STRUCTURE 01 UNDER 100TH STREET	PAINTING	KENT	0.0	45
I96	STRUCTURE 14 UNDER CASCADE ROAD AND S15 & 16	PAINTING	KENT	0.0	339
I96	STRUCTURE 01 OVER M11	PAINTING, PINS AND HANGERS	KENT	0.0	135
M11	BRIDGE 01 OVER GRAND RIVER, GRANDVILLE	DECK REPLACEMENT	KENT	0.0	1600
I96	STRUCTURE 03 OVER US23 AND STRUCTURES 04 & 05	PAINTING	LIVINGSTON	0.0	224
I94	STRUCTURE 03 UNDER 21 MILE ROAD AND S31	OVERLAY AND PAINTING	MACOMB	0.0	256
US2	BRIDGE 01 OVER CEDAR RIVER	PAINTING	MENOMINEE	0.0	31
M50/125	BRIDGE 04 OVER RAISIN RIVER, MONROE	OVERLAY AND RAILINGS	MONROE	0.0	400
I75	STRUCTURE 05 UNDER NEWPORT ROAD	OVERLAY AND RAILINGS	MONROE	0.0	151
I75	BRIDGE 03 OVER SWAN CREEK	OVERLAY AND HEADER	MONROE	0.0	160
I75	BRIDGE 01 OVER SANDY CREEK	DECK AND MEDIAN BARRIER	MONROE	0.0	126
I75	STRUCTURE 12 UNDER M50	DECK OVERLAY	MONROE	0.0	237
I75	R03 OVER CR RR AND RAISIN RIVER	JOINTS, PAINTING, PINS & HANGERS	MONROE	0.0	894
I96	STRUCTURE 01 UNDER AIRLINE ROAD AND S03	DECK OVERLAY	MUSKEGON	0.0	208
M37	BRIDGE 01 OVER MUSKEGON RIVER	JOINTS, PAINTING, PINS & HANGERS	NEWAYGO	0.0	490
I96	BRIDGE 01 OVER HURON RIVER	PAINTING	OAKLAND	0.0	40
I75	STRUCTURE 12 UNDER RAMP TO CHRYSLER AND S19	OVERLAY AND PAINTING	OAKLAND	0.0	310
I696	STRUCTURE 10 UNDER FRANKLIN ROAD AND S11	OVERLAY AND PAINTING	OAKLAND	0.0	287
US31TB	BRIDGE 01 OVER PENTWATER RIVER	PINS AND HANGERS	OCEANA	0.0	150
M64	BRIDGE 06 OVER L. CRANBERRY RIVER	PAINTING	ONTONAGON	0.0	44
I75	STRUCTURE 02 UNDER OLD STATE AND 69014	PAINTING	OSTEGO	0.0	155
M45	BRIDGE 02 OVER GRAND RIVER	UNDERWATER REPAIR	OTTAWA	0.0	80
I75	STRUCTURE 08 OVER DIXIE HIGHWAY	DECK OVERLAY	SAGINAW	0.0	250
I75	STRUCTURE 05 UNDER JANES ROAD AND S07	PAINTING	SAGINAW	0.0	117

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I75	BRIDGE 02 OVER KOCHVILLE DRAIN	DECK OVERLAY	SAGINAW	0.0	84
I75	STRUCTURE 08 UNDER M81	DECK REPLACEMENT	SAGINAW	0.0	310
M24 EXT	AT BRIDGE 05 AND 06 SOUTH OF UNIONVILLE	APPROACH AND STRUCTURES	TUSCOLA	0.0	481
I196	STRUCTURE 02 OVER 32ND AVENUE	OVERLAY AND RAILINGS	VAN BUREN	0.0	155
I94	STRUCTURE 11 UNDER M14EB	PAINTING, PINS AND HANGERS	WASHTENAW	0.0	48
I94	STRUCTURE 02 UNDER KALMBACH AND S04, 06 AND 10	PAINTING	WASHTENAW	0.0	310
I94	STRUCTURE 12 OVER I94BL, ANN ARBOR	PAINTING AND JOINTS	WASHTENAW	0.0	44
US 23	R01 OVER CR RR AND HURON RIVER	JOINTS, OVERLAY, PINS & HANGERS	WASHTENAW	0.0	677
I94	R01 OVER GTW RR AND RUSSELL STREET	PIER REPAIR AND PINS AND HANGERS	WAYNE	0.0	2494
I75	STRUCTURE 21 AT I94EB AND S23 (82252)	CONCRETE OVERLAY	WAYNE	0.0	166
I75	STRUCTURE 07 AT SPRINGWELLS AND 3 OTHERS	CONCRETE OVERLAY	WAYNE	0.0	473
US10SB	P15 UNDER NORTHLAWN AND 16, WEST	REPAIR AND PAINT	WAYNE	0.0	432
US24	AT BRIDGE 01 BLAKELY DRAIN AND BRIDGE 02	APPROACH AND SUPERSTRUCTURE	WAYNE	0.4	566
I94	STRUCTURE 01 UNDER M3, DETROIT	OVERLAY AND RAILINGS	WAYNE	0.0	508
I96	STRUCTURE 03 UNDER 7 MILE ROAD, LIVONIA	PAINTING	WAYNE	0.0	115
I96EB	STRUCTURE 01 OVER 8 MILE ROAD, LIVONIA	DECK AND RAILINGS	WAYNE	0.0	25
I96	STRUCTURE 03 UNDER LEVAN AND S04, 36 AND 37	PAINTING	WAYNE	0.0	234
I94	STRUCTURE 14 UNDER BURNS AVENUE, DETROIT	PAINTING	WAYNE	0.0	28
I275	STRUCTURE 01 UNDER HANNAN, ROMULUS AND S02	PAINTING	WAYNE	0.0	211
I275	STRUCTURE 05 UNDER SIBLEY AND S06, S07 AND S10	PAINTING	WAYNE	0.0	484
I75	STRUCTURE 23 UNDER NEVADA, DETROIT AND S24	PAINTING	WAYNE	0.0	150
I75	STRUCTURE 10 AT 8 MILE ROAD, H.W. AND DETRIOT	PAINTING	WAYNE	0.0	500
I75	STRUCTURE 11 UNDER M3WB CONNECTION AND 82252	PAINTING	WAYNE	0.0	468
I75	STRUCTURE 23 UNDER CASS AVENUE, DETROIT & S25	OVERLAY AND PAINTING	WAYNE	0.0	506
I75	STRUCTURE 09 UNDER WATERMAN AND S10 AND S21	OVERLAY AND PAINTING	WAYNE	0.0	569
I75	STRUCTURE 06 OVER FORT STREET, DETROIT	PINS AND HANGERS AND PAINTING	WAYNE	0.0	787
M37	BRIDGE 01 OVER PINE RIVER	JOINTS, RAILINGS, PINS & HANGERS	WEXFORD	0.0	365

SUMMARIES FOR CATEGORY: 9. BRIDGE UPGRADING

TOTAL	0.4	22523

CATEGORY: 10. SAFETY

ROUTE	LOCATION DESCRIPTION	TYPE OF WORK	COUNTY	MILES	COST W/O CE, 1000's
M32	AT BAGLEY ROAD	INTERSECTION IMPROVEMENT	ALPENA	0.0	94
M25	AT SAGINAW RIVER (BRIDGE 01), BAY CITY	INTERSECTION REVISION	BAY	0.0	100
M22	AT GRADE 02 MN RR, FRANKFORT	RAILROAD APPROACH	BENZIE	0.0	16

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ROUTE	LOCATION DESCRIPTION	TYPE OF WORK	COUNTY	MILES	COST W/O CE, 1000's
M22	GRADE 02 AT MN RR, FRANKFORT	RAILROAD CROSSING	BENZIE	0.0	97
M22	AT GRADE 01 MN RR, ELBERTA	RAILROAD APPROACH	BENZIE	0.0	16
M22	GRADE 01 AT MN RR, ELBERTA	RAILROAD CROSSING	BENZIE	0.0	58
I94BL	GRADE 02 C&O RR, BENTON HARBOR	CROSSING RECONSTRUCTION	BERRIEN	0.0	70
US31	CROSSING 01 AT T&SB RR	PAINTING	CHARLEVOIX	0.0	140
M27	GRADE 01 AT D&M RR, SOUTH OF CHEBOYGAN	RAILROAD CROSSING	CHEBOYGAN	0.0	53
M27	AT GRADE 01 D&M RR, SOUTH OF CHEBOYGAN	RAILROAD APPROACH	CHEBOYGAN	0.0	16
M95	GRADE 01 AT E&LS RR, KINGSFORD	CROSSING REPLACEMENT	DICKINSON	0.0	114
M54	DODGE ROAD TO CLIO ROAD	SAFETY UPGRADE	GENESEE	4.4	312
M54	MOUNT MORRIS ROAD TO DODGE ROAD	SAFETY UPGRADE	GENESEE	2.2	90
M54	GRADE 05 C&O RR, FLINT	RAILROAD CROSSING	GENESEE	0.0	145
M72	GRADE 01 AT MN RR, WEST OF WILLIAMSBURG	CROSSING AND APPROACH	GRAND TRAVERSE	0.0	115
US131	CROSSING 01 AT T&SB RR	PAINTING	GRAND TRAVERSE	0.0	53
M203	GRADE 01 SL RR, HANCOCK	CROSSING REMOVAL	HOUGHTON	0.0	90
M203	GRADE 01 SL RR, HANCOCK	SIGNAL REMOVAL	HOUGHTON	0.0	9
US41	GRADE 01 SL RR, CHASSELL	CROSSING REMOVAL	HOUGHTON	0.0	43
US41	GRADE 01 SL RR, CHASSELL	SIGNAL REMOVAL	HOUGHTON	0.0	9
M53	GRADE 01 AT C&O RR, BAD AXE	RAILROAD CROSSING	HURON	0.0	93
US127	I496 TO US27, LANSING AND EAST LANSING	YELLOW BOOK SIGNS	INGHAM	7.7	200
M99	AT HOLMES ROAD, LANSING	RIGHT TURN LANES	INGHAM	0.0	44
US27	S COUNTY LINE TO SOUTH OF N COUNTY LINE	YELLOW BOOK AND RAILINGS	ISABELLA	25.6	1331
US10	US27 TO EAST COUNTY LINE (18023)	YELLOW BOOK UPGRADE	ISABELLA	8.5	521
M50	AT M124, BROOKLYN SOUTH CITY LIMIT	TURN LANES	JACKSON	0.0	124
M43	AT RIVERVIEW (SOUTH JUNCTION), KALAMAZOO	GEOMETRIC IMPROVEMENT	KALAMAZOO	0.0	43
US131BR	GRADE 01 AT CR RR, KALAMAZOO	CROSSING REMOVAL	KALAMAZOO	0.0	5
US131BR	AT GRADE 01 CR RR, KALAMAZOO	RESTORE ROADWAY	KALAMAZOO	0.0	36
US131NB	NORTH OF BURTON STREET NORTH, GRAND RAPIDS	SAFETY BARRIER	KENT	0.4	37
M50	AT GRADE 01 CR RR, TECUMSEH	CROSSING REMOVAL	LENAWEE	0.0	15
M50	TECUMSEH TO EAST COUNTY LINE	SHOULDERS AND SAFETY	LENAWEE	8.3	320
US23	RO2 OVER GTW RR	STRUCTURE REMOVAL	LIVINGSTON	0.0	220
I96 BL	CROSSING 01 UNDER AA RR , HOWELL	PAINTING	LIVINGSTON	0.0	93
M123	AT GRADE 01 SL RR, SOUTHEAST OF MORAN AND GO2	APPROACH	MACKINAC	0.0	48
M123	GRADE 01 SL RR, SOUTHEAST OF MORAN AND GO2	CROSSING RECONSTRUCTION	MACKINAC	0.0	90
M53	AT GRADE 01 GTW RR, SOUTH OF ROMEO	RAILROAD APPROACH	MACOMB	0.0	23
M53	GRADE 01 AT GTW RR, SOUTH OF ROMEO	RAILROAD CROSSING	MACOMB	0.0	107
US41BR	GRADE 01 SL RR, MARQUETTE	CROSSING REMOVAL	MARQUETTE	0.0	37
US41	AT GRADE 05 SL RR, EAST OF HUMBOLT	APPROACH	MARQUETTE	0.0	42
US41	GRADE 05 SL RR, EAST OF HUMBOLT	CROSSING RECONSTRUCTION	MARQUETTE	0.0	94
US10BR	AT WACKERLY ROAD, MIDLAND	INTERSECTION IMPROVEMENT	MIDLAND	0.0	70
M50	WEST COUNTY LINE TO US23	SHOULDERS AND SAFETY	MONROE	5.0	190
US23	CROSSING 01 UNDER AA RR AND STRUCTURE 01	PAINTING	MONROE	0.0	127
M46	GRADE 01 C&O RR, MUSKEGON	CROSSING RECONSTRUCTION	MUSKEGON	0.0	53
M46	AT GRADE 01 C&O RR, MUSKEGON	APPROACH	MUSKEGON	0.0	16
I696	AT I75 INTERCHANGE, ROYAL OAK AND MADISON HTS.	SAFETY AND RAILINGS	OAKLAND	0.0	290
US10BR	AT GRADE 03 GTW RR, PONTIAC	RAILROAD APPROACH	OAKLAND	0.0	36

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US10BR	GRADE 03 AT GTW RR, PONTIAC	RAILROAD WORK	OAKLAND	0.0	52
I75BL	AT GRADE 01 D&M RR, SOUTHEAST OF WEST BRANCH	RAILROAD APPROACH	OGEMAW	0.0	24
I75BL	GRADE 01 AT D&M RR, SOUTHEAST OF WEST BRANCH	RAILROAD CROSSING	OGEMAW	0.0	43
M61 OLD	AT GRADE 01 MN RR, MARION	RAILROAD APPROACH	OSCEOLA	0.0	20
M61 OLD	GRADE 01 AT MN RR, MARION	RAILROAD CROSSING	OSCEOLA	0.0	63
M21	AT MAIN AND SCHOOL STREETS	TURN LANES	OTTAWA	0.0	70
M83	AT GENESEE STREET, FRANKENMUTH	CENTER LANE LEFT TURN	SAGINAW	0.0	81
M46	WEST TO EAST OF HEMLOCK ROAD AND SEWER	INTERSECTION IMPROVEMENT	SAGINAW	0.8	100
I94CONN	NORTH OF LAPEER ROAD TO SOUTH LANE I94 INT	LIGHTING	ST. CLAIR	0.6	150
M24	GRADE 01 AT C&O RR, SOUTHEAST OF MAYVILLE	APPROACH AND MATERIAL	TUSCOLA	0.0	32
M40	GRADE 01 AND GRADE 02 C&O RR, PAW PAW	CROSSING REMOVAL	VAN BUREN	0.0	98
M140	AT GRADE 01 C&O RR, NORTH OF COVERT	RAILROAD APPROACH	VAN BUREN	0.0	16
M140	GRADE 01 AT C&O RR, NORTH OF COVERT	RAILROAD CROSSING	VAN BUREN	0.0	68
US24	AT VAN BORN, DEARBORN HEIGHTS	RIGHT TURN LANE	WAYNE	0.0	104
US131	13TH STREET TO WORKS AVENUE	LEFT TURN LANE	WEXFORD	1.0	825

SUMMARIES FOR CATEGORY: 10. SAFETY

TOTAL	64.5	7691

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CATEGORY: 11. ENVIRONMENT RELATED

ROUTE	LOCATION DESCRIPTION	TYPE OF WORK	COUNTY	MILES	COST W/O CE, 1000's
M D WD	DISTRICT #9	INTERMITTENT FENCING	*AREA WIDE	0.0	1000
I69	AT I69BL, CHARLOTTE (CAR POOL LOT)	RELOCATE LOT	EATON	0.0	30
I496	AT US127 ALONG RED CEDAR RIVER	NON-MOTORIZED PATH	INGHAM	0.4	50
I96	WEST COUNTY LINE TO M66 AND REST AREA	LANDSCAPING	IONIA	12.0	200
US2	9TH STREET, IRON RIVER WEST	NON-MOTORIZED PATH	IRON	2.2	190
I94WB	REST AREA EAST OF KALAMAZOO (CONTRACTOR #2)	MODERNIZE BUILDING AND LIGHTING	KALAMAZOO	0.0	430
I94WB	REST AREA EAST OF KALAMAZOO (CONTRACTOR #1)	GRADING & DRAINAGE AND PAVING	KALAMAZOO	0.0	750
I94WB	REST AREA EAST OF KALAMAZOO (CONTRACTOR #3)	SANITARY SEWERS	KALAMAZOO	0.0	90
I94	WESTNEDGE TO PORTAGE ROAD	LANDSCAPING	KALAMAZOO	1.5	150
I94BL	DRAKE ROAD TO MICHIGAN AVENUE, KALAMAZOO	NON-MOTORIZED PATH	KALAMAZOO	2.9	126
US131SB	36TH STREET TO M11, WYOMING	LANDSCAPE BARRIER	KENT	0.7	70
US131SB	36TH STREET TO M11, WYOMING	SOUND BARRIER	KENT	0.7	462
M72	COLMAN ROAD TO GREEN ROAD	LANDSCAPE	LEELANAU	11.3	20
M59	US23 TO EAST COUNTY LINE	LANDSCAPING	LIVINGSTON	3.2	175
US2	ROADSIDE PARK EAST OF NAUBINWAY	PARK EXPANSION	MACKINAC	0.0	50

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ROUTE	LOCATION DESCRIPTION	TYPE OF WORK	COUNTY	MILES	COST W/O CE, 1000's
M3	13 MILE ROAD TO REMICK STREET, ROSEVILLE	LANDSCAPING	MACOMB	3.8	95
US31NB	REST AREA NORTH OF MEISENHEIMER ROAD	REST AREA GRADING	MASON	0.0	100
US131	REST AREA SOUTH OF 13 MILE ROAD	REST AREA BUILDING AND UTILITIES	MECOSTA	0.0	262
US131	REST AREA SOUTH OF 13 MILE ROAD	TAR SEAL COAT	MECOSTA	0.0	8
US131NB	REST AREA NORTH OF CUTLER ROAD	REST AREA BUILDING	MONTCALM	0.0	300
M1	LONE PINE TO HICKORY GROVE	LANDSCAPING	OAKLAND	2.5	34
I96	WEST COUNTY LINE TO MEADOWBROOK ROAD	LANDSCAPING	OAKLAND	11.4	275
I696	BEACON SQUARE SUBDIVISION, SOUTHFIELD	SOUND BARRIER	OAKLAND	0.0	600
M90	CROSWELL TO LEXINGTON	NON-MOTORIZED PATH	SANILAC	4.3	160
M21WB	REST AREA WEST OF WADE ROAD, NEAR CAPAC	GRADING & DRAINAGE AND PAVING	ST. CLAIR	0.0	800
I94EB	REST AREA EAST OF WAYNE ROAD	LANDSCAPING	WAYNE	0.0	50
I94	OZGA ROAD TO SHOOK ROAD, ROMULUS	LANDSCAPE BARRIER	WAYNE	0.4	40
I94	OZGA ROAD TO SHOOK ROAD, ROMULUS	SOUND BARRIER	WAYNE	0.4	264
I94WB	PARDEE ROAD TO PELHAM, TAYLOR	LANDSCAPE BARRIER	WAYNE	0.9	89
I94WB	PARDEE ROAD TO PELHAM, TAYLOR	SOUND BARRIER	WAYNE	0.9	594
I94EB	REST AREA EAST OF WAYNE ROAD	GRADING AND DRAINAGE AND SURFACE	WAYNE	0.0	850
I75	EUREKA TO ALLEN, TAYLOR	SOUND BARRIER	WAYNE	0.4	200

SUMMARIES FOR CATEGORY: 11. ENVIRONMENT RELATED

TOTAL	59.9	8514

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CATEGORY: 12. BRIDGE WIDEN

ROUTE	LOCATION DESCRIPTION	TYPE OF WORK	COUNTY	MILES	COST W/O CE, 1000's
US24	BRIDGE 01 OVER STONY CREEK	WIDEN AND RAILINGS	MONROE	0.0	74
I94	STRUCTURE 22 UNDER 8 MILE ROAD	BRIDGE WIDEN	WAYNE	0.0	610

SUMMARIES FOR CATEGORY: 12. BRIDGE WIDEN

TOTAL	0.0	684

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CATEGORY: 13. TRAFFIC OPERATIONS & TSM

ROUTE	LOCATION DESCRIPTION	TYPE OF WORK	COUNTY	MILES	COST W/O CE. 1000's
I75	M13 CONNECTION TO M33 AND 09035 AND 06111	SIGN UPGRADE	BAY	19.0	270
I94	STATE LINE TO SOUTH JUNCTION I94BL (11015)	SIGN UPGRADE	BERRIEN	23.4	210
US31	STATE LINE TO WALTON ROAD	TRAFFIC SIGNS	BERRIEN	6.9	250
I69	INDIANA STATE LINE TO I94	SIGN UPGRADE	BRANCH	38.2	802
I94	WEST COUNTY LINE TO EAST COUNTY LINE	SIGN UPGRADE	CALHOUN	31.4	540
I194	I94 TO POE BATTLE CREEK	SIGN UPGRADE	CALHOUN	3.4	72
I75	SOUTH OF M68 TO MACKINAC BRIDGE AND 24071	SIGN UPGRADE	CHEBOYGAN	31.1	173
I69	US27 TO EAST COUNTY LINE (19043)	FREEWAY SIGNS	CLINTON	10.4	200
I75	US27 TO SOUTH OF M68 AND 16093 AND 69014	SIGN UPGRADE	CRAWFORD	58.2	307
I475	I75 N TO S JUNCTION (OMIT CITY OF SAGINAW)	SIGN UPGRADE	GENESEE	16.9	220
I96	I94BL EAST JUNCTION TO US23 (47066)	SIGN UPGRADE	INGHAM	43.4	438
US127	I496 TO US27, LANSING AND EAST LANSING	SIGN REHABILITATION	INGHAM	7.7	100
I94	WEST COUNTY LINE TO WESTNEDGE AVENUE	CROSSROAD SIGNS	KALAMAZOO	9.3	29
I94	WESTNEDGE TO EAST COUNTY LINE (39025)	CROSSROAD SIGNS	KALAMAZOO	0.0	70
I75	N OF MACKINAC BDG TO INTERNATIONAL BDG + 17033	SIGN UPGRADE	MACKINAC	52.0	300
I96	US23 TO M102 (47064)	SIGN UPGRADE	OAKLAND	16.4	162
I96/275	M102 TO I275 SOUTH JUNCTION (82125)	SIGN UPGRADE	OAKLAND	7.3	47
I696	FRANKLIN ROAD TO US24	SIGNS	OAKLAND	0.5	22
I696	US24 TO LAHSER ROAD	SIGNS	OAKLAND	1.6	69
I696	LAHSER ROAD TO I75 INTERCHANGE	FREEWAY SIGNS	OAKLAND	8.5	350
I75	M33 TO US27 (65041 AND 20052)	SIGN UPGRADE	ROSCOMMON	47.0	240
M46	AT M52 (GRAHAM ROAD)	TRAFFIC SIGNALS	SAGINAW	0.0	25
M14TB	OUTER DRIVE TO MYERS, 3 LOCATIONS	TRAFFIC SIGNALS	WAYNE	0.0	91
M3	CASS AVENUE TO CLARK STREET, DETROIT	RESIGNING	WAYNE	2.6	15
US12	WYOMING TO WASHINGTON BOULEVARD, DETROIT	RESIGNING	WAYNE	5.3	35
M14 TB	AUBURN TO GRAND RIVER AVENUE, DETROIT	SIGN UPGRADE	WAYNE	4.1	69
M14 TB	AUBURN TO GRAND RIVER AVENUE, DETROIT	LANE MARKING	WAYNE	4.1	60
US12	16TH STREET TO WYOMING, DETROIT	SIGNAL MODIFICATION	WAYNE	3.7	604
M3	BRUSH STREET TO 8 MILE ROAD, DETROIT	SIGN UPGRADE	WAYNE	8.9	60
US12	AT 3 LOCATIONS, DETROIT	TRAFFIC SIGNALS	WAYNE	0.0	107

SUMMARIES FOR CATEGORY: 13. TRAFFIC OPERATIONS & TSM

TOTAL	461.3	5937

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CATEGORY: 14. MISCELLANEOUS

ROUTE	LOCATION DESCRIPTION	TYPE OF WORK	COUNTY	MILES	COST W/O CE, 1000's
I94	NEW BUFFALO WEIGH STATION	GRADING & DRAINAGE AND PAVING	BERRIEN	0.0	3140
US12	D01 NEAR ECORSE	PUMP HOUSE UPGRADE	WASHTENAW	0.0	145

SUMMARIES FOR CATEGORY: 14. MISCELLANEOUS

TOTAL	0.0	3285

SUMMARIES FOR FINAL

TOTAL	1063.3	323595