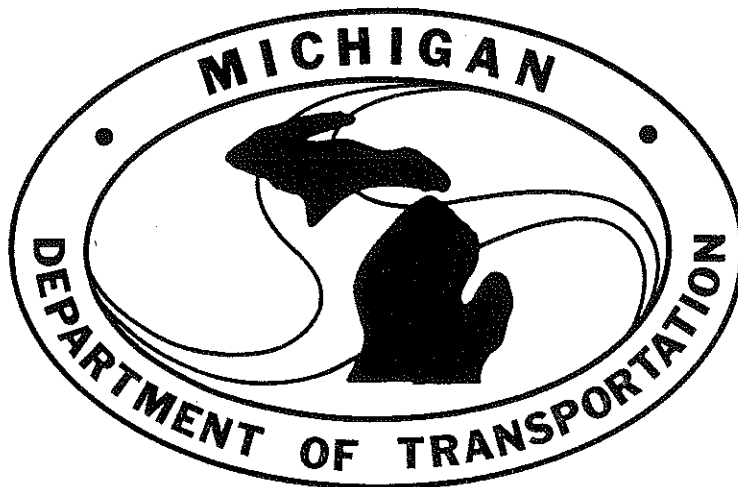


**1986-87
MULTI-MODAL
PROGRAM**



**MICHIGAN DEPARTMENT
OF TRANSPORTATION**

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July 17, 1986

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INTRODUCTION

Introduction

The 1986-87 Multi-Modal Program continues the system preservation direction set forth in the department's comprehensive planning process. This direction was established through a process that consists of:

1. A needs study which is an inventory of existing and future needs, and a priority setting tool;
2. A state transportation plan that sets policy goals and objectives;
3. A fiscal analysis that estimates the revenues available to meet the goals and objectives; and
4. An investment plan and long range program that combines all the above information into a specific method of accomplishing the goals and objectives.

A fifth step, and one that completes the programming process, is the selection of individual projects for the annual program. This process includes an overall program strategy that is expressed in terms of how much of our resources should be allocated to preserve, improve, and expand our transportation network. In the programming process Preserve includes work which continues existing services, or maintains existing roads and bridges. Resurfacing and reconstruction are examples of highway preservation activities. Improve includes work which increases the capacity or service level of roadways and other transportation services. This is achieved by adding roadway lanes, adding buses to a route, or lengthening airport runways. Expand includes work which supplies new transportation services. Construction of a new freeway is an example, as is starting a new bus service. It includes completion

of the interstate highway system. By aggregating projects into this programming structure, we ensure that spending is consistent with the overall program strategy.

The allocation of funds into the preserve, improve and expand structure is shown in the charts on the succeeding 3 pages.

Program Strategy

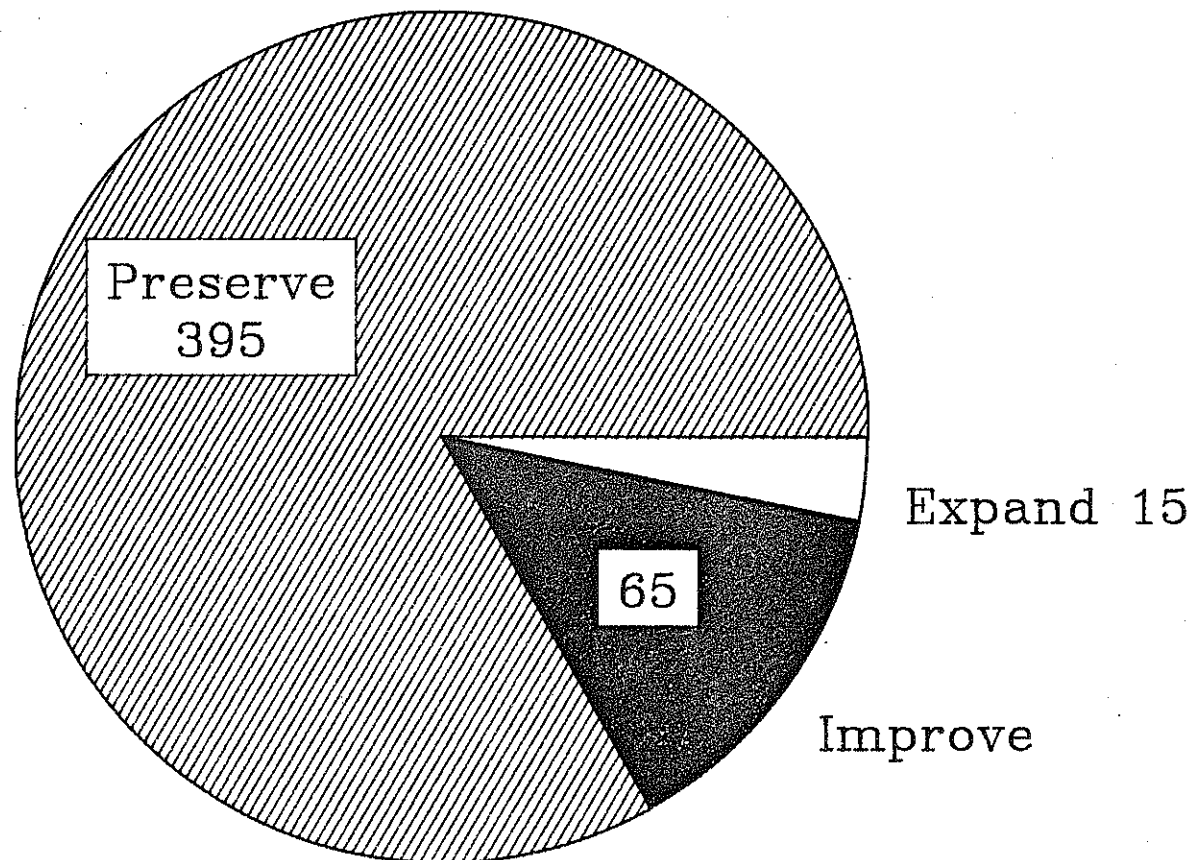
During the last four years we have made significant progress toward rebuilding our transportation system. This includes improvements to 2,217 miles of roadway and total expenditures of \$1.5 billion. To ensure that the transportation system continues to be a vital part of Michigan's economic future, expenditures are targeted toward those areas where the return on our investment is greatest. The 1986-87 program achieves this objective by focusing on a strategy of allocating the vast majority of our monies to preserving the existing transportation network. Monies are allocated to the improve and expand categories only when there is a demonstrated need for greater service to Michigan's businesses and citizens.

This program sets forth the plan by which we carry out this strategy. System preservation has been allotted more than 83 percent of our total funds. Fourteen percent of the funds are allotted to improving services, and three percent to expanding these services.

The program assumes federal budgets will be cut by Gramm-Rudman-Hollings legislation. This assumption is being made in spite of the recent Supreme Court decision concerning this legislation. It is our understanding that the court decision does not invalidate the budget reducing effect of the legislation. In addition, the program provides for emergencies and other special situations that may occur during implementation of the program. The individual projects in this program are based on estimated revenues and estimated times needed to complete project planning activities. Thus, the projects in the program are subject to change.

Remaining sections of this report give the program for each modal area: Highways, Comprehensive Transportation, and Aviation.

1986-87 PROGRAM

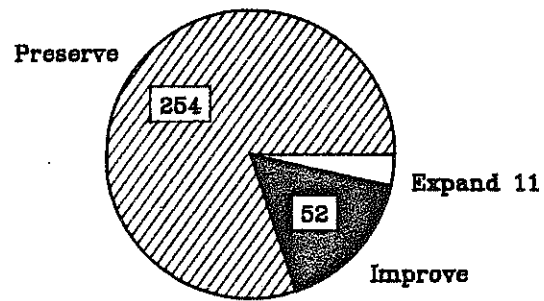


Funds (millions)

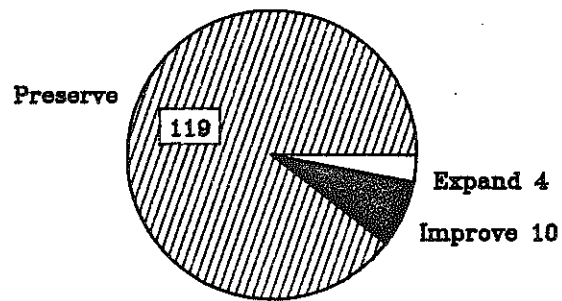
Total = 475 million

1986-87 PROGRAM

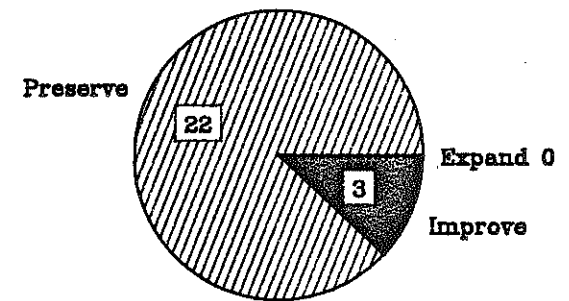
-7-



Highways



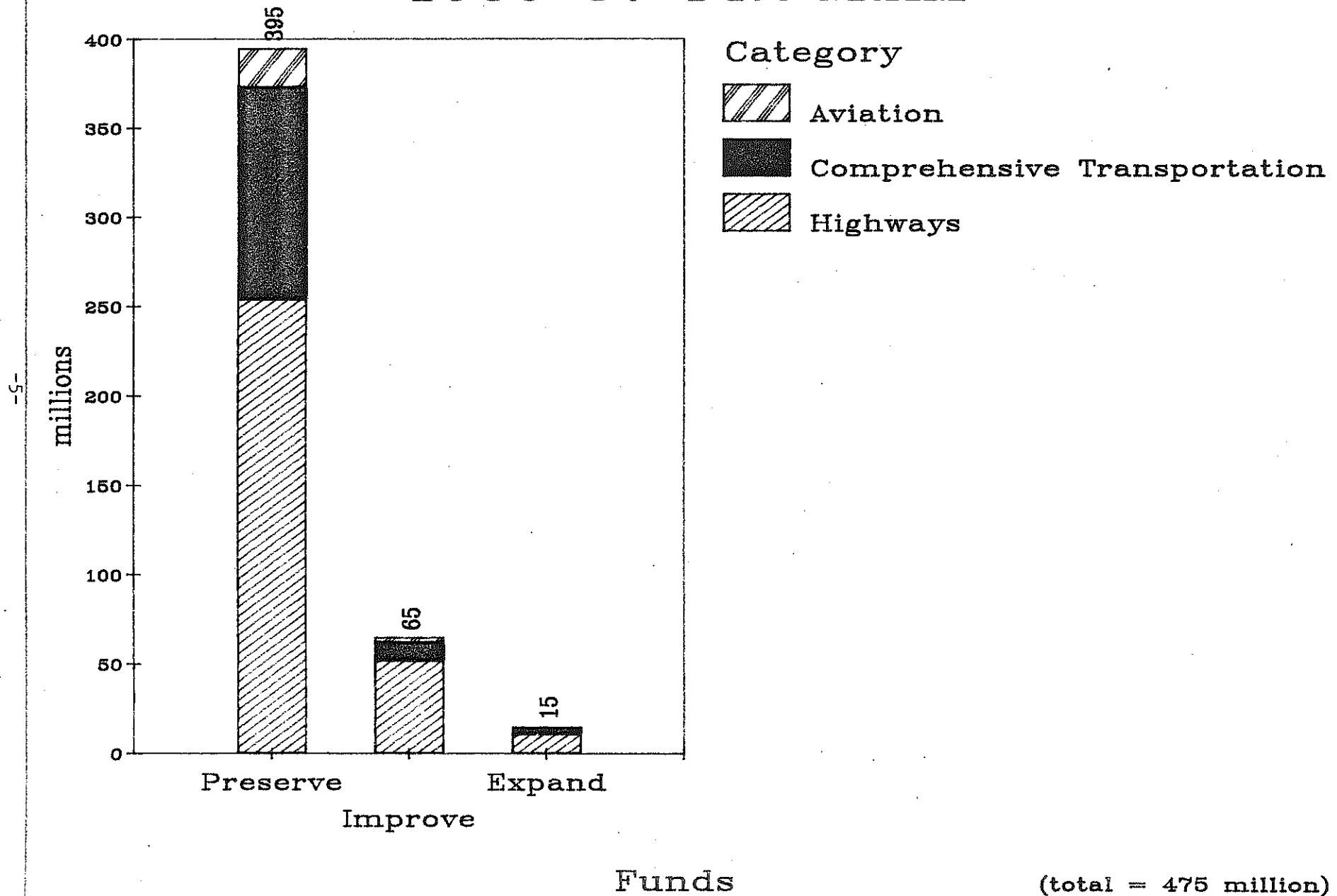
Comprehensive Transportation



Aviation

Funds (total 475 million)

1986-87 PROGRAM



HIGHWAY PROGRAM

Highlights

The overwhelming need for highways is to repair and maintain the 9,500 miles of State Trunkline Highways that carry 50 percent of the total statewide traffic. This need is acute because of the large backlog created by deferring maintenance in the past. Thus, the program is heavily weighted toward preservation of the existing system. Ninety-five percent of the miles and 80 percent of the total dollars are for preserving existing highways. Seventeen miles of roadway are being completely reconstructed, 320 miles resurfaced, 258 miles rehabilitated, and 25 miles are being widened. These maintenance projects cost \$191 million. The remaining \$64 million of preservation projects include repairs to shoulders and joints, safety work, and bridge work. One hundred forty bridges will be painted, have their deck replaced, or otherwise be improved in 1986-87.

Major preservation projects included in the program are listed below:

1. Reconstruction Projects - M-26 near Eagle River in Keeweenaw County; US-2 near Powers in Menominee County; I-94 interchange at Oakland Drive in Kalamazoo County; US-10 in Wayne county for access to the Detroit CBD; and the I-75 approach to the Zilwaukee Bridge.

These projects will replace and make other improvements to roadways that have structural deficiencies. These deficiencies require a more extensive treatment than either rehabilitating or resurfacing the pavement.

2. Resurfacing Projects - 11 miles of US-41 throughout Alger County; 23 miles of M-28 in Schoolcraft County; 15 miles of M-82 in Newaygo County; 20 miles of M-32 in Alpena County; 11 miles of M-25 in Huron County; 15 miles of M-37 in Wexford County; US-27, Hatton to

Mannsiding Road in Clare County; and I-75 near Maple Road in Genesee County.

These projects are aimed at repairing the pavement and providing a smooth ride to the motoring public.

3. Rehabilitation Projects - 4 miles of I-94 in Calhoun County; 23 miles of I-75 in Cheboygan County; 5 miles of US-2/141 in Dickinson County; 8 miles of I-96 in Ionia County and another 7 miles of I-96 in Kent County; 6 miles of I-75 in Monroe County; 6 miles of I-94 in Van Buren County; and 8 miles of US-10 (Lodge) in Wayne County.

These projects include work to return an existing pavement to a condition of adequate structural support. Some additional safety work may also be included.

In addition to our maintenance needs, there continues to be a need to improve services to businesses and to the motoring public. Some existing roadways are not wide enough to handle traffic that has been steadily increasing over the years. Other areas have developed to the point where new highways are needed. In these instances, the department must improve and expand services. However, these projects represent only a small portion of the total program. Only 16 percent of the highway dollars (\$52 million) are budgeted to improving 26 miles of existing highways. Eleven million dollars, or 4 percent of the total, is budgeted to building 2 miles of new highways.

The major improve and expand projects are listed below:

1. Improve Projects - Relief lanes along US-23 in Alcona County; widening of US-2 at Escanaba in Delta County; widening of US-10 in Oakland County; widening of M-102 in Wayne County; widening of M-53 in Macomb County; and the replacement of two bridges on I-75 in Oakland County.

All these roads experience bottle-necks and back-ups because they cannot accommodate the traffic using them. The projects will increase the capacity of the road and reduce delays experienced by motorists.

2. Expand Projects - Expand projects include roadside work along I-696 in Oakland County and US-31 in Mason County.

Construction of US-31 in Mason county will improve travel from Muskegon northward to Ludington, Frankfort

and into the Traverse City area. This roadway is among the most inadequate sections for existing and projected traffic.

Previously contracted work on the interstate system will continue throughout 1987. We were able to increase the amount of I-696 projects let in 1986 because of additional federal Interstate Discretionary monies made available to us. This allows us to maintain our construction schedule on I-696 while devoting our resources to other projects in 1987. When completed, the I-696 freeway will improve travel into and around the major industrial development in the northern Detroit metropolitan area.

Revenues and Their Uses

Funds available to finance highway projects are provided by the State Trunkline Fund and by federal aid. About 71 percent of the total program is financed by federal aid. To maximize the return on state monies, State Trunkline funds are used first to match federal aid. Any additional funds are then used for state-only funded projects. The estimated funding for fiscal year 1986-87 is shown below.

Federal Aid	\$224,459,000
State Trunkline Funds	<u>92,598,447</u>
TOTAL	317,057,447 =====

Program Structure and Categories

The highway construction program presented here lists the projects for F.Y. 1986-87. The projects are grouped into the program structure of preserve, improve, and expand and are listed by program category. Program categories 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

1. Traffic Operations \$13,834,000
Includes signing, pavement marking, and traffic signals.
2. Safety \$ 7,635,997

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.

3. Bridge Rehabilitation \$27,565,050

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

4. Resurface \$55,884,400

This category refers to placement of additional surface material over the existing roadway to improve service 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.

5. Restoration and Rehabilitation \$89,671,600

Work in this category includes that 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 work includes of the following:

- recycling existing pavements (bituminous or concrete)
- three foot bituminous shoulders
- minor drainage corrections
- minor base corrections
- superelevation corrections
- cracking and resurfacing
- 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

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.

6. Reconstruction \$38,773,050

This category refers to removal and replacement of the old pavement 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.

7. Minor Widening \$ 6,353,300

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 turning lane improvement 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.

8. Roadside/Environment \$ 8,751,150

Typical projects in this category include sound barriers, beautification, rest areas, travel information centers, and fence repairs.

9. Miscellaneous \$ 6,000,000

This category includes projects that do not fall in the other categories. It also includes the Minor Construction Program.

IMPROVE COMPONENT

10. Capacity Improvement \$34,304,750

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 in this category.

11. Bridge Replacement \$17,411,250

Work under this category includes the total replacement of a

structurally inadequate or functionally obsolete bridge. A new structure is constructed in the same general traffic corridor, to current geometric, construction, and structural standards. Incidental roadway approach work is also included.

12. Bridge Widening \$ -0-

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

EXPAND COMPONENT

13. New Route \$ 497,700

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

14. Relocation \$10,375,200

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. The previous facility is either 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 on the next page. Individual projects are listed thereafter.

In addition to the projects listed in this section of the report, we will also select projects during the course of the year for the following items:

<u>Item</u>	<u>Amount</u>
Minor Construction Program	\$6,000,000
Traffic Operations	9,600,000
Safety	3,500,000

These amounts are included in the summary sheet by programming categories. They are not apportioned to individual projects and are not included in the project listings.

The highway program is in compliance with the 90 percent maintenance provisions of the Padden Amendment. Ninety-one and four tenths percent of the federal funds are for maintenance activities. For State Trunkline Funds the percentage is 93. The highway program also has 85 percent of the dollars and 66 percent of the mileage on the Priority Commercial Network. This is a network of roadways that is used extensively for economic activities.

1987 HIGHWAY PROGRAM

Summaries By Interstate and Non-Interstate Classifications

	NON-INTERSTATE		INTERSTATE		TOTAL	
	Amount	Miles	Amount	Miles	Amount	Miles
PRESERVE						
Reconstruction	24,081,900	16.1	14,691,150	1.0	38,773,050	17.1
Restoration & Rehab.	33,959,050	103.2	55,712,550	155.1	89,671,600	258.3
Resurface	38,310,150	284.7	17,574,250	35.4	55,884,400	320.1
Minor Widening	6,353,300	25.0	0	0.0	6,353,300	25.0
Traffic ops/TSM	9,490,400		4,343,600		13,834,000	
Safety	6,699,897		936,100		7,635,997	
Bridge Upgrade	13,745,750		13,819,300		27,565,050	
Environment	2,776,650		5,974,500		8,751,150	
Miscellaneous	6,000,000				6,000,000	
SUBTOTAL	\$141,417,097	429.0	\$113,051,450	191.5	\$254,468,547	620.5
IMPROVE						
Capacity Improvement	34,155,250	25.5	149,500	0.0	34,304,750	25.5
Bridge Replacement	697,850		16,713,400		17,411,250	
Bridge Relocation	0		0			
SUBTOTAL	\$34,853,100	25.5	\$16,862,900	0.0	\$51,716,000	25.5
EXPAND						
New Route	11,500	0.0	486,200	0.0	497,700	0.0
Relocation	7,966,200	2.0	2,409,000	0.4	10,375,200	2.4
SUBTOTAL	\$7,977,700	2.0	\$2,895,200	0.4	\$10,872,900	2.4
GRAND TOTAL	\$184,247,897	456.5	\$132,809,550	191.9	\$317,057,447	648.4

Planning File Report by Program Category
FY87
data base as of 07/12/86
07/16/86

PAGE 1

Program Category: 1. Preserve

Work Category: 11. Traffic Operations

ROUTE	LOCATION DESCRIPTION	TYPE OF WORK	COUNTY	MILES	COST W/CE
M STWD	STATE WIDE (TWO WAY ROADS)	PAVEMENT MARKERS	*AREA WIDE	0.000	100,050
M D WD	DISTRICT #6	SPECIAL PAVEMENT MARKING	*AREA WIDE	0.000	5,500
M D WD	DISTRICT #6	SPECIAL PAVEMENT MARKING	*AREA WIDE	0.000	49,500
M D WD	DISTRICT #6	SPECIAL PAVEMENT MARKING	*AREA WIDE	0.000	9,900
M D WD	DISTRICT #6	SPECIAL PAVEMENT MARKING	*AREA WIDE	0.000	5,500
M D WD	DISTRICT #6	SPECIAL PAVEMENT MARKING	*AREA WIDE	0.000	2,200
M D WD	DISTRICTS 3 AND 4 (POLY AND COLDPL)	INTERCHANGE RAMP MARKING	*AREA WIDE	0.000	19,800
M D WD	DISTRICTS 3 AND 4 (POLY AND COLDPL)	INTERCHANGE RAMP MARKING	*AREA WIDE	0.000	1,100
M D WD	DISTRICTS 3 AND 4 (POLY AND COLDPL)	INTERCHANGE RAMP MARKING	*AREA WIDE	0.000	4,400
I75	M13 CONNECTION TO M33, 09035, 06111	SIGN UPGRADE	BAY	37.700	297,000
I69	INDIANA STATE LINE TO I94	SIGN UPGRADE	BRANCH	38.200	882,200
I194	I94 TO POE BATTLE CREEK	SIGN UPGRADE	CALHOUN	3.400	79,200
I94	WEST COUNTY LINE TO EAST COUNTY LINE	SIGN UPGRADE	CALHOUN	31.400	594,000
I75	US27 TO SOUTH OF M68, 16093, 69014	SIGN UPGRADE	CRAWFORD	58.200	337,700
I94	AT 5 INTERCHANGES (PORTAGE TO 40TH)	YELLOW BOOK SIGN	KALAMAZOO	0.000	80,500
I75	STATE LINE TO I275 (58152)	SIGN UPGRADE	MONROE	20.300	297,000
I275	I75 TO I96 (82291 AND 63191)	SIGN UPGRADE	MONROE	30.300	221,950
I96/275	M102 TO I275 SOUTH JUNCTION	SIGN UPGRADE	OAKLAND	7.300	54,050
M216	AT BRIDGE 01 OVER FLOWERFIELD CREEK	DETOUR AND STRUCTURE	ST. JOSEPH	0.100	330,000
M14 TB	AUBURN TO GRAND RIVER AVENUE, DETROIT	LANE MARKING	WAYNE	4.100	69,000
M14 TB	AUBURN TO GRAND RIVER, DETROIT	SIGN UPGRADE	WAYNE	4.100	79,350
US10NB	M102 TO RANDOLPH, DETROIT	SIGN REHABILITATION	WAYNE	12.700	277,150
US10SB	M102 TO RANDOLPH, DETROIT	SIGN REHABILITATION	WAYNE	12.700	213,900
US12	AT 3 LOCATIONS, DETROIT	TRAFFIC SIGNAL	WAYNE	0.000	123,050

SUMMARIES FOR Work Category: 11. Traffic Operations

WORK TYPE COST: 4,134,000
WORK TYPE DISTANCE: 260.500

Work Category: 12. Safety

ROUTE	LOCATION DESCRIPTION	TYPE OF WORK	COUNTY	MILES	COST W/CE
M32	AT BAGLEY ROAD	INTERSECTION IMPROVEMENT	ALPENA	0.000	108,100
M138	AT GRADE 01 T&SB RAILROAD, MUNGER	CROSSING REMOVAL	BAY	0.000	70,150
M25	AT SAGINAW RIVER (BO1), BAY CITY	INTERSECTION REVISION	BAY	0.000	110,000
M54	GRADE 01 AT C&O RAILROAD, BURTON	RAILROAD CROSSING	GENESEE	0.000	107,000
M56	GRADE 02 AT GTW RR, FLINT	RAILROAD CROSSING	GENESEE	0.000	220,000
M203	GRADE 01 SL RAILROAD, HANCOCK	SIGNAL REMOVAL	HOUGHTON	0.000	9,000
M203	GRADE 01 SL RAILROAD, HANCOCK	CROSSING REMOVAL	HOUGHTON	0.000	103,500
US41	GRADE 01 SL RAILROAD, CHASSELL	SIGNAL REMOVAL	HOUGHTON	0.000	9,000
US41	GRADE 01 SL RAILROAD, CHASSELL	CROSSING REMOVAL	HOUGHTON	0.000	49,450
I96BL	AT NORTHRUP STREET, LANSING	INTERSECTION IMPROVEMENT	INGHAM	0.000	230,000
M36	AT HAWLEY ROAD EAST OF MASON	INTERSECTION IMPROVEMENT	INGHAM	0.000	115,000
M97	AT HILDALE AND SARGENT ROADS	INTERSECTION IMPROVEMENT	MACOMB	0.000	138,000
US41	GRADE 05 SL RAILROAD, EAST OF HUMBOLT	CROSSING RECONSTRUCTION	MARQUETTE	0.000	94,000
US41	AT GRADE 05 SL RAILROAD, EAST OF HUMBOLT	APPROACH	MARQUETTE	0.000	48,300
US24	AT CARLETON-ROCKWOOD ROAD	INTERSECTION RECONSTRUCTION	MONROE	0.000	414,700
I696	AT I75 INTERCHANGE, ROYAL OAK AND MADISON HTS	SAFETY AND RAILINGS	OAKLAND	0.000	319,000
M32	GRADE 01 MN RAILROAD, ELMIRA	RAILROAD CROSSING	OSTEGO	0.000	73,000
M32	AT GRADE 01 MN RAILROAD, ELMIRA	APPROACH AND REMOVAL	OSTEGO	0.000	49,450
M46	AT C&O AND GTW RAILROAD CROSSINGS, SAGINAW	REMOVAL AND APPROACHES	SAGINAW	0.000	112,947
M52	AT GRADE 02 C&O RAILROAD, SOUTH OF M46	APPROACH PAVING	SAGINAW	0.000	36,800
M52	GRADE 02 AT C&O RAILROAD, SOUTH OF M46	RAILROAD CROSSING	SAGINAW	0.000	43,000
M52	AT M21, OWOSSO	INTERSECTION RECONSTRUCTION	SHIAWASSEE	0.000	72,450
I69	MORRICE ROAD TO M13 AND STRUCTURES	GUARDRAILS AND RAILINGS	SHIAWASSEE	15.500	617,100
M21	GRADE 01 AT GTW RAILROAD, WEST OF OWOSSO	RAILROAD CROSSING	SHIAWASSEE	0.000	210,000
M21	AT GRADE 01 GTW RAILROAD, WEST OF OWOSSO	APPROACH	SHIAWASSEE	0.000	138,000
M19	M21TB TO SOUTH OF BRENNAN ROAD	UPGRADE AND RESURFACE	ST. CLAIR	1.700	308,000
M24	AT GRADE 01 C&O RAILROAD, SE OF MAYVILLE	APPROACH PAVING	TUSCOLA	0.000	28,750
M40	GRADE 01, 02 C&O RAILROAD, PAW PAW	CROSSING REMOVAL	VAN BUREN	0.000	112,700
M3	GRADE 01 AT CR RAILROAD, DETROIT	CROSSING REMOVAL	WAYNE	0.000	57,500
US10SB	M102 TO RANDOLPH, DETROIT	YELLOW BOOK SIGN UPGRADE	WAYNE	12.700	131,100

SUMMARIES FOR Work Category: 12. Safety

WORK TYPE COST: 4,135,997
 WORK TYPE DISTANCE: 29.900

Work Category: 13. Bridge Rehabilitation

ROUTE	LOCATION DESCRIPTION	TYPE OF WORK	COUNTY	MILES	COST W/CE
M32	BRIDGE 03 OVER SOUTH BRANCH THUNDER BAY RIVER	DECK REPLACEMENT	ALPENA	0.000	500,500
I75	STRUCTURE 13 UNDER I75 RAMP	PAINTING, PINS AND HANGERS	ARENAC	0.000	133,400
M13	BRIDGE 01 OVER EAST CHANNEL SAGINAW RIVER	UNDERWATER REPAIR	BAY	0.000	60,500
M13	BRIDGE 01 OVER EAST CHANNEL SAGINAW RIVER	SUPER STRUCTURE REPLACEMENT	BAY	0.000	3,850,000
I94	BRIDGE 01 OVER ST JOSEPH RIVER	OVERLAY, PINS AND HANGERS	BERRIEN	0.000	1,182,500
I94	STRUCTURE 03 OVER PIPESTONE AND 11017	OVERLAY AND PAINTING	BERRIEN	0.000	665,500
US33	BRIDGE 01 OVER ST JOSEPH RIVER, ST JOSEPH	PAINTING	BERRIEN	0.000	473,000
US12	BRIDGE 01 OVER ST JOSEPH RIVER	JOINTS, PAINTING, PINS & HANGERS	BERRIEN	0.000	432,300
I94	STRUCTURE 07 UNDER VERONA ROAD	OVERLAY AND RAILINGS	CALHOUN	0.000	170,200
US10	STRUCTURE 01 OVER US27NB, SO2, SO3	RAILING REPLACEMENT	CLARE	0.000	95,450
I75BL	BRIDGE 01 OVER AU SABLE RIVER	PAINTING	CRAWFORD	0.000	46,000
US27	STRUCTURE 02 UNDER FLETCHER ROAD, SO3	DECK OVERLAY	CRAWFORD	0.000	128,800
US141	BRIDGE 01 OVER MENOMINEE RIVER	UNDERWATER REPAIR	DICKINSON	0.000	220,000
I96	BRIDGE 01 OVER GRAND RIVER, BO2	PINS AND HANGERS	EATON	0.000	275,000
I75	STRUCTURE 12 UNDER MT MORRIS ROAD	APPROACH AND DECK	GENESEE	0.000	393,300
M54	NORTH OF M21, FLINT	SEWER AND ACCESS	GENESEE	0.000	357,500
M54	DO1 NORTH OF M21, FLINT	PUMP HOUSE	GENESEE	0.000	230,000
US2BR	BRIDGE 01 OVER MONTREAL RIVER, IRONWOOD	DECK OVERLAY	GOGEBIC	0.000	11,500
US2WB	BRIDGE 01 OVER MONTREAL RIVER, BO7	DECK REPLACEMENT	GOGEBIC	0.000	207,000
US2WB	BRIDGE 01 OVER MONTREAL RIVER, BO7	PAINTING	GOGEBIC	0.000	27,600
US31	BRIDGE 01 OVER BOARDMAN RIVER	PAINTING	GRAND TRAVERSE	0.000	66,700
US27	RO1 OVER GTW RAILROAD AND STRUCTURE 01	PAINTING	GRATIOT	0.000	197,800
US27	BRIDGE 03 OVER PINE RIVER AND 4 OTHERS	PAINTING	GRATIOT	0.000	371,450
I96	STRUCTURE 02 UNDER NASH HIGHWAY	DECK OVERLAY	IONIA	0.000	117,300
US27	STRUCTURE 08 OVER M20 AND BO1, RO1 37014	PAINTING	ISABELLA	0.000	297,000
US27	RO2 OVER C&O RAILROAD AND STRUCTURE 09	PAINTING	ISABELLA	0.000	169,400
M60	RO1 OVER CR RAILROAD AND I94BL	PAINTING	JACKSON	0.000	143,000
US127	BRIDGE 04 OVER GRAND RIVER AND STRUCTURE 01	PAINTING	JACKSON	0.000	116,600
US127	BRIDGE 01 OVER GRAND RIVER AND SO1, RO1	PAINTING	JACKSON	0.000	222,200
I94	STRUCTURE 08 OVER US131NB, PORTAGE	OVERLAY AND RAILINGS	KALAMAZOO	0.000	422,400
I94	STRUCTURE 04 OVER 12TH STREET AND STRUCTURE 07	DECK OVERLAY	KALAMAZOO	0.000	572,000
I96	STRUCTURE 04 OVER I29GNB, GRAND RAPIDS	OVERLAY AND RAILINGS	KENT	0.000	490,600
US131	RO4 OVER C&O RAILROAD, GRAND RAPIDS	DECK OVERLAY	KENT	0.000	719,400
US131NB	RO6 OVER CR AND C&O RAILROAD AND 3 OTHERS	PAINTING	KENT	0.000	364,100
US131	RO7 OVER CR RAILROAD AND GRAND RIVER	PAINTING	KENT	0.000	598,400
US23	STRUCTURE 02 OVER HYNÉ ROAD	PAINTING	LIVINGSTON	0.000	55,200
I96	STRUCTURE 03 OVER US23, SO4, SO5	PAINTING	LIVINGSTON	0.000	257,600
I94	STRUCTURE 30 UNDER 21 MILE ROAD, S31	PAINTING	MACOMB	0.000	294,400
US2	BRIDGE 01 OVER CEDAR RIVER	DECK REPLACEMENT	MENOMINEE	0.000	149,500
M55	BRIDGE 01 OVER WEST BRANCH MUSKEGON RIVER	DECK REPLACEMENT	MISSAUKEE	0.000	180,550
I75	BRIDGE 01 OVER SANDY CREEK	DECK AND MEDIAN BARRIER	MONROE	0.000	144,900
I75	BRIDGE 03 OVER SWAN CREEK	OVERLAY AND HEADER	MONROE	0.000	184,000
I75	STRUCTURE 05 UNDER NEWPORT ROAD	OVERLAY AND RAILINGS	MONROE	0.000	173,650
I75	STRUCTURE 12 UNDER M50	DECK OVERLAY	MONROE	0.000	272,550
US23	BRIDGE 01 OVER S BRANCH MACON RIVER AND OTHERS	PAINTING	MONROE	0.000	280,500

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ROUTE	LOCATION DESCRIPTION	TYPE OF WORK	COUNTY	MILES	COST W/CE.
I75	RO3 OVER CR RAILROAD AND RAISIN RIVER	JOINTS, PAINTING, PINS AND HANGERS	MONROE	0.000	983,400
M125 TB	BRIDGE 01 OVER INDIAN CREEK AND 2 OTHERS	OVERLAY AND RAILINGS	MONROE	0.000	244,950
I96	STRUCTURE 01 UNDER AIRLINE, SO2, SO3	OVERLAY, PINS AND HANGERS	MUSKEGON	0.000	338,800
I96	BRIDGE 01 OVER HURON RIVER	PAINTING	OAKLAND	0.000	138,000
I696	STRUCTURE 10 UNDER FRANKLIN ROAD, S11	OVERLAY, PAINTING	OAKLAND	0.000	607,200
I75	STRUCTURE 12 UNDER RAMP TO CHRYSLER, S19	OVERLAY, PAINTING	OAKLAND	0.000	446,600
US31TB	BRIDGE 01 OVER PENTWATER RIVER	JOINTS, PAINTING, PINS & HANGERS	OCEANA	0.000	430,100
M28	BRIDGE 01 OVER WAPATO CREEK AND BRIDGE 02	RAILINGS AND GUARDRAILS	ONTONAGON	0.000	58,650
US131	BRIDGE 01 OVER HERSEY RIVER	PAINTING	OSCEOLA	0.000	44,850
US31	BRIDGE 02 OVER GRAND RIVER, GRAND HAVEN	DECK REPLACEMENT	OTTAWA	0.000	1,305,700
US23	BRIDGE 01 OVER TROUT RIVER	PAINTING	PRESQUE ISLE	0.000	26,450
I75	STRUCTURE 05 UNDER JANES ROAD, SO7	PAINTING	SAGINAW	0.000	253,000
I75	STRUCTURE 08 UNDER M81	DECK REPLACEMENT	SAGINAW	0.000	341,000
I75	BRIDGE 02 OVER KOCHVILLE DRAIN	DECK OVERLAY	SAGINAW	0.000	96,600
I75	STRUCTURE 08 OVER DIXIE HIGHWAY	DECK OVERLAY	SAGINAW	0.000	275,000
M90	AT GRADE 01 C&O RAILROAD, CROSSWELL	NON-MOTORIZED CROSSING	SANILAC	0.000	5,000
I94	BRIDGE 03 OVER BLACK RIVER	PINS AND HANGERS	ST. CLAIR	0.000	172,500
I196	STRUCTURE 01 UNDER M43	OVERLAY AND RAILINGS	VAN BUREN	0.000	195,500
I94	STRUCTURE 11 UNDER M14EB	PAINTING, PINS AND HANGERS	WASHTENAW	0.000	55,200
I94	STRUCTURE 02 UNDER KALMBACH, SO4, SO6, S10	PAINTING	WASHTENAW	0.000	341,000
I96	STRUCTURE 19 UNDER US24SR AND SO9 82123	PAINTING	WAYNE	0.000	926,200
I275	STRUCTURE 05 UNDER SIBLEY, SO6, SO7, S10	PAINTING	WAYNE	0.000	893,200
I275	STRUCTURE 01 UNDER HANNAN, ROMULOUS, SO2	PAINTING	WAYNE	0.000	336,600
I94	STRUCTURE 22 AT US10SB AND S25,26 DETROIT	SUBSTRUCTURE REPAIR	WAYNE	0.000	262,200
I75	STRUCTURE 07 UNDER SPRINGWELLS, DETROIT	SLAB REPLACEMENT	WAYNE	0.000	1,408,000
US24SB	CROSSING 01 AT C&O RAILROAD, N OF PLYMOUTH RD	STRUCTURE REPAIR	WAYNE	0.000	184,000
US10	STRUCTURE 23 UNDER WYOMING, DETROIT	DECK REPLACEMENT AND RAILINGS	WAYNE	0.000	605,000
US24CON	RO1 OVER CR RAILROAD AND 3 OTHERS	PAINTING	WAYNE	0.000	269,100

SUMMARIES FOR Work Category: 13. Bridge Rehabilitation

WORK TYPE COST: 27,565,050

WORK TYPE DISTANCE: 0.000

Work Category: 14. Resurface

ROUTE	LOCATION DESCRIPTION	TYPE OF WORK	COUNTY	MILES	COST W/CE
US41	NORTH OF SOUTH COUNTY LINE TO WEST COUNTY LINE	RESURFACE AND SHOULDERS	ALGER	10.700	2,788,500
M89	US131 TO KALAMAZOO RIVER, PLAINWELL	INTERMITTENT RESURFACING	ALLEGAN	0.900	57,500
M32	WEST COUNTY LINE TO BAGLEY, ALPENA	RESURFACE AND SHOULDERS	ALPENA	20.200	1,430,000
US12	MUNSON TO PIERSON, COLDWATER	MILL AND RESURFACE	BRANCH	0.500	51,750
M40	US12 TO M60	RESURFACE AND SHOULDERS	CASS	6.900	409,200
M60	EAST VILLAGE LIMIT VANDALIA TO E OF CORY LAKE	RESURFACE, JOINTS AND SHOULDERS	CASS	7.950	1,034,000
M152	VAN BUREN WEST COUNTY LIMIT TO M51 (80051)	RESURFACE AND SHOULDERS	CASS	7.700	445,500
M129	TONE ROAD TO 10 MILE ROAD	RESURFACE AND SHOULDERS	CHIPPEWA	7.100	577,500
US27	HATTON TO NORTH OF MANNSIDING ROAD	MILL AND RESURFACE	CLARE	3.000	1,232,000
US27	NORTH OF MANNSIDING TO MOSTETLER	MILL AND RESURFACE	CLARE	3.000	1,232,000
M95	COUNTY ROAD 569 TO M69	RESURFACE AND SHOULDERS	DICKINSON	6.000	382,800
US31	WEST OF SPRING TO NORTH OF LAKE, PETOSKY	MILL AND RESURFACE	EMMET	1.200	299,200
I75	SOUTH COUNTY LINE TO GRAND BLANC ROAD	RESURFACE	GENESEE	5.100	3,633,300
I75	GRAND BLANC ROAD TO US23	RESURFACE	GENESEE	3.700	2,636,700
I75	MAPLE ROAD NORTH, 25031	MILL AND RESURFACE	GENESEE	7.500	4,742,100
I75	7.5 MILE NORTH OF MAPLE TO MT MORRIS	MILL AND RESURFACE	GENESEE	3.500	1,905,200
M54	NORTH OF MT MORRIS TO NORTH OF M57	RESURFACE AND SHOULDERS	GENESEE	4.500	570,900
M54	SOUTH OF CARPENTER TO NORTH OF MT MORRIS	RESURFACE	GENESEE	3.100	411,400
M54	OLD M54BR TO SOUTH OF HEMPHILL	RESURFACE AND RECONSTRUCTION	GENESEE	2.300	230,000
US31	AT UNION, GARFIELD, 8TH, 28012	MILL AND RESURFACE	GRAND TRAVERSE	0.000	152,950
US127	SQUAWFIELD ROAD TO M34	RESURFACE	HILLSDALE	3.040	359,700
M25	M142 TO NORTH OF PIGEON RIVER	RESURFACE AND SHOULDERS	HURON	10.900	1,323,300
I96	WILLIAMSTON TO SPENCER, 5 RAMPS	RESURFACE AND SHOULDERS	INGHAM	0.000	542,300
US2	9TH STREET TO COYUGA STREET, IRON RIVER	MILL AND RESURFACE	IRON	0.900	412,500
I94	WEST OF US127 WEST JUNCTION TO I94BL	RESURFACE, JOINTS AND SHOULDERS	JACKSON	6.320	2,090,000
I94	MICHIGAN AVENUE TO US127	BITUMINOUS OVERLAY	JACKSON	9.300	1,832,600
M96	GALESBURG TO AUGUSTA	MILL AND RESURFACE	KALAMAZOO	3.500	569,800
M43	26TH STREET TO M89	RESURFACE AND SHOULDERS	KALAMAZOO	4.300	336,600
M44	OLD US131 TO RAMSDELL ROAD	RESURFACE, JOINTS AND SHOULDERS	KENT	5.300	709,500
M90	M53 SOUTH JUNCTION TO BROWN CITY (74023)	RESURFACE AND SHOULDERS	LAPEER	5.100	336,600
M156	NORTH OF MORENCI ROAD TO M34	RESURFACE	LENAWEE	6.800	418,000
US12	M50 TO TIPTON HIGHWAY	RESURFACE AND SHOULDERS	LENAWEE	8.400	1,265,000
M155	I96BL TO LIVINGSTON, HOWELL	RESURFACE	LIVINGSTON	0.310	51,750
I96	AT KENNSINTON AND AT PLEASANT VIEW	RESURFACE, REPAIR AND SHOULDERS	LIVINGSTON	0.000	192,050
I75BL	CITY OF ST IGNACE	RESURFACE, CURBS AND GUTTERS	MACKINAC	0.900	267,950
M97	CASS AVENUE, MT CLEMENS TO M59	RESURFACE AND SHOULDERS	MACOMB	2.500	1,342,000
US131	REST AREA SOUTH OF 13 MILE ROAD	TAR SEALCOAT	MECOSTA	0.000	8,800
US41	OAKWOOD ROAD TO SOUTH OF US2, POWERS	RESURFACE, JOINTS AND SHOULDERS	MENOMINEE	9.800	853,600
M20	PATRICK TO JEROME, MIDLAND	RESURFACE AND CURB	MIDLAND	0.800	152,950
M30	US10 TO EDENVILLE	RESURFACE AND SHOULDERS	MIDLAND	8.900	754,600
US24	M125 TO NORTH COUNTY LINE	RESURFACE AND SHOULDERS	MONROE	8.800	1,424,500
M91	WISE TO COLEY AND BENTON TO MONTCALM	RESURFACE, JOINTS AND SHOULDERS	MONTCALM	4.300	715,000
M46	US31 TO MAPLE ISLAND ROAD	RESURFACE	MUSKEGON	7.000	1,265,000
M82	M37 TO US131 (59041)	RESURFACE AND SHOULDERS	NEWAYGO	15.000	1,799,750
I75BL	SOUTH BOULEVARD TO WIDE TRACK DRIVE, PONTIAC	MILL AND RESURFACE	OAKLAND	0.800	425,700

Planning File Report continued

ROUTE	LOCATION DESCRIPTION	TYPE OF WORK	COUNTY	MILES	COST W/CE
M55	EAST OF M30 TO I75BL, WEST BRANCH	MILL AND RESURFACE	OGEMAW	1.000	495,000
M32	EAST CITY LIMIT GAYLORD TO TURTLE LAKE ROAD	RESURFACE AND SHOULDERS	OSTEGO	5.900	434,500
M104	FRUITPORT ROAD TO I96	RESURFACE, JOINTS AND SHOULDERS	OTTAWA	5.300	676,500
M52	SOUTH COUNTY LINE TO SOUTH OF M57	RESURFACE AND SHOULDERS	SAGINAW	3.500	432,300
M47	FREELAND ROAD SOUTH (FREELAND)	MILL AND RESURFACE	SAGINAW	0.200	63,250
M28	W COUNTY LINE TO E COUNTY LINE, OMIT SENEY	RESURFACE AND SHOULDERS	SCHOOLCRAFT	23.200	1,408,000
M216	MARCELLUS TO US131 (14081)	RESURFACE AND SHOULDERS	ST. JOSEPH	8.800	490,600
M153	0.9 MILE EAST OF M14 TO EAST COUNTY LINE	RESURFACE	WASHTENAW	4.230	473,000
US23	US12 TO M14 EAST JUNCTION	RESURFACE AND JOINTS	WASHTENAW	8.700	2,420,000
M14	US23 WEST JUNCTION TO US23 EAST JUNCTION	RESURFACE AND JOINTS	WASHTENAW	2.700	990,000
M14 TB	WEST OF PARKWAY TO AUBURN, DETROIT	UPGRADE AND RESURFACE	WAYNE	1.660	581,900
M3	BRUSH TO ORLEANS, DETROIT	RESURFACE, CURBS AND GUTTERS	WAYNE	0.900	430,100
M97	M3 TO STATE FAIR ENTRANCE, DETROIT	RESURFACE, CURBS AND GUTTERS	WAYNE	2.400	948,200
US24	ECORSE TO M102, GAP FORD TO PLYMOUTH	RESURFACE AND JOINTS	WAYNE	9.100	1,104,000
M37	M55 TO WEST JUNCTION M115	RESURFACE AND SHOULDERS	WEXFORD	14.700	1,265,000

SUMMARIES FOR Work Category: 14. Resurface

WORK TYPE COST: 55,884,400

WORK TYPE DISTANCE: 320.110

Work Category: 15. Restoration and Rehabilitation

ROUTE	LOCATION DESCRIPTION	TYPE OF WORK	COUNTY	MILES	COST W/CE
M65	CULVERT AT BRYANT CREEK	CULVERT REPLACEMENT	ALCONA	0.000	147,200
US31	M40 TO NORTH COUNTY LINE, HOLLAND	JOINT REPAIR	ALLEGAN	0.700	34,500
M65	M32 TO NORTH OF LACHINE	RECYCLE AND SHOULDERS	ALPENA	1.000	364,100
M65	NORTH OF LACHINE TO POSEN	BITUMINOUS SHOULDERS	ALPENA	12.500	609,400
I75	AT M84 AND BRIDGE 01SB	RAMPS AND STRUCTURES	BAY	0.000	456,500
I94	EAST OF OLD US27 TO WEST OF 22.5 MILE ROAD	PAVEMENT RECYCLE	CALHOUN	4.400	5,377,900
I94	W OF HELMER RD INT TO E OF BEADLE LAKE RD INT	CONCRETE RECYCLE	CALHOUN	4.300	3,410,000
M60	DIVIDED TO EAST COUNTY LINE	BITUMINOUS SHOULDERS	CALHOUN	3.200	165,000
M27	D&M RAILROAD (GO2) TO N LANE M33 INTERSECTION	PAVEMENT REPLACEMENT	CHEBOYGAN	0.200	342,100
I75	2.1 MILE NORTH OF M68 TO US31	JOINT REPAIR AND SHOULDERS	CHEBOYGAN	23.300	2,805,000
I75	US31 TO SOUTH LANE MACKINAC BRIDGE	CRACK AND RESURFACE	CHEBOYGAN	3.900	1,794,100
I75	US2 TO EASTERDAY, SSM, 49025	PAVEMENT REPAIR	CHIPPEWA	50.000	880,000
US8	CITY OF NORWAY	STORM SEWER	DICKINSON	0.000	155,250
US2/141	SE OF M95 N JCT TO E CITY LIMIT IRON MOUNTAIN	RECYCLE AND IMPROVE	DICKINSON	4.600	1,227,600
US2/141	EAST OF STATE LINE TO US141, GAP IRON MOUNTAIN	RECYCLE AND IMPROVE	DICKINSON	1.900	506,000
M21	AT CULVERT 01 EAST OF M13	CULVERT EXTENSION	GENESEE	0.000	90,850
I96	W COUNTY LINE TO REST*AREA W OF JORDAN LAKE RD	PAVEMENT UPGRADE	IONIA	8.200	9,545,000
I94	WEST COUNTY LINE TO WEST OF 9TH STREET	BITUMINOUS OVERLAY	KALAMAZOO	5.800	3,929,200
M44	AT CANNONSBURG ROAD	LOOP RAMP	KENT	0.000	161,000
I196	NORTH OF M11 TO BRIDGE 03, 41029, GRAND RAPIDS	JOINT REPAIR	KENT	3.400	253,000
I96	EAST OF M21 TO WEST OF THORNAPPLE RIVER	RECYCLE PAVEMENT	KENT	7.200	4,400,000
I96	US23 TO EAST OF KENT LAKE ROAD, 63022	OVERLAY AND JOINTS	LIVINGSTON	5.700	2,455,200
I96	WEST COUNTY LINE TO M59	JOINTS AND PAVEMENT REPAIR	LIVINGSTON	8.800	1,357,400
US2 OLD	AT WILSON AND FORTY-SEVEN CREEKS	DETOUR	MENOMINEE	0.000	64,000
M55	M66 TO MUSKEGON RIVER	SHOULDERS AND GUARD RAILS	MISSAUKEE	16.100	405,900
M125TB	CROSSING 03 AT LITTLE LAKE DRAIN	OPEN CULVERT	MONROE	0.000	161,000
I75NB	OHIO STATE LINE TO NORTH OF LUNA PIER	RECYCLE PAVEMENT	MONROE	6.300	5,892,700
US131.0	M46 TO NORTH COUNTY LINE	TURNBACK REHABILITATION	MONTCALM	2.600	203,500
M72	M33, FAIRVIEW TO M65	PULVERIZE AND RESURFACE	OSCODA	12.300	1,691,800
I96	NORTH COUNTY LINE TO 68TH AVENUE	FINAL COURSE	OTTAWA	10.600	1,634,600
M94	MANISTIQUE TO HIAWATHA	3R UPGRADE	SCHOOLCRAFT	9.400	1,292,500
M21	QUAN ROAD TO M19	CULVERT EXTENSION	ST. CLAIR	3.700	106,950
M21	WEST COUNTY LINE TO SCHUFF ROAD	CULVERT EXTENSION	ST. CLAIR	4.600	147,200
M21	SCHUFF ROAD TO QUAN ROAD	CULVERT EXTENSION	ST. CLAIR	3.800	151,800
M86	M60 TO M66, OMIT CENTERVILLE	SHOULDERS	ST. JOSEPH	10.800	936,100
I94	CROSSING 01 AT 3 MILE LAKE DRAIN	CULVERT EXTENSION	VAN BUREN	0.000	63,250
I94	WEST OF PAW PAW TO EAST COUNTY LINE	PAVEMENT RECYCLE	VAN BUREN	5.800	7,736,300
I94	EAST LANE I94BL TO US23 INTERCHANGE	CONCRETE RECYCLE	WASHTENAW	7.400	2,842,400
US10	M102 TO WYOMING AVENUE, DETROIT	PATCH AND DRAINAGE	WAYNE	3.500	557,700
I75	STRUCTURE 21 UNDER I94EB RAMP, DETROIT	SLAB REPLACEMENT	WAYNE	0.000	275,000
I94	AT M39 (NEAR BRIDGE 01, 82192)	CULVERT	WAYNE	0.000	605,000
US10	WYOMING TO I75, DETROIT (CONTRACT #3)	RECYCLE AND STRUCTURES	WAYNE	8.100	24,125,200
M37	M115 TO BUCKLEY (OMIT 0.9)	SHOULDERS AND GUARDRAILS	WEXFORD	6.330	312,400

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ROUTE	LOCATION DESCRIPTION	TYPE OF WORK	COUNTY	MILES	COST W/CE
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SUMMARIES FOR Work Category: 15. Restoration and Rehabilitation

WORK TYPE COST: 89,671,600

WORK TYPE DISTANCE: 260.430

Work Category: 16. Reconstruction

ROUTE	LOCATION DESCRIPTION	TYPE OF WORK	COUNTY	MILES	COST W/CE
I94WB	WEIGH STATION (NEW BUFFALO)	WATER MAIN	BERRIEN	0.000	115,000
I94WB	WEIGH STATION (NEW BUFFALO)	PAVING REPAIR K#3	BERRIEN	0.000	213,900
I94WB	WEIGH STATION (NEW BUFFALO)	BUILDING	BERRIEN	0.000	143,750
I94WB	WEIGH STATION (NEW BUFFALO)	STATIC SCALE	BERRIEN	0.000	161,000
I94WB	WEIGH STATION (NEW BUFFALO)	DYNAMIC SCALE	BERRIEN	0.000	172,500
I94WB	WEIGH STATION (NEW BUFFALO)	GRADING & DRAINAGE STRUCTURE R,J#3	BERRIEN	0.000	195,500
I94WB	WEIGH STATION (NEW BUFFALO)	GRADING & DRAINAGE STRUCTURES K#2	BERRIEN	0.000	184,000
I94WB	WEIGH STATION (NEW BUFFALO)	PAVING REPAIR J#1	BERRIEN	0.000	201,250
I94WB	WEIGH STATION (NEW BUFFALO)	PAVING REPAIR J#2	BERRIEN	0.000	204,700
I94WB	WEIGH STATION (NEW BUFFALO)	PAVING REPAIR K#1	BERRIEN	0.000	223,100
I94WB	WEIGH STATION (NEW BUFFALO)	PAVING REPAIR K#2	BERRIEN	0.000	207,000
US27	AT RO1 OVER GTW RAILROAD, ST JOHNS	APPROACH AND RO1	CLINTON	0.000	330,000
M FH16	UNIVERSITY DRIVE TO NORTH OF US2	RECONSTRUCTION AND SHOULDERS	IRON	3.900	1,219,000
I94	AT GRASS LAKE WEIGH STATIONS	ENLARGE BUILDINGS	JACKSON	0.000	230,000
I94	AT STRUCTURE 09 OAKLAND DR, PORTAGE	INTERCHANGE RECONSTRUCTION	KALAMAZOO	1.000	2,818,200
M26	AT EAGLE RIVER AND AT EAGLE CREEK	APPROACH AND STRUCTURES	KEEWEENAW	0.000	1,402,500
I96	AT M37 INTERCHANGE, WALKER	INTERCHANGE UPGRADE	KENT	0.000	1,201,200
I96	AT M11 INTERCHANGE, 41024	RAMP REVISION	KENT	0.000	201,250
US2	US41 IN POWERS TO EAST COUNTY LINE	UPGRADE EXISTING	MENOMINEE	10.000	4,273,500
I75	AT WEIGH STATION NORTH OF ATLANTIC COVE ROAD	INSPECT BUILDINGS	MONROE	0.000	92,000
I75	AT STRUCTURE 05 WALTON BOULEVARD	APPROACH AND STRUCTURES	OAKLAND	0.000	379,500
I75	AT CROOKS ROAD AND STRUCTURES 13 AND 32	APPROACH AND STRUCTURES	OAKLAND	0.000	1,026,300
US131SR	MARION ROAD TO ROSE LAKE ROAD	RECONSTRUCT SERVICE ROAD	OSCEOLA	2.200	841,500
I75	AT BRIDGE 03 (ZILWAUKEE BRIDGE) AND SO1	APPROACH AND REMOVAL	SAGINAW	0.000	6,721,000
US10	M102 TO I75, PRIVATE CARRIER	TRANSIT	WAYNE	11.600	998,000
US10	M102 TO I75, SEMTA PORTION	TRANSIT	WAYNE	11.600	1,698,000
US10	AT P13 OVER US10 MONICA, DETROIT	BUSING	WAYNE	0.000	100,000
US24	AT BRIDGE 03 ECORSE CREEK, DEARBORN HEIGHTS	APPROACH AND SUPERSTRUCTURE	WAYNE	0.000	317,400
US10	CBD ACCESS TO DOWNTOWN DETROIT	RECONSTRUCTION	WAYNE	0.000	13,002,000

SUMMARIES FOR Work Category: 16. Reconstruction

WORK TYPE COST: 38,873,050
 WORK TYPE DISTANCE: 40.300

Work Category: 17. Minor Widening

ROUTE	LOCATION DESCRIPTION	TYPE OF WORK	COUNTY	MILES	COST W/CE
M183	FAYETTE STATE PARK TO SOUTH OF GARDEN	RESURFACE AND UPGRADE	DELTA	4.900	1,375,000
M99	S OF M50 TO N CITY LIMIT EATON RAPIDS AND BO2	WIDEN ROADWAY AND STRUCTURE	EATON	0.900	761,200
M99	AT HOLMES ROAD, LANSING	RIGHT TURN LANES	INGHAM	0.000	126,500
M43EB	AT OKEMOS ROAD	RIGHT TURN LANE	INGHAM	0.000	86,250
M73	NORTH OF BRULE RIVER TO US2 (INTERMITTENT)	WIDEN, RESURFACE, SHOULDERS	IRON	8.200	302,500
US127	I94 TO NORTH COUNTY LINE	WIDEN AND RESURFACE	JACKSON	10.500	3,187,800
US10BR	GTW RAILROAD TO TELEGRAPH ROAD	WIDEN AND RECONSTRUCTION	OAKLAND	0.460	345,000
M84SB	AT SHATTUCK ROAD	RIGHT TURN LANE	SAGINAW	0.000	106,950
M46	AT M52 (GRAHAM ROAD)	LEFT TURN LANES	SAGINAW	0.000	62,100

SUMMARIES FOR Work Category: 17. Minor Widening

WORK TYPE COST: 6,353,300
 WORK TYPE DISTANCE: 24.960

Work Category: 18. Roadside/Environment

ROUTE	LOCATION DESCRIPTION	TYPE OF WORK	COUNTY	MILES	COST W/CE
I94EB	TRAVEL INFORMATION CENTER, NEW BUFFALO	UPGRADE PARKING	BERRIEN	0.000	293,700
I94EB	TRAVEL INFORMATION CENTER, NEW BUFFALO	EXPAND BUILDING	BERRIEN	0.000	825,000
I75BR	I75 TO 14TH STREET, SAULT STE MARIE	NON-MOTORIZED PATH	CHIPPEWA	1.800	103,500
I69	AT I69BL, CHARLOTTE (CAR POOL PARKING)	RELOCATE LOT	EATON	0.000	34,500
US31	BEAR CREEK TO EAST CITY LIMIT PETOSKEY	NON-MOTORIZED PATH	EMMET	1.400	103,500
I475	STEWART STREET TO CORNELL STREET	LANDSCAPING	GENESEE	2.300	214,500
I475	5TH STREET TO STEWART STREET, FLINT	LANDSCAPING	GENESEE	3.000	275,000
US2	9TH STREET, IRON RIVER WEST	NON-MOTORIZED PATH	IRON	2.200	209,000
I94WB	REST AREA EAST OF KALAMAZOO	LANDSCAPE	KALAMAZOO	0.000	193,200
US41	REST AREA NORTH OF M28 EAST JUNCTION	GROUNDS DEVELOPMENT	MARQUETTE	0.000	196,650
US131	REST AREA SOUTH OF 13 MILE ROAD	REST AREA BUILDING AND UTILITIES	MECOSTA	0.000	660,000
M90	CROSWELL TO LEXINGTON	NON-MOTORIZED PATH	SANILAC	4.300	184,000
I69WB	REST AREA WEST OF WADE ROAD	MODERNIZE BUILDING	ST. CLAIR	0.000	627,000
I69WB	REST AREA WEST OF WADE ROAD	SANITARY SEWER	ST. CLAIR	0.000	330,000
I75	EUREKA TO ALLEN, TAYLOR	SOUND BARRIER	WAYNE	0.600	825,000
I75NB	CICOTTE TO OUTER DRIVE, LINCOLN PARK	SOUND BARRIER	WAYNE	0.500	291,500
I94EB	REST AREA EAST OF WAYNE ROAD	MODERNIZE BUILDING	WAYNE	0.000	467,500
I94EB	REST AREA EAST OF WAYNE ROAD	GRADING & DRAINAGE STR., SURFACE	WAYNE	0.000	935,000
I75NB	TOLEDO/DIX TO CHAMPAIGN, LINCOLN PARK	SOUND BARRIER	WAYNE	0.750	577,500
I75NB	TOLEDO/DIX TO CHAMPAIGN, LINCOLN PARK	LANDSCAPE BARRIER	WAYNE	0.500	56,350
US10SB	WYOMING TO I75, DETROIT	LANDSCAPING	WAYNE	8.100	660,000
US10NB	WYOMING TO I75, DETROIT	LANDSCAPING	WAYNE	8.100	660,000
I75NB	CICOTTE STREET TO OUTER DRIVE	LANDSCAPE	WAYNE	0.500	28,750

SUMMARIES FOR Work Category: 18. Roadside/Environment

WORK TYPE COST: 8,751,150
 WORK TYPE DISTANCE: 34.050

SUMMARIES FOR Program Category: 1. Preserve

CATEGORY COSTS: 235,368,547
 CATEGORY DISTANCE: 970.250

Program Category: 2. Improve

Work Category: 21. Capacity Improvement

ROUTE	LOCATION DESCRIPTION	TYPE OF WORK	COUNTY	MILES	COST W/CE
US23	LAKESHORE DRIVE TO NORTH OF SHAW ROAD	RELIEF LANES	ALCONA	4.600	869,000
US23	NORTH OF BLACK RIVER TO NE OF SAYERS (4)	RELIEF LANES	ALCONA	1.900	599,500
US2	W OF W CITY LIMIT ESCANABA TO WILLOW CREEK	WIDEN 5 LANES	DELTA	0.700	627,000
I75	AT M56 INTERCHANGE	WIDEN RAMP	GENESEE	0.000	149,500
US23	AT SMITH/DNR PARK ROADS	PASSING FLARE	IOSCO	0.000	123,050
US2	EAST OF WORTH ROAD TO EAST OF OZARK ROAD	RECONSTRUCTION	MACKINAC	4.400	4,389,000
M53	15 MILE ROAD TO 17 MILE ROAD, STERLING HTS	2 AT 36 BOULEVARD	MACOMB	2.000	11,000,000
US131BR	MORRISON TO MAPLE, BIG RAPIDS	MILL AND RESURFACE	MECOSTA	0.600	661,250
US10	MAYBEE ROAD TO SIGNET ROAD	WIDEN 5 LANES	OAKLAND	3.000	4,283,400
M15	US10 TO SQUIRREL HILLS DRIVE	WIDEN 5 LANES CURBS AND GUTTERS	OAKLAND	0.400	858,000
M24	HEIGHTS TO INDIANWOOD AND BRIDGE 01	RECONSTRUCTION AND SEWER	OAKLAND	1.000	2,154,900
M24	END DIVISION TO NORTH OF HEIGHTS ROAD	WIDEN 5 LANES	OAKLAND	0.400	687,500
M21	WEST OF GOULD STREET TO EAST OF STATE ROAD	WIDEN, CURBS AND GUTTERS	SHIAWASSEE	2.400	2,547,600
M52	AT KING STREET, OWOSSO (CENTER LANE LEFT TURN)	WIDEN 5 LANES	SHIAWASSEE	0.000	81,650
M24EXT	SOUTH OF FRANK STREET TO NORTH OF M81	RECONSTRUCTION 3 LANES	TUSCOLA	0.700	1,265,000
M102	M5 TO E OF US24 AND BO1&BO2, FARMINGTON HILLS	ADD LANE AND RECYCLE	WAYNE	2.400	3,100,900
US131	13TH STREET TO NORTH OF BOON ROAD	LEFT TURN LANE	WEXFORD	1.000	907,500

SUMMARIES FOR Work Category: 21. Capacity Improvement

WORK TYPE COST: 34,304,750
 WORK TYPE DISTANCE: 25.500

Work Category: 22. Bridge Replacement

ROUTE	LOCATION DESCRIPTION	TYPE OF WORK	COUNTY	MILES	COST W/CE
US27NB	BRIDGE 02 OVER NORTH BRANCH BAD RIVER	BRIDGE REPLACEMENT	GRATIOT	0.000	142,600
US41	BRIDGE 02 OVER MIDDLE BRANCH ESCANABA RIVER	BRIDGE REPLACEMENT	MARQUETTE	0.000	308,000
I75	SQUARE LAKE ROAD TO M24 CONNECTION	WIDEN 2 AT 48	OAKLAND	6.000	16,713,400
M19	BRIDGE 01 OVER EMMETT DRAIN	BRIDGE REPLACEMENT	ST. CLAIR	0.000	138,000
M19	BRIDGE 02 OVER SULLIVAN DRAIN	STRUCTURE REPLACEMENT	ST. CLAIR	0.000	109,250

SUMMARIES FOR Work Category: 22. Bridge Replacement

WORK TYPE COST: 17,411,250
WORK TYPE DISTANCE: 6.000

SUMMARIES FOR Program Category: 2. Improve

CATEGORY COSTS: 51,716,000
CATEGORY DISTANCE: 31.500

Program Category: 3. Expand

Work Category: 31. New Routes

ROUTE	LOCATION DESCRIPTION	TYPE OF WORK	COUNTY	MILES	COST W/CE
I696	NORTH SIDE OF VICTORIA PARK, OAK PARK	EVERGREENS	OAKLAND	0.000	11,500
I696	STRUCTURE 33 U TURN WEST OF MEADOWLARK	SUPERSTRUCTURE	OAKLAND	0.000	486,200

SUMMARIES FOR Work Category: 31. New Routes

WORK TYPE COST: 497,700
WORK TYPE DISTANCE: 0.000

Work Category: 32. Relocation

ROUTE	LOCATION DESCRIPTION	TYPE OF WORK	COUNTY	MILES	COST W/CE
US31	NORTH OF HESLUND ROAD TO US10	GRADING & DRAINAGE & STRUCTURES	MASON	2.000	7,966,200
I94	AT US12 INTERCHANGE	RELOCATE ROAD AND STRUCTURE	WASHTENAW	0.400	2,409,000

SUMMARIES FOR Work Category: 32. Relocation

WORK TYPE COST: 10,375,200
WORK TYPE DISTANCE: 2.400

SUMMARIES FOR Program Category: 3. Expand

CATEGORY COSTS: 10,872,900
CATEGORY DISTANCE: 2.400

SUMMARIES FOR FINAL

TOTAL COSTS: 297,957,447
TOTAL DISTANCE: 1004.150

COMPREHENSIVE TRANSPORTATION PROGRAM

HIGHLIGHTS

The public transportation program for FY 1986-87 includes an estimated \$113.1 million from the Comprehensive Transportation Fund (CTF), \$6 million from the Rail Loan Fund, \$3 million from the Bus Loan Fund, and \$10.6 million in federal grant funds, for a total statewide program of \$132.7 million. These monies will support the following services essential to the social and economic well-being of Michigan.

LOCAL TRANSIT SERVICES

This comprehensive transportation program will preserve essential local transit services in 13 urbanized communities, 19 small communities, and 32 counties throughout the state. These local transit systems serve more than 104 million passengers annually. This program will continue a three-year period of new small bus service in 11 counties and inaugurate new small bus service in 5 additional areas. Many transportation disadvantaged persons, like senior citizens and handicappers, look to specialized services as a primary means of transportation. The FY 1986-87 comprehensive transportation program will provide operating assistance for specialized services to 28 counties. State and federal funds will be used to purchase and rehabilitate 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), a demonstration project started in FY 1984-85, will be continued in FY 1986-87. 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.

In addition, staff of the Bureau of Urban and Public Transportation will redouble their efforts to provide technical assistance to local transit agencies in areas such as computerization, marketing, accounting and financial management, driver training, vehicle maintenance, and vehicle and communications equipment purchasing.

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 Michigan communities. This program is complemented by the Intercity Bus Equipment Loan program which, to date, has funded the purchase of 146 intercity coaches for private carriers who use the coaches to provide service to the general public. The private carriers repay the state for the cost of the equipment plus interest.

Michigan's state-supported Amtrak rail passenger service planned for FY 1986-87 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. Signal, track, and facility improvements are also planned.

Included in the FY 1986-87 comprehensive transportation program are operating and capital funds for the water ferry service linking Drummond, Neebish, and 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.

INTERCITY FREIGHT TRANSPORTATION

Michigan's system of railroads and waterways plays a vital role in supporting commerce and economic development throughout the state.

The freight program is designed to preserve and improve Michigan's rail transportation infrastructure. It links Michigan's businesses, industries and agricultural enterprises to the national and international commercial network. Major activities for FY 1986-87 include property management to protect our sizeable infrastructure investment, capital investment to continue safe and efficient operations, and acquisition of new properties or construction of new facilities where public investment is necessary to support Michigan's economic development.

IMPACT OF FEDERAL BUDGET CUTS

Pending reductions in the federal budget will have an impact on public transportation services in Michigan. Under current federal proposals, local transit systems throughout the state will annually lose \$18 million -- or more -- in federal assistance, forcing severe service curtailments or even shutdown of service in some areas. If federal funding for Amtrak ceases, Michigan's successful

rail passenger services - the International and the Pere Marquette - could 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.

It is clear that CTF funding is not available to replace lost federal funds, estimated to be as high as \$30 million. The impact on specific services is not yet clear, but modification to the state program may be required to provide a balanced transportation network to Michigan citizens.

REVENUE ESTIMATES AND PROPOSED ALLOCATION BY PROGRAM

The Comprehensive Transportation Fund 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 (MTF), 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 allocated as follows:

65%	Local transit operating assistance
5%	New small bus and specialized services
8%	Intercity passenger transportation
5%	Intercity freight transportation
<u>17%</u>	Transportation development account
100%	

The distribution formula for the MTF, contained in Section 10 of Act 51 of 1951, expires as of December 31, 1986. This program assumes that current provisions for distribution of the MTF as well as for allocation of the CTF will be extended. Changes in Act 51 of 1951 could require revisions to this CTF program.

Table C-1 shows the estimated revenue for FY 1986-87 for the CTF. Table C-2 presents the distribution of this estimated revenue by program and subprogram. Table C-3 summarizes the CTF program by the classifications of Preserve, Improve, and Expand.

TABLE C-1

Estimated CTF Revenue FY 1986-87

Gas and Weight Tax	\$ 90,316,300
Sales Tax	45,000,000
Miscellaneous	6,795,000
Debt Service Savings	<u>2,356,800</u>
CTF Subtotal	\$144,468,100
Intercity Bus Loan Fund	\$ 3,000,000
Rail Loan Fund	<u>6,000,000</u>
Loan Funds Subtotal	\$ 9,000,000
UMTA Section 18 (non-urbanized-operating)	\$ 4,000,000
UMTA Section 18 (non-urbanized-capital)	3,500,000
UMTA Section 6 and 8 (technical studies)	625,000
UMTA Section 9 transfers	250,000
UMTA Section 16 (b)(2) (vehicle/equipment purchases)	1,200,000
Federal Railroad Administration	<u>1,000,000</u>
Federal Funds Subtotal	\$ 10,575,000
Total Appropriated Funds	<u>\$164,043,100</u>

CTF FY 1986-87 PROGRAM DESCRIPTIONS

The following pages provide more detailed descriptions of the program and subprogram categories, services provided, and eligible systems. The amount allocated to each program is further shown by the classifications 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 amounts by classification are estimates based on overall needs analysis. Project selection may result in changes in these estimated amounts.

Table C-2

FY1986-87 COMPREHENSIVE TRANSPORTATION FUND PROGRAM
By Source of Funds - May 30, 1986

Description	CTF	Loan Funds	Federal Funds	Total
Statutory Operating Asst for Local Transit	\$73,548,900	\$0	\$0	\$73,548,900
Nonurban Operating Asst (Sec 18)	\$0	\$0	\$4,000,000	\$4,000,000
New Small Bus Services	4,807,600	0	0	4,807,600
Specialized Services	850,000	0	0	850,000
New Small Bus & Spec Serv	\$5,657,600	\$0	\$0	\$5,657,600
Intercity Service and Facility Development	4,502,200	0	0	4,502,200
Intercity Bus Loan	0	3,000,000	0	3,000,000
Passenger Services Directory	50,000	0	0	50,000
Rail Passenger Services				
Grand Rapids-Chicago	925,000	0	0	925,000
Port Huron-Chicago	1,500,000	0	0	1,500,000
Optg Asst/Service developat	100,000	0	0	100,000
Rail Terminals/Track Work	975,000	0	0	975,000
Water Passenger Services	1,000,000	0	0	1,000,000
Intercity Passenger	\$9,052,200	\$3,000,000	\$0	\$12,052,200
Freight Preservation/Improvement	3,506,500	6,000,000	1,000,000	10,506,500
Property Management	1,871,100	0	0	1,871,100
Port Assistance	280,000	0	0	280,000
Freight Transportation	\$5,657,600	\$6,000,000	\$1,000,000	\$12,657,600
Supplemental Operating Asst	3,000,000	0	0	3,000,000
Bus Capital	7,805,900	0	4,950,000	12,755,900
Lets 60	600,000	0	0	600,000
Service Developat & New Technology	1,400,000	0	125,000	1,525,000
Planning Grants	50,000	0	0	50,000
Technical Studies	35,000	0	500,000	535,000
Ridesharing	250,000	0	0	250,000
Vanpooling	95,000	0	0	95,000
Freight Preservation/Improvement	6,000,000	0	0	6,000,000
Transportation Development Acct	\$19,235,900	\$0	\$5,575,000	\$24,810,900
CTF PROGRAM	\$113,152,200	\$9,000,000	\$10,575,000	\$132,727,200
Debt Service	22,069,600	0	0	22,069,600
Audit Determinations	500,000	0	0	500,000
Interfund Transfers	1,109,200	0	0	1,109,200
Planning Administration	1,207,900	0	0	1,207,900
UPTRAN Administration	6,429,200	0	0	6,429,200
Subtotal	\$31,315,900	\$0	\$0	\$31,315,900
Total	\$144,468,100	\$9,000,000	\$10,575,000	\$164,043,100

Table C-3

FY1986-87 COMPREHENSIVE TRANSPORTATION FUND PROGRAM
By Classifications of Preserve, Improve or Expand
May 30, 1986

DescriptionCTF, Federal and Loans Funds Combined.....			
	Preserve	Improve	Expand	Total
Statutory Operating Asst for Local Transit	\$73,548,900	\$0	\$0	\$73,548,900
Nonurban Operating Asst (Sec 18)	\$4,000,000	\$0	\$0	\$4,000,000
New Small Bus Services	1,150,000	0	3,657,600	4,807,600
Specialized Services	850,000	0	0	850,000
New Small Bus & Spec Serv	\$2,000,000	\$0	\$3,657,600	\$5,657,600
Intercity Service and Facility Development	1,500,000	3,002,200	0	4,502,200
Intercity Bus Loan	0	3,000,000	0	3,000,000
Passenger Services Directory	50,000	0	0	50,000
Rail Passenger Services	2,900,000	600,000	0	3,500,000
Water Passenger Services	1,000,000	0	0	1,000,000
Intercity Passenger	\$5,450,000	\$6,602,200	\$0	\$12,052,200
Freight Preservation/Improvement	10,506,500	0	0	10,506,500
Property Management	1,871,100	0	0	1,871,100
Port Assistance	280,000	0	0	280,000
Freight Transportation	\$12,657,600	\$0	\$0	12,657,600
Supplemental Operating Asst	3,000,000	0	0	3,000,000
Bus Capital	12,755,900	0	0	12,755,900
Lets GO	0	600,000	0	600,000
Service Developmt & New Technology	0	1,525,000	0	1,525,000
Planning Grants	0	50,000	0	50,000
Technical Studies	0	535,000	0	535,000
Ridesharing	250,000	0	0	250,000
Vanpooling	95,000	0	0	95,000
Freight Preservation/Improvement	5,000,000	1,000,000	0	6,000,000
Transportation Development Acct	\$21,100,900	\$3,710,000	\$0	24,810,900
CTF PROGRAM	\$118,757,400	\$10,312,200	\$3,657,600	132,727,200
	=====	=====	=====	=====

LOCAL TRANSIT SERVICES

The purpose of local transit is to provide public bus transportation service to the general public, senior citizens, and handicappers of our state. In FY 1985, local transit systems served a ridership of 104 million passengers, providing access to jobs, medical care, education, shopping, recreation and other needed services. The programs directed toward this goal are:

1. Statutory Operating Assistance

Preserve

\$ 73,548,900 CTF

Transit agencies eligible for state operating assistance under this program are listed below. The urbanized area transit systems also receive federal operating and capital assistance directly from the Urban Mass Transportation Administration (UMTA). The nonurbanized area transit systems receive federal operating and capital assistance through the state. In F.Y. 1986-87 it is estimated there will be 13 urbanized and 51 non-urbanized transit systems serving communities throughout Michigan. Four urbanized systems also provide service in non-urbanized areas, as shown by the asterisks in the listing. This statutory operating assistance program is being supplemented by \$3 million from the transportation development account.

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	Ogemaw County
Antrim County	Huron County	Ontonagon County
Barry County	Ingham County	Oscelola County
Bay Area	Iosco County	Oscoda County
Berrien County	Isabella County	Otsego County
Charlevoix County	Kalamazoo County	Roscommon County
Clare County	Lapeer County	Sanilac County
Crawford County	Lenawee County	Schoolcraft County
Eaton County	Manistee County	Van Bureau County
EUPTA	Marquette County	Wexford County
Gladwin County	Mecosta County	

Non-urbanized Area Transit Systems - Non-County Systems

Adrian	Dowagiac	Ionia
Alma	Grand Haven	Ludington Area
Alpena	Greenville	Marshall
Belding	Hillsdale	Midland
Big Rapids	Holland	Saugatuck
Caro	Houghton	Sault Ste. Marie
		Yates Township

*Combined urbanized and nonurbanized system.

Preserve

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

This program, complementary to the Statutory Operating Assistance program, provides federal operating assistance for public transportation in the nonurbanized areas of the state. The nonurbanized 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 federal funds distributed to each agency is dependent upon the federal appropriation.

3. New Small Bus and Specialized Services

	<u>Preserve</u>	<u>Expand</u>	<u>Total</u>
a. New Small Bus Services	\$1,150,000	\$3,657,600	\$4,807,600

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. This program has a 95 percent success rate, with the vast majority having chosen to continue local funding, either through a millage or through an appropriation. In F.Y. 1986-87, it is estimated that 11 continuation systems, as listed below, will be in operation, with 5 additional systems starting during the year.

Bay Area	City of Caro*	Keweenaw Bay Area
Berrien County*	Kalamazoo County*	Ludington Township*
Branch County	Kalkaska County	Milan**
		Osceola County*
		Ypsilanti **

*Will complete third year of operating during FY 1986-87

**Planned for FY 1985-86.

Preserve

b. Specialized Service \$850,000 CTF

Many of Michigan's transportation disadvantaged persons, like 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 FY 1986-87 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 County	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	Menominee County	St. Joseph County
Delta County	Montmorency County	Shiawassee County
Dickinson County	Muskegon County	Washtenaw County
	Newaygo County	

INTERCITY PASSENGER TRANSPORTATION SERVICES

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

1. Service and Facility Development

<u>Preserve</u>	<u>Improve</u>	<u>Total</u>
\$1,500,000	\$3,002,200	\$4,502,200 CTF

This program helps provide the citizens of Michigan access to a network of public transportation services through the development of intercity bus passenger services which 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 undertaken.

Assistance is provided to support promotional efforts aimed at improving intercity bus ridership and increasing tourism by intercity bus tour and charter companies. These 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 community needs for passenger facilities that provide convenient access for the traveling public. In some cases, reinstituting intercity service in communities is dependent upon the availability of passenger facilities. This program will provide funding for facilities in 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

\$3,000,000 Bus Loan Fund

This program, complementary to the intercity service and facility development program, provides for state purchase of intercity buses which are then made available to certified carriers. The carrier repays the state for the cost of the equipment plus interest, with loans repaid within six or eight years. All private intercity bus 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.

Deregulation has dramatically increased the demand for new equipment. To date, 146 buses have been purchased for private carriers to operate regular routes. Over 62 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 16 additional buses.

Preserve

3. Map and Directory

\$50,000 CTF

The department has in past years published a map and directory of available public transportation services. The map, divided into geographic sections, shows all intercity bus, rail and ferry routes, and identifies communities with local bus service. The amount provided will fund 150,000 to 200,000 directories for use by the tourism industry, the public transportation industry, and the traveling public.

4. Rail Passenger Transportation

<u>Preserve</u>	<u>Improve</u>	<u>Total</u>
\$2,900,000	\$600,000	\$3,500,00 CTF

Rail passenger service provides an attractive alternative mode of travel for the general public. Services planned for FY 1986-87 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. 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. Continued passenger terminal development requires track, signal, and facility improvements. Upgrading of grade crossing protection along passenger rail lines can increase both safety and operating performance levels.

Preserve

5. Water Passenger Transportation \$1,000,000 CTF

The state provides operating and capital support to designated water ferry service 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 included in this program.

INTERCITY FREIGHT TRANSPORTATION SERVICES

Our system of railroads and waterways plays a vital role in supporting commercial and economic development in Michigan. This program assists in resolving problems caused by threatened loss of rail service. It preserves and improves Michigan's infrastructure, aids in linking Michigan's businesses, industries and agricultural enterprises to the national and international commercial network, and supports job retention and expansion. Major program elements include:

Preserve

1. Property Management and Miscellaneous Expenses \$1,871,100 CTF

Effective property management is essential to protect the state's sizeable investment in 825 miles of railroad rights-of-way, track structure, several parcels of real estate adjacent to the rights-of-way, various pieces of rolling stock, one vessel and several buildings. Examples of expenses eligible under this category are those arising from leases, taxes, inventory control, maintenance and repair, insurance, security, and sales.

Additional funding to support the property management and maintenance function is included in the transportation development account.

Preserve

2. Freight Preservation and Improvement \$3,506,500 CTF
6,000,000 Rail Loan Fund
1,000,000 Federal
\$10,506,500

The purpose of this program is to preserve and improve Michigan's freight transportation infrastructure. Investments will be made to continue the safe and efficient operation of state owned properties, to acquire other essential properties and facilities, and to construct new freight facilities where public investment is necessary to support Michigan's economic development. Subprograms to be carried out with these funds include bridge, grade crossing, and track construction and rehabilitation; and intermodal facility development. Projects will be developed in partnership with local governmental units, other state agencies, freight companies, and/or shippers via negotiated loans, grants, leases, or lease/purchase agreements.

Michigan's commitment to strengthen its economy is of priority importance to this program. Hence, when development opportunities are contingent in part on freight facilities, the program responds through joint ventures with other project partners.

Additional funding for this purpose is provided from the transportation development account.

Preserve

3. Port Assistance \$280,000 CTF

The purpose of this program is to partially fund the operating budgets of eligible port authorities. By statute, upon city, county and state approvals of a port authority budget, 50 percent is to be funded by the state and 25 percent each from the city and the county. The Detroit/Wayne County Port Authority

is the only authority currently eligible for this state assistance.

TRANSPORTATION DEVELOPMENT ACCOUNT

\$19,235,900	CTF
5,575,000	Federal
<u>\$24,810,900</u>	

The purpose of the Transportation Development Account is to support 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 FY 1986-87 include:

- | | |
|---|------------------------------------|
| 1. Supplemental Operating Assistance
for Local Transit | <u>Preserve</u>
\$3,000,000 CTF |
|---|------------------------------------|

The program of statutory operating assistance to local transit agencies was designed to maintain essential services in localities throughout the state. However, the allocation for this purpose falls short of meeting these essential needs. It is, therefore, recommended that \$3 million from TDA be used to supplement this allocation. This combined funding would provide a total of \$76.5 million for operating assistance to 64 local transit systems.

- | | |
|----------------|--|
| 2. Bus Capital | <u>Preserve</u>
\$ 7,805,900 CTF
4,950,000 UMTA
<u>\$12,755,900</u> |
|----------------|--|

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 from \$12 million to \$18 million from UMTA's Section 9 program in F.Y. 1986-87. To capture these funds, a local match of from \$3 million to \$4.5 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, for rehabilitation of transit vehicles, and for construction of transit facilities, for which no federal funds are anticipated.

Together, these capital funding needs total more than \$12 million in state funds. The amount devoted to this project will meet only a portion of these needs.

Improve

3. LETS GO!

\$600,000 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 continue selected 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. Eligible costs include vehicle purchase/rehabilitation, start-up costs, and operating expenses, as determined by community need. Local financial participation will be required.

Improve

4. Service Development and New Technology

\$ 1,400,000 CTF
125,000 Federal
\$ 1,525,000

This program is designed to assist public transportation providers as they search for more effective service delivery mechanisms. Examples of major activities to be carried out include development of computer hardware and software systems, improvements to communications equipment, assistance with vehicle maintenance schedules and vehicle purchases, development of a marketing program to promote greater awareness of public transit and to increase ridership, conducting driver training programs, technical assistance in accounting and financial management, and undertaking outreach efforts to improve and coordinate specialized services to seniors and handicappers.

Improve

5. Planning Grants

\$ 50,000 CTF

With the concurrence of local transit agencies, several state metropolitan planning organizations utilize 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 basis. The federal funds are granted to local transit agencies.

6. Technical Studies

Improve

\$ 35,000 CTF
 500,000 UMTA
 \$535,000

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 projects.

Preserve

7. Statewide Ridesharing

\$250,000 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.

Preserve

8. Vanpooling

\$ 95,000 CTF

This project will fund the continuation of "MichiVan" vanpool services to qualified commuting groups of nine or more persons throughout the state. Self-supporting except for marketing and administrative costs, MichiVan 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.

9. Freight Preservation and Improvement

<u>Preserve</u>	<u>Improve</u>	<u>Total</u>
\$5,000,000	\$1,000,000	\$6,000,000 CTF

This program will supplement federal and other state funds available to preserve and improve the freight infrastructure in Michigan. It will assist in protecting the state's sizeable investment in that infrastructure and in responding to new growth opportunities, both of which are essential to Michigan's economic development initiatives. Projects will be developed in partnership with local governmental units, other state agencies, freight companies, and/or shippers via negotiated loans, grants, leases, or lease/purchase agreements.

These funds supplement the freight preservation and improvement and property management funds shown earlier.

AVIATION PROGRAM

Highlights

The citizens and businesses of Michigan enjoy a good system of airports and air service. This system has been built up over many years through the cooperative efforts of state, local, and federal agencies. The gradual effects of weather and use is causing deterioration of the pavements. This deterioration can reach the point where the structural integrity of the pavement become questionable. To maintain the high level of service, we must devote a large portion of the aviation budget to preserving the surface condition of existing runways and taxiways, and to otherwise maintaining existing facilities.

Eighty-eight percent, or \$21 million of the aviation budget is devoted to maintaining services at 32 different airports. Some of the major preservation projects include: runway rehabilitation at Detroit Willow Run; taxiway rehabilitation at Tri-City International in Saginaw; runway construction at Robin Hood in Big Rapids and at Tulip City in Holland; runway and taxiway rehabilitations at Cherry Capital in Traverse City; runway rehabilitation at Harry W. Browne in Saginaw; and rehabilitation of landing aids at Chippewa County International in Sault Ste. Marie.

Facility improvements are scheduled at six airports. The projects include: construction of new aprons at Bishop International in Flint; taxiway construction and apron expansion at Monroe Custer in Monroe, and at Cherry Capital in Traverse City.

Revenue Sources

Funding for aviation projects come from federal grants, the State Aviation Fund, and local agencies. Federal grants are appropriated through the Airport and Airways Trust Fund. Grants are through the Federal Aviation Administration at 90 percent of project costs. The State provides 5 percent of the cost. Local agencies must put

up the other 5 percent. This is oftentimes a stumbling block to project development: Many local agencies cannot raise the money needed to finance their share of the cost.

Because of Gramm-Rudman-Hollings legislation and shifting budget priorities within the Federal Aviation Administration, revenue estimates are lower this year than in previous years. The estimated revenues by source that are available for capital outlay projects are shown below.

	<u>A List</u>	<u>B List</u>	<u>TOTAL</u>
Federal Aid	\$14,545,355	\$ 7,229,910	\$21,775,265
State Aviation Funds	403,010	240,035	643,045
Local Funds	1,450,035	\$ 562,635	\$ 2,012,670
TOTALS	<u>\$16,398,400</u>	<u>\$ 8,032,580</u>	<u>\$24,430,980</u>

The A list represents the minimum expected funding levels. The B list contains project for funding above the minimum expected, and up to the maximum we can reasonably expect.

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 second priority projects. State funding is sufficient to allow the state to participate in projects into priority three. 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 similar types of projects. A particular program category may contain projects from all of the priority categories. The eight categories and their A and B lists funding levels are:

1. Special Programs/Safety \$ 5,508,500

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

2. Reconstruction \$12,524,400

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.

3. Standards \$ 110,900

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) \$ 667,800

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

5. Capacity Development (Capacity) \$ 2,268,500

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 \$ -0-

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 \$ -0-

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

\$ 3,350,880

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

Each of the eight program categories has been aggregated into the preserve-improve-expand program structure. In relation to aviation, 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. 1986-87 by program category and program structure is shown on the next page. The individual projects are listed after this table.

AVIATION PROJECTS **Priority A and B Listings**

<u>PRESERVE</u>	<u>TOTAL</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>LOCAL</u>
Safety/Special Projects	\$5,508,500	\$4,945,550	\$42,800	\$520,150
Reconstruction	\$12,524,400	\$11,071,455	\$503,840	\$949,105
Standards	\$110,900	\$99,900	\$5,500	\$5,500
Building & Equipment	\$3,350,880	\$3,015,690	\$11,840	\$323,350
Subtotal	\$21,494,680	\$19,132,595	\$563,980	\$1,798,105
<u>IMPROVE</u>				
Upgrade Role	\$667,800	\$601,020	\$33,390	\$33,390
Capacity Development	\$2,268,500	\$2,041,650	\$45,675	\$181,175
Subtotal	\$2,936,300	\$2,642,670	\$79,065	\$214,565
<u>EXPAND</u>				
Special Projects	\$0	\$0	\$0	\$0
New Airports - Capacity	\$0	\$0	\$0	\$0
New Airports - Community	\$0	\$0	\$0	\$0
Subtotal	\$0	\$0	\$0	\$0
TOTALS	\$24,430,980	\$21,775,265	\$643,045	\$2,012,670

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PRIORITY A PROJECTS

CATEGORY 1 SPECIAL PROGRAMS/SAFETY

LOCATION /AIRPORT	PRIORITY	PROJECT ITEM DESCRIPTION	TOTAL EST. COST	FEDERAL FUNDS	STATE FUNDS	LOCAL FUNDS
DETROIT DETROIT METROPOLITAN WAYNE COU	3	NEW TAXIWAY	\$2,900,000	\$2,610,000		\$290,000
GRAND RAPIDS KENT COUNTY INIL	1	RUNWAY SENSOR SYSTEM	\$150,000	\$135,000	\$7,500	\$7,500
HANCOCK HUGHTON COUNTY MEMORIAL	1	PAVEMENT STUDY	\$100,000	\$90,000	\$5,000	\$5,000
HOWELL LIVINGSTON COUNTY	5	RUNWAY LIGHTING	\$62,600	\$56,340	\$3,130	\$3,130
KALAMAZOO KALAMAZOO COUNTY AIRPORT	1 1	TAXIWAY LIGHTING RUNWAY SENSOR SYSTEM	\$62,200 \$97,800	\$55,980 \$88,020		\$6,220 \$9,780
MONROE MONROE CUSTER	1 2 1	LAND FOR EXISTING AIRPORT SITE PREPARATION BEACON REHABILITATION	\$150,000 \$11,000 \$8,000	\$135,000 \$12,600 \$7,200		\$15,000 \$700 \$400
MT PLEASANT MT PLEASANT MUNICIPAL	2	LAND FOR EXISTING AIRPORT	\$510,000	\$486,000		\$54,000
SOUTH HAVEN SOUTH HAVEN MUNI	2	LAND FOR EXISTING AIRPORT	\$139,500	\$125,550		\$13,950
TRAVERSE CITY CHERRY CAPITAL	3	NEW TAXIWAY	\$294,000	\$252,000	\$14,000	\$28,000
CATEGORY TOTAL			\$4,518,100	\$4,053,690	\$30,730	\$433,680

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PRIORITY A PROJECTS

CATEGORY 2 RECONSTRUCTION

LOCATION /AIRPORT	PRIORITY	PROJECT ITEM DESCRIPTION	TOTAL EST. COST	FEDERAL FUNDS	STATE FUNDS	LOCAL FUNDS
BIG RAPIDS ROBEN-HOOD	2	PRIMARY RWY CONSTRUCTION	\$1,213,200	\$1,091,880	\$160,660	\$160,660
DETROIT DETROIT METROPOLITAN WAYNE COU	5	REHABILITATE SERVICE ROAD	\$1,336,700	\$1,002,525		\$334,175
DETROIT WILLOW RUN	3	RUNWAY REHABILITATION	\$950,000	\$855,000	\$47,500	\$47,500
GRAND RAPIDS KENT COUNTY INTL	5 3	PAVE RUNWAY SHOULDERS PAVE EXISTING RUNWAY	\$600,000 \$750,000	\$540,000 \$675,000	\$37,500	\$60,000 \$37,500
HOLLAND TULIP CITY	1	PRIMARY RWY CONSTRUCTION	\$833,500	\$750,150	\$41,675	\$41,675
KALAMAZOO KALAMAZOO COUNTY AIRPORT	3	APRON DRAINAGE	\$88,900	\$80,010		\$8,890
LANSING CAPITAL CITY	3	OVERLAY APRON	\$332,000	\$298,800		\$33,200
MIDLAND JACK BARSTOW	1 2 3	TAXIWAY REHABILITATION REHABILITATE RWY LIGHTING APRON REHABILITATION	\$35,000 \$54,000 \$30,000	\$31,500 \$48,600 \$27,000	\$1,750 \$2,700 \$1,500	\$1,750 \$2,700 \$1,500
MUSKEGON MUSKEGON COUNTY	4	TAXIWAY REHABILITATION	\$155,000	\$139,500	\$7,750	\$7,750
SAGINAW TRI CITY INTERNATIONAL	3	TAXIWAY REHABILITATION	\$872,500	\$785,250	\$43,625	\$43,625
SOUTH HAVEN SOUTH HAVEN MUNI	2	RUNWAY REHABILITATION	\$467,100	\$420,390	\$23,355	\$23,355
TRAVERSE CITY CHERRY CAPITAL	3	RUNWAY REHABILITATION	\$504,000	\$453,600	\$25,200	\$25,200
CATEGORY TOTAL			\$8,221,900	\$7,199,205	\$293,215	\$729,480

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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	LENGTHEN EXISTING RUNWAY	\$567,800	\$601,020	\$33,390	\$33,390
CATEGORY TOTAL			\$667,800	\$601,020	\$33,390	\$33,390

CATEGORY 5 CAPACITY DEVELOPMENT (CAPACITY)

DETROIT DETROIT CITY	2	APRON EXPANSION	\$708,100	\$637,290	\$35,405	\$35,405
FLINT BISHOP INTERNATIONAL	4	CONSTRUCT NEW APRON	\$480,000	\$432,000		\$48,000
GRAND RAPIDS KENT COUNTY INTL	4	APRON EXPANSION	\$550,000	\$495,000		\$55,000
MARQUETTE MARQUETTE COUNTY	3	APRON EXPANSION	\$132,400	\$119,160	\$6,620	\$6,620
MONROE MONROE CUSTER	5 4	TAXISTREET CONSTR APRON EXPANSION	\$73,000 \$325,000	\$65,700 \$292,500	\$3,650	\$3,650 \$32,500
CATEGORY TOTAL			\$2,268,500	\$2,041,650	\$45,675	\$181,175

CATEGORY 8 EQUIPMENT AND BUILDINGS

GRAND RAPIDS KENT COUNTY INTL	5	VAULT WORK	\$30,000	\$27,000		\$3,000
KALAMAZOO KALAMAZOO COUNTY AIRPORT	5 5 5	SRE SWEEPER SRE SNOWBLOWER SRE TRUCK PLOW/BLADE	\$115,600 \$124,400 \$71,100	\$104,040 \$111,960 \$63,990		\$11,560 \$12,440 \$7,110
MONROE MONROE CUSTER	5	ACCESS ROAD	\$69,000	\$62,100		\$6,900

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CATEGORY 8 EQUIPMENT AND BUILDINGS

LOCATION /AIRPORT	PRIORITY	PROJECT ITEM DESCRIPTION	TOTAL EST. COST	FEDERAL FUNDS	STATE FUNDS	LOCAL FUNDS
MUSKEGON	5	SRE FRONT END LOADER	\$55,000	\$49,500		\$5,500
MUSKEGON COUNTY	5	SRE BROOM	\$68,000	\$61,200		\$6,800
	5	SECURITY FENCING	\$189,000	\$170,000		\$19,000
		CATEGORY TOTAL	\$722,100	\$649,700		\$72,310
		GRAND TOTAL	\$15,398,400	\$11,545,355	\$403,010	\$1,450,035

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PRIORITY B PROJECTS

CATEGORY 1 SPECIAL PROGRAMS/SAFETY

LOCATION /AIRPORT	PRIORITY	PROJECT ITEM DESCRIPTION	TOTAL EST. COST	FEDERAL FUNDS	STATE FUNDS	LOCAL FUNDS
EAY CITY JAMES CLEMENTS	1	MEDIUM INTENSITY RWY LTG	\$87,500	\$78,750	\$1,375	\$4,375
BELLAIRE ANTRIM COUNTY	1	SEGMENTED CIRCLE	\$2,400	\$2,160	\$120	\$120
	4	NEW TAXIWAY	\$114,000	\$129,600		\$14,400
	1	LIGHTED WINDCONE	\$6,500	\$5,850	\$325	\$325
CHARLOTTE FITCH H BEACH	1	MASTER PLAN	\$25,000	\$22,500	\$1,250	\$1,250
SAGINAW HARRY W. BROWNE	1	MASTER PLAN	\$50,000	\$45,000	\$2,500	\$2,500
SAGINAW TRI CITY INTERNATIONAL	2	LAND FOR EXISTING AIRPORT	\$600,000	\$540,000		\$60,000
SAULT STE MARIE CHIPPEWA COUNTY INTERNATIONAL	1	REIL	\$30,000	\$27,500	\$1,250	\$1,250
	1	PAPI	\$45,000	\$40,500	\$2,250	\$2,250
CATEGORY TOTAL			\$990,400	\$891,860	\$12,070	\$86,470

CATEGORY 2 RECONSTRUCTION

Detroit	3	TAXIWAY REHABILITATION	\$120,000	\$108,000	\$6,000	\$6,000
Detroit City	3	TAXIWAY REHABILITATION	\$200,000	\$180,000	\$10,000	\$10,000
	2	RUNWAY REHABILITATION	\$800,000	\$720,000	\$40,000	\$40,000
	3	TAXIWAY REHABILITATION	\$85,000	\$76,500	\$4,250	\$4,250
Detroit WILLOW RUN	3	TAXIWAY REHABILITATION	\$760,000	\$684,000	\$38,000	\$38,000
JACKSON	3	SEAL RUNWAY (RST)	\$100,000	\$90,000	\$5,000	\$5,000
JACKSON COUNTY-REYNOLDS FIELD	4	TAXIWAY PAVING	\$52,000	\$46,800		\$5,200
	4	TAXIWAY PAVING	\$38,000	\$34,200		\$3,800
PONTIAC OAKLAND-PONTIAC	2	REHABILITATE RW/ LIGHTING	\$100,000	\$90,000	\$5,000	\$5,000
SAGINAW TRI CITY INTERNATIONAL	2	RUNWAY REHABILITATION	\$1,987,500	\$1,788,750	\$99,375	\$99,375

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PRIORITY PROJECTS

CATEGORY 2 RECONSTRUCTION

LOCATION /AIRPORT	PRIORITY	PROJECT ITEM DESCRIPTION	TOTAL EST. COST	FEDERAL FUNDS	STATE FUNDS	LOCAL FUNDS
SAULT STE MARIE CHIPPEWA COUNTY INTERNATIONAL	3	REHABILITATE TW LIGHTS	\$60,000	\$54,000	\$3,000	\$3,000
CATEGORY TOTAL			\$1,302,500	\$3,872,250	\$210,625	\$219,625

CATEGORY 3 STANDARDS

PELLSTON EMMET COUNTY	3	RUNWAY GROOVING	\$110,900	\$99,900	\$5,500	\$5,500
CATEGORY TOTAL			\$110,900	\$99,900	\$5,500	\$5,500

CATEGORY 8 EQUIPMENT AND BUILDINGS

BATTLE CREEK W K KELLOGG REGIONAL	5	SRE SNOWBLOWER	\$290,000	\$261,000		\$29,000
BENTON HARBOR ROSS FIELD	5	SRE TRUCK PLOW/BLADE (2)	\$241,500	\$217,350		\$24,150
DETROIT WILLOW RUN	5	PERIMETER FENCING	\$100,000	\$90,000		\$10,000
ESCANABA DELTA COUNTY	5	SAND STORAGE BUILDING	\$96,000	\$86,400	\$4,800	\$4,800
	5	SNOW REMOVAL EQUIPMENT	\$100,000	\$90,000		\$10,000
IRON MOUNTAIN/KINGSFORD FORD	5	SRE GRADER	\$120,900	\$108,810		\$12,090
IRONWOOD GOGEBIC COUNTY	5	SRE BUILDING	\$140,780	\$126,700	\$7,040	\$7,040
KALAMAZOO KALAMAZOO COUNTY AIRPORT	5	TERMINAL BUILDING MOD	\$533,300	\$479,970		\$53,330
	5	PASSENGER LOADING BRIDGE	\$133,300	\$119,970		\$13,330

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1987 CAPITAL OUTLAY PROGRAM
PRIORITY B PROJECTS

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CATEGORY 8 EQUIPMENT AND BUILDINGS

LOCATION /AIRPORT	PRIORITY	PROJECT ITEM DESCRIPTION	TOTAL EST. COST	FEDERAL FUNDS	STATE FUNDS	LOCAL FUNDS
LANSING	5	SRE SNOWBLOWER	\$125,000	\$112,500		\$12,500
CAPITAL CITY	5	SERVICE ROAD	\$588,000	\$529,200		\$58,800
PELLSTON	5	SECURITY FENCING	\$160,000	\$144,000		\$16,000
		CATEGORY TOTAL	\$2,628,780	\$2,365,900	\$11,840	\$251,040
		GRAND TOTAL	\$8,032,580	\$7,229,910	\$210,035	\$592,635

APPENDIX

MICHIGAN
DEPARTMENT OF TRANSPORTATION

COMPREHENSIVE
ANNUAL FINANCIAL REPORT

Fiscal Year Ended September 30, 1985

James P. Pitz
Director

Prepared By:

Financial Services Division
Bureau of Finance

MICHIGAN DEPARTMENT OF TRANSPORTATION
COMPREHENSIVE ANNUAL FINANCIAL REPORT
FISCAL YEAR ENDED SEPTEMBER 30, 1985
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Fund Descriptions

MICHIGAN TRANSPORTATION FUND

This fund, established by P.A. 51 of 1951, Sec. 10, as amended, is administered jointly by the Department of Transportation and the Department of State. In addition, a number of types of revenue are collected by the Department of Treasury. The fund is a receiving fund for the several tax revenues dedicated to highway purposes. Transfers are made to the General Fund to pay the cost of collection of the dedicated revenues and to the State Trunkline Fund, Comprehensive Transportation Fund, and the Michigan State Waterways Fund in accordance with the statutory formulae and pursuant to P.A. 5 of 1967 (Extra Session), Sec. 91, to the Mackinac Bridge Authority to apply on payment of principal and interest of the outstanding bonds so bridge tolls can be reduced.

STATE TRUNKLINE FUND

This fund provides for construction and maintenance of highways. Its overall budget is subject to annual legislative review and appropriation, but the Transportation Commission has significant discretion in determining the funding of individual projects. Financing consists primarily of a transfer from the Michigan Transportation Fund, federal aid, and local participation. Expenditures and transfers are for administration, highway maintenance and construction, debt service, and various contractual obligations. In accordance with statutory provisions, any unencumbered balance, at fiscal year-end, lapses and reverts to the fund for appropriation in the following fiscal year.

Under an arrangement with the Federal Highway Administration, the department has over a period of years, qualified a number of construction projects financed from bond issues without placing them under a reimbursement agreement. These deferred federal aid projects may be converted to current reimbursement at the option of the department, to the extent of bond retirement, provided that there are adequate federal aid allocations. The arrangement was worked out between the states and the federal government so that the states could obtain federal reimbursement not received during the construction period, in case a relatively greater amount of federal aid became available at some later date. During the 1984-85 fiscal year \$13.4 million was received by the Department of Transportation through the conversion of deferred projects in order to receive the maximum federal funds available.

The State Trunkline Fund also is used to record loans made to local units of government for reconstructing and resurfacing roadways. Funds for such loans are made available by transfer from the 1983 State Trunkline Fund Bond Proceeds Fund and the 1984 State Trunkline Fund Bond Proceeds Fund. Loan repayments, which are received directly by the State Trunkline Fund, are not pledged to the payment of the bonds related to the loans.

COMPREHENSIVE TRANSPORTATION FUND

The Comprehensive Transportation Fund was created by Public Acts 326, 327, and 328, of 1972, and Public Act 197, of 1973. Further additions and amendments to the laws governing this fund were enacted in 1975, being Public Acts 195, 196, and 239.

The fund was created for the purpose of planning and developing public transportation systems within the State. In accordance with statutory provisions, any unencumbered balance, at fiscal year-end, lapses and reverts to the fund for appropriation in the following fiscal year.

In addition to providing direct expenditures for public transportation purposes, the fund is increasingly being used to provide financing for entities providing bus and rail services. Such financing is provided primarily by purchasing and leasing back rail related assets.

Financing is provided by a transfer from the Michigan Transportation Fund, federal, local, and vehicle related sales tax.

STATE AERONAUTICS FUND

This fund, established by P.A. 327 of 1945, administers development and capital improvement projects for local airports. Its budget is subject to annual legislative review and appropriation. Financing consists mostly of federal and local contributions and aviation fuel taxes. Expenditures and transfers are for administration and local airport improvement project costs.

COMPREHENSIVE TRANSPORTATION BOND CONSTRUCTION FUND

This fund was established pursuant to Section 18(b) of P.A. 51 of 1951, as amended, to account for the proceeds of up to \$217 million of comprehensive transportation bonds. The bonds are not general obligations of the State but are payable solely out of funds restricted as to use for comprehensive transportation purposes by Section 9 of Article IX of the Michigan Constitution and irrevocably pledged by law for deposit in the Comprehensive Transportation Fund.

The State Transportation Commission approved issuance of \$106.3 million Series A bonds in 1980, and \$50 million Series B bonds in 1981. These bonds are used to finance part of the costs of constructing and acquiring comprehensive transportation projects. A majority of these projects, as approved by legislative action, are undertaken to enhance local transportation systems.

1983 STATE TRUNKLINE FUND BOND PROCEEDS FUND

This fund was established pursuant to Section 18(b) of P.A. 51 of 1951, as amended to account for the \$135 million of State trunkline bonds. The bonds are not general obligations of the State but are payable solely out of funds restricted as to use for State trunkline purposes by Section 9 of Article IX of the Michigan Constitution and irrevocably pledged by law for deposit in the State Trunkline Fund.

The State Transportation Commission approved issuance of \$135 million bonds in 1983. These bonds are used in part to finance the costs of reconstructing and resurfacing portions of the State trunkline system. The bonds will also be used to finance loans to local units of government for reconstructing and resurfacing roadways, by a transfer to the State Trunkline Fund where the loans are made and recorded.

1984 COMPREHENSIVE TRANSPORTATION BOND PROCEEDS FUND

This fund was established pursuant to Section 18(b) of P.A. 51 of 1951, as amended, to account for the proceeds of up to \$60 million of comprehensive transportation bonds. The bonds are not general obligations of the State but are payable solely out of funds restricted as to use for the comprehensive transportation purposes by Section 9 of Article IV of the Michigan Constitution and irrevocably pledged by law for disposition in the Comprehensive Transportation Fund.

The State Transportation Commission approved issuance of \$60 million bonds in 1984. These bonds are used to finance part of the construction and acquisition of comprehensive transportation projects.

1984 STATE TRUNKLINE FUND BOND PROCEEDS FUND

This fund was established pursuant to Section 18(b) of P.A. 51 of 1951, as amended, to account for the proceeds of up to \$50 million of State trunkline bonds. The bonds are not general obligations of the State but are payable solely out of funds restricted as to use for State trunkline purposes by Section 9 of Article IX of the Michigan Constitution and irrevocably pledged by law for deposit in the State Trunkline fund.

The State Transportation Commission approved issuance of \$50 million bonds in 1984. These bonds are used in part to finance the costs of reconstructing and resurfacing portions of the State trunkline system. The bonds will also be used to finance loans to local units of government from reconstructing and resurfacing roadways, by a transfer to the State Trunkline Fund where the loans are made and recorded.

COMPREHENSIVE TRANSPORTATION BOND AND INTEREST REDEMPTION FUND

This fund was established pursuant to P.A. 51 of 1951, as amended, and services bond issues of the Comprehensive Transportation Bond Construction Fund. Financing of debt service requirements is provided by an annual appropriation in the Comprehensive Transportation Fund.

1983 STATE TRUNKLINE FUND BOND AND INTEREST REDEMPTION FUND

This fund was established pursuant to P.A. 51 of 1951, as amended, and services bond issues of the 1983 State Trunkline Fund Bond Proceeds Fund. Financing of debt service requirements is provided by an annual appropriation in the State Trunkline Fund.

1984 COMPREHENSIVE BOND AND INTEREST REDEMPTION FUND

This fund was established pursuant to P.A. 51 of 1951, as amended, and services bond issues of the 1984 Comprehensive Transportation Bond Proceeds Fund. Financing of debt service requirements is provided by an annual appropriation in the Comprehensive Transportation Fund.

1984 STATE TRUNKLINE FUND BOND AND INTEREST REDEMPTION FUND

This fund was established pursuant to P.A. 51 of 1951, as amended, and services bond issues of the 1984 State Trunkline Fund Bond Proceeds Fund. Financing of debt service requirements is provided by an annual appropriation in the State Trunkline Fund.

1985 COMPREHENSIVE TRANSPORTATION REFUNDING BOND PROCEEDS FUND

This fund was established pursuant to Section 18(b) of P.A. 51 of 1951, as amended, to account for the proceeds of \$57 million of comprehensive transportation refunding bonds. The proceeds of sale of the bonds were used for the purpose of providing funds to acquire United State government obligations to be used to refund the State of Michigan Comprehensive Transportation Bonds, Series B, dated May 1, 1981, and to pay the costs of issuance of the bonds.

The bonds are not general obligations of the State but are payable solely out of funds restricted as to use for comprehensive transportation purposes by Section 9 of Article IX of the Michigan Constitution and irrevocably pledged by law for deposit in the Comprehensive Transportation Fund.

MICHIGAN TRUNKLINE BOND AND INTEREST REDEMPTION FUND--SERIES II THRU IX

P.A. 51 of 1951, as amended, created the authority to establish this fund. The various series were issued in varying amounts during the period from July 1959, to July 1962. Financing of debt service requirements is provided by an annual appropriation in the State Trunkline Fund.

EXPRESSWAY BOND AND INTEREST REDEMPTION FUND

The State Treasurer is Fiscal Agent to the Department of Transportation and certain local units of government for funds constructing expressways and for servicing bonds issued for that purpose. In summary form, this fund presents the position of several expressway serial bond issues. Resources to finance the requirements for bond interest and redemption are provided by periodic payments from participating parties, earnings on investments, and operating transfers from other State funds. As of September 30, 1985, there are no outstanding bond issues serviced by this fund and the fund has consequently been terminated.

DETROIT EXPRESSWAY CONSTRUCTION FUND

This fund was established by the Fiscal Agent to account for transactions relating to the 1959 contract between the Department of Transportation and the local units for the construction of expressways. The money in this fund was held in a segregated depository. Investments in securities were made separately for the fund. Costs of the limited access highway constructed under joint effort have been financed by the proceeds from the sale of dedicated tax bonds, federal aid, and contributions from the participating parties. The last of the outstanding project bonds were redeemed during the 1983-84 fiscal year. Final distribution of funds remaining in this fund was made during the 1984-85 fiscal year.

SPECIAL FEDERAL BRIDGE REPLACEMENT TRUST REFUND

This fund was authorized by enabling legislation associated with the Federal Highway Act of 1970, Section 144. The fund accounts for the federal, state, and local funding used to upgrade state and locally owned bridges.

FEDERAL COUNTY ROAD TRUST FUND

This fund was authorized by enabling legislation associated with the Federal Highway Act of 1944, as amended. The fund accounts for the federal, state, and local monies expended to meet the road construction needs of rural areas and communities with populations less than 5,000.

FEDERAL URBAN TRANSPORTATION SYSTEM TRUST FUND

This fund was authorized by enabling legislation associated with the Federal Highway Act of 1970, as amended. The fund accounts for the federal, state, and local monies expended to meet the road construction needs of communities with populations of 5,000 or more.

HIGHWAY TOPICS AND SAFETY PROGRAM TRUST FUND

This fund was authorized by enabling legislation associated with the Federal Highway Act of 1978. The fund accounts for federal, state, and local monies used to fund urban and road safety projects.

AIRPORT AUTHORITIES FACILITIES IMPROVEMENT TRUST FUND

This fund was authorized by P.A. 327 of 1945. The purpose of the fund is to hold in trust, monies deposited by local airport authorities for the purchase of land for local airport improvements. The land purchase transactions are administered by the Right of Way Division of the Department of Transportation. The deposits cover the land purchase price and the purchase administrative costs. No state funds are involved. The final land purchase transactions for this fund were completed during the 1984-85 fiscal year.

METROPOLITAN PLANNING FUND

This fund was established by the Federal Highway Act of 1973, Section 112 and 134, to account for federal "pass through" funds that reimburse local regional planning agencies for operating expenses. Local money is advanced to the fund, approximately 80 percent of which is reimbursed to the local unit by the federal government. The financing accounted for in this fund consists of federal and local money, and no state funds are involved.

FINANCIAL SECTION

**Combining Financial Statements
and Schedules**

MICHIGAN DEPARTMENT OF TRANSPORTATION
COMBINING BALANCE SHEET - SPECIAL REVENUE FUNDS
SEPTEMBER 30, 1985 (In Thousands)

	MICHIGAN TRANSPORTATION FUND	STATE TRUNKLINE FUND	COMPREHENSIVE TRANSPORTATION FUND	STATE AERONAUTICS FUND
ASSETS				
Current Assets:				
Cash and cash equivalents	--	95	--	--
Equity in Common Cash	93,133	161,638	57,353	4,775
Receivable:				
Taxes, interest, and penalties (at net)	54,547	--	--	109
Federal aid	--	77,584	5,636	11,049
Local units	--	12,307	2,193	6,019
Other funds	1,868	30,232	7,356	96
Rail lease purchase	--	--	3	--
Bus lease purchase	--	--	220	--
Miscellaneous	--	1,988	1,297	6
Inventories	--	11,463	--	--
Total Current Assets	149,548	295,307	74,058	22,054
Noncurrent Assets:				
Receivables:				
Taxes	227	--	--	--
Local units	--	118,300	3,000	870
Rail lease purchase	--	--	3,479	--
Bus Lease	--	--	3,590	--
Land contracts	--	5,198	--	--
Total Noncurrent Assets	227	123,498	10,069	870
Total Assets	149,775	418,805	84,127	22,924
LIABILITIES AND FUND BALANCES				
Current Liabilities:				
Warrants outstanding	216	3,471	166	37
Accounts payable	119,087	61,906	10,427	3,551
Contract reserve payable	--	1,418	--	430
Due to local units	--	2,856	3,529	--
Due to other funds	30,243	2,384	130	41
Deposits, permits & other liabilities	2	1,659	--	--
Return warrant suspense	--	2	--	--
Deferred revenue	--	--	--	4,946
Total Current Liabilities	149,548	73,696	14,252	9,005
Long-Term Liabilities:				
Deferred revenue	227	8,425	10,072	--
Total Liabilities	149,775	82,121	24,324	9,005
Fund Balance:				
Reserved for encumbrances	--	172,253	17,175	8,656
Res. for unencumb. restr. rev. balances	--	826	35	--
Reserved for Airport Loans	--	--	--	870
Res. for unencumb. cap. out. & work proj.	--	32,571	5,272	2,905
Reserved for noncurrent assets & Air. Loans	--	115,073	--	--
Res. for oper. balances carried fwd.	--	--	--	--
Total Reserves	--	320,723	22,482	12,431
Unreserved	--	15,961	37,321	1,488
Total Fund Balances	--	336,684	59,803	13,919
Total Liabilities and Fund Balances	149,775	418,805	84,127	22,924

TRANSPORTATION BOND CONSTRUCTION FUND	1983 STATE TRUNKLINE FUND BOND PROCEEDS FUND	1984		1984 STATE TRUNKLINE FUND BOND PROCEEDS FUND	-----	
		COMPREHENSIVE TRANSPORTATION BOND PROCEEDS FUND			SEPTEMBER 30, 1985	SEPTEMBER 30, 1984
--	--	--		--	95	101
21,889	4,152	36,990		12,278	392,208	372,237
--	--	--		--	54,656	50,770
--	--	--		--	94,269	82,342
--	331	--		--	20,850	12,312
469	95	773		304	41,193	35,839
--	--	--		--	3	56
--	--	--		--	220	141
207	--	--		--	3,498	2,049
--	--	--		--	11,463	10,989

22,565	4,578	37,763		12,582	618,455	566,836

--	--	--		--	227	118
--	--	--		--	122,170	110,678
--	--	--		--	3,479	3,673
--	--	--		--	3,590	3,375
--	--	--		--	5,198	4,247

--	--	--		--	134,664	122,091

22,565	4,578	37,763		12,582	753,119	688,927
=====						
--	1	--		189	4,080	8,293
753	4	3,797		94	199,619	193,836
--	11	--		--	1,859	2,083
--	--	--		--	6,385	2,472
--	--	--		--	32,798	26,317
--	--	--		--	1,661	1,882
--	--	--		--	2	--
--	--	--		--	4,946	2,626

753	16	3,797		283	251,350	237,509
--	--	--		--	18,724	11,411

753	16	3,797		283	270,074	248,920
6,759	242	7,026		497	212,608	143,236
15,053	--	18,225		4,695	38,834	--
--	--	--		--	870	--
--	4,320	8,715		7,107	60,890	--
--	--	--		--	115,073	110,678
--	--	--		--	--	--

21,812	4,562	33,966		12,299	428,275	378,187
--	--	--		--	54,770	61,820

21,812	4,562	33,966		12,299	483,045	440,007

22,565	4,578	37,763		12,582	753,119	688,927
=====						

MICHIGAN DEPARTMENT OF TRANSPORTATION
STATEMENT OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCES - SPECIAL REVENUE FUNDS
FISCAL YEAR ENDED SEPTEMBER 30, 1985 (in Thousands)

	MICHIGAN TRANSPORTATION FUND	STATE TRUNKLINE FUND	COMPREHENSIVE TRANSPORTATION FUND	STATE AERONAUTICS FUND
REVENUES:				
Taxes	903,097	1	41,349	3,896
License and Permits	21,711	536	--	72
Federal Aid	--	278,570	4,912	18,501
Local Participation	--	12,911	--	3,361
Interest Earnings	8,072	10,658	2,444	472
Bus Lease Purchase	--	--	2,120	--
Rail Lease Purchase	--	--	3,555	--
Right of Way Revenue	--	2,775	--	--
Non-Operating Revenue-Bridges	--	1,178	--	--
Miscellaneous Revenue	2,625	7,213	232	873
TOTAL REVENUES:	935,505	313,842	54,612	27,175
EXPENDITURES:				
Adminstration	--	215,559	6,313	3,250
Operating Assistance Grants	--	--	81,127	--
Other Grants	474,743	--	21,020	--
Airport Development	--	--	--	20,537
Non-Operating Expenditures-Bridges	--	1,178	--	--
Capital Lease Payments	--	1,388	--	--
Total Adminstration and Operations	474,743	218,125	108,460	23,787
Roads and Bridges	--	321,888	--	--
Other Capital Outlay	--	2,570	--	54
Total Capital Outlay	--	324,458	--	54
Total Expenditures	474,743	542,583	108,460	23,841
Excess Revenues Over (Under) Expenditures	460,762	(228,741)	(53,848)	3,334
OTHER FINANCING SOURCES (USES)				
Michigan Transportation Fund Distribution	--	305,975	88,175	--
Grants and Transfers from Other Funds	22	11,697	3	1
Proceeds from Bond Issues	--	--	--	--
Loan transfers in	--	8,877	--	--
Capital Lease Acquistions	--	1,642	--	--
Total Financing Sources	22	328,191	88,178	1
Michigan Transportion Fund Distribution	394,152	--	--	--
Grants and Transfers to Other Funds	66,632	14,151	1,453	656
Debt Service	--	40,554	19,789	--
Loan Receivable Tansferred to STL Fund	--	--	--	--
Total Financing Uses	460,784	54,705	21,242	656
Excess other financial sources over(under) uses	(460,762)	273,486	66,936	(655)
Cumulative Effect of Accounting Change	--	--	--	--
Excess of Rev.and Other Sources Over(Under)				
Expend.and Other Uses after Acctg.Chg.	--	44,745	13,088	2,679
Fund Balances-October 1	--	276,241	46,715	11,240
Equity Transfers from Other Fund	--	15,698	--	--
Fund Balances-September 30	--	336,684	59,803	13,919

COMP. TRANSP. BOND CONSTRUCTION FUND	1983 STATE TRUNKLINE FUND BOND PROCEEDS FUND	1984 COMPREHENSIVE TRANSPORTATION BOND PROCEEDS FUND	1984 STATE TRUNKLINE FUND BOND PROCEEDS FUND	TOTALS	
				SEPTEMBER 30, 1985	SEPTEMBER 30, 1984
--	--	--	--	948,343	865,475
--	--	--	--	22,319	21,044
--	--	--	--	301,983	281,773
--	220	--	--	16,492	8,211
2,052	697	3,833	1,927	30,155	40,692
--	--	--	--	2,120	1,481
--	--	--	--	3,555	196
--	--	--	--	2,775	1,451
--	--	--	--	1,178	1,046
2,169	--	--	--	13,112	7,425
<hr/>					
4,221	917	3,833	1,927	1,342,032	1,228,794
<hr/>					
--	--	--	--	225,122	208,682
--	--	--	--	81,127	64,395
645	--	16,323	--	512,731	474,940
--	--	--	--	20,537	24,415
--	--	--	--	1,178	1,046
--	--	--	--	1,388	--
<hr/>					
645	0	16,323	0	842,083	773,478
<hr/>					
--	9,407	--	8,801	340,096	357,602
--	--	--	--	2,624	16,670
<hr/>					
0	9,407	0	8,801	342,720	374,272
<hr/>					
645	9,407	16,323	8,801	1,184,803	1,147,750
<hr/>					
3,576	(8,490)	(12,490)	(6,874)	157,229	81,044
<hr/>					
--	--	--	--	394,150	356,973
--	--	--	--	11,723	12,462
--	--	--	--	0	107,714
--	--	--	--	8,877	36,519
--	--	--	--	1,642	0
<hr/>					
0	0	0	0	416,392	513,668
<hr/>					
--	--	--	--	394,152	357,099
17	--	--	--	82,909	75,367
--	--	--	--	60,343	46,908
--	--	--	8,877	8,877	36,520
<hr/>					
17	0	0	8,877	546,281	515,894
<hr/>					
(17)	0	0	(8,877)	(129,889)	(2,226)
<hr/>					
--	--	--	--	0	1,999
<hr/>					
3,559	(8,490)	(12,490)	(15,751)	27,340	80,817
18,253	13,052	46,456	28,050	440,007	359,190
--	--	--	--	15,698	0
<hr/>					
21,812	4,562	33,966	12,299	467,347	440,007
<hr/>					

STATE OF MICHIGAN
COMBINING SCHEDULE OF REVENUES, EXPENDITURES, AND CHANGES IN FUND BALANCES - BUDGET AND ACTUAL
FISCAL YEAR ENDED SEPTEMBER 30, 1985
(In Thousands)

(Statutory/Budgetary Basis)	MICHIGAN TRANSPORTATION FUND			STATE TRUNKLINE FUND		
	BUDGET	ACTUAL	VARIANCE FAVORABLE (UNFAVORABLE)	BUDGET	ACTUAL	VARIANCE FAVORABLE (UNFAVORABLE)
REVENUES:						
Taxes	911,380	903,097	(8,283)	--	1	1
License and Permits	11,758	21,711	9,953	495	536	41
Federal Aid	--	--	--	284,915	278,740	(6,175)
Local Participation	--	--	--	11,000	12,911	1,911
Interest Earnings	8,070	8,072	2	8,590	10,658	2,068
Bus Lease Purchase	--	--	--	--	--	--
Rail Lease Purchase	--	--	--	--	--	--
Right of Way Revenue	--	--	--	1,335	2,775	1,440
Non-Operating Revenue-Bridges	--	--	--	--	1,178	1,178
Miscellaneous Revenue	--	2,625	2,625	10,537	7,213	(3,324)
TOTAL REVENUES:	931,208	935,505	4,297	316,872	314,012	(2,860)
EXPENDITURES AND ENCUMBRANCES:						
Administration	--	--	--	229,225	221,613	7,612
Operating Assistance Grants	--	--	--	--	--	--
Other Grants	476,445	474,743	1,702	--	--	--
Airport Development	--	--	--	--	--	--
Non-Operating Revenue-Bridges	--	--	--	--	1,178	(1,178)
Total Administration and Operations	476,445	474,743	1,702	229,225	222,791	6,434
Roads and Bridges	--	--	--	476,583	453,276	23,307
Special Routes(Act 327)	--	--	--	13,175	33,455	(20,280)
Other Capital Outlay	--	--	--	10,540	5,216	5,324
Total Capital Outlay	--	--	--	500,298	491,947	8,351
Total Expenditures and Encumbrances	476,445	474,743	1,702	729,523	714,738	785
Excess Rev.Over(Under)Expend.&Encumb.	454,763	460,762	5,999	(412,651)	(400,726)	11,925
OTHER FINANCING SOURCES (USES)						
Michigan Transportation Fund Distribution	--	--	--	306,282	305,978	(304)
Grants and Transfers from Other Funds	--	22	22	12,000	11,694	(306)
Loan transfers in	--	--	--	15,380	8,877	(6,503)
Total Financing Sources	--	22	22	333,662	326,549	(7,113)
Michigan Transportation Fund Distribution	392,821	394,152	(1,331)	--	--	--
Grants and Transfers to Other Funds	69,708	66,632	3,076	15,000	14,152	848
Debt Service	--	--	--	40,800	40,554	246
Loan Receivable Transferred to STL Fund	--	--	--	--	--	--
Total Financing Uses	462,529	460,784	1,745	55,800	54,706	1,094
Excess Other Financial Sources Over(Under) Use	(462,529)	(460,762)	1,767	277,862	271,843	(6,019)
Excess of Rev.& Other Sources Over(Under) Expend.						
Encumb.& Other Uses after Acctg.Chg.	(7,766)	--	7,766	(134,789)	(128,883)	5,906
(Statutory/Budgetary Basis)						
Encumbrances at September 30		--			172,253	
Net effect of basis differences		--			1,375	
Funds not Annually Budgeted						
Net Reconciling Items		--			173,628	
Excess of Rev.& Other Sources Over(Under)Expend.&						
Other Uses After Acctg.Chg.(GAAP Basis)		--			44,745	
FUND BALANCES (GAAP BASIS) - Beginning Balance		--			276,241	
Equity Transfer from other fund		--			15,698	
Ending balances		--			336,684	

COMPREHENSIVE TRANSPORTATION FUND			STATE AERONAUTICS FUND			COMPREHENSIVE TRANSPORTATION BOND CONSTRUCTION FUND		
BUDGET	ACTUAL	VARIANCE FAVORABLE (UNFAVORABLE)	BUDGET	ACTUAL	VARIANCE FAVORABLE (UNFAVORABLE)	BUDGET	ACTUAL	VARIANCE FAVORABLE (UNFAVORABLE)
41,954	41,349	(605)	3,500	3,896	396	--	--	--
--	--	--	77	72	(5)	--	--	--
6,410	4,912	(1,498)	23,812	18,501	(5,311)	--	--	--
--	--	--	3,655	3,361	(294)	--	--	--
2,450	2,444	(6)	300	472	172	--	--	--
1,738	2,120	382	--	--	--	--	--	--
--	3,555	3,555	--	--	--	--	--	--
--	--	--	--	--	--	--	--	--
--	--	--	--	--	--	--	--	--
--	232	232	862	873	11	--	--	--
52,552	54,612	2,060	32,206	27,175	(5,031)	--	--	--
7,973	6,686	1,287	3,620	3,323	297	--	--	--
83,183	81,861	1,322	--	--	--	--	--	--
42,480	37,179	5,301	--	--	--	--	--	--
--	--	--	29,623	29,121	502	--	--	--
--	--	--	--	--	--	--	--	--
133,636	125,726	7,910	33,243	32,444	799	--	--	--
--	--	--	--	--	--	--	--	--
--	--	--	--	--	--	--	--	--
--	--	--	109	74	35	--	--	--
--	--	--	109	74	35	--	--	--
133,636	125,726	7,910	33,352	32,518	834	--	--	--
(81,084)	(71,114)	9,970	(1,146)	(5,343)	(4,197)	--	--	--
86,667	88,175	1,508	--	--	--	--	--	--
--	3	3	--	1	1	--	--	--
--	--	--	--	--	--	--	--	--
86,667	88,178	1,511	--	1	1	--	--	--
--	--	--	--	--	--	--	--	--
1,018	1,407	(389)	706	656	50	--	--	--
22,339	19,789	2,550	--	--	--	--	--	--
--	--	--	--	--	--	--	--	--
23,357	21,196	2,161	706	656	50	--	--	--
63,310	66,982	3,672	(706)	(655)	51	--	--	--
(17,774)	(4,132)	13,642	(1,852)	(5,998)	(4,146)	--	--	--
-----			-----			-----		
	17,175			8,657			--	
	45			20			--	
							3,559	
	-----			-----			-----	
	17,220			8,677			3,559	
	-----			-----			-----	
	13,088			2,679			3,559	
	46,715			11,240			18,253	
	--			--			--	
	-----			-----			-----	
	59,803			13,919			21,812	
	=====			=====			=====	

STATE OF MICHIGAN
COMBINING SCHEDULE OF REVENUES, EXPENDITURES, AND CHANGES IN FUND BALANCES - BUDGET AND ACTUAL
FISCAL YEAR ENDED SEPTEMBER 30, 1985 (In Thousands)

	1983 STATE TRUNKLINE FUND BOND PROCEEDS FUND			1984 COMPREHENSIVE TRANSPORTATION BOND PROCEEDS FUND		
(Statutory/Budgetary Basis)	VARIANCE FAVORABLE (UNFAVORABLE)			VARIANCE FAVORABLE (UNFAVORABLE)		
REVENUES:	BUDGET	ACTUAL		BUDGET	ACTUAL	
Taxes	--	--	--	--	--	--
License and Permits	--	--	--	--	--	--
Federal Aid	--	--	--	--	--	--
Local Participation	--	--	--	--	--	--
Interest Earnings	--	--	--	--	--	--
Bus Lease Purchase	--	--	--	--	--	--
Rail Lease Purchase	--	--	--	--	--	--
Right of Way Revenue	--	--	--	--	--	--
Non-Operating Revenue-Bridges	--	--	--	--	--	--
Miscellaneous Revenue	--	--	--	--	--	--
TOTAL REVENUES:	--	--	--	--	--	--
EXPENDITURES AND ENCUMBRANCES:						
Adminstration	--	--	--	--	--	--
Operating Assistance Grants	--	--	--	--	--	--
Other Grants	--	--	--	--	--	--
Airport Development	--	--	--	--	--	--
Non-Operating Revenue-Bridges	--	--	--	--	--	--
Total Adminstration and Operations	--	--	--	--	--	--
Roads and Bridges	--	--	--	--	--	--
Special Routes(Act 327)	--	--	--	--	--	--
Other Capital Outlay	--	--	--	--	--	--
Total Capital Outlay	--	--	--	--	--	--
Total Expenditures and Encumbrances	--	--	--	--	--	--
Excess Rev.Over(Under)Expend.&Encumb.	--	--	--	--	--	--
OTHER FINANCING SOURCES (USES)						
Michigan Transportation Fund Distribution	--	--	--	--	--	--
Grants and Transfers from Other Funds	--	--	--	--	--	--
Loan transfers in	--	--	--	--	--	--
Total Financing Sources	--	--	--	--	--	--
Michigan Transportion Fund Distribution	--	--	--	--	--	--
Grants and Transfers to Other Funds	--	--	--	--	--	--
Debt Service	--	--	--	--	--	--
Loan Receivable Transferred to STL Fund	--	--	--	--	--	--
Total Financing Uses	--	--	--	--	--	--
Excess Other Financial Sources Over(Under) Use	--	--	--	--	--	--
Excess of Rev.& Other Sources Over(Under) Expend.						
Encumb.& Other Uses after Acctg.Chg. (Statutory/Budgetary Basis)	--	--	--	--	--	--
Encumbrances at September 30		--			--	
Net effect of basis differences		--			--	
Funds not Annually Budgeted		(8,490)			(12,490)	
Net Reconciling Items		(8,490)			(12,490)	
Excess of Rev.& Other Sources Over(Under)Expend.& Other Uses After Acctg.Chg.(GAAP Basis)		(8,490)			(12,490)	
FUND BALANCES (GAAP BASIS) - Beginning Balance		13,052			46,456	
Equity Transfer from other fund		--			--	
Ending balances		4,562			33,966	

1984 STATE TRUNKLINE FUND
BOND PROCEEDS FUND

TOTALS

BUDGET	ACTUAL	VARIANCE FAVORABLE (UNFAVORABLE)	BUDGET	ACTUAL	VARIANCE FAVORABLE (UNFAVORABLE)
--	--	--	956,834	948,343	(8,491)
--	--	--	12,330	22,319	9,989
--	--	--	315,137	302,153	(12,984)
--	--	--	14,655	16,272	1,617
--	--	--	19,410	21,646	2,236
--	--	--	1,738	2,120	382
--	--	--	--	3,555	3,555
--	--	--	1,335	2,775	1,440
--	--	--	--	1,178	1,178
--	--	--	11,399	10,943	(456)

--	--	--	1,332,838	1,331,304	(1,534)

--	--	--	240,818	231,622	9,196
--	--	--	83,183	81,861	1,322
--	--	--	518,925	511,922	7,003
--	--	--	29,623	29,121	502
--	--	--	--	1,178	(1,178)

--	--	--	872,549	855,704	16,845
--	--	--	476,583	453,276	23,307
--	--	--	13,175	33,455	(20,280)
--	--	--	10,649	5,290	5,359

--	--	--	500,407	492,021	8,386
--	--	--	1,372,956	1,347,725	25,231

--	--	--	(40,118)	(16,421)	23,697

--	--	--	392,949	394,153	1,204
--	--	--	12,000	11,720	(280)
--	--	--	15,380	8,877	(6,503)

--	--	--	420,329	414,750	(5,579)
--	--	--	392,821	394,152	(1,331)
--	--	--	86,432	82,847	3,585
--	--	--	63,139	60,343	2,796
--	--	--	--	--	--

--	--	--	542,392	537,342	5,050
--	--	--	(122,063)	(122,592)	(529)

--	--	--	(162,181)	(139,013)	23,168
=====					
--	--	--		198,085	
--	--	--		1,440	
	(15,751)			(33,172)	

	(15,751)			166,353	

	(15,751)			27,340	
	28,050			440,007	
	--			15,698	

	12,299			483,045	
=====					

MICHIGAN DEPARTMENT OF TRANSPORTATION
BALANCE SHEET - ACCOUNT GROUPS
SEPTEMBER 30, 1985
(In Thousands)

	General Fixed Assets -----	General Long-Term Obligations -----
ASSETS		
Property, plant & equip.	94.5	--
Amount available for retirement of bonds	--	1,572
Amount to be provided for bond retirement	--	406,793
Amount to be provided for other long-term obligations	--	46,431
	-----	-----
Total Assets	94.5	454,796
	=====	=====
LIABILITIES & FUND EQUITY		
Liabilities:		
Bonds and notes payable	--	408,365
Other long-term liabilities	--	46,431
	-----	-----
Total Liabilities	--	454,796
 Fund Equity:		
Investment in general fixed assets	94.5	--
	-----	-----
Total Fund Equity	94.5	--
 Total Liabilities & Fund Equity	94.5	454,796
	=====	=====

STATE OF MICHIGAN
MICHIGAN DEPARTMENT OF TRANSPORTATION
COMBINING BALANCE SHEET
DEBT SERVICE FUNDS
SEPTEMBER 30, 1985
(In Thousands)

	1983		1984	
	COMPREHENSIVE TRANSPORTATION BOND AND INTEREST REDEMPTION FUND	STATE TRUNKLINE FUND BOND AND INTEREST REDEMPTION FUND	COMPREHENSIVE TRANSPORTATION BOND AND INTEREST REDEMPTION FUND	STATE TRUNKLINE FUND BOND AND INTEREST REDEMPTION FUND
ASSETS				
Current Assets:				
Equity in Common Cash	--	--	--	--
Amounts due from other funds	3	--	--	--
Investments	--	--	--	--
Other current assets:				
Cash with fiscal agent	--	--	--	--
Miscellaneous	--	--	--	--
Total other current assets	--	--	--	--
Total Assets	3	--	--	--
LIABILITIES AND FUND BALANCES				
Current Liabilities:				
Warrants outstanding	--	--	--	--
Accounts payable and other accrued liabilities	3	--	--	--
Amounts due to other funds	--	--	--	--
Total Current Liabilities	3	--	--	--
Total Liabilities	3	--	--	--
Fund Balance:				
Unreserved	--	--	--	--
Total Fund Balances	--	--	--	--
Total Liabilities and Fund Balances	3	--	--	--

1985 COMPREHENSIVE TRANSPORTATION BOND AND INTEREST REDEMPTION FUND	MICHIGAN TRUNKLINE BOND AND INTEREST REDEMPTION FUND SERIS II-IX	EXPRESSWAY BOND AND INTEREST REDEMPTION FUND	TOTALS	
			SEPTEMBER 30, 1985	SEPTEMBER 30, 1984
--	1,569	--	1,569	2,005
--	--	--	3	8
--	--	--	--	104
--	--	--	--	59
--	--	--	--	--
--	--	--	--	59
--	1,569	--	1,572	2,176
--	--	--	--	--
--	1,569	--	1,572	1,560
--	--	--	--	--
--	1,569	--	1,572	1,578
--	1,569	--	1,572	1,578
--	--	--	--	598
--	--	--	--	598
--	1,569	--	1,572	2,176

STATE OF MICHIGAN
MICHIGAN DEPARTMENT OF TRANSPORTATION
STATEMENT OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCES
DEBT SERVICE FUNDS
FISCAL YEAR ENDED SEPTEMBER 30, 1985
(In Thousands)

	COMPREHENSIVE TRANSPORTATION BOND AND INTEREST REDEMPTION FUND	1983 STATE TRUNKLINE FUND BOND AND INTEREST REDEMPTION FUND	1984 COMPREHENSIVE TRANSPORTATION BOND AND INTEREST REDEMPTION FUND	1984 STATE TRUNKLINE FUND BOND AND INTEREST REDEMPTION FUND
REVENUES:				
From Local Agencies	--	--	--	--
Miscellaneous	5	--	--	1
TOTAL REVENUES:	5	--	--	1
EXPENDITURES:				
Current:				
General Government	--	--	--	--
Transportation	--	--	--	--
Debt Service:				
Principal Retirement	2,020	4,945	465	1,765
Interest and Fiscal Charges	11,685	12,223	5,765	4,979
Total Expenditures	13,705	17,168	6,230	6,744
Excess Revenues Over (Under) Expenditures	(13,700)	(17,168)	(6,230)	(6,743)
OTHER FINANCING SOURCES (USES)				
Sources:				
Proceeds from Bond Issues	--	--	--	--
Transfer from State Trunkline Fund	--	17,122	--	6,455
Transfer from Comprehensive Transportation Fund	13,570	--	6,230	--
Total Financing Sources	13,570	17,122	6,230	6,455
Uses:				
Transfer to Treasury for Operations	--	1	--	--
Transfer to DMB for Operations	--	--	--	--
Total Financing Uses	--	1	--	--
Excess other financial sources Over(Under) Uses	13,570	17,121	6,230	6,455
Excess of Revenues and Other Sources Over (Under) Expenditures and Other Uses	(130)	(47)	--	(288)
Fund Balances-October 1	130	47	--	288
Fund Balances-September 30	--	--	--	--

1985 COMPREHENSIVE TRANSPORTATION BOND AND INTEREST REDEMPTION FUND	MICHIGAN TRUNKLINE BOND AND INTEREST REDEMPTION FUND SERIES II THRU IX	EXPRESSWAY BOND AND INTEREST REDEMPTION FUND	TOTALS	
			SEPTEMBER 30, 1985	SEPTEMBER 30, 1984
--	--	309	309	325
--	--	739	745	1,579
--	--	1,048	1,054	1,904
--	--	36	36	150
169	--	--	169	--
--	15,310	1,010	25,515	24,060
56,349	953	13	91,967	29,587
56,518	16,263	1,059	117,687	53,797
(56,518)	(16,263)	(11)	(116,633)	(51,893)
56,518	--	--	56,518	--
--	16,263	(115)	39,725	27,634
--	--	--	19,800	19,274
56,518	16,263	(115)	116,043	46,908
--	--	7	8	473
--	--	--	--	--
--	--	7	8	473
56,518	16,263	(122)	116,035	46,435
--	--	(133)	(598)	(5,458)
--	--	133	598	6,056
--	--	--	--	598

MICHIGAN DEPARTMENT OF TRANSPORTATION
BALANCE SHEET
CAPITAL PROJECT FUND (DETROIT EXPRESSWAY)
SEPTEMBER 30, 1985
(IN THOUSANDS)

	September 30 1985	September 30 1984
ASSETS		
Current Assets:		
Cash with Fiscal Agent	--	33
Investments	--	19,230
Receivable:		
Federal	--	471
Land Contracts	--	64
TOTAL CURRENT ASSETS	--	19,798
TOTAL ASSETS	--	19,798
LIABILITIES AND FUND BALANCE		
Current Liabilities:		
Warrants Outstanding	--	--
Accounts Payable	--	419
Contract Reserve Payable	--	35
Due to Other Funds	--	2
Other Liabilities	--	61
Deferred Revenue	--	--
TOTAL CURRENT LIABILITIES	--	517
TOTAL LIABILITIES	--	517
FUND BALANCE:		
Reserved for Encumbrances	--	--
Unreserved	--	19,281
TOTAL LIABILITIES AND FUND BALANCE	--	19,798

MICHIGAN DEPARTMENT OF TRANSPORTATION
 STATEMENT OF REVENUES, EXPENDITURES, AND CHANGE IN FUND BALANCE
 CAPITAL PROJECT FUND (DETROIT EXPRESSWAY)
 SEPTEMBER 30, 1985
 (IN THOUSANDS)

	Fiscal Year Ended September 30 1985	September 30 1984
	-----	-----
REVENUES		
Federal	--	64
Interest on Investments	282	2,105
Right-Of-Way	--	22
	-----	-----
TOTAL REVENUES	282	2,191
	-----	-----
EXPENDITURES		
Transportation	3,846	--
Capital Outlay	18	671
	-----	-----
TOTAL EXPENDITURES	3,864	671
	-----	-----
EXCESS OF REVENUES OVER (UNDER) EXPENDITURES	(3,582)	1,520
FUND BALANCE - OCTOBER 1	19,281	17,761
Equity Transfer to STL Fund	(15,699)	--
	-----	-----
FUND BALANCE - SEPTEMBER 30	--	19,281
	=====	=====

STATE OF MICHIGAN
MICHIGAN DEPARTMENT OF TRANSPORTATION
COMBINING BALANCE SHEET
TRUST AND AGENCY FUNDS
SEPTEMBER 30, 1985
(In Thousands)

	SPECIAL FEDERAL BRIDGE REPLACEMENT FUND	FEDERAL COUNTY ROAD FUND	FEDERAL URBAN TRANSPORTATION FUND
=====			
ASSETS			
Current Assets:			
Equity in Common Cash	3,907	406	3
Receivable:			
Federal aid	7,056	6,050	10,414
Local units	420	698	2,488
Other funds	86	28	--
Miscellaneous	--	20	3
	=====		
Total Assets	11,469	7,202	12,908
	=====		
LIABILITIES AND FUND BALANCES			
Current Liabilities:			
Warrants outstanding	119	59	184
Accounts payable	5,548	4,256	8,594
Contract reserve payable	164	321	198
Due to local units	341	54	--
Due to other funds	3,785	--	398
Deferred revenue	1,512	2,512	3,534
	=====		
Total Current Liabilities	11,469	7,202	12,908
	=====		
Long-Term Liabilities:			
Deferred revenue	--	--	--
	=====		
Total Liabilities	11,469	7,202	12,908
	=====		
Fund Balance:			
Reserves:			
Reserved Held in Trust Capacity	--	--	--
	=====		
Total Reserves	--	--	--
	=====		
Unreserved	--	--	--
	=====		
Total Fund Balances	--	--	--
	=====		
Total Liabilities and Fund Balances	11,469	7,202	12,908
	=====		

TOPICS AND SAFETY FUND	AIRPORT FACILITIES IMPROVEMENT FUND	METRO PLANNING FUND	TOTALS	
			SEPTEMBER 30, 1985	SEPTEMBER 30, 1984
1,765	34	51	6,166	5,076
1,833	--	518	25,871	24,428
59	--	--	3,665	3,586
34	1	--	149	232
39	--	--	62	--
3,730	35	569	35,913	33,349
21	--	8	391	1,319
1,479	29	422	20,328	19,103
53	--	--	736	962
135	6	139	675	1,197
--	--	--	4,183	1,690
2,042	--	--	9,600	9,078
3,730	35	569	35,913	33,349
--	--	--	--	--
3,730	35	569	35,913	33,349
--	--	--	--	--
--	--	--	--	--
--	--	--	--	--
3,730	35	569	35,913	33,349

MICHIGAN DEPARTMENT OF TRANSPORTATION
STATEMENT OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCES
TRUST AND AGENCY FUNDS
FISCAL YEAR ENDED SEPTEMBER 30, 1985
(In Thousands)

	SPECIAL FEDERAL BRIDGE REPLACEMENT	FEDERAL COUNTY ROAD FUND	FEDERAL URBAN TRANSP. FUND	TOPICS AND SAFETY FUND	SEPTEMBER 30, 1985	TOTALS SEPTEMBER 30, 1984
REVENUES:						
Federal Aid	30,003	18,503	38,121	5,412	92,039	87,219
Local Participation	3,044	4,125	10,350	302	17,821	12,397
Interest Earnings	343	57	--	137	537	710
Miscellaneous	247	--	14	--	261	22
Total Revenues	33,637	22,685	48,485	5,851	110,658	100,348
EXPENDITURES:						
Payments to Contractors and Misc. Project Costs	33,632	22,066	41,724	4,087	101,509	97,724
Fed. Pass-Through Funds to Locals	3,525	560	6,300	2,033	12,418	13,561
State Participation Costs Incurred by Locals	323	--	20	--	343	474
Local Part. Costs to Third Party Comprehensive Transportation Fund	2	2	69	169	242	442
Part. Costs Incurred by Locals	--	--	199	--	199	62
Deferred Revenue-Prior Year	--	--	82	(630)	(548)	1,613
Distribution of Interest Earnings	341	54	88	135	618	701
Total Expenditures	37,823	22,682	48,482	5,794	114,781	114,577
Excess Revenues Over (Under) Expend.	(4,186)	3	3	57	(4,123)	(14,229)
OTHER FINANCING SOURCES (USES)						
Sources:						
Transfer from State Trunkline Fund	4,188	--	226	(55)	4,359	2,857
Transfer from Comprehensive Transportation Fund	--	--	(226)	--	(226)	40
Total Financing Sources	4,188	--	--	(55)	4,133	2,897
Uses:						
Trans. to Treasury for Operations	2	2	2	2	8	8
Transfer to DMB for Operations	--	1	1	--	2	2
Total Financing Uses	2	3	3	2	10	10
Accounting Change	--	--	--	--	--	--
Excess of Rev. & Other Sources Over (Under) Expend. and Other Uses after Accounting Change	--	--	--	--	--	(11,342)
Fund Balances-October 1	--	--	--	--	--	11,342
Fund Balances-September 30	--	--	--	--	--	--

MICHIGAN DEPARTMENT OF TRANSPORTATION
STATEMENT OF CHANGES IN ASSETS AND LIABILITIES - AGENCY FUNDS
FISCAL YEAR ENDED SEPTEMBER 30, 1985
(In Thousands)

	Balance October 1, 1984	Additions	Deductions	Balance September 30, 1985

AIRPORT AUTHORITIES FACILITIES IMPROVEMENT TRUST FUND				
ASSETS				
Current Assets:				
Equity in Common Cash	67	21	54	34
Amounts Due from Other Funds	8	1	8	1

Total Assets	75	22	62	35
	=====			
LIABILITIES				
Current Liabilities:				
Accounts Payable and Other Liabilities	75	21	61	35

Total Liabilities	75	21	61	35
	=====			
METROPOLITAN PLANNING FUND				
ASSETS				
Current Assets:				
Equity in Common Cash	16	2,299	2,264	51
Amounts Due Federal	381	518	381	518
Amounts Due Local	2	--	2	--

Total Assets	399	2,817	2,647	569
	=====			
LIABILITIES				
Current Liabilities:				
Warrants Outstanding	8	--	--	8
Accounts Payable and Other Liabilities	391	2,434	2,264	561

Total Liabilities	399	2,434	2,264	569
	=====			

NOTES TO FINANCIAL STATEMENTS

Note 1: Significant Accounting Policies

A. Reporting Entity

These financial statements report the financial activity of transportation-related funds administered by the Department of Transportation. Department administered funds by classification are:

Special Revenue

State Aeronautics Fund
State Trunkline Fund
Michigan Transportation Fund
Comprehensive Transportation Fund
Comprehensive Transportation Bond Fund
1983 State Trunkline Fund Bond Proceeds Fund
1984 Comprehensive Transportation Bond Proceeds Fund
1984 State Trunkline Fund Bond Proceeds Fund

Debt Service

Comprehensive Transportation Bond and Interest Redemption Fund
1983 State Trunkline Fund Bond and Interest Redemption Fund
Michigan Trunkline Bond and Interest Redemption Fund-Series II through IX
1984 State Trunkline Bond and Interest Redemption Fund
1984 Comprehensive Transportation Bond and Interest Redemption Fund
1985 Comprehensive Transportation Refunding Bond Proceeds Fund

Capital Projects

Detroit Expressway Construction Fund

Trust

Special Federal Bridge Replacement Fund
Federal County Road Fund
Federal Urban Transportation System Fund
Highway Topics and Safety Program Fund

Agency

Metropolitan Planning Fund
Airport Authorities Facilities Improvement

These funds are a part of the State of Michigan reporting entity and are reported on in the State of Michigan Comprehensive Annual Financial Report. The State of Michigan Comprehensive Annual Financial Report provides general disclosures regarding State Treasurer's Common cash, Retirement Benefits, Annual Leave Accumulations, Sick Leave Accumulations, Longevity Payments, Worker's Compensation Premiums, Unemployment Compensation, and Litigation.

The Department of Transportation is also party to a joint venture entered into with the Canadian government for the operation of the International Bridge at Sault Ste. Marie, Michigan. The International Bridge Authority is governed by a commission made up of five members, three from the State and two from the Canadian government. Summary financial information (in thousands) for the authority as of its fiscal year ended August 31, 1985, with comparative information for the fiscal year ended August 31, 1984, is as follows:

	<u>1985</u>	<u>1984</u>
Current Assets	\$1,496	\$1,574
Current Liabilities	544	502
Total Equity	953	1,072
Total Revenues	2,591	2,650
Total Expenditures	2,711	2,437
Excess of Revenue and Other Sources		
Over (Under) Expenditures and		
Other Uses	(119)	213
Fixed Assets (cost)	2,478	2,455
Long-Term Debt (Bonds Payable)	7,850	7,850

The Department of Transportation provides funds to the Mackinaw Bridge Authority which is a component unit of the State of Michigan and reported on in the State of Michigan Comprehensive Annual Financial Report and not reported on in their statements.

B. Basis of Presentation

The financial transactions of the Department of Transportation are recorded in individual funds in the State's central accounting system. The various transportation funds are combined in the State of Michigan Comprehensive Annual Report into fund types described below:

Governmental Fund Types

Special Revenue Funds: This fund group includes operating funds which account for the proceeds of certain specific revenue sources that are legally restricted for specified purposes.

Capital Project Funds: Funds used to account for the acquisition or construction of major State capital facilities, which are financed by bond proceeds, are reported in this fund group.

Debt Service Funds: This group accounts for the accumulation of resources for, and the payment of, general long-term debt principle and interest.

Fiduciary Fund Types

Trust and Agency Funds: This group includes assets held by the Department in a trustee or agency capacity. The Department uses two subtypes: (a) expendable trust funds, which are accounted for similar to governmental funds; and (b) agency funds, which are purely custodial in nature and for which asset and liability balances, but no operating results are included within these statements.

Account Groups

General Fixed Assets Group: This group of accounts is included in this report for the first time this year. It is used to account for fixed assets (i.e., land, buildings, and equipment) owned by the department, except for assets of proprietary fund types which are recorded directly in the fund.

General Long-term Obligations Group: This group accounts for all of the long-term obligations of the department, except for those accounted for directly in a fund.

C. Basis of Accounting

The financial statements contained in this report are prepared on the modified accrual basis of accounting. The modified accrual basis of accounting is explained in more detail in the State of Michigan Comprehensive Annual Financial Report.

D. Calculation Practice

Amounts recorded in the Department of Transportation's financial statements were rounded and amounts recorded in the State of Michigan Comprehensive Annual Financial Report were truncated; therefore, minor differences in amounts may exist when comparing reports.

Note 2: Budgeting and Budgetary Control

The State of Michigan Comprehensive Annual Financial Report provides disclosures regarding budgetary control. The budgeted column of the budget to actual statement represents legislative authorization after adjustments for carry-overs, transfers and restricted revenue shortfalls. "Favorable variances" generally reflect unused general purpose spending authority ("lapses"); unused restricted revenue authority which carries over as a reservation of fund balance and/or general purpose revenue exceeding estimates. "Unfavorable variances" reflect either general purpose revenues falling short of estimates or budgetary overdrafts. If both favorable and unfavorable variances exist for a particular line, the amount shown is the net variance.

Note 3: Accounting Changes

Addition of the General Fixed Assets Account Group and Capital Lease Reporting

This year for the first time, the department's balance sheet includes the general fixed assets account group and capital lease liabilities as required by generally accepted accounting principles. In prior years, these items were not included because fixed asset records were decentralized and many records did not include historical cost information. In addition, the department did not have a system for analyzing lease commitments to determine amounts which needed to be capitalized in accord with NCGA Statement 5.

Using the assistance of an outside accounting firm, the department has analyzed its fixed asset and lease records to develop initial valuations and to implement improved record keeping systems. The value of general fixed assets as of last year's balance sheet date was not calculated, therefore, a disclosure of changes in general fixed assets is not included in this year's notes. The accounting policies and the amounts recorded for the general fixed assets group are described in Notes #1 and #7, respectively.

The change in reporting capital leases affects the Statement of Revenues, Expenditures, and Changes in Fund Balance as well as the General Long-term Obligations Account Group in the balance sheet. In accord with NCGA Statement #5, assets acquired by capital leasing are recorded as expenditures, other financing sources, and general long-term obligations in the year of acquisition. Payments on capital leases are classified as debt service expenditures and general long-term obligation reductions in the year the payments are due and payable. Fund balances were not affected by the change because the earlier expenditure recognition is offset by the recognition of the other financing sources.

Note 4: Revenue Dedicated Long-Term Obligations

The department has periodically issued long-term bonds for specific purposes, with the stipulation that financing of debt requirements is to come strictly from designated revenue sources. The State's general credit does not support such issues. Act 51, P.A. of 1951, as amended, provides that monies deposited in the State Trunkline Fund and/or the Comprehensive Transportation Fund are appropriated for specific purposes in order of priority. A sufficient portion of the State Trunkline Fund and the Comprehensive Transportation Fund is irrevocably appropriated to pay when due, the principal of, and interest outstanding on bonds and notes.

REVENUE DEDICATED DEBT

Department of Transportation:

	<u>Amounts</u> <u>Issued</u>	<u>Outstanding</u> <u>9/30/85</u>	<u>Maturities</u> <u>First Last</u> <u>Year Year</u>	<u>Average</u> <u>Interest</u> <u>Rate%</u>
MI Transportation Construction Series V-IX	\$255,000	\$ 15,100	1961 1987	3.79
MI Comprehensive Transportation Series A	\$106,250	\$ 97,800	1980 2009	8.09
MI Comprehensive Transportation 1984	\$ 60,000	\$ 59,500	1985 2014	9.62
MI Comprehensive Transportation Series 1985 (Series B Refunding)	\$ 57,800	\$ 57,500	1985 2011	8.53
State Trunkline Fund Bonds Series 1983	\$135,000	\$130,000	1985 1999	9.65
State Trunkline Fund Bonds Series 1984	\$ <u>50,000</u>	\$ <u>48,200</u>	1985 1999	9.53
	<u>\$664,050</u>	<u>\$408,100</u>		

TOTAL REVENUE

DEDICATED DEBT-
MI Department of
Transportation

\$664,050 \$408,100

The City of Grand Rapids is liable for 30 percent of \$303,000 of remaining debt service requirement for the Grand Rapids - 1960 bond issue.

Note 5: Receivables

A. Contested and Delinquent Receivables

Current receivables recorded in the financial statements represent amounts due to the department as of September 30, 1985, and will be collected within 12 months. Receivables not due for collection within 12 months were classified as long-term assets with an offsetting deferred revenue or fund balance reserve. Due to the uncertainty associated with contested receivables in litigation or pending litigation and delinquent receivables referred to a third party for collection, these receivables were not recorded in the financial statements.

The following provides information regarding contested and delinquent receivables as of September 30, 1985 (in thousands):

	<u>Contested</u>	<u>Delinquent</u>	<u>Fund Total</u>
State Trunkline Fund	\$ 481	\$ 528	\$1,009
Comprehensive Transportation Fund	280	950	1,230
Topics and Safety Fund	<u>-0-</u>	<u>-0-</u>	<u>-0-</u>
Total Doubtful Accounts Receivables	<u>\$ 761</u>	<u>\$1,478</u>	<u>\$2,239</u>

B. Taxes Receivables

In the Michigan Transportation Fund a receivable of \$69.9 million and allowance for uncollectible for \$15.4 million was recorded for motor fuel taxes due to the fund as of September 30, 1985. The reporting of a gross receivable net of a related allowance for uncollectible accounts is consistent with the treatment of other taxes receivables reported in the State of Michigan Comprehensive Annual Financial Report.

Note 6: Employee Benefits - Retirement and Compensated Absences

A. Retirement Contributions

Department of Transportation employees are members of the State Employee's Retirement System and retirement contributions are expended from the department's special revenue funds to the State Employee's Retirement Fund. For fiscal year 1984-85 the department's retirement contributions were as follows (in thousands):

State Trunkline Fund	\$12,072
Comprehensive Transportation Fund	558
Aeronautics Fund	<u>227</u>
Total Department of Transportation Contributions	<u>\$12,857</u>

B. Early Retirement Program

Certain eligible employees (341) retired during fiscal year 1983-84 under provisions of an early retirement program which provides supplemental retirement benefits to program participants. The Department will use transfers from State Trunkline Fund, Comprehensive Transportation Fund, and State Aeronautics Fund, salary and fringe benefit accounts or other available authorizations to provide funding for replacement of retirees and payment of basic retirement and supplemental benefits for fiscal years 1983-84 and 1984-85. Unused authorizations from 1983-84 have been carried forward in special fund balance reserves. Beginning with the 1985-86 fiscal year these authorizations will have been depleted and legislative appropriations will be required to fund the remainder of the program.

The following provides selected information regarding the impact of the program (in thousands):

	<u>Gross Liability</u>	<u>Present Value</u>
General long-term obligations:		
Sick Leave Payoffs	\$2,309	\$1,993
Supplemental Benefits	6,734	5,209
Basic Benefits through 60	<u>12,185</u>	<u>9,844</u>
TOTAL	<u>21,228</u>	<u>17,046</u>

Payments required by fiscal year:

1985-86	\$ 4,651	\$ 4,472
1986-87	4,041	3,592
1987-88	3,536	2,907
1988-89	2,984	2,267
1989-90	2,042	1,435
1990-1996	<u>3,974</u>	<u>2,373</u>
TOTAL	<u>\$21,228</u>	<u>\$17,046</u>

Expenditures incurred in 1984-85
(excludes annual leave)

State Trunkline Fund	\$ 5,052
Comprehensive Transportation Fund	92
Aeronautics Fund	308
TOTAL	<u>\$ 5,452</u>

Fund balances reserved for position
replacement and benefit payments:

State Trunkline Fund	\$ 8,469
TOTAL	<u>\$ 8,469</u>

C. Compensated Absences and Longevity

The department has accrued liabilities for compensated absences as required by NCGA Statement 4. Liabilities related to governmental fund types are recorded in the General Long-Term Obligations account group in the State of Michigan Comprehensive Annual Financial Report, unless the liability is "due and payable" (i.e., liabilities are recognized in the year employee leaves State service) at year-end. The amount "due and payable," which has not been determined, is reflected in the "Accounts payable and other liabilities" line. As more fully explained in Note #4, this is a change from last year when governmental fund liabilities were recognized in the amount estimated to be paid within 12 months.

The following table summarizes Department of Transportation-related compensated absences liabilities as of September 30, 1985 (in thousands):

	<u>Sick Leave</u>	<u>Annual Leave</u>	<u>Total</u>
State Trunkline Fund	\$18,038	\$ 9,816	\$27,854
Comprehensive Transportation Fund	576	437	1,013
Aeronautics Fund	<u>\$ 321</u>	<u>\$ 197</u>	<u>\$ 518</u>
TOTAL	<u>\$18,935</u>	<u>\$10,450</u>	<u>\$29,385</u>

If an MDOT employee transfers to another department, the related compensated absence liability is assumed by the employee's new department.

For a more detailed explanation of retirement benefits and compensated absences accruals refer to the State of Michigan Comprehensive Annual Financial Report.

Note 7: General Fixed Assets

Classification: The following table summarizes, by major class of asset, the recorded costs for the general fixed assets account group as of September 30, 1985 (in millions):

<u>Classifications</u>	<u>General Fixed Assets Account Group</u>
Land.....	\$.9
Buildings.....	\$20.7
Equipment.....	\$65.7
Construction in Progress.....	<u>\$ 7.2</u>
Total General Fixed Assets.....	<u>\$94.5</u>

Funding Source: The following summarizes the funding source of the investment in general fixed assets as of September 30, 1985 (in millions):

<u>Fund</u>	<u>Investment</u>
State Trunkline Fund.....	\$88.6
Comprehensive Transportation Fund.....	\$ 3.3
Aeronautics Fund.....	<u>\$ 2.6</u>
Total Investment in General Fixed Assets	<u>\$94.5</u>

Changes: Changes in the general fixed assets account group are not available this year because data as of September 30, 1984 is not available. This disclosure will be provided in future years' statement.

Construction in Progress: The following summarizes the major types of projects included in construction in progress as of September 30, 1985 (in millions):

<u>Type of Project</u>	<u>Estimated Cost</u>	<u>Fiscal Year 1984-85</u>	
		<u>Authorized</u>	<u>Expended</u>
Hamtramck.....	\$ 9.4	\$ 9.4	\$ 6.6
Other Projects.....	\$ 3.6	\$ 3.6	\$.6
Totals.....	<u>\$13.0</u>	<u>\$13.0</u>	<u>\$ 7.2</u>

In addition to the projects noted above, the Department has planned other construction projects which were unfunded as of September 30, 1985. The costs of these projects, as well as the unfunded portion of projects currently in progress, will be funded from future years' resources.

Note 8: Excess of Expenditures Over Appropriation

Budgetary control for special revenue fund expenditures is established by line item appropriation within each fund's total appropriation. A line item over-expenditure in the State Trunkline Fund occurred due to an over estimate of an intrafund intradepartment transfer to Capital Outlay (deduct). The intrafund deduct was satisfied by reducing authorization for the Construction Program salary and wage account to a negative balance of \$908,902.02. A transfer will be requested to resolve the over-expenditure in fiscal year 1985-86.

Note 9: Contingencies and Commitments

A. Litigation

The Department is party to various legal proceedings seeking damages and other relief including injunctive or mandatory relief. The ultimate disposition of such legal proceedings is not presently determinable, but such ultimate disposition and consequences of all these legal proceedings will not, themselves, in the opinion of the Attorney General of the State, have a material adverse effect on the Department's financial position.

B. Federal Grants

Federal revenues are generally subject to review and audit by grantor agencies of their designees. Such audits could lead to a request for reimbursement to the grantor agencies for expenditures disallowed under the terms of the grant. As of September 30, 1985, the Department estimates disallowances of recognized revenues will not be material to the statements.

Note 10: Subsequent Event

A. Bond Sale

In May, 1986, the Department issued \$209.2 million of revenue dedicated debt for the purpose of refunding previously issued bonds. The proceeds of the new bonds, which are payable solely from the resources of the State Trunkline Fund and the Comprehensive Transportation Fund, are being placed in a trusts with an escrow agent. The trust will be used to partially meet the future debt service requirements of the Comprehensive Transportation Fund Series A and Series 1984 bonds and State Trunkline Fund bonds Series 1983 and Series 1984 bonds.

FINANCIAL SECTION

Schedules

MICHIGAN DEPARTMENT OF TRANSPORTATION
ANNUAL DEBT SERVICE REQUIREMENTS ON THE OUTSTANDING BONDS
STATE TRUNKLINE FUND AND COMPREHENSIVE TRANSPORTATION FUND
FISCAL YEARS 1986-2014
(IN THOUSANDS)

FISCAL YEAR	STATE TRUNKLINE FUND			COMP. TRANSPORTATION FUND			COMBINED TOTAL		
ENDING SEPTEMBER 30,	PRINCIPAL	INTEREST	TOTAL	PRINCIPAL	INTEREST	TOTAL	PRINCIPAL	INTEREST	TOTAL
1986	16,460	16,986	33,446	4,485	17,474	21,959	20,945	34,460	55,405
1987	13,490	16,148	29,638	4,785	17,160	21,945	18,275	33,308	51,583
1988	8,195	15,506	23,701	4,890	16,815	21,705	13,085	32,321	45,406
1989	8,840	14,860	23,700	5,320	16,451	21,771	14,160	31,311	45,471
1990	9,560	14,141	23,701	5,475	16,046	21,521	15,035	30,187	45,222
1991	10,365	13,302	23,667	5,845	15,619	21,464	16,210	28,921	45,131
1992	11,255	12,378	23,633	6,240	15,148	21,388	17,495	27,526	45,021
1993	12,255	11,364	23,619	6,660	14,640	21,300	18,915	26,004	44,919
1994	13,375	10,237	23,612	7,010	14,090	21,100	20,385	24,327	44,712
1995	14,695	8,942	23,637	6,799	14,180	20,979	21,494	23,122	44,616
1996	16,145	7,516	23,661	6,680	14,260	20,940	22,825	21,776	44,601
1997	17,765	5,901	23,666	6,906	13,971	20,877	24,671	19,872	44,543
1998	19,555	4,126	23,681	7,355	13,534	20,889	26,910	17,660	44,570
1999	21,515	2,162	23,677	7,585	13,190	20,775	29,100	15,352	44,452
2000	--	--	--	8,760	11,989	20,749	8,760	11,989	20,749
2001	--	--	--	8,876	11,848	20,724	8,876	11,848	20,724
2002	--	--	--	9,494	11,156	20,650	9,494	11,156	20,650
2003	--	--	--	10,230	10,416	20,646	10,230	10,416	20,646
2004	--	--	--	10,993	9,583	20,576	10,993	9,583	20,576
2005	--	--	--	11,830	8,677	20,507	11,830	8,677	20,507
2006	--	--	--	9,771	10,713	20,484	9,771	10,713	20,484
2007	--	--	--	10,461	9,927	20,388	10,461	9,927	20,388
2008	--	--	--	11,103	9,233	20,336	11,103	9,233	20,336
2009	--	--	--	11,915	8,341	20,256	11,915	8,341	20,256
2010	--	--	--	4,771	12,017	16,788	4,771	12,017	16,788
2011	--	--	--	5,101	12,073	17,174	5,101	12,073	17,174
2012	--	--	--	4,705	1,304	6,009	4,705	1,304	6,009
2013	--	--	--	5,170	816	5,986	5,170	816	5,986
2014	--	--	--	5,680	280	5,960	5,680	280	5,960
TOTAL	193,470	153,569	347,039	214,895	340,951	555,846	408,365	494,520	902,885

MICHIGAN DEPARTMENT OF TRANSPORTATION
CONSTRUCTION AND CAPITAL PROPERTY ACQUISITIONS
BY FUNCTIONAL ACTIVITY
FISCAL YEAR ENDED SEPTEMBER 30, 1985
(Statutory Basis)

	Totals	Preliminary Engineering	Right-of-Way	Utility Relocation
STATE TRUNKLINE FUND				
Roads and Bridges	325,795,776.21	16,601,612.15	25,464,681.94	939,910.32
Work Orders - State Facilities	2,569,546.42	221,792.18	--	--
SUB-TOTAL	328,365,322.63	16,823,404.33	25,464,681.94	939,910.32
AERONAUTICS FUND				
Airport Development	20,534,349.66	911,081.22	1,673,364.63	--
Work Orders & Other	56,355.40	--	--	--
SUB-TOTAL	20,590,705.06	911,081.22	1,673,364.63	--
COMPREHENSIVE TRANSPORTATION FUND				
Discretionary Public Transportation	964,167.24	--	--	--
Bus Capital	8,834,164.49	--	--	--
Rail Capital	3,026,972.99	--	--	--
SUB-TOTAL	12,825,304.72	--	--	--
BOND FUNDS				
Detroit Expressways	18,605.38	--	--	--
Comprehensive Trans.	644,845.82	--	--	--
1983 State Trunkline	9,407,699.29	1,774.64	--	--
1984 Comp. Trans.	16,323,155.70	--	--	--
1984 State Trunkline	8,801,687.16	43.11	--	--
SUB-TOTAL	35,195,993.35	1,817.75	--	--
TOTAL CAPITAL OUTLAY	396,977,325.76	17,736,303.30	27,138,046.57	939,910.32

Physical Construction	Construction Supervision	Traffic Installations	Special Projects	Other Activities
251,469,215.87	25,163,316.22	--	--	6,157,039.71
15,395.19	1,590.73	--	--	2,330,768.32
251,484,611.06	25,164,906.95	--	--	8,487,808.03
15,637,986.94	959,636.00	68,521.43	--	1,283,759.44
--	--	--	--	56,355.40
15,637,986.94	959,636.00	68,521.43	--	1,340,114.84
--	--	--	964,167.24	--
--	--	--	8,834,164.49	--
--	--	--	3,026,972.99	--
--	--	--	12,825,304.72	--
18,605.38	--	--	--	--
--	--	--	644,845.82	--
8,411,640.35	989,465.56	--	--	4,818.74
--	--	--	16,323,155.70	--
8,193,593.44	608,050.61	--	--	--
16,623,839.17	1,597,516.17	--	16,968,001.52	4,818.74
283,746,437.17	27,722,059.12	68,521.43	29,793,306.24	9,832,741.61

MICHIGAN DEPARTMENT OF TRANSPORTATION
COMPARATIVE STATEMENT
SCHEDULE OF DISPOSITION OF AUTHORIZATION BALANCES
STATE TRUNKLINE FUND
FISCAL YEAR ENDED SEPTEMBER 30, 1985
(Statutory Basis)

	Total Authorization	Expenditures	Restricted Reserves and Encumbrances	Lapsed to Fund Balance
EXECUTIVE BUREAU				
Executive	4,248,207.72	3,819,288.43	8,124.50	420,794.79
Commission Audit	1,830,887.58	1,555,099.79	--	275,787.79
Commission	131,700.00	103,924.84	--	27,775.16
TOTAL EXECUTIVE BUREAU	6,210,795.30	5,478,313.06	8,124.50	724,357.74
BUREAU OF ADMINISTRATION				
Adm. & Mgt. Services	4,248,038.05	3,884,113.92	17,290.68	346,633.45
Technical Services	5,525,462.34	4,474,012.90	270,594.37	780,855.07
Computer Services	9,423,374.70	7,681,289.42	96,832.35	1,645,252.93
TOTAL BUREAU OF ADMINISTRATION	19,196,875.09	16,039,416.24	384,717.40	2,772,741.45
BUREAU OF FINANCE	3,780,248.60	3,470,139.47	9,701.27	300,407.86
BUREAU OF HIGHWAYS				
Adm. & Programming	1,460,217.06	1,319,229.49	419.70	140,567.87
Local Government	1,659,597.30	1,410,587.89	--	249,009.41
Design & Survey	6,577,586.24	6,260,808.08	12,274.21	304,503.95
Testing & Research	4,518,072.15	1,599,527.90	123,111.95	2,795,432.30
Right of Way	3,555,167.37	3,492,401.51	2,222.95	60,542.91
Traffic & Safety	6,255,194.87	5,964,233.41	105,686.88	185,274.58
Construction	11,964,236.75	12,843,615.23	29,523.54	(908,902.02)
Maintenance	146,979,599.25	136,490,043.50	3,263,214.64	7,226,341.11
TOTAL BUREAU OF HIGHWAYS	182,969,670.99	169,380,447.01	3,536,453.87	10,052,770.11
BUREAU OF TRANSPORTATION PLANNING	8,820,866.52	7,164,528.65	1,656,337.87	--
GRANTS & MISCELLANEOUS	20,488,645.76	19,714,878.12	--	773,767.64
EARLY RETIREMENT	14,305,601.02	5,836,358.31	8,468,905.96	336.75
DEBT SERVICE	40,810,601.72	40,563,964.39	--	246,637.33
TOTAL ADMIN. & OPERATIONS	296,583,305.00	267,648,045.25	14,064,240.87	14,871,018.88
NON-OPERATING ACCOUNTS	1,178,340.36	1,178,340.36	--	--
CONSTRUCTION PROGRAM				
Work Orders	22,338,178.95	2,569,546.42	19,586,959.24	181,673.29
Road & Bridges	452,071,084.79	287,228,481.97	164,842,602.82	--
Institutional Roads	1,210,834.78	733,072.61	477,762.17	--
Special Routes	33,455,063.66	33,455,063.66	--	--
Critical Bridge Program	11,057,561.44	4,379,157.97	6,678,403.47	--
TOTAL CONSTRUCTION PROGRAM	520,132,723.62	328,365,322.63	191,585,727.70	181,673.29
GRAND TOTAL	817,894,368.98	597,191,708.24	205,649,968.57	15,052,692.17 *

*Appropriation Overexpenditure was deducted from Act 51 Adjustment.

MICHIGAN DEPARTMENT OF TRANSPORTATION
SCHEDULE OF DISPOSITION OF AUTHORIZATION BALANCES
COMPREHENSIVE TRANSPORTATION FUND
FISCAL YEAR ENDED SEPTEMBER 30, 1985
(Statutory Basis)

	Authorization	Expenditure	Restricted Reserves and Encumbrances	Lapse to Fund Balance
Administration	7,642,231.05	6,405,252.02	280,637.26	956,341.77
Debt Service	19,942,450.96	19,800,060.69	--	142,390.27
Grants to General Fund	226,627.43	225,975.32	--	652.11
Grants to State Trunkline Fund	944,219.86	944,217.86	--	2.00
Discretionary Public Transportation	2,456,878.11	964,167.24	1,252,989.33	239,721.54
Demonstration and Development	2,492,400.02	1,222,426.46	732,792.59	537,180.97
Statutory Operating Assistance	68,505,500.00	68,505,500.00	--	--
Bus Operating	16,680,192.28	12,474,491.29	740,075.62	3,465,625.37
Bus Capital	19,169,485.63	8,834,164.49	8,535,974.14	1,799,347.00
Rail Operating	9,601,146.11	6,342,160.22	688,177.93	2,570,807.96
Rail Capital	13,415,021.60	3,026,972.99	10,251,752.73	136,295.88
Water Operating	700,000.00	681,617.65	--	18,382.35
Vanpool Program	325,000.00	306,848.85	--	18,151.15
Uptran Audits	200,000.00	14,220.53	--	185,779.47
TOTAL COMPREHENSIVE TRANSPORTATION FUND	162,301,153.05	129,748,075.61	22,482,399.60	10,070,677.84

MICHIGAN DEPARTMENT OF TRANSPORTATION
SCHEDULE OF DISPOSITION OF AUTHORIZATION BALANCES
AERONAUTICS FUND
FISCAL YEAR ENDED SEPTEMBER 30, 1985
(Statutory Basis)

	Total Authorizations	Expenditures	Restricted Reserves and Encumbrances	Lapsed to Fund Balance
	-----	-----	-----	-----
ADMINISTRATION & OPERATIONS				
Administration	591,823.00	504,973.04	1,800.00	85,049.96
Airport Development	1,108,174.32	1,038,389.67	--	69,784.65
Air Transport Division	930,550.83	892,310.88	7,743.68	30,496.27
Aviation Safety & Services	788,677.56	650,628.04	42,815.30	95,234.22
Transportation Planning	200,900.00	184,130.67	--	16,769.33
Grants & Miscellaneous	707,526.08	658,513.43	--	49,012.65
	-----	-----	-----	-----
TOTAL ADMINISTRATION & OPERATIONS	4,327,651.79	3,928,945.73	52,358.98	346,347.08
	-----	-----	-----	-----
AIRPORT DEVELOPMENT GRANTS				
Federal-State-Local Constr.	26,788,615.38	19,853,576.56	6,429,171.78	505,867.04
State-Local Constr.	1,978,250.19	449,919.77	1,414,910.35	113,420.07
Master Planning Program	3,886,213.49	230,853.33	3,608,960.16	46,400.00
	-----	-----	-----	-----
TOTAL AIRPORT DEVELOPMENT GRANTS	32,653,079.06	20,534,349.66	11,453,042.29	665,687.11
	-----	-----	-----	-----
Capital Outlay - Work Orders	108,863.59	53,822.00	55,041.59	--
Capital Outlay - Miscellaneous	59,307.64	2,533.40	1,249.95	55,524.29
	-----	-----	-----	-----
TOTAL AIRPORT DEVELOPMENT AND CAPITAL OUTLAY	32,821,250.29	20,590,705.06	11,509,333.83	721,211.40
	-----	-----	-----	-----
TOTAL AERONAUTICS FUND	37,148,902.08	24,519,650.79	11,561,692.81	1,067,558.48
	=====	=====	=====	=====

MICHIGAN DEPARTMENT OF TRANSPORTATION
SUMMARY OF GENERAL PURPOSE REVENUES
FISCAL YEAR ENDED SEPTEMBER 30, 1985
(Statutory Basis)

	State Trunkline Fund	Comprehensive Transportation Fund	Aeronautics Fund
	-----	-----	-----
GENERAL PURPOSE REVENUE (ACTUAL)			
Michigan Transportation Fund	288,602,012.67	88,174,559.52	--
Interest Earnings	20,275,267.14	2,442,759.41	472,020.00
Miscellaneous Revenue	11,736,935.81	231,413.80	4,842,041.82
Federal Funds	18,108,215.83	5,694.21	88,334.33
Sales Tax	830.81	41,349,275.63	72.52
	-----	-----	-----
TOTAL GENERAL PURPOSE REVENUE	338,723,262.26	132,203,702.57	5,402,468.67
	-----	-----	-----
SUMMARY OF APPROPRIATIONS:			
Act 243	334,931,000.00	128,234,300.00	4,130,000.00
Act 245	6,415,000.00	--	1,000,000.00
Act 108	--	6,000,000.00	110,000.00
	-----	-----	-----
TOTAL APPROPRIATIONS - 1984/1985	341,346,000.00	134,234,300.00	5,240,000.00
	-----	-----	-----
GENERAL PURPOSE REVENUE SURPLUS	(2,622,737.74)	(2,030,597.43)	162,468.67
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OTHER - TRANSFER OF BOND FUND LOANS RECEIVABLE	8,877,175.00	--	--
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NET GENERAL PURPOSE REVENUE SURPLUS (DEFICIT)	6,254,437.26	(2,030,597.43)	162,468.67
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MICHIGAN DEPARTMENT OF TRANSPORTATION
DISPOSITION OF UNEXPENDED AUTHORIZATION BALANCES
AND CHANGE IN UNRESTRICTED FUND BALANCE
SEPTEMBER 30, 1985
(Statutory Basis)

	State Trunkline Fund	Comprehensive Transportation Fund	Aeronautics Fund
APPROPRIATIONS - 1984/1985	341,346,000.00	134,234,300.00	5,240,000.00
ADD: Act 51 Adjustments	49,018,301.15	--	--
Appropriation Carry			
Fwds from FY 83/84	134,569,232.34	17,480,174.52	10,134,373.48
Restricted Revenue Additions	292,960,835.49	10,586,678.53	21,774,528.60
TOTAL AUTHORIZATIONS	817,894,368.98	162,301,153.05	37,148,902.08
DEDUCT: Expenditures - FY 84/85	597,191,708.24	129,748,075.61	24,519,650.79
Net Gen. Purpose Rev., Shortfall	(6,254,437.26)	2,030,597.43	162,468.68
UNEXPENDED BALANCE 9/30/85	226,957,098.00	30,522,480.01	12,791,719.97
DISPOSITION OF UNEXPENDED BALANCES			
Carry Fwd to FY 85/86:			
Encumbrances	172,252,676.15	17,174,720.15	8,656,517.14
Appropriation Balances	33,397,292.42	5,307,679.45	2,905,175.67
Trans. to Unobligated Balances:			
Appropriation Lapses	15,961,594.19	10,070,677.84	1,067,558.48
General Purpose Revenue Surplus (Shortage)	(2,622,737.74)	(2,030,597.43)	162,468.68
Reserves:			
Appropriation Overexpenditure	(908,902.02)	--	--
Longterm Term Loans	8,877,175.00	--	--
TOTAL DISPOSITION FY 84/85	226,957,098.00	30,522,480.01	12,791,719.97
Unrestricted Fund Balance - 10/1/84	33,575,409.35	29,281,130.91	404,706.02
FY 84/85 Budgetary Lapses	15,961,594.19	10,070,677.84	1,067,558.48
Transfer to Capital Outlay Program	(30,952,671.61)	--	--
Gen. Purpose Rev. Surplus (Deficit)	(2,622,737.74)	(2,030,597.43)	162,468.67
Transfer to Restricted Reserves	--	--	147,075.23
Unrestricted Fund Balance - 9/30/85	15,961,594.19	37,321,211.32	1,487,657.94