

# THE OFFICIAL GUIDE TO MDOT

Everything You Need to Know About  
the Michigan Department of Transportation (MDOT)





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## Introduction

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

MDOT prepared this guide to help answer those questions and more, provide an overview of MDOT's operations, and offer a resource on who to call for questions impacting your transportation needs. This updated guide has been revised to reflect our updated organizational structure. Also included is MDOT's Fast Facts publication that notes quick facts about transportation-related topics.

### Positioned to Serve

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

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

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

### Here to Help

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

### Thinking Beyond the Ordinary

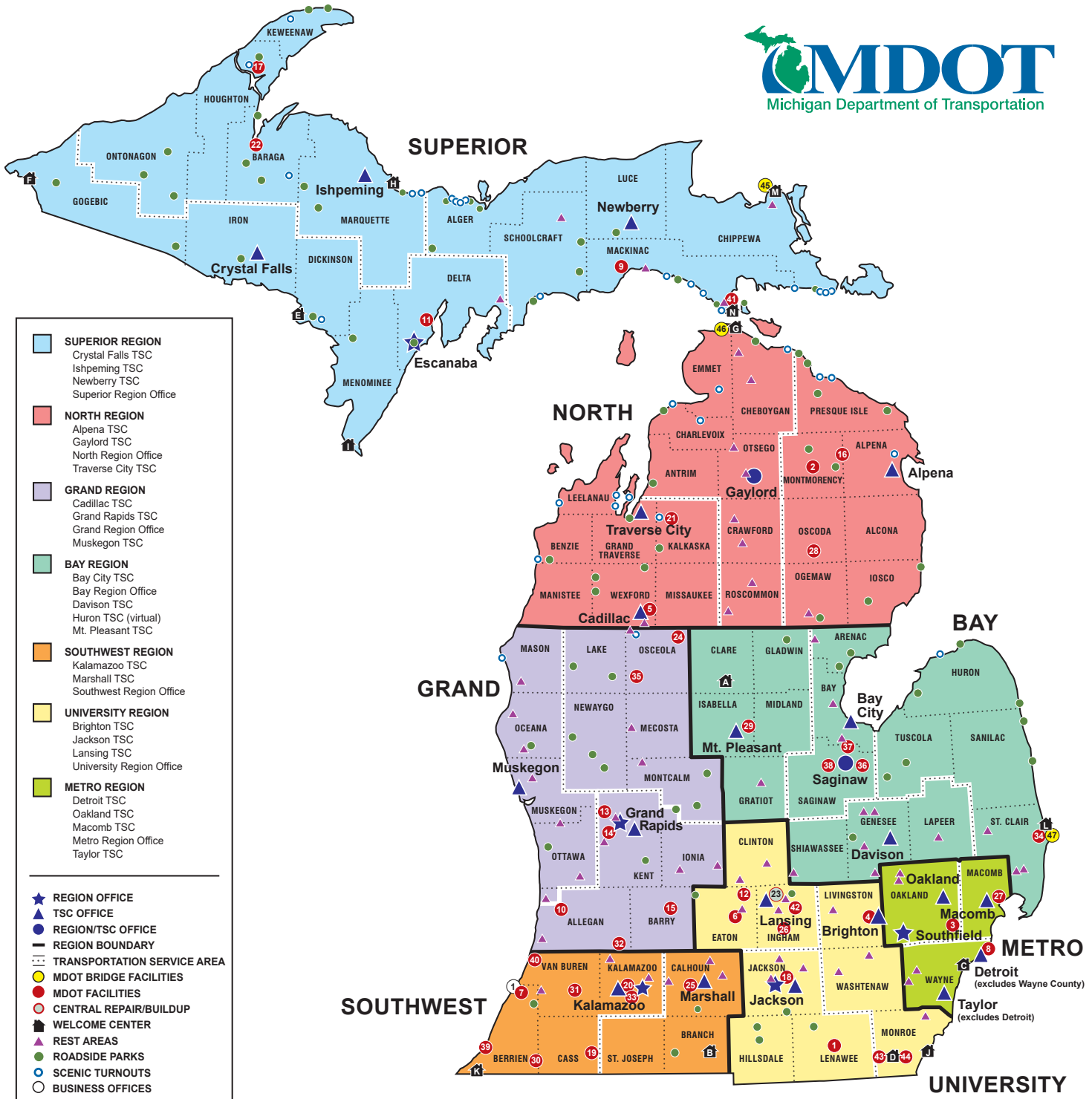
MDOT remains committed to continuously seeking new ways to operate equitably, inclusively and efficiently, while finding solutions to make the most of transportation infrastructure investment and improvements. Many of MDOT's programs, publications, projects, and research initiatives have been studied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

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





# MDOT Regional Service Areas and Facilities



- SUPERIOR REGION**  
Crystal Falls TSC  
Ishpeming TSC  
Newberry TSC  
Superior Region Office
- NORTH REGION**  
Alpena TSC  
Gaylord TSC  
North Region Office  
Traverse City TSC
- GRAND REGION**  
Cadillac TSC  
Grand Rapids TSC  
Grand Region Office  
Muskegon TSC
- BAY REGION**  
Bay City TSC  
Bay Region Office  
Davison TSC  
Huron TSC (virtual)  
Mt. Pleasant TSC
- SOUTHWEST REGION**  
Kalamazoo TSC  
Marshall TSC  
Southwest Region Office
- UNIVERSITY REGION**  
Brighton TSC  
Jackson TSC  
Lansing TSC  
University Region Office
- METRO REGION**  
Detroit TSC  
Oakland TSC  
Macomb TSC  
Metro Region Office  
Taylor TSC

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

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

MDOT FACILITIES AND CENTRAL REPAIR/BUILDUP			
1. ADRIAN GARAGE	UNV	12. GRAND LEDGE GARAGE	UNV
2. ATLANTA GARAGE/LAB	NOR	13. GRAND RAPIDS GARAGE	GRD
3. AUBURN HILLS	UNV	14. GRAND RAPIDS REGION CREWS/LAB	GRD
4. BRIGHTON GARAGE	UNV	15. HASTINGS GARAGE	GRD
5. CADILLAC REGION CREWS	NOR	16. HILLMAN LAB	NOR
6. CHARLOTTE GARAGE	UNV	17. HOUGHTON GARAGE	SUP
7. COLOMA GARAGE	SWR	18. JACKSON REGION CREWS/LAB	UNV
8. DETROIT GARAGE	MET	19. JONES GARAGE	SWR
9. ENGADINE GARAGE	SUP	20. KALAMAZOO GARAGE	SWR
10. FENNVILLE GARAGE	GRD	21. KALKASKA GARAGE/LAB	NOR
11. GLADSTONE SIGN/SIGNAL FACILITY	SUP	22. L'ANSE GARAGE	SUP
23. LANSING CENTRAL REPAIR/BUILDUP	UNV	24. MARION GARAGE	GRD
25. MARSHALL GARAGE	SWR	26. MASON GARAGE	UNV
27. METRO LAB	MET	27. METRO LAB	MET
28. MIO GARAGE	NOR	28. MIO GARAGE	NOR
29. MT. PLEASANT GARAGE	BAY	29. MT. PLEASANT GARAGE	BAY
30. NILES GARAGE	SWR	30. NILES GARAGE	SWR
31. PAW PAW CENTRAL REPAIR	SWR	31. PAW PAW CENTRAL REPAIR	SWR
32. PLAINWELL GARAGE	GRD	32. PLAINWELL GARAGE	GRD
33. PORTAGE REGION CREWS	SWR	33. PORTAGE REGION CREWS	SWR
34. PORT HURON GARAGE	BAY	34. PORT HURON GARAGE	BAY
35. REED CITY GARAGE	GRD	35. REED CITY GARAGE	GRD
36. SAGINAW EAST SIDE GARAGE	BAY	36. SAGINAW EAST SIDE GARAGE	BAY
37. SAGINAW REGION CREWS	BAY	37. SAGINAW REGION CREWS	BAY
38. SAGINAW WEST SIDE GARAGE	BAY	38. SAGINAW WEST SIDE GARAGE	BAY
39. SAWYER GARAGE	SWR	39. SAWYER GARAGE	SWR
40. SOUTH HAVEN GARAGE	SWR	40. SOUTH HAVEN GARAGE	SWR
41. ST. IGNACE GARAGE	SUP	41. ST. IGNACE GARAGE	SUP
42. WILLIAMSTON GARAGE	UNV	42. WILLIAMSTON GARAGE	UNV
43. WEST MONROE GARAGE	UNV	43. WEST MONROE GARAGE	UNV
44. EAST MONROE GARAGE	UNV	44. EAST MONROE GARAGE	UNV

MDOT BRIDGE FACILITIES	
45. INTERNATIONAL BRIDGE	SUP
46. MACKINAC BRIDGE	NOR
47. BLUE WATER BRIDGE	BAY

BUSINESS OFFICES	
1. COLOMA BUSINESS OFFICE	SWR

## Contact Information

### Bay Region Office

5859 Sherman Road  
Saginaw, MI 48604  
Phone: 989-754-7443  
Fax: 989-754-8122

### Bay City TSC

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

### Davison TSC

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

### Huron TSC (Virtual)

Phone: 810-941-7819  
Serves: Huron, Sanilac, St. Clair,  
and Tuscola counties

### Mt. Pleasant TSC

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



### Grand Region Office

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

### Cadillac TSC

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

### Grand Rapids TSC

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

### Muskegon TSC

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

### West Michigan Transportation Operations Center (WMTOC)

1420 Front Ave. N.W.  
Grand Rapids, MI 49504  
Phone: 616-451-8329  
Fax: 616-451-0707





## Metro Region Office

18101 W. Nine Mile Road  
Southfield, MI 48075  
Phone: 248-483-5100  
Fax: 248-569-0621

## Detroit TSC

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

## Macomb TSC

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

## Oakland TSC

800 Vanguard Drive  
Pontiac, MI 48341  
Phone: 248-451-0001  
Fax: 248-451-0125  
Serves: Oakland County

## Taylor TSC

6510 Telegraph Road  
Taylor, MI 48180  
Phone: 313-375-2400  
Fax: 313-295-0822  
Serves: Wayne County

## Southeast Michigan Transportation Operations Center (SEMTOC)

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



## North Region Office

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

## Alpena TSC

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

## Gaylord TSC

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

## Traverse City TSC

2084 US-31 South, Suite B  
Traverse City, MI 49685  
Phone: 231-941-1986  
Toll-Free: 888-457-MDOT (6368)  
Fax: 231-941-3397  
Serves: Benzie, Grand Traverse, Kalkaska, Leelanau, Manistee, Missaukee, and Wexford counties





## Southwest Region Office

1501 E. Kilgore Road  
Kalamazoo, MI 49001  
Phone: 269-337-3900  
Fax: 269-337-3750

## Coloma Business Office

3880 Red Arrow Highway  
Benton Harbor, MI 49022  
Phone: 269-849-1165  
Toll Free: 877-321-MDOT (6368)  
Fax: 269-849-1227

## Kalamazoo TSC

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

## Marshall TSC

15300 W. Michigan Ave.  
Marshall, MI 49068  
Phone: 269-789-0592  
Toll-Free: 877-324-MDOT (6368)  
Fax: 269-789-0936  
Serves: Branch, Calhoun, and St. Joseph counties



## Superior Region Office

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

## Crystal Falls TSC

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

## Ishpeming TSC

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

## Newberry TSC

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





## University Region Office

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

## Brighton TSC

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

## Jackson TSC

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

## Lansing TSC

2700 Port Lansing Road  
Lansing, MI 48906  
Phone: 517-335-3754  
Fax: 517-335-3751  
Serves: Clinton, Eaton, and Ingham counties



## Executive Leadership

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**Bradley C. Wieferich, P.E.**  
Director  
517-335-1636  
*WieferichB@Michigan.gov*



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Chief Operations Officer  
517-335-1645  
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**“Serving and connecting people, communities,  
and the economy through transportation.”**



# Fast Facts 2025

MDOT is responsible for Michigan's state highways (I, US, and M routes), including highway bridges, overpasses, rest areas, carpool lots, noise barriers, and other features. MDOT also maintains certain Amtrak and other railroads, and aids intercity bus and public transportation services.

**74%** of all freight tonnage moved by truck in 2022



**23** Scenic Turnouts  
**82** Roadside Parks  
**267** Carpool Lots  
**61** Rest Areas  
**14** Welcome Centers

**31** active cargo ports

**9%** of all freight tonnage moved by water in 2022

**9,654** state trunkline route miles (M, US, I routes)

**4,806** highway, railroad and pedestrian bridges

**79** public transit agencies



Passenger trips are back on the rise after the pandemic with an increase of 22% from FY 2022 to FY 2023.

**3** intercity Amtrak passenger routes operated by Amtrak

**47** There were more than million rides in FY 2022

**695,000** passengers in FY 2024

**47,737** passenger trips on the five contracted intercity bus routes that link northern Michigan to the national transportation network



**29** freight railroads

**17%** of all freight tonnage moved by rail in 2022

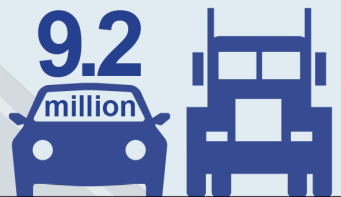


**51.6** billion annual vehicle miles traveled (AVMT) on trunkline in 2023

Trunkline is **8%** of mileage (Source: HPMS),

but carries **52%** of all traffic in Michigan (Source v24 2023 Statewide Statistics File)

**9.2** million



registered motor vehicles in Michigan excludes trailers (figures are approximate)

In 2023, there were:

**214** airports statewide

**18** commercial airports

**3** MDOT-owned airports and approximately



**3** U.S. bicycle routes = more than 1,000 miles

**178** open trails = 2,754 miles

**36** million passengers (Figures are low due to COVID-19)



MDOT provides financial and/or technical support for some transportation systems owned and operated by others, including local transit, airports, intercity bus, trails, etc.

For more details, see the full report at:

[www.Michigan.gov/MDOT/-/Media/Project/Websites/MDOT/Programs/Planning/MDOT-Fast-Facts.pdf](http://www.Michigan.gov/MDOT/-/Media/Project/Websites/MDOT/Programs/Planning/MDOT-Fast-Facts.pdf)

## Frequently Asked Questions

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### How do I order a state map?

Free state maps can be ordered from MDOT's website at [www.Michigan.gov/MDOT](http://www.Michigan.gov/MDOT). See "Online Services," "State Map" to order. You can use the online form to order up to 25 maps; for larger quantities, please call 517-335-1644.

### How does a member of the Legislature obtain state maps?

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

### What are the guidelines for memorial highway and bridge signs?

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

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

- The memorial highway or bridge must be named in a bill passed by the Senate and House and signed into law by the governor.

- The signs on memorial highways or bridges shall be placed in rest areas, scenic overlooks, turnouts or recreation areas. Placement of the memorial sign within a roadside facility will be at the sole discretion of MDOT.
- If the installation of memorial signs off the roadway is not practical, the signs are to be installed roadside "at the approach" of the named roadway. Memorial signs will be limited to one sign per each direction of the named roadway or bridge. If the named roadway is more than 50 miles in length, additional signs (every 50 miles) will be permitted if requested.
- The memorial signs will not appear on guide signs nor interfere with other necessary signs or compromise safety.
- The memorial sign's legend shall be simple and matching as stated in legislation, devoid of any tendency toward advertising and in general conformance with other highway signs. No supplemental symbol or logo will be permitted on a sign. The name(s) of local officials(s) will not be allowed. Memorial signs will be white reflectorized legend on a brown reflectorized background and rectangular in shape.
- The party requesting the memorial signs will be required to pay for fabrication, all associated costs of installation, and future maintenance. MDOT staff shall approve the size and design of all signs placed within the roadside.

### How much does it cost to rebuild 1 mile of limited-access freeway?

On average, 1 lane mile of limited-access freeway costs \$5.6 million to rebuild and \$1.5 million to rehabilitate. Therefore, on average, reconstructing a 1-mile limited-access freeway segment with two lanes in each direction would cost \$22.4 million, while rehabilitation would cost \$6 million.

## Does MDOT use warranties for road and bridge projects and how do they determine where warranties apply?

Yes. MDOT staff follow guidelines that account for scoping, design and building issues associated with different fix types to ensure that the right warranty is placed on the right project.

## How many warranties does MDOT have annually? Does MDOT have a warranty monitoring program?

MDOT averages approximately 170 warranties per year. These warranties cover three areas of work:

- Road improvements and rebuilding
- Road capital preventive maintenance
- Bridge painting

Each warranty is entered in the MDOT Statewide Warranty Administration Database (SWAD), which is an Internet-based tool developed to help track project warranties through a series of reports. SWAD reports are produced monthly and allow the department to track when warranty inspections are due, when warranties expire, and warranties that have had corrective action completed. These reports provide information on a statewide basis and can break down information by region and by individual offices within a region. For more information on warranties, please see the MDOT Warranty Guide: [www.Michigan.gov/MDOT/-/Media/Project/Websites/MDOT/Business/Construction/Standard-Specifications-Construction/CFS-Reference/WarrantyGuide.pdf](http://www.Michigan.gov/MDOT/-/Media/Project/Websites/MDOT/Business/Construction/Standard-Specifications-Construction/CFS-Reference/WarrantyGuide.pdf).

## How frequently is corrective action done on warranty projects?

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

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

Route mileage is based upon the measured length of a road between two points. When a roadway is divided (e.g., northbound I-75 and southbound I-75), only the length on the inventory direction is measured and the length of the road that carries traffic in the other, or non-inventory, direction is not measured. Act 51 and the Federal Certified Public Mileage database feature reported route mileage.

Centerline mileage can refer to two different ways to measure length. The first is the route centerline method, it is the same as route mileage. The second method measures the length of the roadbed centerline (e.g., the northbound side of I-75 side is measured and the southbound side of I-75 between the same mile markers is also measured). The Transportation Asset Management Council (TAMC) and Geographic Information Systems centerline mileage use the roadbed centerline method. Federal Highway Administration (FHWA) centerline mileage typically uses the route centerline mileage method.

Lane mileage is calculated by multiplying the centerline or route mileage of a road by the number of lanes it has. Lane mileage provides the total amount of road pavement. (Note, there are different methods for counting lanes. The federally reported lane mileage only counts through-lanes; it does not count turn lanes. TAMC lane miles count through-lanes plus all turn lanes that are assigned to the rating segment. For federal purposes, when a route is divided, the lane number for both directions are summed and listed on the inventory side.)



## What are “complete streets” and “context sensitive solutions”?

Complete Streets legislation (Public Acts 134 and 135 of 2010) gives project planning and coordination responsibilities to city, county and state transportation agencies across Michigan. The legislation defines Complete Streets as “roadways planned, designed, and constructed to provide appropriate access to all legal users... whether by car, truck, transit, assistive device, foot or bicycle.”

Embracing Complete Streets (CS) and Context Sensitive Solutions (CSS) is essential for creating vibrant, livable and inclusive communities for all residents. CS and CSS are crucial in creating safe and accessible transportation infrastructure that caters to the needs of all road users. CSS ensures MDOT’s infrastructure projects are sensitive to the surrounding environment and community, leading to more sustainable and visually appealing streetscapes. The 2020-2022 global pandemic, as well as many ensuing socio-economic redirections, have been required to adjust to new functioning norms to meet the needs of all legal users in the right of way (ROW). Mobility has been directly impacted and the design norms that govern them are in adjustment.

Active transportation and necessity play a growing role in the way we get around as a matter of good healthy practice. Mobility today, compared to just four years ago, presents us with a new form and function model when it comes to active transportation. Environmental justice (EJ) is the principle that all individuals, regardless of race, income or social status, have the right to a clean and healthy environment. Innovative infrastructure design that strives to embrace EJ, CS and CSS allows MDOT to address those inequities through fair and inclusive decision-making processes and planning.

The law further employs CS policies to be sensitive to the local context and consider the functional class, cost and mobility needs of all legal users. The primary purpose of these laws is to encourage development of CS as appropriate to the context and cost of a project.

The Michigan State Transportation Commission (STC) adopted a CS policy in July 2012. For more information on MDOT CS, please visit the CS website at [www.Michigan.gov/MDOT/About/Policies/Complete-Streets](http://www.Michigan.gov/MDOT/About/Policies/Complete-Streets).

## Where can I find MDOT projects advertised on the web?

MDOT projects are advertised on the “Bid Letting Information” page of MDOT’s website. You can navigate to the Bid Letting Information page by visiting [www.Michigan.gov/MDOT](http://www.Michigan.gov/MDOT) and clicking on Business, Contractors, Bid Letting, and then Bid Letting Information. Project bid information is also available via a subscription to the third-party website Bid Express.

## Are Michigan’s roads “worse” than those in surrounding states? If so, why?

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

- **Traffic per lane mile:** Michigan trunkline traffic per lane mile is significantly higher than the comparison states, especially in urban areas.
- **Funding distribution:** Although other states have larger fractions of their roads under state control, Michigan makes state funds available to all 111,000 miles of local roads and distributes road-user fees among 697 road and transit agencies.
- **Tolls:** Illinois, Indiana and Ohio collect tolls on their busiest routes, freeing fuel and vehicle taxes for use on other state highways.
- **Gasoline tax:** As of January 2024, Michigan’s gas tax is 30 cents per gallon. Illinois’ gas tax is 66.5 cents per gallon, Indiana’s is 51.7 cents, Ohio’s is 38.5 cents, and Wisconsin’s is 32.9 cents.

- **Diesel fuel tax:** Michigan’s current diesel fuel tax is 30 cents per gallon, still below the rates in nearby states, including Illinois (74 cents), Indiana (58 cents), Ohio (47 cents), and Wisconsin (32.9 cents).
- **Commercial vehicle registration fees:** Michigan’s \$2,152 per year fee for an 80,000-pound truck is less than in Illinois (\$2,890) and Wisconsin (\$2,560) but more than Indiana (\$1,692) and Ohio (\$1,370).
- **Soils and geotechnical impacts on pavement:** Pavement design and construction in Michigan can be complicated and costly. Soils in Michigan are often variable, extremely frost-susceptible, contain deep and soft clay deposits, and are destabilized by the ebb and flow of the Great Lakes, 11,000 inland lakes and changing water tables.

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

First, determine whether the road is a state trunkline (I, M, or US route). If it is an MDOT road, MDOT’s Office of Policy and Legislative Affairs at [MDOT-Legislative@Michigan.gov](mailto:MDOT-Legislative@Michigan.gov) will determine which office handles maintenance for that road. In some cases, MDOT contracts with the county road commission in the area to provide maintenance on state trunklines. All other roads outside city limits are county roads. Roads within cities and villages may be under state, county or city jurisdiction, and MDOT’s Office of Policy and Legislative Affairs can determine who owns a road, block by block. Some roads are private and maintained by property owners’ associations. Current Act 51 maps for each local agency are available at [www.Michigan.gov/Act51Maps](http://www.Michigan.gov/Act51Maps).

### What is MDOT doing to save money?

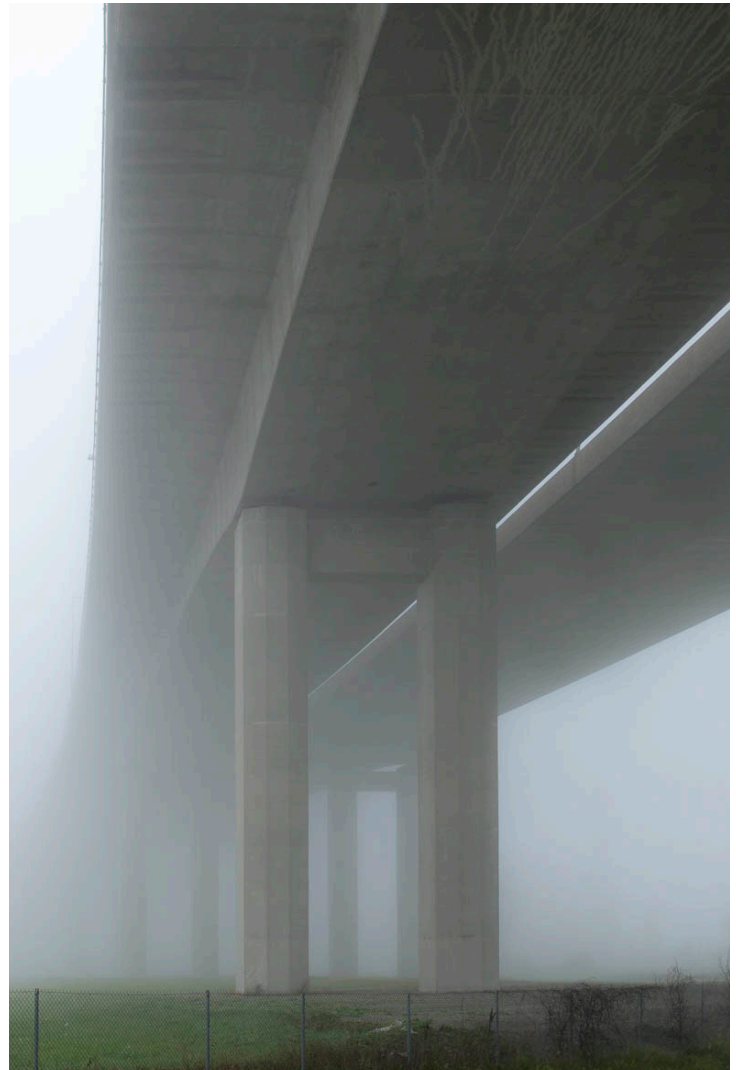
MDOT has undertaken numerous efforts to operate more efficiently and to find every available dollar in its budget for infrastructure.

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

Examples include:

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

MDOT will continue to maximize its resources by finding efficiencies and incorporating them into its business practices to support MDOT’s mission.



## Who locates and fixes potholes? How do I go about reporting potholes?

MDOT maintenance personnel routinely inspect state trunklines, monitoring them for many conditions, including the development of potholes. If you notice a pothole forming on an I, M or US route, you can report it any of three ways:

- Go to the MDOT website at [www.Michigan.gov/Pothole](http://www.Michigan.gov/Pothole).
- Call the Pothole Hotline at 888-296-4546.
- Contact your local MDOT TSC or region office.

To report potholes and other problems related to local roads, contact the local city or county road commission involved.

## How can I find out about projects happening on state roads?

MDOT's Mi Drive traffic information website ([www.Michigan.gov/Drive](http://www.Michigan.gov/Drive)) features an interactive map for motorists with lane closure and project information, traffic camera views and other information regarding state trunklines. MDOT also communicates via news releases, social media (X, Threads, Facebook, and YouTube), and project brochures.

## What is a roundabout?

A roundabout is an intersection with a circular configuration that safely and efficiently moves traffic. Roundabouts feature channelized, curved approaches that reduce vehicle speed, entry yield control that gives right of way to circulating traffic, and counterclockwise flow around a central island that minimizes conflict points. The net result of lower speeds and reduced conflicts at roundabouts is an environment where crashes that cause injury or fatality are substantially reduced. Roundabouts are also used to improve vehicular operations through optimization of traffic flow, resulting in reduced emissions and improved fuel economy. Visit [www.Michigan.gov/Roundabout](http://www.Michigan.gov/Roundabout) for more information.

## How do I request a change in a speed limit?

MDOT has joint authority with the Michigan State Police (MSP) for establishing speed limits on state trunkline highways. Section 257.628 (5) of the Michigan Vehicle Code requires speed limit establishments (other than those established statutorily) to be based upon "an objective analysis of the characteristics of the highway and the 85th percentile speed of free-flowing traffic under ideal conditions on the fastest portion of the highway segment for which the speed limit is posted." Speed limits must be set within 5 mph of the 85th percentile speed and must not be set below the 50th percentile speed. The 85th percentile speed is the speed at which 85 percent of drivers are currently driving at or below, based on speed measurements. The 50th percentile speed is the speed at which 50 percent of drivers are currently driving at or below.

Parties interested in changing a speed limit should do the following:

- Contact the local MDOT TSC. The requestor should include their name, the location and reason for the request. This initial contact is important so MDOT staff may determine if the reason for the request can be addressed through an action that does not include a speed limit evaluation.
- If a speed limit evaluation is still requested, MDOT requires a formal resolution requesting a speed evaluation from the local unit of government (i.e., city/village council or township board) within which the state trunkline is located. The resolution must include language that the local unit of government agrees to the process and will accept the results of the evaluation. An official evaluation, if conducted, could result in the existing speed limit being reduced, unchanged or raised.



Upon receipt of the formal resolution, MDOT and MSP will collect speed data and analyze roadway characteristics that include but are not limited to:

- Crash history and safety performance
- Roadway geometry (i.e., hills/valleys, curves, lane widths, shoulder widths, number of lanes)
- Access point density
- Traffic operations (i.e., traffic signals, congestion levels, passing maneuvers, traffic volumes)
- Vulnerable road user activity
- Roadway context (i.e., rural, urban, adjacent land uses)

MDOT and MSP will jointly determine the appropriate speed limit based upon the analysis, speed data, requirements of the Michigan Vehicle Code, and feedback from the local agency (pre- and post-evaluation).

If the determination is to change the speed limit, MDOT and MSP will create or modify a traffic control order to be filed within the office of the county clerk and MDOT staff will install traffic signs, as necessary.

### How do I request that a traffic signal be installed?

MDOT is responsible for placing traffic signals on all state trunklines. Legislators who are interested in a traffic signal should do the following:

- Contact the local MDOT TSC. The requestor should include their name, location and nature of the request (e.g., new signal, revise existing signal operations).
- Once the request is received by MDOT, the TSC staff will conduct a preliminary screening to determine if further studies are needed. The preliminary screening uses crash history, traffic volume, peak-hour gaps and delay, and upcoming work plan data to determine the next actions.

- If the screening finds that a new signal or modifying an existing signal is not supported, then the requestor will be notified via letter.
- If the screening finds that a new signal or modifying an existing signal needs further consideration, the TSC will request a full traffic signal study from the MDOT Traffic Signal Unit in Lansing. The study will analyze the following:
  - Closeness of buildings to the roadway
  - Measure preliminary running speeds of traffic
  - Parking allowances
  - Pedestrian activities
  - Crash history
- Once a full traffic study is ordered, the Lansing Traffic Signal Unit will conduct a detailed traffic signal survey and compare the results against the 11 traffic signal warrants (requirements) from the MMUTCD.
- The warrants will be evaluated, considering minimum vehicular volumes, gaps in traffic, presence of pedestrians, proximity of nearby signals, and the intersection's crash history. (Note that the satisfaction of a warrant or warrants is not in itself a justification for a traffic signal. The signal must improve the overall safety and/or operation of the intersection.)
- Once the full traffic signal study is completed, the requestor will be notified by the TSC whether the intersection warrants a signal or not. (Note that the process to determine if a new signal should be changed or added is lengthy. It can take up to six months from the time of request until a final determination is made.)

## How do I make a Freedom of Information Act request?

Requests for public records must be submitted to MDOT's Freedom of Information officer. There is no Freedom of Information Act (FOIA) form to fill out. You must make a request in writing, by U.S. mail, e-mail or fax to the MDOT FOIA officer. Questions on how to write a written request may be directed to MDOT's FOIA officer at 517-230-6912.

## How do I determine if my vehicle/load is oversized or overweight?

You can go online at [www.Michigan.gov/Truckers](http://www.Michigan.gov/Truckers) for information to help determine whether your vehicle is oversized or overweight. Under the Permits section, select Frequently Asked Questions - Commercial Vehicle Transport Permits, and Question #2. How do I determine if my vehicle/load is oversized or overweight? If you have additional questions, call 517-241-8999.

## How do I obtain an oversize or overweight vehicle permit?

For over-length or overweight vehicles, drivers can obtain one of two kinds of permits: extended and single trip. Single-trip permits may be issued for up to a five-day period. A single-trip permit is valid for one trip only but may be issued to include a return move. Extended permits may be issued on an annual basis and are issued based on the vehicle and load being transported. All oversize/overweight transport permit applications are submitted and permits purchased through the Michigan Business One Stop (MBOS) online service. You must first register in MBOS, which can be done by going to [www.Michigan.gov/Truckers](http://www.Michigan.gov/Truckers) and following the One Stop/MiTRIP registration instructions. Once you are registered in MBOS, you can order oversize/overweight permits by going to the bottom of the web page under MiTRIP User Guide, selecting the permit option needed and following the directions. For more information, call 517-241-8999.

## What agency oversees rest areas and Welcome Centers?

MDOT operates and maintains 77 rest areas along major freeways and roadways for the convenience of the traveling public; 14 of these also are Welcome Centers with tourism information. These rest area facilities are open 24 hours a day, offer a variety of services and conveniences, and are located within an hour's travel time of each other. Rest area facilities provide modern restroom facilities, telephones, picnic areas, pet exercise zones, paved parking areas, and fresh drinking water. Additional information is available on MDOT's website at [www.Michigan.gov/MDOT](http://www.Michigan.gov/MDOT) and on the MDOT Welcome Center page at [www.Michigan.gov/WelcomeCenters](http://www.Michigan.gov/WelcomeCenters).

## Why does it seem that my area is not getting its fair share of transportation funding?

While it may seem that a geographic region is receiving more funding than other areas, it is important to understand that MDOT balances the statewide program over multiple years and works on a mix of larger and smaller projects that may appear out of balance geographically in a single year. Therefore, it is possible for a geographic area to receive more or less funding in a single year depending on the size and number of projects needed to equitably and strategically balance funding over multiple years through MDOT's seven regions.



## How can I submit a claim for damage sustained to my vehicle on a state trunkline?

If you have sustained damage to your vehicle from a pothole or other problem on a state trunkline, you may submit a damage claim. Claims must be submitted to the MDOT region office or TSC closest to where the damage occurred. The state will only consider damage not covered by the vehicle owner's insurance company. Most claims are denied under governmental immunity laws. Information and damage claim forms are available on MDOT's website at [www.Michigan.gov/MDOT/Travel/Commuters/Potholes/Damage-Claim](http://www.Michigan.gov/MDOT/Travel/Commuters/Potholes/Damage-Claim).

## Does MDOT have any funds for businesses affected by road work?

The use of transportation funds is closely regulated by statute. Under current law, MDOT does not operate a fund for businesses affected during periods of road work. Major projects are planned years in advance, with community input and notice. Unfortunately, MDOT does not have any other way to mitigate the impacts on businesses that may be affected while roads are closed or being worked on.

## Why are there out-of-state companies doing work on Michigan roads?

To ensure Michigan roads are built and maintained by the most qualified and efficient contractors, companies from other states are allowed to bid on contracts. MDOT's rules and federal guidelines require that we accept the lowest qualified bids on contracts, regardless of the location of the parent company. These guidelines help ensure efficiency and save taxpayer money.

## How do I get a permit for a sign/billboard along the highway?

MDOT has not issued permits for new signs since Jan. 1, 2007. To apply for a location to construct a sign, a person or business first needs to hold a permit. The permit is then used to apply for a proposed location along the highway. To obtain a permit, one would need to purchase it from an existing permit holder. Inquiries related to existing permit holders can be directed to MDOT Highway Advertising Specialist Melissa Staffeld at 517-335-2209.

## If I hold a permit, what is the process to apply for a new location?

If the permit holder has an interim permit and has determined a proposed location, they can apply online using the interim permit(s). If the permit holder has a permit associated with a built sign, the sign and sign structure would need to be removed and that permit exchanged for an interim permit.

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

- 1,000 feet spacing between permitted signs along freeways and interstate
- 500 feet spacing between permitted signs along non freeway
- Landowner consent
- Zoning of commercial, industrial or business (if the location is beyond 1 mile of an incorporated municipality, it shall be within 800 feet of an active commercial or industrial business on the same side of the highway)
- If the location is not zoned, it shall be within 800 feet of an active commercial or industrial business on the same side of the highway.

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



## Are there any exemptions for certain signs?

On-premises signs and official signs are exempt from the permit requirement. An on-premises sign is a sign advertising activities conducted or maintained on the property on which it is located. An official sign is erected within the municipality for non-commercial purposes and maintained by the local governmental entity.

## What are the rules for operation of unmanned aerial systems, or drones?

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

## I live near a highway and the traffic noise is very loud. Can a noise wall be built in my area to reduce the noise?

A traffic noise study must be done before a noise wall can be built. FHWA regulations determine when a noise study is required. Projects that require a noise study typically include new highway construction, substantial movement of an existing highway, and adding new travel lanes to a highway line.

Traffic noise studies use real world information and a computer model to determine how loud traffic noise is in a particular area and predict how loud it will be there after a highway project is completed. The computer model uses site-specific inputs to determine where noise walls could noticeably reduce noise levels. Proposed noise walls must also meet safety, constructability and value criteria in addition to noticeably reducing noise. If a wall passes all these benchmarks, then benefiting residents get to vote on the wall. The wall will only be approved if a majority of votes are for the wall. If approved, MDOT will work with residents to decide the visual aspects of the wall, such as the texture, color and material.

## How are noise walls funded?

Noise walls are eligible for federal funding if they are associated with certain types of road projects that have the potential to lead to an increase in traffic noise and if they meet specific federal and state criteria. Noise wall funding is not separate from other road funding, meaning that noise walls take funds away from other road projects.



## MICHIGAN DEPARTMENT OF TRANSPORTATION

WHERE WE ARE GOING

# OUR VISION

People-focused

Adaptable

Efficient

Safe

Mobile

Accessible

Reliable

Convenient

Economic,  
Freight and  
Societal Vitality

Resilient

Quality of Life

Well-maintained

Sustainably  
Funded

Supports  
Public Health

TO PROVIDE PEOPLE WITH A SAFE,  
FUTURE-DRIVEN, INTERCONNECTED  
MULTIMODAL TRANSPORTATION  
NETWORK THAT ENSURES  
EQUITABLE OPTIONS.

## MICHIGAN DEPARTMENT OF TRANSPORTATION

WHO WE ARE, WHAT WE DO

### OUR MISSION

Serving and connecting people, communities and the economy through transportation.

WHAT WE STAND FOR

### OUR VALUES



WHERE WE ARE GOING

### OUR VISION

To provide people with a safe, future-driven, interconnected multimodal transportation network that ensures equitable options.

HOW WE GET THERE

### OUR PRIORITIES

NEW FUNDING AND INVESTMENT DECISION MODELS	LEVERAGING DATA AND TECHNOLOGY ADVANCEMENT	SOCIAL JUSTICE, EQUITY AND INCLUSION (SJEI)	PEOPLE, SKILLS AND KNOWLEDGE	MISSION, VISION AND VALUES	CULTIVATING STRATEGIC PARTNERSHIPS
<p>Advocate for sustainable, long-term funding to strengthen communities and the economy by reimagining investments and equitably distributing resources.</p>	<p>Deploy proven and emerging technologies while managing, protecting and enhancing our data to implement creative solutions.</p>	<p>Foster a culture of fairness, inclusivity and equal opportunity that ensures all voices are heard and respected within MDOT and the communities it serves.</p>	<p>Adapt our systems to enable our people, with their valuable skills and knowledge, to meet the changing needs of their work now and into the future.</p>	<p>Align the organization to carry out the MDOT mission, achieve the vision, and demonstrate the values.</p>	<p>Develop and enhance collaborative efforts that leverage partners' strengths and resources in service to the department's mission.</p>
<p><b>OBJECTIVES</b></p> <ol style="list-style-type: none"> <li>Educate and influence decision-makers and the public on how adequate, long-term and sustainable transportation funding could equitably serve all people.</li> <li>Update goals and key performance indicators.</li> <li>Expand planning horizon for program and project development process.</li> <li>Revise investment strategy.</li> </ol>	<p><b>OBJECTIVES</b></p> <ol style="list-style-type: none"> <li>Start with good data and use data wisely.</li> <li>Grow a security culture.</li> <li>Optimize transportation system performance by utilizing new technology.</li> <li>Drive efficiency and support innovation.</li> <li>Create effective location-based data.</li> <li>Embrace digital transformation of work processes.</li> </ol>	<p><b>OBJECTIVES</b></p> <ol style="list-style-type: none"> <li>Commitment to SJEI and transportation equity is clearly defined.</li> <li>Organizational structure reflects our commitment to SJEI and transportation equity values.</li> <li>Engagement with the public, internal and external stakeholders, and partners reflects our commitment to SJEI.</li> <li>Intentionally inclusive, transparent, trustworthy, open and honest, with conscious listeners.</li> </ol>	<p><b>OBJECTIVES</b></p> <ol style="list-style-type: none"> <li>Build a workforce system that is responsive to our needs.</li> <li>Create a seamless transition as employees move in, out and around MDOT.</li> <li>Recognize the aspirations and well-being of employees.</li> <li>Update the Workforce and Succession Planning System.</li> </ol>	<p><b>OBJECTIVES</b></p> <ol style="list-style-type: none"> <li>Identify and connect Mission, Vision, and Values allies.</li> <li>Expand culture of recognition.</li> <li>Promote Mission, Vision, and Values to employees, customer, and partners.</li> <li>Instill Mission, Vision, and Values within MDOT.</li> </ol>	<p><b>OBJECTIVES</b></p> <ol style="list-style-type: none"> <li>Develop and enhance strategic partnerships to achieve statewide and community goals.</li> <li>Identify, evaluate, prioritize, and improve the effectiveness and efficiency of partnerships.</li> <li>Foster solution-oriented partnerships with a focus on social justice, equity, and inclusion.</li> <li>Share best practices and learn from one another through a Community of Learning.</li> <li>Recognize and communicate the benefits of strategic partnerships.</li> </ol>

## MDOT on the Web

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MDOT provides many online services and sources of information. In addition to its main website, MDOT also offers the Mi Drive website, featuring an interactive map for motorists with lane closure information, traffic incident updates, and traffic camera views for I, M and US routes in Michigan. MDOT also is a pioneer among state DOTs using social media to connect with the public. MDOT uses social media sites like X, Threads, Facebook, YouTube, and Instagram to interact with the public, answer questions, and raise awareness of transportation issues facing the state.

**MDOT website** - [www.Michigan.gov/MDOT](http://www.Michigan.gov/MDOT)

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

The Mi Drive website provides real-time travel information for motorists, including incidents, lane closures, work zones, message boards, camera views, carpool lots, and weather-related conditions on Michigan's I, M and US routes across the state.

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

**X** - Statewide - [www.x.com/MichiganDOT](http://www.x.com/MichiganDOT)

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

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

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

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

Lansing/Jackson area - [www.x.com/MDOT\\_LanJxn](http://www.x.com/MDOT_LanJxn)

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

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

Northern Lower Peninsula - [www.x.com/MDOT\\_Traverse](http://www.x.com/MDOT_Traverse)

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

Blue Water Bridge - [www.x.com/MDOT\\_BWB](http://www.x.com/MDOT_BWB)

Mackinac Bridge - [www.x.com/MackinacBridge](http://www.x.com/MackinacBridge)

Media Clips - [www.x.com/MDOT\\_MediaClips](http://www.x.com/MDOT_MediaClips)

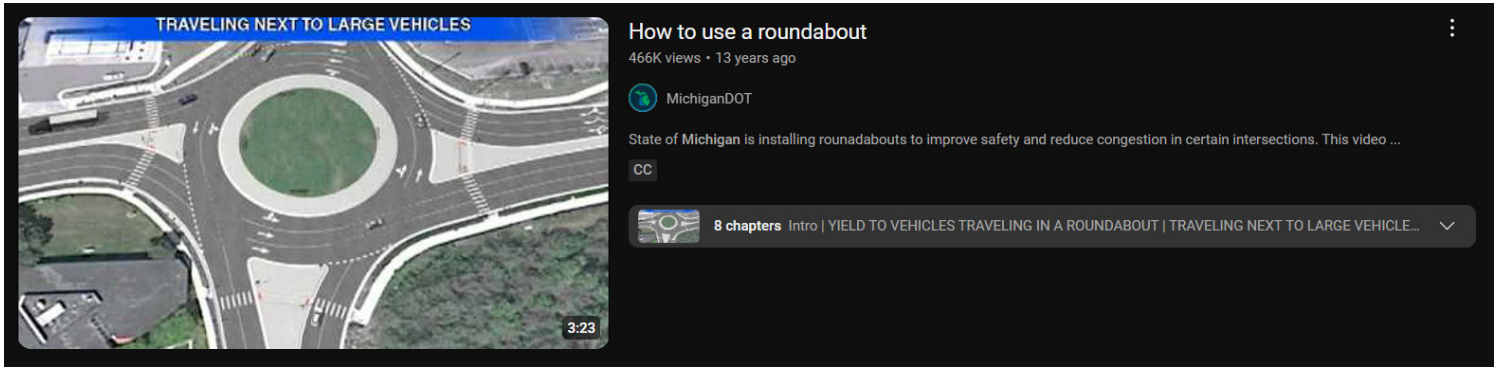
**YouTube** - [www.youtube.com/MichiganDOT](http://www.youtube.com/MichiganDOT)

**Instagram** - [www.instagram.com/MichiganDOT](http://www.instagram.com/MichiganDOT)

**Threads** - [www.threads.net/@MichiganDOT](http://www.threads.net/@MichiganDOT)

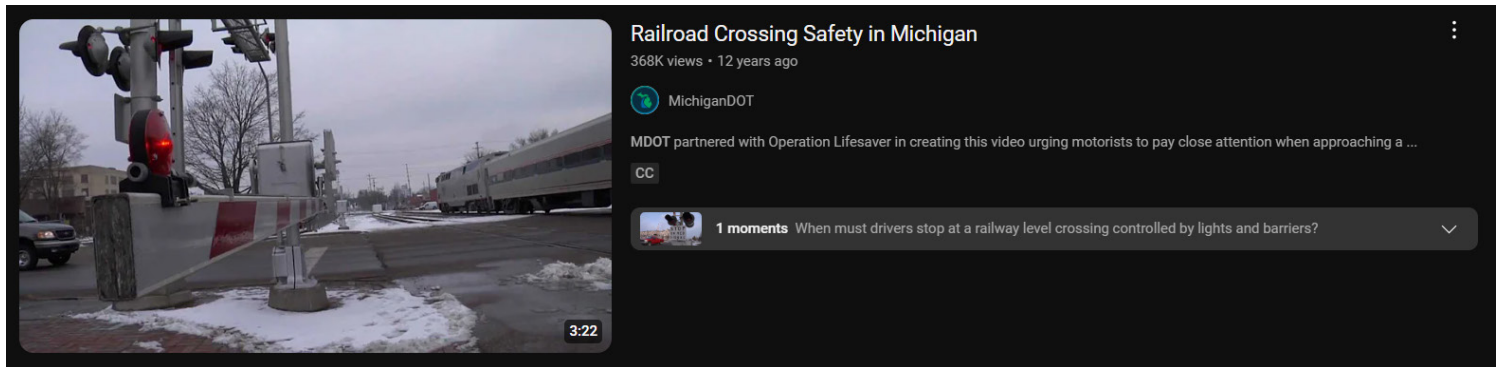


## Top three MDOT videos (as of Aug. 23, 2024):



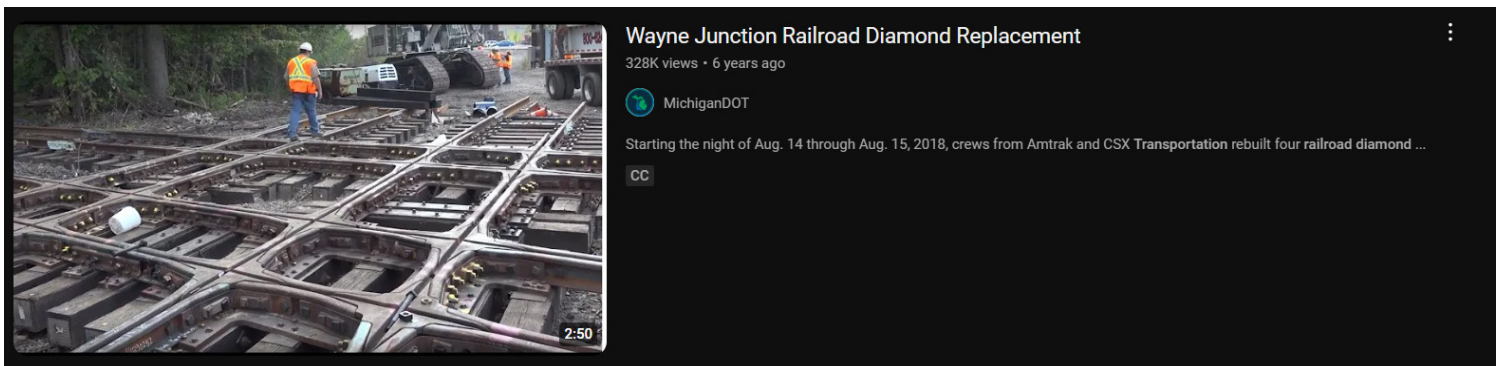
### 1. How to Use a Roundabout - 466,058 views

The State of Michigan is installing roundabouts to improve safety and reduce congestion in certain intersections. This video demonstrates the proper use of a roundabout, whether you are a motorist, bicyclist or pedestrian.



### 2. Railroad Crossing Safety in Michigan - 368,691 views

MDOT partnered with Operation Lifesaver to create this video to urge motorists to pay close attention when approaching a railroad crossing. The video also provides facts about state laws and safety tips about crossing safety.

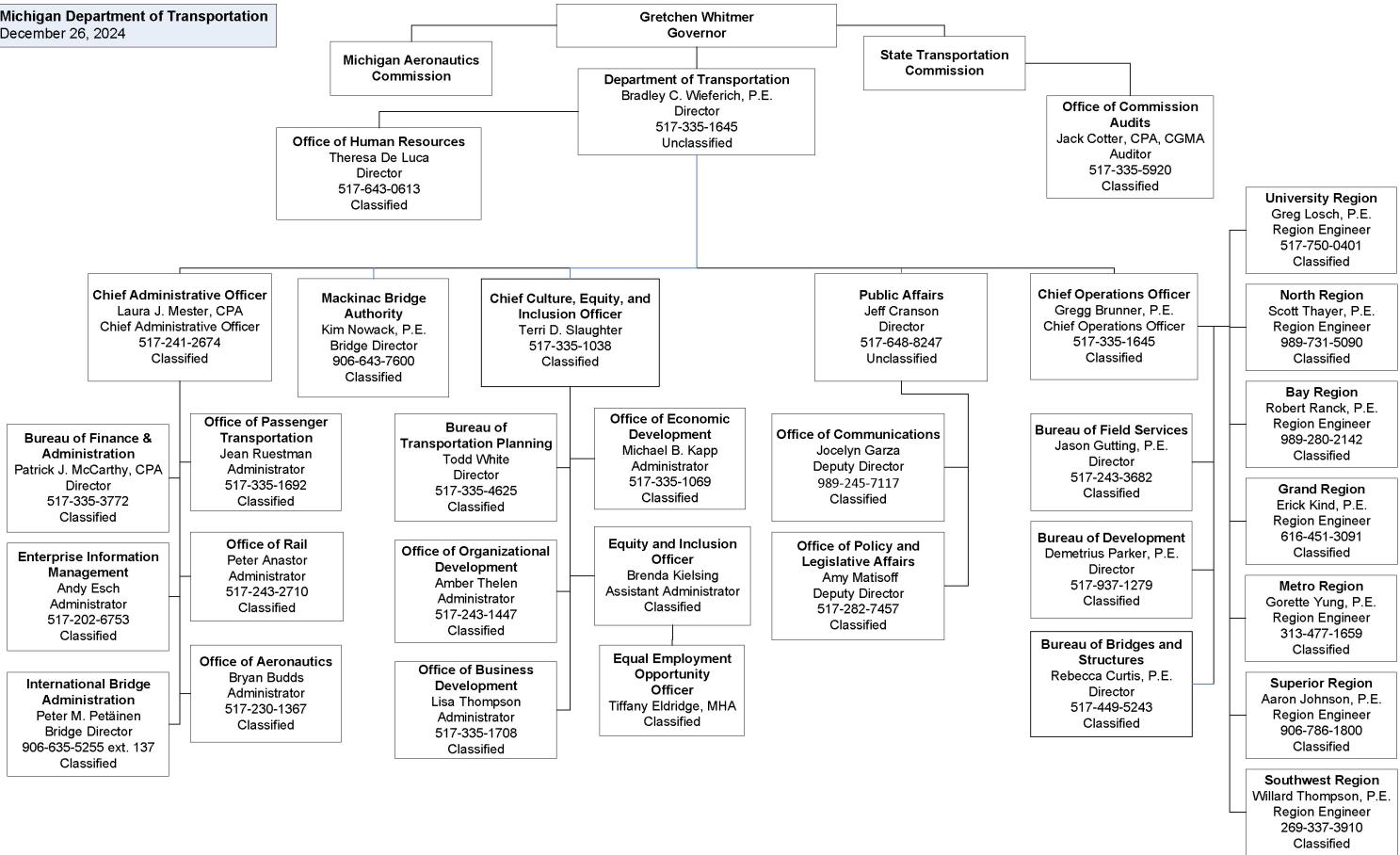


### 3. Wayne Junction Railroad Diamond Replacement - 328,873 views

A video news release covering work crews from Amtrak and CSX Transportation rebuilding four railroad diamond crossings at Wayne Junction near Wayne. Jointly owned by MDOT and CSX, this important crossing is utilized by Amtrak trains travelling between Chicago, Detroit, and Pontiac, as well as by CSX and Norfolk Southern freight trains.

# MDOT Organizational Chart

Michigan Department of Transportation  
December 26, 2024



The current organizational chart is also available at:

[www.Michigan.gov/MDOT/-/Media/Project/Websites/MDOT/About-Us/MDOT-Organizational-Chart.pdf](http://www.Michigan.gov/MDOT/-/Media/Project/Websites/MDOT/About-Us/MDOT-Organizational-Chart.pdf)



# MDOT Organization

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## Overview

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

- 4,817 highway, railroad and pedestrian bridges,
- 665 miles of railroad track (managed by private operators),
- 2,754 miles of nonmotorized trails, and
- Four airports.

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

## Executive

The Executive Office is responsible for the administration and oversight of the department's functions.

## Office of Commission Audits

The Office of Commission Audits (OCA) reports to the Michigan STC. OCA provides independent and objective assurance and consulting services to MDOT. They are guided by MDOT's mission, federal and state requirements, generally accepted government auditing standards, and the American Association of State Highway and Transportation Officials (AASHTO) accounting and audit guidance. For Michigan taxpayers, MDOT and the STC, OCA staff are committed to bringing a professional, systematic and disciplined approach to helping MDOT ensure entities contracting with MDOT comply with federal and state requirements. They also work to improve the effectiveness of

MDOT's internal control processes. For more about the STC and OCA, please see [www.Michigan.gov/MDOT/About/Commissions-Councils-Committees/Transportation-Commission](http://www.Michigan.gov/MDOT/About/Commissions-Councils-Committees/Transportation-Commission).

## Public Affairs

Public Affairs is responsible for oversight and coordination of enterprise efforts for communications, policy and legislative affairs. Public Affairs also includes tribal coordination.

## Office of Communications

The Office of Communications works with the media to inform the public of MDOT's mission, policies and practices in a positive, consistent and credible manner. It is responsible for media relations, social media and website development, as well as graphical design, mapping, photography, and video services.

## Office of Policy and Legislative Affairs

The Office of Policy and Legislative Affairs represents MDOT's interests as new or amendatory legislation is developed or moving through the legislative process and works directly with legislative offices regarding state and local transportation constituent concerns. The office also oversees the department's tribal coordination.

## Office of Human Resources

The Office of Human Resources (HR) provides a wide range of traditional HR services, including providing assistance in determining organizational structures, preparing position descriptions, classifications and selections, processing HR transactions, labor relations, ensuring conformance with Civil Service rules and regulations, coordinating reasonable accommodations, and assisting employees with various HR issues.

## Mackinac Bridge Authority

The Mackinac Bridge Authority (MBA) is responsible for the operation, maintenance, toll collection, and administration of the Mackinac Bridge. Policy and governance are at the direction of the MBA Board and the State of Michigan.



## Administration

The Office of the Chief Administrative Officer is responsible for overseeing the Bureau of Finance and Administration, Office of Aeronautics, Enterprise Information Management, International Bridge operations, Office of Passenger Transportation, and the Office of Rail.

### Bureau of Finance and Administration

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

### Office of Aeronautics

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

#### Airport Planning and Development Section

The Airport Planning and Development Section is comprised of three units: Finance and Operations Unit, Airport Planning and Environmental Unit and the Airport Development Unit, which support project management, planning and environmental functions, and financial and operational responsibilities for the Office of Aeronautics. Staff in these units provide project support relative to airport master planning, environmental review, zoning assistance, real estate project management, and oversight of disadvantaged business enterprise (DBE) at Michigan airports. This section also administers the federal and state Airport Capital

Improvement Program (ACIP), which provides programming and project accounting for capital improvements at Michigan airports. Financial operations, budget tracking and accountability for funds used for the operation of the office, as well as other administrative responsibilities, are housed in this section. The federal and state ACIP is closely tied to programs of the individual airport sponsors. The activities and services are prioritized to return to Michigan the maximum federal dollars to meet airport needs.

#### Aviation Services Section

The Aviation Services Section is comprised of four units: the Inspection and Licensing Unit, Airspace and Emerging Aviation Unit, Electronic Facilities Unit, and Air Transport Unit. This section maintains responsibility for inspecting flight schools, heliports and airports, allowing for important safety oversight of these facilities and ensuring adherence to federal and state safety standards. This section handles aircraft registration, airport manager testing and the creation of the airport directory. Staff in this section maintain pilot information systems and automated weather operating systems at nearly 50 airports, as well as maintain and operate state aircraft utilized for transporting state personnel of official business. The newly created Airspace and Emerging Aviation Unit maintains and operates uncrewed aerial systems (UAS, or drones), as well as completes all airspace reviews and tall structure permitting.

#### Michigan Unmanned Aerial Systems Task Force

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

For more information regarding Michigan aviation, visit [www.Michigan.gov/Aero](http://www.Michigan.gov/Aero).

## Enterprise Information Management

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

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

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

- **Manage the IT Project Portfolio:** Lead the effort to objectively prioritize and execute IT projects in partnership with the IT team and MDOT work areas.
- **Oversight of the IT Maintenance Program:** Oversee the support of existing IT applications, data and other related assets in partnership with the IT team and MDOT work areas.
- **IT Security:** Ensure all state security policies are enforced to ensure secure and safe operations of IT and Operational Technology systems.
- **Oversight of Data Privacy and Security:** Ensure privacy and security training is kept up to date among department employees. Provide oversight of data sharing, new applications and their access rights to ensure alignment with best practices.

## International Bridge Administration

The International Bridge Administration and Sault Ste. Marie Bridge Authority are committed to the safe and efficient movement of people and goods across the International Bridge between Sault Ste. Marie, Ontario, and Sault Ste. Marie, Michigan. The International Bridge is an asset that must be maintained and preserved to protect the mobility of local, state and provincial residents and to promote U.S. and Canadian trade, tourism and regional economic development.

## Office of Passenger Transportation

The Office of Passenger Transportation (OPT) administers MDOT's passenger transportation programs, including local transit, intercity bus, vanpools, passenger marine, mobility innovations, and private motorbus regulation. The goal of OPT is to provide a safe and balanced statewide network of passenger transportation services to meet the social and economic well-being of the state. OPT coordinates the development and management of operating, capital and technical assistance programs and projects with local and regional transit agencies, authorities and private passenger carriers to provide safe and efficient transportation to the citizens of Michigan.

## Local Transit

Michigan public transit is a compilation of local public and nonprofit service providers. Service levels and types are defined at the local provider level. Both MDOT and the United States Department of Transportation (USDOT)/Federal Transit Administration (FTA) provide financial support, technical assistance and compliance oversight.

Michigan is served by 80 local public transportation systems, including four public ferryboat operations, plus more than 100 specialized transportation service providers. All 83 Michigan counties are served by one or both services. Generally, local support determines how robust local service is, and population density determines the type of service provided (routes versus demand response). All areas of the state still have gaps in service where not all mobility needs are being met.

Michigan's public transit systems are categorized as urban and rural based on service-area population. In 2023, urban transit systems transported an estimated 41.5 million passengers, rural area systems carried 4.9 million passengers, and an additional 910,000 passengers, primarily senior citizens and persons with disabilities, were transported through the Specialized Services Program. As would be expected, all these public transit systems were greatly impacted by the global pandemic. With very little time to prepare, our transit systems stepped up by adjusting schedules, purchasing personal protection equipment to keep drivers and passengers safe, and adding services that enabled vulnerable citizens to remain socially distanced yet still have access to essential jobs and services. Although ridership has begun to recover, it will likely take several years to return to pre-pandemic levels.

## Intercity Bus

The three principal intercity bus carriers operating in Michigan are Greyhound Lines Inc., Indian Trails Inc., and FlixBus Inc. Together, they provide daily, regular route intercity bus service to 94 Michigan communities. Through a combination of contracted and subsidized services, these carriers form the intercity bus network in Michigan. In 2023, Indian Trails, under contract with MDOT, provided daily

service on five routes in the Upper Peninsula and the northern Lower Peninsula, transporting 47,737 passengers in areas of the state that would not otherwise be served by intercity bus. The routes provide vital connections for these residents to medical, employment and social destinations, as well as providing access to the national transportation network.

## Other Passenger Transportation Programs

**Vanpools:** Public transit services supported by MDOT with state and federal funds also include a state-managed commuter vanpool service. A total of 204 vanpools were in operation at the end of 2023, with destinations primarily in southeast Michigan. This program, like many others, had a significant decrease in ridership/number of vans in service due to the pandemic since their primary use is for people commuting to jobs. When most businesses moved to remote work, many of the vanpools could no longer be sustained. However, the program was vital for getting frontline workers, including medical personnel, to their places of employment. As others are now returning to in-person work, the number of vanpools is again on the rise.

**Bus Regulation:** MDOT administers Public Act 432 of 1982, which regulates the safety of vehicles seating nine passengers or more, including the driver, that are operated by intercity bus carriers and charter bus carriers. As of March 2024, there are more than 1,340 buses that are registered and inspected by MDOT. This industry was also devastated by the pandemic but the number of registered companies is slowly on the rise again.

**Ferry Boat:** MDOT provides state operating assistance as well as the required match for the Federal Ferry Boat Program funds appropriated for capital support to the four eligible public transportation authorities that provide public passenger ferry operations: Beaver Island Transportation Authority, Eastern Upper Peninsula Transportation Authority, Charlevoix County Transportation Authority (Ironton Ferry), and the City of Mackinac Island/Mackinac Island Transportation Authority. Passenger ridership for the four systems was 1,019,000 in Fiscal Year (FY) 2023; they also carried more than 605,000 vehicles and made more than 85,000 one-way crossings.

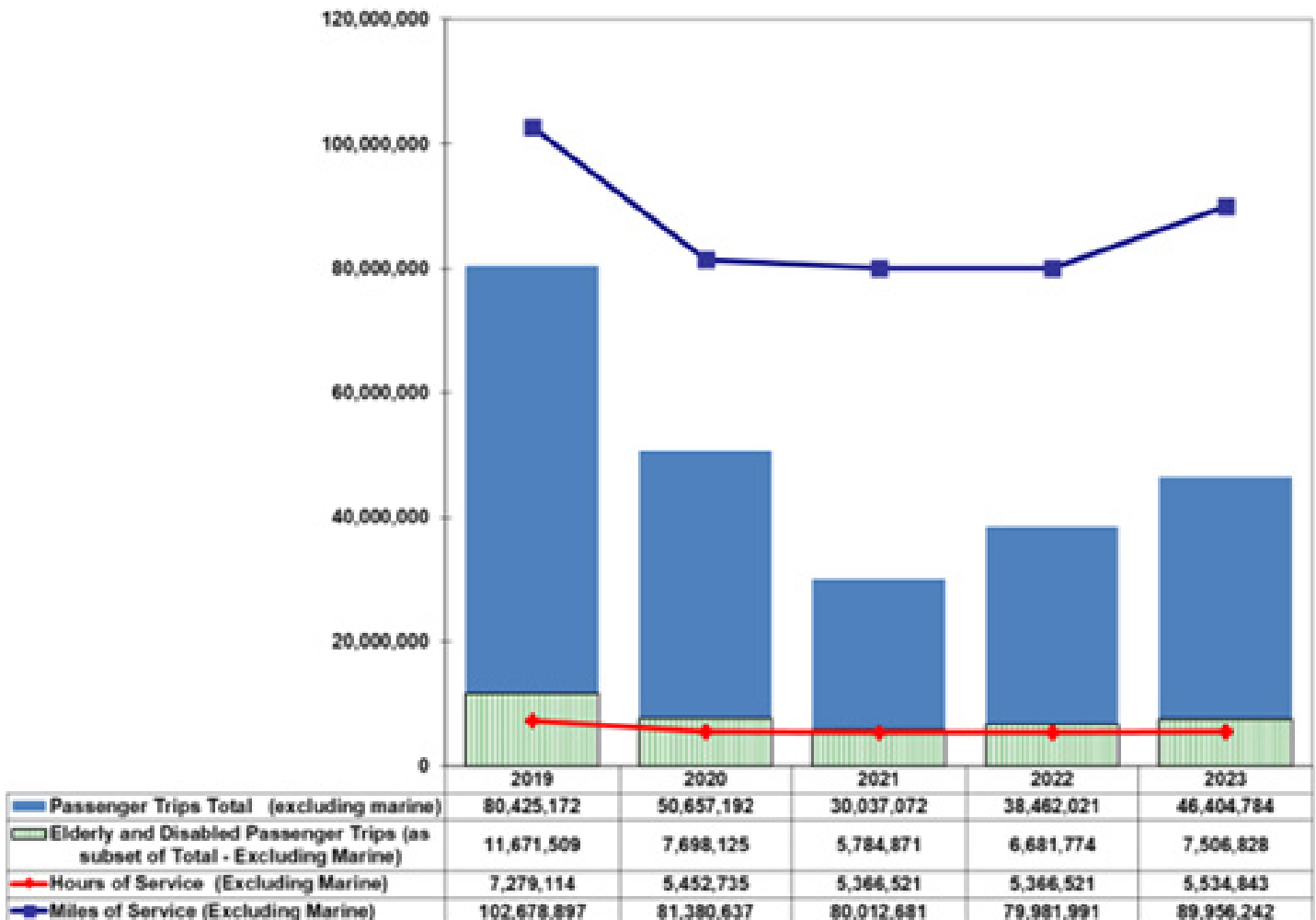


**Mobility Innovation:** OPT has become a recognized leader in transit innovation. The number and breadth of projects spurred OPT to create a dedicated mobility innovations staff position in 2019, which led to such growth in the area that OPT created and filled a second position in 2023.

Key projects include creating the country’s largest mobility as a service (MaaS) platform, providing travelers with information about available service for their desired trips, by 2026; awarding a \$1.3 million federal Strengthening Mobility and Revolutionizing Transportation grant to help rural agencies use open standard data to make their service more discoverable to the public; a research project to determine if road use charges would influence people’s travel behavior, including choosing transit over using a personal vehicle; a lead role in the national Automated Bus Consortium; and hosting monthly educational programs for state transit agencies to learn about trending technologies and issues.

In FY 2019-2023, MDOT entered into contracts providing more than \$10 million in state funds for innovation projects, including electric and automated buses; electric charging infrastructure; transit signal priority; countywide on-demand service; transit technology strategic plans; and a study of alternative propulsion systems for ferries. To improve rural transit statewide, OPT performed a rural transit technology assessment in FY 2022 and created a rural transit technology strategic plan to help identify areas ripe for improvement and prioritize investment. In FY 2024 alone, MDOT has executed contracts or set aside funding pending contract approvals for more than \$15 million for innovation projects, including microtransit service, mobility wallet demonstration projects, computerized dispatch systems for several agencies, autonomous vehicles (AV) in both urban and rural areas, and challenge grant projects to address mobility gaps for seniors, persons with disabilities and veterans.

## Local Bus Transit Levels of Service Indicators



## Office of Rail

The Office of Rail has overall responsibility for rail-related activities at MDOT, including the department's relationship with the rail industry, rail economic development, regulatory activities associated with grade crossings and rail clearances, funding for grade crossing improvements, and passenger and freight operations on the 665 miles of state-owned rail lines.

Michigan's rail system includes approximately 3,600 miles of track, operated by 29 railroad companies. The vast majority of the system is privately owned. About 17 percent of Michigan's commodity movements are handled on the system. Rail service is particularly important for the movement of heavy or bulky materials, as well as hazardous materials. The system also accommodates passenger rail service.

Michigan is one of 18 states that contracts with Amtrak for the operation of trains that supplement the national Amtrak network by extending the reach of passenger rail services or increasing frequencies on national routes. Amtrak offers intercity passenger rail services along three corridors and serves 22 station communities in Michigan.

## Intercity Passenger Rail Program

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

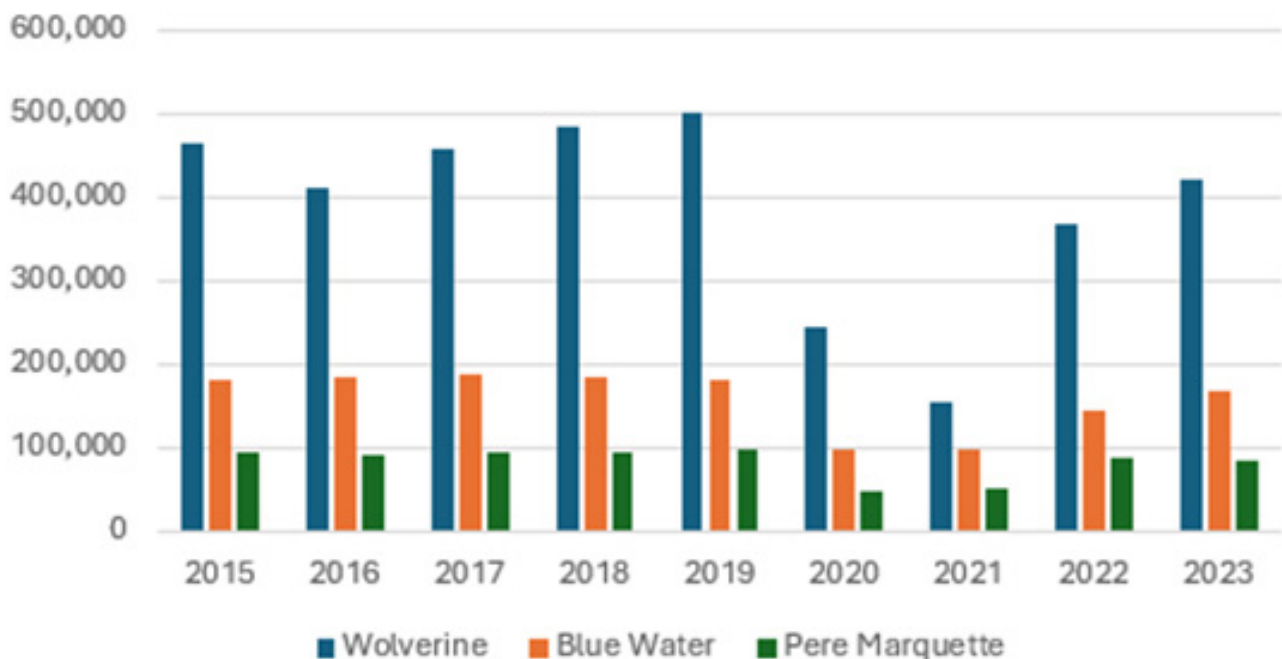
## Accelerated Rail Program

MDOT acquired the 135-mile portion of the accelerated rail corridor between Kalamazoo and Dearborn in 2012. Since that time, MDOT, in partnership with Amtrak and the Federal Rail Administration, has successfully raised speed to up to 110 mph between Kalamazoo and Jackson. MDOT continues to make strategic track and signal improvements designed to increase passenger train speeds up to 110 mph along the remaining segment between Jackson and Dearborn.

## State-owned Freight Rail Program

MDOT owns 530 miles of rail corridors that are operated by four private railroads that provide freight rail services to the communities and companies on those lines. The Office of Rail administers these contracts. While daily maintenance is the contractual responsibility of the operators, MDOT undertakes larger capital projects as necessary to protect the state's investment and maintain service to shippers.

## Passenger Rail Ridership: FY 2015-2023



## Fixed Rail Program

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

## Freight Rail Development Programs

MDOT's Freight Economic Development Program provides grant funding to help new or expanding companies connect to Michigan's rail system. The goals of the program are to help enhance

the viability of Michigan's rail system and ensure it is a modal option for commodity movement in the state.

The Michigan Rail Enhancement Program provides grants to railroads and multi-user transload facilities to support freight rail projects that improve public safety, operational efficiency, system accessibility, system capacity, and/or system condition.

The Michigan Rail Loan Assistance Program provides no-interest loans to railroads to help preserve the state's existing rail infrastructure.

## Michigan's State-Owned Rail Lines





## Railroad Crossing Safety

Exercising the regulatory responsibilities granted under the provisions of the Railroad Code of 1993, the Office of Rail assesses the physical condition and safety needs of the approximately 4,600 public railroad grade crossings throughout the state. Funding is provided annually to improve safety at select crossings on state trunklines and local roads. Projects are selected using prioritization criteria; most are connected to regulatory orders issued by the department.

## Port Services Program

The Office of Rail provides legislatively appropriated funding to assist the Detroit Wayne County Port Authority with its ongoing operations. Michigan law requires that the state fund up to 50 percent of the port authority's operating budget, with the other 50 percent coming from the City of Detroit and Wayne County.

## Local Grade Crossing Surface Program

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

## Culture, Equity and Inclusion

The Office of the Chief Culture, Equity and Inclusion Officer (CCEIO) is responsible for overseeing the Bureau of Transportation Planning, Office of Business Development, Equal Employment Opportunity Office, Office of Economic Development, and the Office of Organizational Development. In addition, the CCEIO will help MDOT make meaningful progress in optimizing its organizational culture, aligning equity and inclusion goals with business outcomes, and determining how MDOT's long-range plans and investments will impact safety, access and mobility for all the state's transportation users. The CCEIO also directly supervises MDOT's equity and inclusion officer.

## Bureau of Transportation Planning

The Bureau of Transportation Planning (BTP) performs transportation planning for all modes and monitors statewide travel and traffic volumes, as well as forecasting travel demand. It consists of the Asset Management and Policy Division, Data Inventory and Integration Division, and Statewide Transportation Planning Division.

### Asset Management and Policy Division

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

More detailed information on the TAMC, including annual reports, an interactive map and several dashboards representing various aspects of the health of Michigan's federal-aid-eligible roads can be found at [www.Michigan.gov/TAMC](http://www.Michigan.gov/TAMC).

### Data Inventory and Integration Division

The division is responsible for the administration of data management activities and the implementation of technology associated with the collection, analysis, distribution, reporting, and mapping of MDOT's infrastructure condition and performance to support asset management and capitol programming and ensure federal and state funding eligibility.

The Data Reporting and Monitoring Program supports the department's management of highway operations and condition to meet the reporting requirements of FHWA's Highway Performance Monitoring System (HPMS) on all federal-aid roads. The HPMS program is a national highway information system that monitors

data on the extent, condition, performance, use, and operating characteristics of the nation's highways. HPMS data is used extensively at the federal level in the analysis of highway system condition and performance, but more importantly in the appropriation of federal highway dollars and in support of federal efforts to secure increased transportation funding.

The Data Collection and Reporting Program is responsible for the collection, analysis and reporting of detailed traffic/travel information, as well as pavement condition data. The traffic information data provides a diverse range of information, such as system use and characteristics, origins and destinations, and travel patterns. In addition to vehicular reporting, travel and traffic data for bus, rail and aviation is also collected. The pavement data provides detailed surface metrics and roadway imagery. This information is an integral part of the department's resource base and is used daily as input into decision-making processes for operations, long-term planning, construction program development/design, pavement warranty monitoring, and fulfillment of federal and state reporting requirements. Code of Federal Regulations Title 23 Part 500.203 sets the general requirements for the state's data collection program. It directs that each state develop and implement a Traffic Monitoring System for Highways program on all roads receiving federal funds.

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

The Data Oversight and Geospatial Information System (GIS) Management Program administers department-wide implementation of software and databases necessary to monitor the condition and performance of Michigan's transportation assets and support the capitol programming process. The Infrastructure Investment and Jobs Act (IIJA) and related administrative rules and requirements, and Michigan Public Act 51 of 1951, as amended, require annual reporting of overall system condition and use, as well as the certification of system mileage for all public road jurisdictions.

### **Statewide Transportation Planning Division**

The Statewide Transportation Planning Division (STPD) has responsibility for strategic and investment planning, program development and monitoring, statewide and urban modeling, metropolitan and statewide planning activities, and travel and economic analysis.

The division administers the Capital Highway Program for state trunklines, which includes estimating state and federal revenues anticipated to be available, distributing federal aid for state and local highway programs, developing strategies for allocating monies to program categories (road, bridge, safety, etc.), working with the MDOT region offices and program managers to identify projects to be undertaken, and monitoring and reporting progress toward capital program goals.

STPD is also responsible for administering the metropolitan planning process in the 14 urbanized areas around the state and coordinating program development in the rural parts of the state. In addition, the division is responsible for providing travel demand modeling analysis, air quality analysis, project-level traffic analysis, and economic analysis for MDOT's transportation programs.

Major products developed by the division include the State Long-Range Transportation Plan (SLRTP), State Transportation Improvement Program (STIP), Five-Year Transportation Program (5YTP), and travel and economic analysis.

## State Long-Range Transportation Plan

The State Long-Range Transportation Plan (SLRTP) establishes the vision, goals, objectives, and actionable strategies for Michigan's transportation system and sets the policy framework for transportation investment decisions. Known as the 2045 Michigan Mobility Plan (MM2045), the plan identifies current and emerging needs for all modes of transportation within the state and sets investment priorities for meeting those needs. The document focuses on strategic multimodal corridors and decision principles guiding program development. The MM2045 spans a 20-year period and is updated approximately every five years. This undertaking relies on representatives from diverse stakeholder groups and public input to develop a desired outcome for Michigan's future transportation network.

Michigan is a pioneer in creating a document that combines three federally required plans into one entity: the SLRTP, state freight plan and the state rail plan. In addition, this document incorporates an in-depth perspective on nonmotorized transportation and public transit. An active transportation plan and a transit strategic plan were developed in conjunction with the three federally required documents to create MM2045, a family of transportation plans. MM2045 and accompanying documents can be found at [www.Michigan.gov/SLRP](http://www.Michigan.gov/SLRP).

## State Transportation Improvement Program

The State Transportation Improvement Program (STIP) is a federally mandated four-year planning document. The STIP lists surface transportation projects and transit and multimodal projects that are funded with federal aid provided under the federal-aid transportation program, and projects utilizing other funding sources that are designated as regionally significant by the MPO or MDOT.

The STIP is comprised of 15 separate documents: 14 individual MPO transportation improvement programs (TIPs) and one statewide non-MPO STIP document. All MDOT, local and transit and multimodal projects within the MPO planning boundary are listed in the MPO TIP document. The MPOs are responsible for conducting their own public involvement in preparing their individual TIP documents. They can be found on the MPO websites listed at [www.mtpa-mi.org/links.asp](http://www.mtpa-mi.org/links.asp).

MDOT has developed a FY 2026-2029 STIP Public Participation Plan (PPP). This PPP provides a road map for ensuring that the public's voice is not only heard but makes a difference in moving transportation in Michigan forward. This document focuses on public involvement as it relates to the STIP. The public has opportunities to comment on any of these projects at public meetings sponsored by MDOT. The public can also submit feedback on all STIP projects through the Michigan Transportation Program Portal. This portal provides access to information about projects in the STIP and allows the public to comment on projects. The FY 2023-2026 STIP and related MPO TIP documents were approved by FHWA in September 2022. You can view the FY 2023-2026 STIP and related documents online at [www.Michigan.gov/MDOT/Programs/Planning/State-Transportation-Improvement-Program](http://www.Michigan.gov/MDOT/Programs/Planning/State-Transportation-Improvement-Program).





## Five-Year Transportation Program and Annual Call For Projects

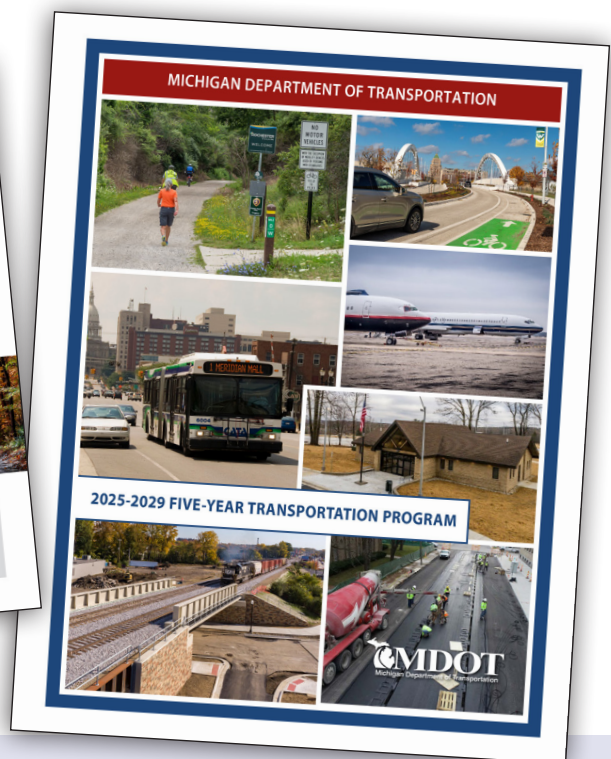
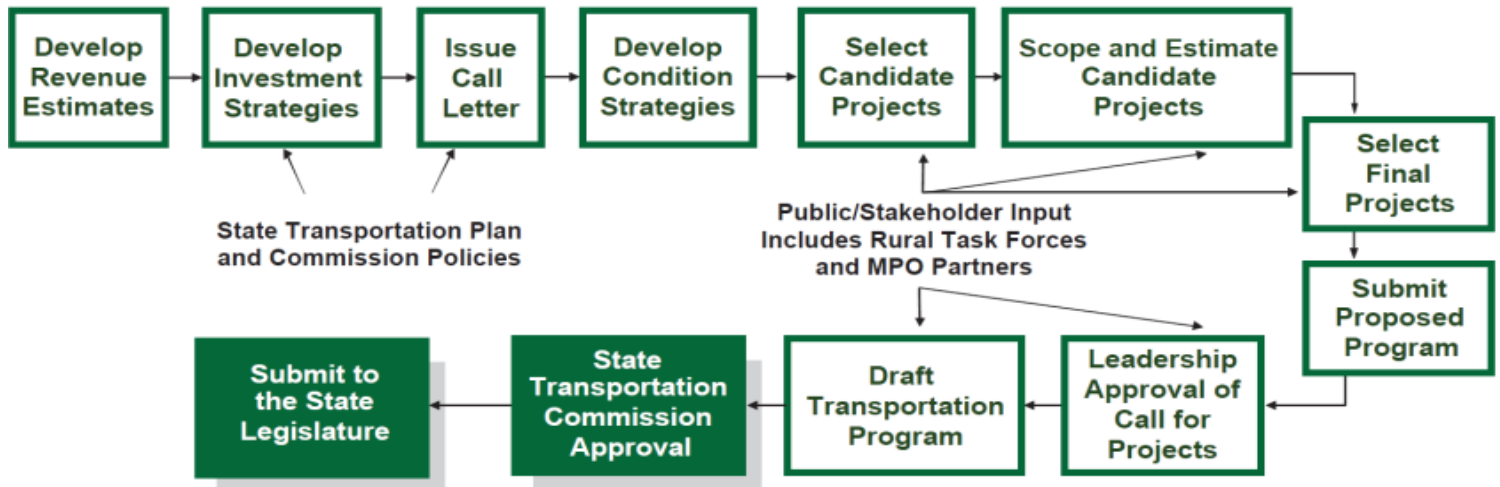
MDOT's Five-Year Transportation Program (5YTP) includes planned investments for highways, bridges, public transit, rail, aviation, marine, and nonmotorized transportation.

The highway portion is an annual rolling program; each year, the first year is implemented, a new fifth year is added, and program/project adjustments are made to the other years. Trunkline projects are submitted in the Call for Projects that fit into the annual available funding and fit the strategy that has been approved for the work area (pavement/bridge/safety/etc.). If projects are approved in

the Call for Projects process, they are included in the fifth year of the 5YTP. The 5YTP document only pertains to that portion of the programs that MDOT delivers. It does not account for programs delivered locally with state and federal funds that are directly controlled by local agencies, such as transit agencies or county road commissions. The road and bridge projects proposed in the 5YTP also are incorporated into MDOT's STIP.

The 5YTP is approved annually by the STC and submitted to the Legislature no later than March 1. The 5YTP document and map of projects are available online at [www.Michigan.gov/MDOT5YearPlan](http://www.Michigan.gov/MDOT5YearPlan).

## Five-Year Transportation Program Call For Projects Process



## Public Involvement in Transportation Decisions

Public involvement, essential for effective transportation planning, is required by the National Environmental Policy Act (NEPA) and under Title 23; Section 450.212, Code of Federal Regulations for Statewide Transportation Planning. The department employs the latest technology to reach out and engage the public, including the Internet, social media and state-of-the-art audience participation tools. While the methods for carrying out public involvement are left to the discretion of each state, the process must provide:

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

MDOT stresses early and continuous public involvement throughout its planning processes. From goal setting to project selection to environmental clearance, the public plays an important role in shaping Michigan's transportation system. The department's vision to "provide people with a safe, future-driven, interconnected multimodal transportation network that ensures equitable options" can only be accomplished when customers are identified and brought into the planning process. MDOT strives to include a diverse public by following various federal statutes that help guide its participation activities. Some

of these include providing accommodations for persons with disabilities, EJ, translation for persons with limited English proficiency, consulting with tribal governments, and anti-discrimination practices under Title VI of the Civil Rights Act of 1964.

## Office of Business Development

The Office of Business Development (OBD) is responsible for a multi-faceted program that touches every area of MDOT, as well as the private and public sectors throughout the state of Michigan.

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

## Disadvantaged Business Enterprise Program

The federally required Disadvantaged Business Enterprise (DBE) Program is designed to ensure that firms owned and controlled by minorities, women and other socially and economically disadvantaged persons have the opportunity to grow and become self-sufficient through participation in federally funded transportation projects. Originally begun in 1980 as a minority/women's business enterprise program, it was established by regulation under the authority of Title VI of the Civil Rights Act of 1964 and has been reauthorized by Congress several times since its inception. Regulatory authority for the program resides in 49 CFR Parts 26 and 23, as amended. DBE Program staff are responsible for carrying out eligibility determinations, technical assistance activities, and sponsoring numerous training, outreach and development events for existing and prospective DBE firms. Staff also are responsible for the collection and analysis of data related to the contracting opportunities of DBE firms, reporting to FHWA as required by the USDOT Office of Civil Rights. Staff also maintain an accurate and up-to-date directory of DBEs certified in Michigan. As of February 2023, there are 417 DBE firms certified with MDOT. Firms engaged in the road and bridge building industries that wish to participate on federal-aid MDOT projects as a DBE must be at least 51 percent owned and controlled by a socially and economically disadvantaged individual and meet DBE Program size standards.

## Equal Opportunity Contract Compliance

MDOT must ensure that all federal-aid contractors, subcontractors, vendors, and material suppliers do not discriminate in employment and contracting practices based on race, color, religion (in the context of employment), sex, national origin, age, or disability in accordance with 23 United States Code (USC) 140, 23 CFR 230; Subpart A, C and D, FHWA Order 4710.8, and Contract Provisions (FHWA 1273).

OBD monitors federal contracts and conducts reviews of contractors to ensure compliance with EEO contract provisions.

## On-the-Job Training Program

As a requirement of federal funding, it is the policy of MDOT to require full utilization of all available training and skill-improvement opportunities to assure the increased participation of minorities, women and disadvantaged persons in all phases of the highway construction industry pursuant to 23 CFR 230.107(b). MDOT's On-the-Job Training (OJT) Program meets the department's responsibility for implementing a program pursuant to 23 CFR Part 230 Subpart A. Currently, MDOT's OJT Program offers 13 standard contractor OJT programs ranging from 1,800 hours to 8,000 hours designed to lead to employee journeymen status.

In addition to the OJT Program, MDOT has implemented the Voluntary Incentive Program (VIP) Pilot. This VIP Pilot is designed to incentivize contractors for applying efforts and creative techniques resulting in long-term recruitment, development and retention of quality skilled labor in the highway construction trades. The VIP Pilot began in 2018 and is currently in the process of submitting for federal approval to become permanent.

## Title VI

Title VI of the Civil Rights Act of 1964 (42 U.S.C. 2000d), related statutes and regulations provide that no person shall on the ground of race, color, national origin, or sex be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal funds. As a recipient of federal financial assistance, MDOT strives to be inclusive and equitable in all its programs, services and activities. In addition, MDOT must provide access to individuals with limited ability to speak, write or understand the English language.

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

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



## MDOT Title II Americans With Disabilities Act

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

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



## Small Business Program

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

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

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

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

## Bonding and Education Program

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

## Office of Economic Development

The Office of Economic Development (OED) administers three competitive grant programs and a loan program primarily but not exclusively for state and local road agencies. The office focuses on strong customer service and collaboration with a broad range of stakeholders. OED's goal is to leverage MDOT investments and target them to have the greatest impact possible on economic development and Michigan job creation. The office provides "Transportation Solutions for Vibrant Communities."

OED grant coordinators are assigned by MDOT region. They are available to assist applicants by providing information on the program and guidance on how to best develop a competitive application. If OED programs do not fit the community's need, grant coordinators use their extensive connections with other state agencies to help find the right resource.

For further information about OED programs, contact the OED at 517-335-1069 or see the programs at [www.Michigan.gov/OED](http://www.Michigan.gov/OED).

## Transportation Economic Development Fund

The sources of funding for the Transportation Economic Development Fund (TEDF) are the Michigan Transportation Fund (MTF) and certain driver license fees. The TEDF was created to support economic growth and job creation. The fund provides a means for local road agencies, businesses and state government to work



together to meet the often extensive and urgent demands placed upon the transportation system by economic development. There are six separate categories or programs, which are explained in more detail below. The categories of projects eligible for TEDF assistance are:

**Category A:** Projects related to job creation and retention opportunities in eight target industries where road needs are critical to the decision of a company to locate in the state. The program funds road improvements that are needed to support private investment and job creation at a specific location. Category A is a tool that helps road agencies respond swiftly to economic development opportunities that would otherwise be lost due to the three- to five-year planning time frame of a capital asset program. Projects are selected through a competitive application process. Grants are available to road agencies only; no funding ever goes to private companies.

**Category B:** Road improvements in cities and villages with a population of 10,000 or less. Projects are selected through a competitive application process, prioritizing preventive maintenance on local roads.

**Category C:** Road improvements that lessen traffic congestion in urban counties. Funds are distributed by a formula prescribed by law and projects are selected through the local planning process.

**Category D:** Road improvements in rural counties that improve an all-season road network. Funds are distributed by a formula prescribed by law and projects are selected through the local planning process.

**Category E:** Building or rebuilding of roads essential to the development of commercial forests in Michigan. Funds are distributed by a formula prescribed by law and projects are selected by county road commissions.

**Category F:** Road improvements in the urban areas of rural counties that expand or preserve the all-season road network. Projects are selected through a competitive application process.

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



## State Infrastructure Bank

The Michigan State Infrastructure Bank (SIB) Loan Program was established as a pilot program under Section 350 of the National Highway System Designation Act of 1995 (NHS Act). The NHS Act authorized the creation of the Michigan SIB Loan Program to provide loans to public entities for eligible transportation improvements. Qualified borrowers include any Act 51-eligible public entity (county road commissions, cities, villages) and transit agencies. Although other public and private entities are not eligible to apply, they may be able to enter into agreements with eligible borrowers to finance eligible transportation projects.

The SIB Loan Program complements traditional funding techniques and serves as a useful tool to meet urgent project financing demands. The SIB is not able to be used to finance operating or administrative costs, nor is it intended to operate as a grant fund for transportation projects.

The goal of the program is to address customer financing needs in a timely and flexible fashion. Applications are accepted at any time and will be evaluated by MDOT staff as quickly as possible. Potential borrowers are encouraged to talk with the SIB coordinator about possible projects before applying.

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



## Transportation Alternatives Program

The Transportation Alternatives Program (TAP) is a competitive grant program that funds projects like separated pathways, bike lanes, pedestrian safety improvements, and preservation of historic transportation facilities that enhance Michigan's intermodal transportation system and provide safe alternative transportation options. These investments support place-based economic development by offering mobility choices, promoting walkability and improving the quality of life.

Quality of life has become a prime factor in location decisions for employers and for the employees they need to attract. The TAP provides facilities that make walking and bicycling viable and safer alternatives to travel by automobile, creating the communities in which people want to live and work. TAP uses federal transportation funds designated by Congress exclusively for these activities.

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

Funding is available through competitive grant processes administered independently by MDOT (Statewide TAP) and each of the state's MPOs in urban areas with populations greater than 200,000. The MPOs include:

- Southeast Michigan Council of Governments
- Grand Valley Metropolitan Council
- Genesee County Metropolitan Planning Commission
- Tri-County Regional Planning Commission
- Kalamazoo Area Transportation Study
- Southwest Michigan Planning Commission/Niles-Buchanan-Cass Area Transportation Study



Applications requesting Statewide TAP funds are accepted at any time. Each MPO TAP program operates independently; contact the MPO for current deadlines and application procedures. TAP funding requires matching funds of at least 20 percent of the project cost. Additional consideration is given to projects whose match exceeds the minimum required. Competitive Statewide TAP applications receive a conditional commitment from MDOT to fund the project in a future year. Funding is awarded for implementation of the project after certain conditions are met, including certifying property control, completing design plans and certifying that matching funds are available. This program feature allows applicants to plan TAP projects with other infrastructure work and significantly reduce project costs. In addition, it allows applicants time to raise matching funds for projects.

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

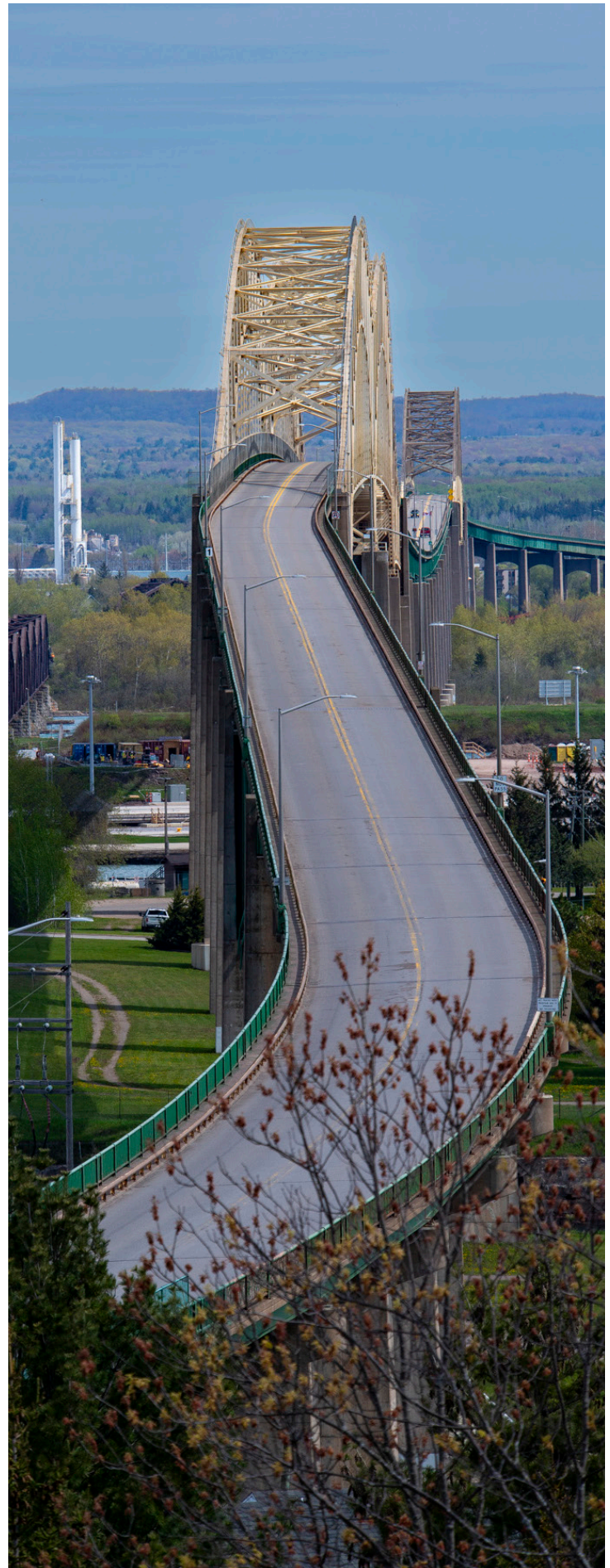
### **Safe Routes to School Program**

The Safe Routes to School (SRTS) Program encourages a healthy and active lifestyle at an early age, improves safety, and reduces traffic, fuel consumption and air pollution in the vicinity of elementary, middle and high schools. Schools serving children in grades K-12 are eligible for SRTS funding, which is available on a competitive grant basis following a site-based planning process.

Michigan's SRTS program strategy is to engage any and all state and local stakeholders in the development of a sustainable plan that supports and extends the reach of the federal investment. MDOT partners with the Michigan Fitness Foundation, the Michigan Association of Planning, and Michigan State University to deliver the program.

Grant coordinators are available to assist applicants by providing information on the program and guidance on how to best develop a competitive application. SRTS grant coordinator contact information can be found on Michigan's SRTS website at [www.saferoutesmichigan.org](http://www.saferoutesmichigan.org).

For further information, please contact the OED at 517-335-1069.



## Office of Organizational Development

The Office of Organizational Development (OOD) leads MDOT's workforce and succession planning system, including the framework that institutionalizes practices to improve the agency's ability to recruit, develop, engage, and retain an exceptional workforce. OOD provides support and expertise on a department-wide basis through the delivery of diverse specialized services, including:

- **Recruitment and Workforce Program Coordination:** Leads MDOT recruitment efforts and coordinates workforce programs that create awareness and workforce pipeline opportunities for full-time employment in hard-to-fill positions. Programs include the Transportation and Civil Engineer Program, Transportation Career Pathways Program, MDOT Internship Program, Transportation Diversity Recruitment Program, and the Veterans Internship Program. MDOT employees serve as employee recruiter ambassadors and represent the department at recruitment and outreach events.
- **Transportation Workforce Development Fund Administration:** Provides administration and oversight of the department's training, education and workforce development activities authorized under 23 U.S.C. 504(e), including the budget and scope development and in coordination with the FHWA Michigan Division, expenditure and accomplishment reporting.
- **Lean Process Improvements:** Facilitates MDOT work areas in the reengineering of multidisciplinary business processes.
- **Facilitation and Partnering:** Provides facilitation and project management services to enhance the quality and effectiveness of collaborative efforts between internal and external entities.
- **Strategic Planning and Team Building:** Provides facilitation services to clarify strategy, proactively work toward common goals, and assist work groups to function as a cohesive, efficient and effective unit.
- **Talent Review Process:** Provides coordination, training and resources for department leaders to collectively identify ways to strengthen and develop MDOT's workforce.
- **Educational Support:** Coordinates the Education Support Program and the Partial Tuition Reimbursement Program for MDOT employees.
- **Employee Learning and Development:** Serves as the central resource for all learning and development opportunities at MDOT. Functions as the MDOT administrator of the State of Michigan Learning Center and the MDOT registrar for MDOT learning and development opportunities. Coordinates and facilitates the MDOT Mentoring Program, the YouLead speaker series, MDOT career development training, and other learning opportunities at MDOT, such as training in performance management, leadership development, generations in the workplace, DiSC working styles, and others. Administers the Federal Training Fund that utilizes federal 504(e) funds for training, education and workforce development needs at MDOT.
- **Technical Training Program:** Coordinates the Technical Training Program, largely held during the construction off-season as it includes the training that construction staff must have to earn and maintain industry certifications required for their work. Additional coordination is provided for National Highway Institute courses that can be brought to Michigan for the benefit of MDOT and industry employees to learn industry best practices and skills.
- **Employee Engagement:** Serves as the MDOT champion for the State of Michigan Employee Engagement Survey and department surveys aimed at improving organizational effectiveness through employee engagement.



- Horatio S. Earle Learning Center: Provides day-to-day operations, scheduling and audio/visual and hybrid meeting support for the Horatio S. Earle Learning Center, which is a center in Lansing with multiple meeting rooms/classrooms designed for collaboration, workshops, training, and other gatherings.
- Employee Acknowledgement: Administers the department-wide acknowledgements in exemplary performance, customer service, years of service, and retirements.

## Equal Employment Opportunity

MDOT is an Equal Employment Opportunity (EEO) employer. The department is committed to reviewing all aspects of employment, including recruitment, selection, retention, and promotion, as well as identifying and eliminating barriers to provide all persons with EEO.

MDOT's commitment to EEO is not just a legal obligation, but a fundamental principle at the heart of our organizational values.

## Equity and Inclusion

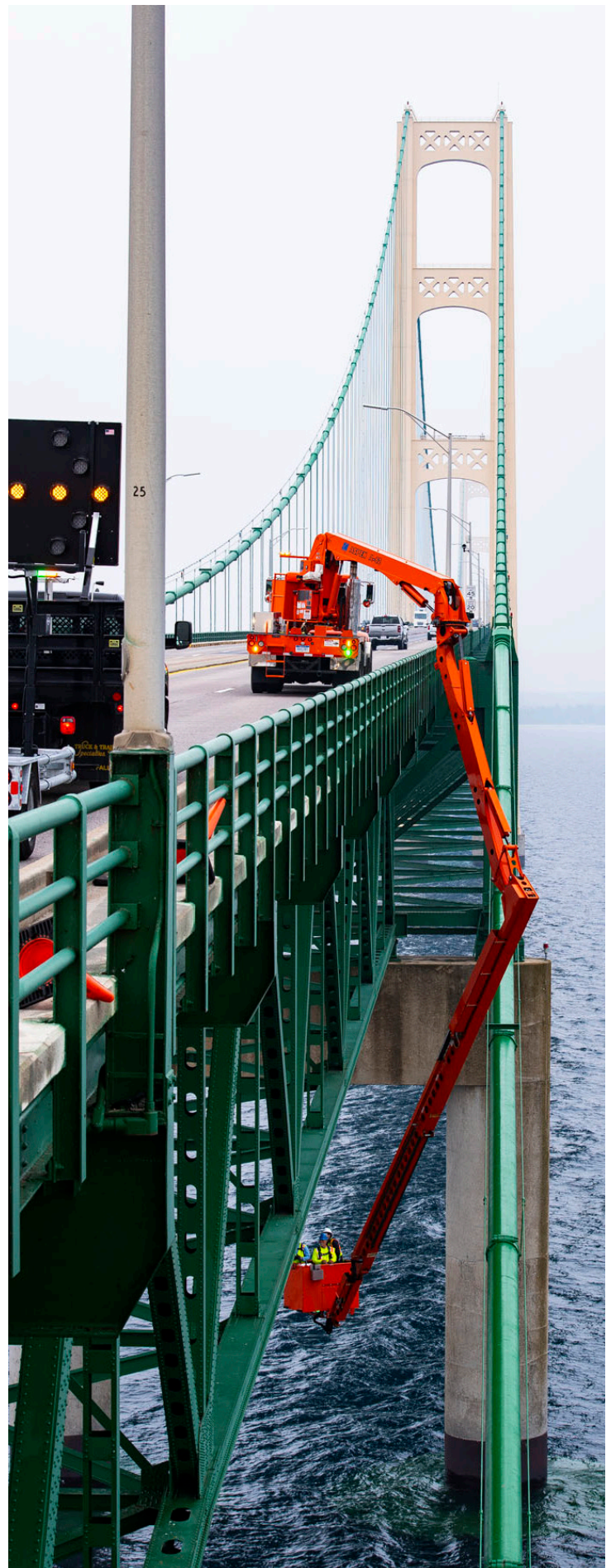
Creates a safe and welcoming environment for all employees, ensuring a sense of belonging. Leads efforts to embed inclusive practices into the department's culture, policies and operations. Develops and implements training programs to educate employees on understanding and valuing differences. Analyzes departmental policies to ensure inclusivity and fairness.

Collaborates with leadership to foster a workplace where every employee feels valued and respected.

Actively engages with employees to gather feedback and insights for shaping initiatives.

Promotes the department's commitment to inclusive practices and community engagement. Collaborates with local, state, regional, and federal agencies to support and engage various communities. Drives initiatives that foster understanding and cooperation externally.

Creates a workplace where everyone feels they belong. Aiming not just for inclusivity as a goal but as a lived reality.





## Highway Operations

MDOT's Highway Operations is comprised of the Bureau of Bridges and Structures, Bureau of Development, and Bureau of Field Services, along with seven region offices.

### Audit Liaison/Compliance

Oversight, review and coordination of Highway Operations internal audits that are conducted by or through the Office of the Auditor General and/or the OCA. This includes the review and coordination of statewide audit requests, notifications and responses, as well as providing recommendations to executive management, Highway Operations regions, bureaus/divisions, and offices regarding audit issues and findings.

### Regions

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

TSCs are designed to respond to the transportation needs of local communities. The TSCs are geographically located throughout the state so no Michigan resident is more than an hour from a TSC. Typically, there are two or three TSCs in each region. The TSCs perform several functions, including issuing permits, performing road and bridge construction and maintenance, and responding to urgent transportation needs, such as road closures due to storm damage. TSC staff also advise local residents about state and federal funding opportunities to meet local needs, and provide road and travel information for project schedules, detours, road closures, traffic delays, bad weather conditions, traffic volume counts, bus and train schedules, and state, county and city maps.

## Bureau of Bridges and Structures

The Bureau of Bridges and Structures is responsible for all trunkline bridges and ancillary structures in the state of Michigan, including large, complex and moveable bridges. It is comprised of the Blue Water Bridge, the Structure Program Division, and the Structure Project Division.

### Blue Water Bridge

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

- Staff and operate toll collections and the necessary support network to ensure efficient flow of vehicles through the border.
- Monitor the condition of the long span complex structures daily and through detailed annual inspections. Plan and deliver maintenance and/or capital projects to ensure serviceability of the bridge.
- Staff, administer and operate the Port Huron Welcome Center, providing red carpet service to travelers in need of guidance and information.
- Manage operation of plaza facilities, including shared space with MDOT, Michigan State Police, Customs and Border Protection, U.S. Department of Agriculture, U.S. Food and Drug Administration, and General Services Agency staff. Ensure the terms of applicable leases are met.
- Coordinate operation of the border crossing with the Canadian bridge owner (Federal Bridge Corporation Limited) and Canadian transportation officials.

## Structure Program Division

Responsible for overall safety and management of Michigan structural assets. The focus of this division is on structures already in service and in use by the public and includes the Structure Management and Structure Preservation Sections. Its responsibilities include:

- Development of statewide capital program strategies, with a focus on asset management.
- Management and administration of the overall statewide capital budgets for MDOT bridges. Management of large (bridges greater than 100,000 square feet), complex and moveable bridge inventory.
- Development of structure life cycle data, along with tracking and reporting on annual structure construction contract costs.
- Administration of National Bridge Inspection Program functions, including the structure inspection program, structure load rating program, and structure data collection and management.
- Deployment and operation of specialized bridge inspection equipment such as under-bridge inspection vehicles (reachall).
- Deployment of emergency and priority structural response resources, such as the specialized Statewide Bridge Repair Crew, and other assets to respond to high-load hits and other forms of structural damage or deterioration to in-service bridges. Design services for bridge priority preservation and request-for-action projects.
- Routine maintenance and troubleshooting of MDOT-owned moveable bridges.
- Support services for region bridge maintenance crews.
- Fabrication, installation and upgrade of structural freeway signs, along with priority sign replacements. Maintenance repairs and emergency response for overhead signs and sign structures, including sign trusses and cantilevers.
- Specialized crane services for the deployment of assets such as temporary concrete barrier or sign structure removal resulting from vehicular impact.
- Management and administration of the ancillary structure's asset management program for the 16 ancillary structure types across Michigan.





## Structure Project Division

Responsible for construction support and design of Michigan structural assets. This division provides technical expertise in support of structures and includes the Structure Design, Structure Construction, and Geotechnical sections. Its responsibilities include:

- Design of bridges per current state and national standards. Design of large, complex and moveable bridge projects. Review of structures designed and constructed within MDOT right of way under permit.
- Evaluation of existing bridges and determination of rehabilitation options.
- Developing the designs, details and specifications for all trunkline bridge design projects in the state. Development of unique project specifications for complex structure work.
- Design of ancillary structures.
- Maintenance and administration of in-house and proprietary structural evaluation and design software packages.
- Coordination with field offices and other stakeholders to ensure initial quality of structure construction. Make recommendations to project offices for structural construction issues relative to construction contracts.
- Modeling of structure stability during staged work and overall constructability recommendations. Modeling of construction and permanent stresses, and providing recommendations on structural detailing, materials and workmanship on bridge projects.
- Shop inspection and compliance with specifications for fabricated structural steel and precast, prestressed concrete bridge and structural components. Perform lab testing on metal material samples for HS bolts, rebar, anchor bolts, and other special metal components.
- Collect soil borings and perform subsurface evaluations to determine feasibility of structure placement.
- Laboratory testing, including soils and geosynthetics.
- Deep and shallow bridge and structure foundation design recommendations, including recommendations for foundations over waterways and consideration of scour risks.
- Treatment of existing soils, such as lime stabilization, and other structural treatments to ensure support of transportation structural assets.
- Design of permanent and temporary earth retaining structures.
- Analysis of slope stability, shoreline erosion and other geohazard risks. Monitoring and providing recommendations for mitigation.





## Bureau of Development

The Bureau of Development is comprised of two divisions: Design and Development Services, along with the Environmental Services Section and the Office of Major Projects.

### Design Division

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

Duties include:

- Provide design and review for municipal utilities, rest areas and roadside development.
- Conduct quality assurance reviews to ensure plans and proposals are prepared in conformance with FHWA standards, AASHTO and MDOT.
- Develop and revise manuals, standard plans, special details, and other design guidance documents used in the development of plan/proposal packages.
- Prepare final engineers' estimates for all trunkline projects let for work.
- Provide coordination and support for automated survey and engineering systems and standards.
- Maintain statewide survey information and surveying infrastructure used by both MDOT and non-MDOT entities.
- Coordinate the review and implementation of innovative contracting methods to deliver projects.
- Coordinate project manager support for MDOT region offices and TSCs statewide.
- Maintain/operate MDOT's project management software systems.

## Development Services Division

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

Duties include:

- Provide support and technical expertise to MDOT region offices in the areas of appraisal, relocation, demolition, condemnation, and technical coordination.
- Establish statewide MDOT Real Estate standards, policy and procedures, workforce development, and training activities.
- Coordinate real estate funding and the Real Estate Quality Assurance program.
- Manage and dispose of real property interests, license agreements and railroad right of way to maximize returns on department-owned real estate.
- Monitor and oversee the appraisal, acquisition and relocation programs of local units of government to ensure compliance with state and federal laws.
- Analyze and authorize or deny oversize/overweight permit applications for the movement of vehicles and/or loads on state trunklines.
- Manage right of way construction permits, project utility coordination and accommodation, highway advertising and junkyard permitting, and the development and execution of trunkline and local agreements.
- Develop and implement statewide processes for the oversight of design and obligation of all local agency projects let by MDOT, ensuring all required state and federal regulations are met.
- Work closely with Planning, Real Estate, Agreements, Environmental, Construction, and Finance to ensure the effective delivery of the local program.

## Environmental Services Section

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

- Review, document and mitigate all MDOT projects under NEPA, as required by state and federal laws.
- Provide expertise to analyze 17 different environmental factors when performing project reviews, as well as coordinate with outside regulatory agencies to ensure projects meet environmental compliance standards.
- Manage a statewide wetland mitigation banking system.
- Complete or review hydraulic work for bridges and culverts, as well as provide support on drainage and water quality issues throughout the state.
- Perform and review preliminary site investigations for suspected contamination.
- Conduct traffic noise studies on highway projects to understand how a project will impact noise levels for nearby homes, parks, schools, and other locations where activities can be negatively affected by traffic noise.

## Office of Major Projects

This new office has been created to bring together all the uniquely experienced staff who manage innovative and complex major projects. This effort:

- Allows for a more consistent approach across all major projects.
- Improves redundancy and resiliency to ensure major projects remain on track in the event of staff changes or losses.
- Provides a clearer pathway for escalating project updates, decision-making, and issuing resolution to executive leadership.
- Provides better resource planning when big jobs are identified or completed.
- Improves understanding and execution of innovative contracting methods.
- Grows opportunities for knowledge transfer, including peer-to-peer sharing, learning and professional development amongst the team.





## Bureau of Field Services

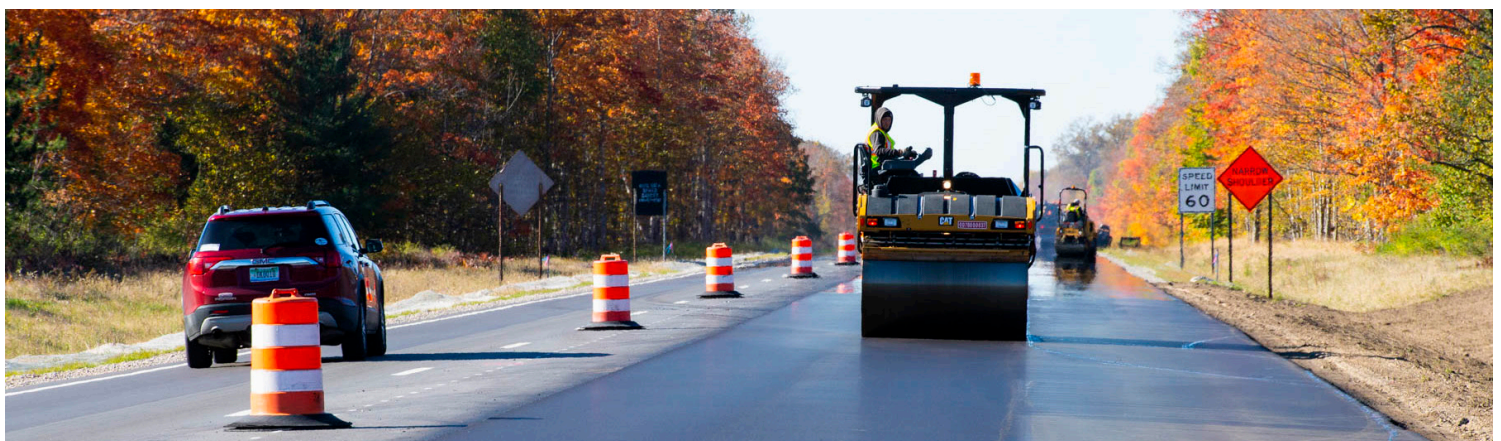
The Bureau of Field Services has two primary divisions and two administrative sections: Construction Field Services Division, Transportation Systems Management and Operations Division, Research Administration, and Safety and Security Administration.

### Construction Field Services Division

The Construction Field Services Division serves as the resource and service area for a wide variety of critical construction-related needs throughout the regions and central office. The division provides technical expertise and solutions in the areas of construction administration, materials and pavements. Its responsibilities include:

- Provide engineering support and technical expertise to the region offices for construction contract administration, pavements, materials, specifications, work zone traffic control, soil erosion and sedimentation control, and density technologies.
- Develop and implement standards, specifications, methods, and procedures for construction operations, administration, inspection, and testing.
- Provide the engineering, materials control and testing oversight for concrete and hot-mix asphalt paving for MDOT and local agency projects.
- Support local agencies by providing guidance, feedback, policy enhancement, and understanding of construction processes and policies.

- Provide engineering expertise and support for pavement management, pavement design and analysis statewide.
- Maintain the quality control/quality assurance testing and materials control plan for the construction program.
- Prepare and publish the Standard Specifications for Construction and all testing and materials procedures manuals and guidance used by MDOT, industry, consultants, permittees, and local agencies across the state.
- Administer the department's evaluation process for new and innovative materials.
- Identify required technical training needs and facilitate training programs to meet these needs for MDOT, local agencies and consultants.
- Administer the statewide warranty administration database.
- Improve statewide alignment and consistency for the administration and delivery of the annual construction program.
- Partner with Michigan construction industry, material suppliers, contractors, consultants, associations, and other state departments to ensure innovation, understanding and proper decision-making for projects funded by taxpayers.
- Advocate for practices that uphold MDOT's agreements with the federal government to ensure federal funding remains without barrier.





## Safety and Security Administration

The Safety and Security Administration holds four primary roles:

**Emergency Management:** This function covers six phases in the emergency management cycle, which include preparedness, response, recovery, mitigation, prevention, and risk reduction. Safety and Security Administration coordinates MDOT's efforts in emergency management and serves as the emergency management coordinator for MDOT.

**Homeland Security:** Safety and Security Administration coordinates homeland security activities and grant funding for MDOT and assists MDOT in protecting its transportation critical infrastructure (systems and assets). Risk assessments are conducted with law enforcement agencies and plans and procedures are implemented to maximize security and minimize the possibility of risk from security-related threats.

**Occupational Safety and Health:** This function is to prevent injuries and illnesses through heightened employee awareness, training opportunities, wearing of proper personal protective equipment, development of safe work practices or conditions, and regulatory compliance.

**Environmental Audits and Hazardous Materials:** Safety and Security Administration staff conduct environmental and safety site reviews and audits of MDOT facilities, coordinate management of emergency environmental spills, and serve as the hazardous materials routing representative for the State of Michigan.

## Transportation Systems Management and Operations Division

The Transportation Systems Management and Operations Division serves as the recognized resource and provides services and solutions for a wide variety of maintenance, safety and operations support needs throughout the regions and central office. The areas of responsibility include:

**Maintenance Services** is responsible for providing statewide support through highly specialized skills, technical support and training assistance to provide safe roads for the traveling public, to maintain the serviceability of the highway system and support facilities while preserving the state's investment in our transportation infrastructure. This includes key areas such as pump stations, lift bridges, salt sheds, the Adopt-A-Highway Program, maintenance decision support, asset management, statewide maintenance contracts, and statewide maintenance training programs. Operational support is provided to MDOT's 14 Welcome Centers, 77 rest areas, 82 roadside parks, 39 table sites, and 23 scenic turnouts.

**System Operations** focuses on several key areas: Traffic Incident Management (TIM), Congestion and Reliability, Statewide Traffic Signal Operations, and Design, as well as the Statewide Transportation Operations Center (STOC). The TIM work area provides a comprehensive program to ensure safe, efficient and reliable travel on the state's transportation system during incidents. STOC assists the motoring public with timely information and services for safe and reliable travel. The Congestion and Reliability Section provides extensive congestion and reliability support to ensure safe, efficient and reliable travel on Michigan's transportation system. This includes funding and developing traffic models of various alternatives for consideration by TSCs and region offices.



**Fleet Services** administers and manages the department's owned and leased vehicle and equipment fleet, including the contracting and procurement processes. This includes winter maintenance truck build-up, along with maintenance, repair and inspection of central-based vehicles and equipment. Additionally, they are responsible for leading and facilitating the department's statewide winter and spring preparedness inspections.

**Facilities Services** administers and manages projects on MDOT-owned facilities. This includes planning, budgeting, prioritizing, analyzing, scoping/assessing, designing, building, and maintaining facilities. Provides program management for MDOT's maintenance projects and work order processes. Responsible for developing and implementing the department's facilities call for projects, capital outlay prioritization, five-year strategic plan, and annual budget request. Also provides internal central support services with licensed facilities maintenance trades collaborating with local region maintenance staff to provide ongoing maintenance and repair services for MDOT-owned buildings.

**Intelligent Transportation Systems' (ITS)** mission is to provide high-quality, adaptive and integrated transportation technology solutions to improve safety and mobility for all users. ITS focuses on several key areas, including:

- Coordinating the statewide ITS Program,
- Coordinating the MDOT Signals Program and Strategies,
- Coordinating MDOT's automated vehicle activities and connected vehicle strategies,
- Working with peers in other states to determine best practices,
- Ensuring MDOT's ITS Program is in alignment with USDOT/FHWA,
- Participating in state and national technical committees, peer-to-peer exchanges and pooled-fund studies, and
- Monitoring and evaluating the effectiveness of MDOT's ITS Program strategies.

**Traffic and Safety's** mission is to apply the Safe System Approach through statewide strategies and initiatives to accommodate human mistakes and human tolerance levels. By delivering traffic safety services that are risk-based and data-driven, support is provided statewide through functions related to Safety Program Development, traffic signs, pavement markings, delineation, and speed limits in the department's effort to reduce traffic crashes and eliminate fatalities and serious injuries as we move Michigan Toward Zero Deaths.

## Research Administration

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

- Michigan individual research projects: These projects focus on MDOT research and are typically contracted to universities or consultants with MDOT managing the project.
- Pooled-fund research projects: These projects combine the resources of state departments of transportation, FHWA program offices, and private organizations to achieve common research goals. Some of these projects are led by MDOT while others are led by partnering states.

The Research Administration Section supports all functional areas of the department. The diversity of the program requires an organizational structure that is cross-functional and engages all levels of MDOT, in addition to universities, consultants and FHWA.

Research Administration staff communicate information related to all these responsibilities by publication and distribution of research documents, like Research Spotlights. It also includes dissemination of webinar information through national research partner initiatives like AASHTO and FHWA. The MDOT research website, [www.Michigan.gov/MDOTResearch](http://www.Michigan.gov/MDOTResearch), provides a wealth of information, including research publications, links to MDOT e-mail lists, links to national research websites, and program development/project management information.

## Commissions

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### State Transportation Commission

The State Transportation Commission (STC) is established in the Michigan Constitution, as amended, as a nonpartisan, six-member panel appointed by the governor. STC members are appointed to three-year terms. No more than three members of the STC can be affiliated with any one political party. As of 2018, the STC meets four times per year, once during each of the following months: January, April, July, and October. STC meetings are subject to the rules and guidelines of the Open Meetings Act. Meeting information is posted online at [www.Michigan.gov/MDOT/About/Commissions-Councils-Committees/Transportation-Commission](http://www.Michigan.gov/MDOT/About/Commissions-Councils-Committees/Transportation-Commission).

The role of the STC is to provide a public forum for transportation policy development and to monitor progress toward broader policy goals. The OCA reports directly to the STC and is charged with the overall responsibility to supervise and conduct auditing activities for MDOT. The commission auditor submits to the STC reports of financial and operational audits and investigations performed by staff for acceptance by the STC.

#### Commissioners

Michael D. Hayes, Chair

Heath E. Salisbury, Vice Chair

Rita Brown, Commissioner

Suzanne Schulz, Commissioner

Richard W. Turner, Commissioner

Rhonda Welburn, Commissioner

Vacant, MDOT Commission Adviser

Jack Cotter, Commission Auditor, CPA, CGMA

### Michigan Aeronautics Commission

The Michigan Aeronautics Commission, created by Public Act 327 of 1945, is charged with the general supervision of all aeronautics within the state. The purpose of the commission is to further the public interest and aeronautical development by providing for the protection and promotion of safety in aeronautics by:

- Cooperating in effecting uniformity of the laws relating to the development and regulation of aeronautics in the state.
- Reviewing existing statutes relative to the development and regulation of aeronautics.
- Effectively exercising jurisdiction over persons and property within the jurisdiction of the commission.
- Make other such rules as it may consider necessary to properly carry out the provisions of the Michigan Aeronautics Code.

The commission may develop a statewide system of airports, assist the political subdivisions of the state and others engaged in aeronautics, establish uniform rules and regulations consistent with federal regulations and those of other states, and make rules as it may consider necessary to properly carry out the provisions of the Michigan Aeronautics Code.

Of the nine commission members, five are appointed by the governor, with the advice and consent of the Senate, to serve four-year terms. Upon expiration of a term, a member may continue to serve until a successor is appointed. The other four members serve by virtue of their positions in state government.

The commission meets six times per year, once during each of the following months: January, March, May, July, September, and November. Meetings are subject to the rules and guidelines of the Open Meetings Act. Meeting information can be viewed on the Michigan Aeronautics Commission website at [www.Michigan.gov/Aero](http://www.Michigan.gov/Aero).



## **Aeronautics Commissioners**

Benjamin R. Carter, Chair, Farmington Hills

Russell Kavalhuna, Vice Chair, Dearborn

Kelly Burris, Commissioner, Pleasant Ridge

Rick Fiddler, Commissioner, Ada

Dr. Brian R. Smith, Commissioner, Grand Ledge

F/Lt. Greg Setla, Commissioner  
(Designee, Michigan State Police)

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

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

Laura J. Mester, Commissioner  
(Designee, Department of Transportation)

Bryan Budds, Director  
Michigan Aeronautics Commission

## **Michigan Transportation Asset Management Council**

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

TAMC is an 11-member board appointed by the MIC. The statute requires that two members be from nominations by the County Road Association, two members be from nominations by the Michigan Municipal League, and one member each as nominated by the Michigan Transportation Planning Association, the Michigan Association of Regions, the Michigan Association of Counties,

and the Michigan Townships Association. In addition, the STC also appoints two members from MDOT and one non-voting member to represent the Central Data Storage Agency selected by TAMC. Currently, the Central Data Storage Agency is the Center for Shared Solutions, which is part of the Michigan Department of Technology, Management and Budget.

The council meets monthly. Meetings are subject to the rules and guidelines of the Open Meetings Act. Meeting information can be viewed on the TAMC website at [www.Michigan.gov/MIC/TAMC](http://www.Michigan.gov/MIC/TAMC).

## **Transportation Asset Management Council**

Vacant (TAMC Chair)

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

Kelly R. Jones  
Michigan Association of Counties  
(Ingham County Road Department)

Ryan Buck  
Michigan Transportation Planning Association

James Hurt  
Michigan Municipal League (City of Grand Rapids)

Bob D. Slattery Jr.  
Michigan Municipal League

Jennifer Tubbs  
Michigan Townships Association

Rob Surber (Non-Voting)  
Michigan Central Data Agency/Center for  
Shared Solutions

Jim Snell  
Michigan Association of Regions

Arthur J. Green  
Michigan Department of Transportation

Eric Mullen  
Michigan Department of Transportation

Sarah Plumer (Council Coordinator)  
Hubbell, Roth & Clark, Inc.

# Transportation Funding

## Revenues

Transportation revenue comes primarily from two sources: motor fuel taxes and vehicle registration taxes. State taxes on fuel and vehicles are restricted to transportation purposes by Michigan's Constitution. In addition, 4.65 percent of vehicle-related sales tax is used for public transportation.

As of April 1, 2016, the MTF may receive revenue redirected from the General Fund. Beginning in FY 2019, income tax revenues were appropriated to the MTF for use by road agencies only. The amount appropriated annually since FY 2021 is \$600 million.

The typical Michigan motorist pays 2.7 cents in user fees per mile traveled, about \$1.12 a day for Michigan's entire road and transit system.

## Fuel Taxes

Roughly 40 percent of Michigan transportation revenue comes from state road-use fees applied to gasoline and diesel fuel. This amount fluctuates with the amount of travel and truck shipping and falls with increases in vehicle efficiency. Rising fuel prices do not increase transportation funding, as fuel is taxed at flat rates per gallon. In FY 2024, motor fuel fees will yield about \$1.5 billion.

On Jan. 1, 2024, Michigan's road-use fees were set at 30 cents per gallon for gasoline and diesel fuel.

Michigan is one of several states to apply sales tax to motor fuel. The usual 6 percent rate is applied to the total of fuel retail price and federal fuel tax and is credited mostly to the School Aid Fund. Virtually none of this revenue goes to the roads.

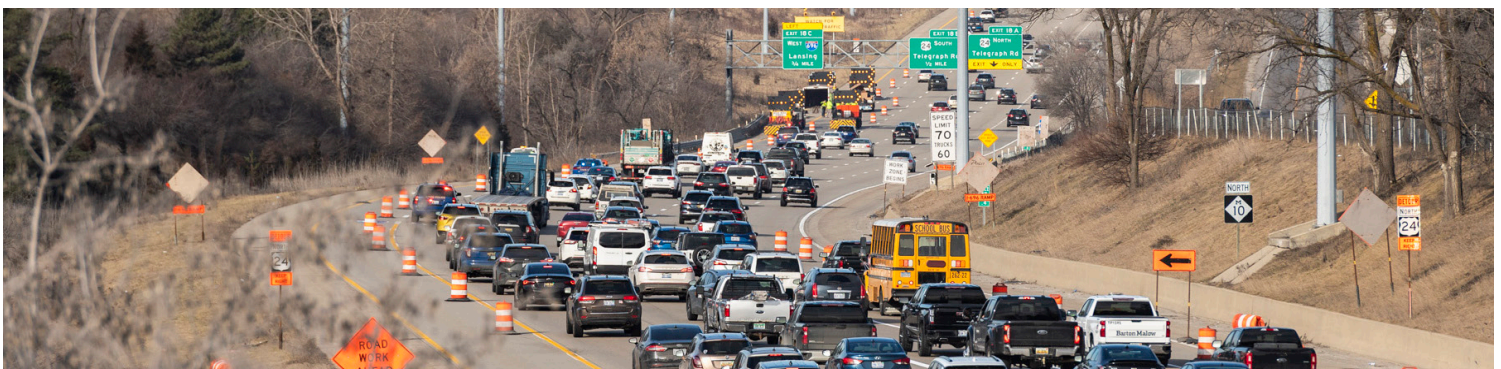
## Vehicle Registration Taxes

Another 40 percent of transportation funding comes from Michigan's vehicle registration tax and title fees, generating about \$1.5 billion in FY 2023. For autos and light trucks, this tax is based on each vehicle's list price, starting at 0.6 percent of the base price for a new car and falling to 0.44 percent for cars four years old or older. Heavy-truck registration taxes are based on the gross weight that each truck owner registers the truck to carry. For trucks in interstate commerce, fuel and registration taxes are not collected where the fuel or license plates are bought but are apportioned according to the miles traveled in each state.

Registration taxes rose by 20 percent for autos and light and heavy trucks on Jan. 1, 2017. Tax rates did not change for other vehicle classes such as pre-1984 cars, motorcycles, trailers, and discounted farm trucks and dealer plates. A \$57 per year surtax is applied to plug-in hybrid cars, and a \$155 surtax on pure electric cars with a vehicle empty weight of 8,000 pounds or less.

## Federal Aid

The last third of state transportation funding comes from federal aid. Federal fuel taxes of 18.4 cents per gallon on gasoline and 24.4 cents per gallon on diesel fuel are returned to the state for roads and public transportation. Federal aid is distributed by a formula awarding each state a percentage of the Highway Trust Fund based on historic shares. Nine major highway programs and nine major public transportation programs deliver most federal surface-transportation aid. Federal fuel taxes are divided into two accounts for distribution to the states: highway and public transit.



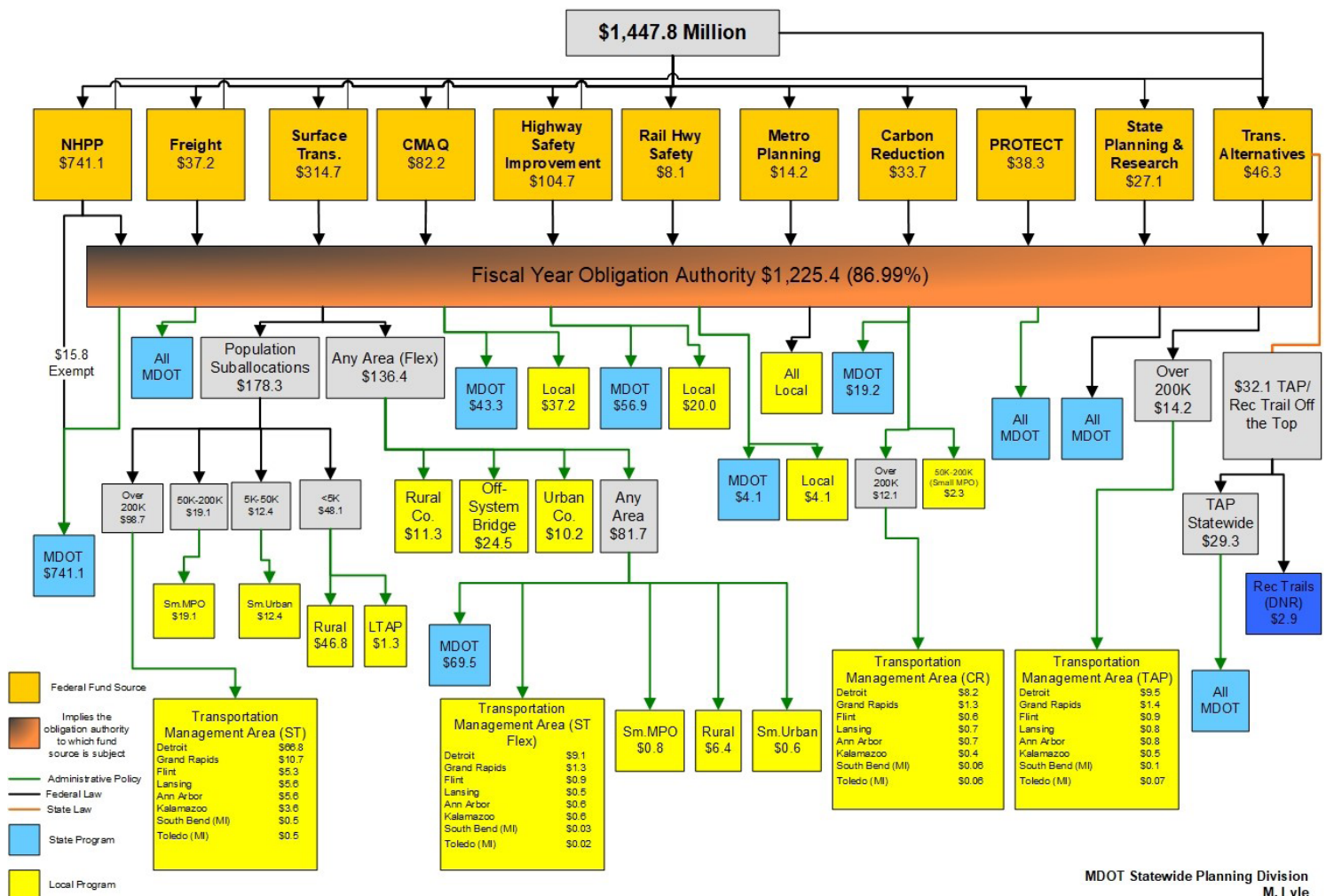
Federal funds for the federal-aid highway program are not cash and are not usually in the form of grants. Rather, the federal government reimburses MDOT for part of the cost of certain classes of road projects if the projects comply with federal requirements. These reimbursements typically cover 80 percent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

Federal funds for the federal transit program are usually in the form of formula and discretionary grants that MDOT or local transit agencies must apply for. Like highway projects, federal funding cannot be used to pay 100 percent of the cost of eligible transit projects. Rather, for capital projects, the federal share is limited to 80 percent of the project costs, and the federal share for projects to pay operating costs is limited to 50 percent. The remainder must come from state or local funds.

Almost all state highways, and approximately 30,000 miles of major county roads and city streets, are eligible for federal aid. Lightly traveled local roads and streets are not eligible. Michigan law requires that 25 percent of federal aid be made available for use by local road agencies. Routine maintenance is not a federally eligible expense.

The federal-aid highway program is routinely revised by Congress. Current programs and funding are authorized under legislation known as the Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (BIL). When Congress reauthorizes the federal program, it can change the rules by which federal aid is distributed.

## Federal Aid to Michigan Highways Program FY 2024





## Public Transportation Comprehensive Transportation Fund Revenue

The Public Transportation Program (which includes local transit, intercity bus, passenger rail, freight rail, marine, and port) receives most of its state funding through the Comprehensive Transportation Fund (CTF). Approximately two-thirds of CTF revenues are from the MTF, which is funded by the state motor fuel tax and vehicle registration fees. Therefore, revenue declines that affect the MTF also are felt by the CTF. The CTF also receives revenues from auto-related sales tax revenue, which varies from year to year and has been supplemented with General Fund programs in past years to access all available federal funds. Neither the distribution of the MTF to the CTF nor sales taxes to the CTF are constitutionally protected. Appropriation levels vary from year to year.



## Revenue for Local Transit Program

For the local transit portion of the Public Transportation Program, federal funds include formula funds and discretionary funds awarded to MDOT and urban transit agencies. The discretionary funds have been from FTA competitive programs. IIJA, enacted in 2021, authorized increased spending for transportation and infrastructure with an emphasis on “new” investments and programs. The net result for Michigan was increases in funding for operating and capital. In addition to the discretionary programs Michigan’s transit agencies have long relied on, several new discretionary programs were created under IIJA that further supported advancement in public transportation.

In addition, MDOT received approximately \$55 million in Coronavirus Response and Relief Supplemental Appropriations Act funding and approximately \$28 million in American Rescue Plan Act of 2021 funding in FY 2021 from the FTA.

## Revenue for Rail Programs

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

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

## Aviation Revenue

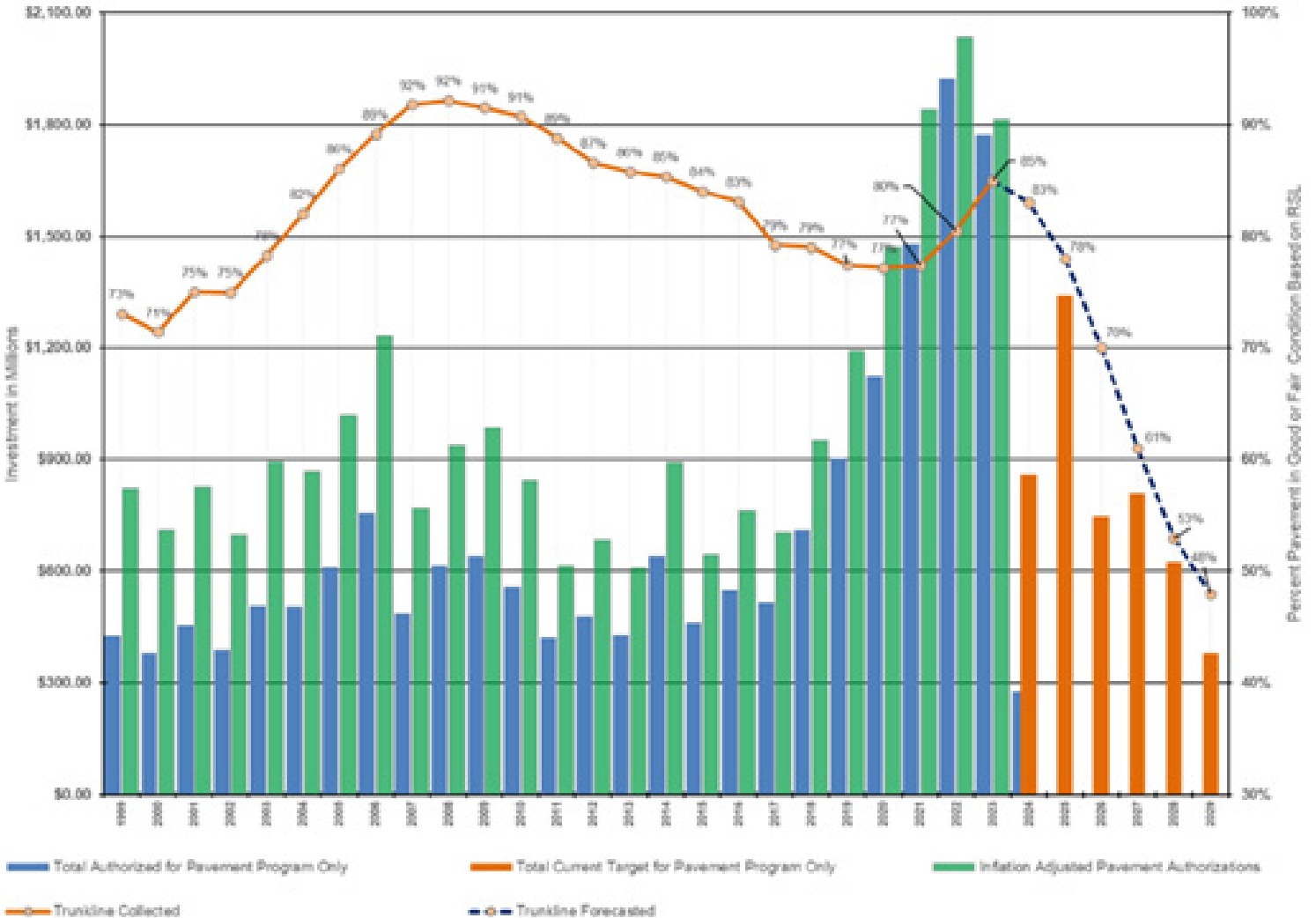
State funding of aviation is supported separately from all other forms of transportation in Michigan through the State Aeronautics Fund. Revenue is generated by an excise tax on aviation fuel, a portion of sales tax collected on aviation fuel, aircraft registrations, airport and aircraft dealer licensing,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

## Transportation Funding Outlook

Both at the state and federal levels, the future funding outlook for transportation is uncertain. Increasing fuel efficiency, alternative fuel vehicles, and other factors have eroded revenue that has historically been generated by transportation user fees. Several state and national studies have been conducted to examine the need for additional transportation investment. Across all these studies, the conclusion is that greater investment in transportation infrastructure is necessary to sustain economic growth and quality of life.

## MDOT Actual and Projected Trunkline Pavement Condition Versus Pavement Investment Level

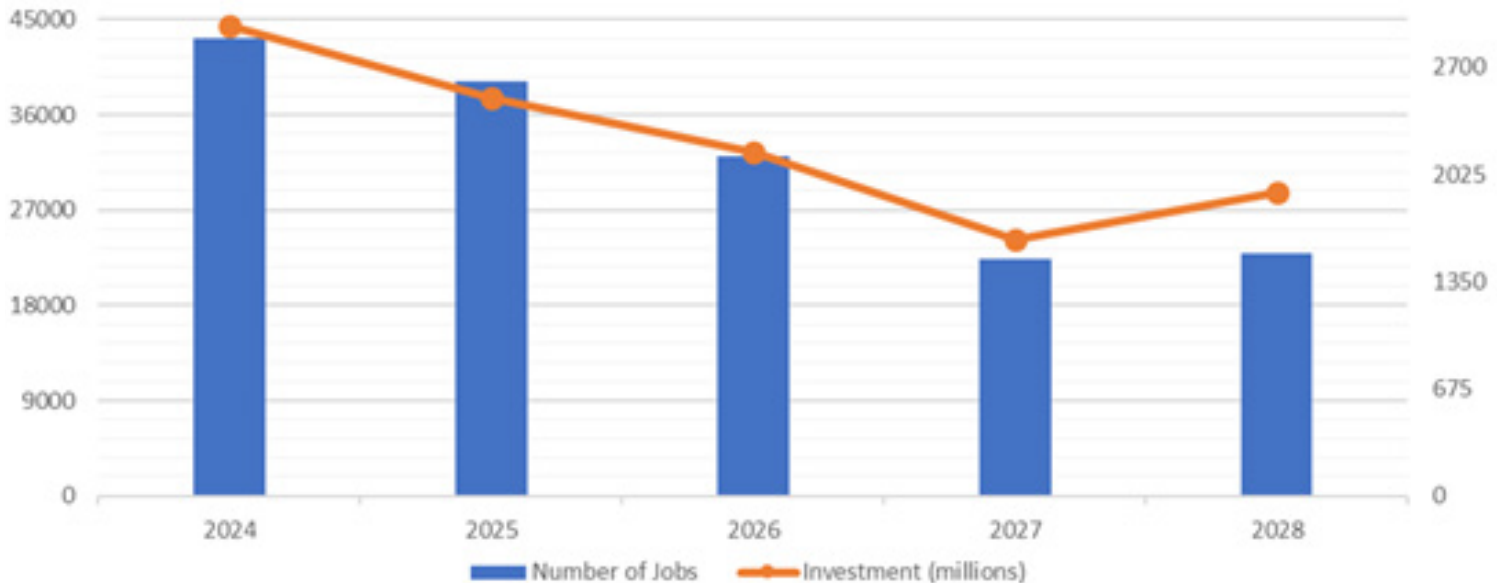
1999-2029



This future funding outlook was emphasized by the 21st Century Infrastructure Commission report in December 2016. That report took a comprehensive look at infrastructure needs and condition across assets, including transportation, energy, communications, and water and sewer infrastructure. The primary conclusions of the

report included the need to increase coordination and cooperation across assets and across agencies to reduce the cost of infrastructure, an increased emphasis on asset management across assets, and a need for increased investment in infrastructure, including transportation.

## Employment Supported by FY 2024-2028 Five-Year Capital Highway Program



## Department of Transportation Budget

### Budget Issues

After peaking in FY 2004, MTF revenues declined due to reduced vehicle sales, less commercial activity and more fuel-efficient vehicles. Simultaneous increases in materials and labor costs have eroded the purchasing power of these revenues. User fees were increased in January 2017, yielding an additional \$630 million in revenue for all transportation agencies. Beginning in FY 2019, income-tax revenue was credited to the MTF, and \$600 million in Redirected Income Tax was credited to roads in FY 2021 and in each subsequent year thereafter.

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

Since 2019, county and city-owned roads that are part of the paved federal-aid system have seen an increase in “good” and “fair” categorized pavement (as of 2023, 65 percent of local federal-aid lane miles are rated either good or fair according to the Pavement Surface Evaluation Rating). However, a 10-year pavement forecast performed in 2024 shows a reversal of this trend and gradual slide toward poorer pavement. This is due to inadequate long-term funding increases, which cannot keep pace with inflation. As poor roads increase, the cost needed to maintain or improve the system begins to compound. The 2023 TAMC Roads and Bridges Annual Report provides additional information on current trends and future projections for pavement and bridge condition.



## Recent Highway Program Investment

MDOT's FY 2023 Highway Program investments totaled approximately \$2.8 billion, including pre-construction phases (project scoping, environmental clearance, design, and right of way acquisition), routine maintenance, and projects. Highway Program investments included \$444 million in routine maintenance activities, such as snowplowing, roadside maintenance, and road and bridge repair between scheduled projects. Approximately 34,176 jobs were supported by MDOT's Highway Program in 2023.

MDOT provided Michigan travelers with approximately 1,187 lane miles of improved roads through the Road Rehabilitation and Reconstruction Program and 227 repaired and maintained bridges through the Repair and Rebuild Bridge Program. Additionally, MDOT managed good and fair condition roads by extending the life of approximately 914 miles of pavement through the Road Capital Preventive Maintenance Program.

## FY 2024 Investment

In FY 2024, MDOT anticipates an investment of approximately \$2.9 billion in state and federal funds to maintain Michigan's multimodal highway operations infrastructure. The impacts of this investment are anticipated to include 1,620 total lane miles of improvements, with 316 lane miles of rehabilitation and reconstruction, 961 lane miles of capital preventive maintenance, 343 lane miles of resurfacing, and replacement, preservation, and capital preventive maintenance on 209 bridges. In addition, 43,250 jobs will be supported, including both new jobs created and retention of existing ones.

## Rebuilding Michigan Bond Program

On Jan. 30, 2020, the STC adopted a resolution authorizing the issuance and sale of State of Michigan State Trunkline Fund Bonds as part of the Rebuilding Michigan Bond Program. This resolution authorized the sale of \$3.5 billion in bonds as part of a program to rebuild the state highways and bridges that are critical to the state's economy and carry the most traffic. The

investment strategy is aimed at fixes that result in longer useful lives and improves the condition of the state's infrastructure. In addition, this strategy allows MDOT to address key corridors and rebuild major segments of highly travelled interstates, such as I-69, I-75 and I-94, as well as several other busy freeways. As of June 2024, MDOT has issued \$2.8 billion in bonds as part of the program.

## Funding Distribution

### Michigan Transportation Fund

The MTF was established by Act 51 of 1951, which is the primary transportation-funding law. Act 51 appropriates road-user fees to MDOT and local governments. Other distributions are made in the Motor Vehicle Code and by the TEDF Act.

### Michigan Transportation Fund Distribution Formula

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

After "off-the-top" appropriations, Act 51 distributes the MTF to road agencies and to the CTF for public transportation, as shown below. What is called "the Act 51 formula" is the sum of about 10 standing appropriations dividing transportation revenues between state highways, public transportation, county roads, and city and village streets. The sum of these appropriations is estimated to produce this division of the MTF in FY 2024:

- State trunklines, 37.3 percent
- County roads, 35.3 percent
- City and village streets, 19.7 percent
- Comprehensive Transportation Fund, 7.7 percent

## State Trunkline Fund

Act 51 distributes about \$1.4 billion a year to the State Trunkline Fund to be used by MDOT for preservation, maintenance, administration, and debt service for state trunkline highways (I, M and US routes).

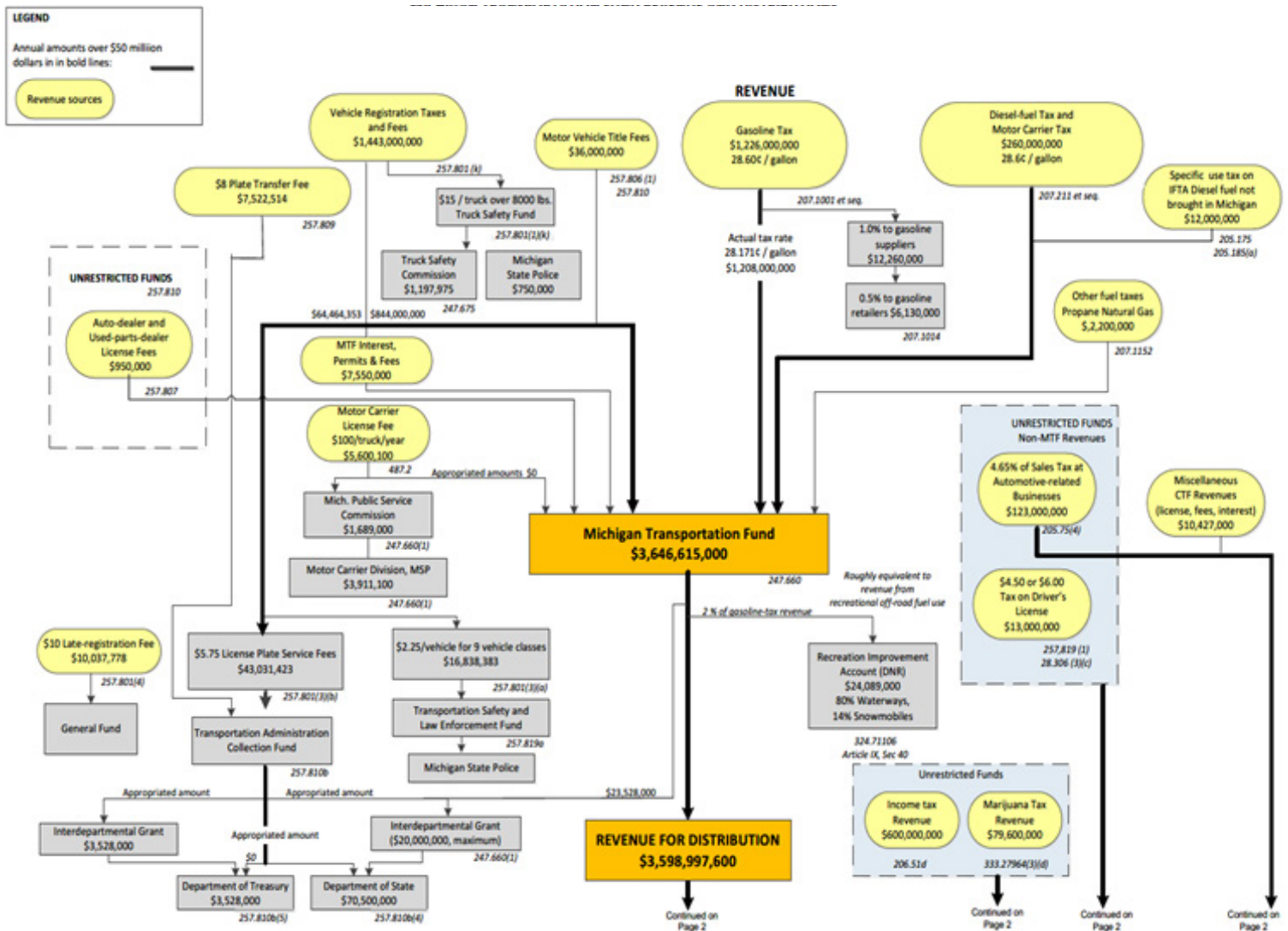
## Local Distributions

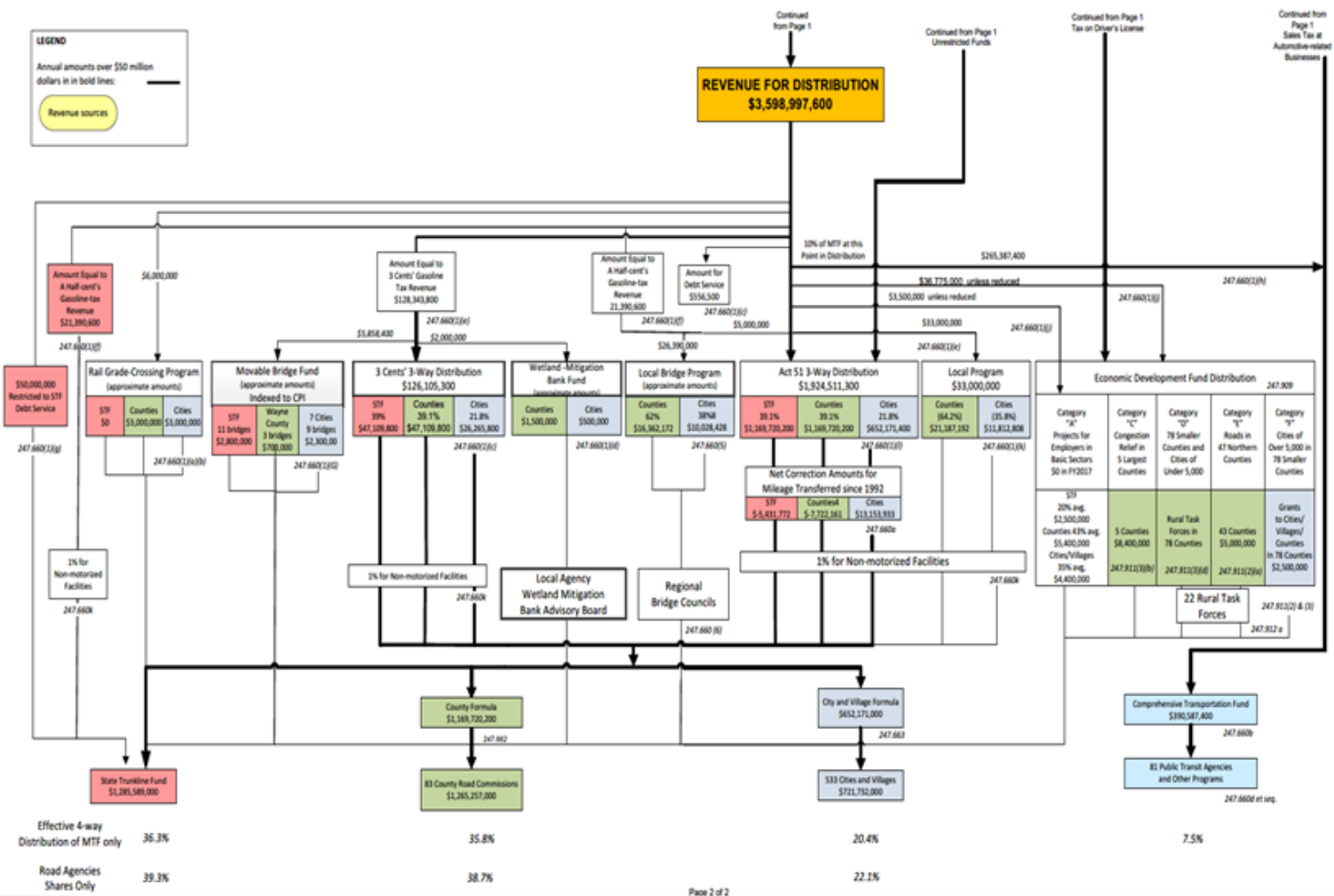
Act 51 also contains formulas distributing the local shares of the MTF to 83 county road commissions and 531 cities and villages. Approximately \$1.9 billion in user fees are distributed to local units each year. In some jurisdictions, this state aid is supplemented by county, township and municipal property taxes, revenue sharing or other funds. The county and city/village formulas are based on the value of auto registrations, population and the mileages of major and local roads.

## Michigan Transportation Fund Revenue and Distributions

*Under Act 51 as amended, and related acts, as amended 2020.  
State funds only, federal aid not shown. Edition of March 2023.*

*Showing approximate amounts for Fiscal Year 2023, based on ORTA estimates and other sources.*





### Comprehensive Transportation Fund

The CTF is used for bus, rail and marine transportation systems. Revenues are from road-user taxes and 4.65 percent of the vehicle-related sales tax. In FY 2024, the appropriated CTF is approximately 7.7 percent of the MTF (net of certain deductions) for distribution to local and intercity transportation providers and MDOT statewide programs. This share is limited by the state constitution to 10 percent of road-user fees, including county-option vehicle taxes for transit. The General Sales Tax Act appropriates 4.65 percent of the sales tax collected by vehicle-related retailers to the CTF, unless the Legislature appropriates these non-dedicated funds to other uses. Historically, this sales tax revenue is roughly one-third of the CTF's state revenue, and more than half of it will be repealed if the sales tax is removed from vehicle fuel. Year-end balances lapse to the CTF for the following FY.

### State Aeronautics Fund

The State Aeronautics Fund is dedicated to local airports and is separate from the MTF. The budget is subject to annual legislative review and appropriation. The funding source consists mostly of federal and local contributions, aviation fuel taxes and a portion of sales tax on aviation fuel. The current aviation fuel tax rate is 3 cents per gallon on all fuel sold or used for propelling aircraft on aeronautical facilities in Michigan. A refund of 1.5 cents per gallon is made to commercial airline operators that are operating interstate on scheduled operations.



## Transportation-Related Acronym List

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AASHTO	American Association of State Highway and Transportation Officials	HPMS	Highway Performance Monitoring System
ACIP	Airport Capital Improvement Program	HR	Human Resources
ADA	Americans With Disabilities Act	I	Interstate
AMP	Asset Management and Policy (Division)	IIJA	Infrastructure Investment and Jobs Act
AMTRAK	National Rail Passenger Corp.	IT	Information Technology
ASC	Accounting Service Center	ITS	Intelligent Transportation Systems
BEP	Bonding and Education Program	LTAP	Local Technical Assistance Program
BTP	Bureau of Transportation Planning	MBA	Mackinac Bridge Authority
CCEIO	Chief Culture, Equity and Inclusion Officer	MDOT	Michigan Department of Transportation
CFR	Code of Federal Regulations	MEDC	Michigan Economic Development Corp.
CMAQ	Congestion Mitigation and Air Quality	MIC	Michigan Infrastructure Council
CPA	Certified Public Accountant	MM2045	2045 Long-Range Transportation Plan
CS	Complete Streets	MMUTCD	Michigan Manual on Uniform Traffic Control Devices
CSS	Context Sensitive Solutions	MPH	Miles Per Hour
CTF	Comprehensive Transportation Fund	MPO	Metropolitan Planning Organization
DBE	Disadvantaged Business Enterprise	MSP	Michigan State Police
EEO	Equal Employment Opportunity	MTF	Michigan Transportation Fund
EIM	Enterprise Information Management	NEPA	National Environmental Policy Act
FAA	Federal Aviation Administration	NHS	National Highway System (Act)
FHWA	Federal Highway Administration	NTFA	Non-Trunkline Federal Aid Program
FOIA	Freedom of Information Act	OCA	Office of Commission Audit
FTA	Federal Transit Administration	OED	Office of Economic Development
FY	Fiscal Year	OJT	On the Job Training (Program)
GIS	Geospatial Information System (Data Oversight and GIS Management Program)	OPT	Office of Passenger Transportation

P.E.	Professional Engineer
ROW	Right of Way
SBP	Small Business Program
SEMTOC	Southeast Michigan Transportation Operations Center
SIB	State Infrastructure Bank
SLRTP	State Long-Range Transportation Plan
SRTS	Safe Routes to School
STC	State Transportation Commission
STIP	State Transportation Improvement Program
STOC	Statewide Transportation Operations Center
STPD	Statewide Transportation Planning Division
SWAD	Statewide Warranty Administration Database
TAMC	Transportation Asset Management Council
TAP	Transportation Alternatives Program
TEDF	Transportation Economic Development Fund
TIP	Transportation Improvement Program
TSC	Transportation Service Center
UAS	Unmanned Aerial Systems
US	United States
USC	United States Code
USDOT	United States Department of Transportation









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**Information current as of January 2025**