



WASHTENAW COUNTY ROAD COMMISSION

*CAPITAL IMPROVEMENT PLAN
2010 ~ 2014*

November 03, 2009

Washtenaw County Board of
Road Commissioners

COMMISSIONERS
DAVID E. RUTLEDGE
CHAIR
DOUGLAS E. FULLER
VICE CHAIR
FRED J. VEIGEL
MEMBER

**WASHTENAW COUNTY
BOARD OF COUNTY ROAD
COMMISSIONERS**
555 NORTH ZEEB ROAD
ANN ARBOR, MICHIGAN 48103
WWW.WCROADS.ORG

STEVEN M. PUURI, P.E.
MANAGING DIRECTOR
ROY D. TOWNSEND, P.E.
DIRECTOR OF ENGINEERING/
COUNTY HIGHWAY ENGINEER
JAMES D. HARMON, P.E.
DIRECTOR OF OPERATIONS
TELEPHONE (734) 761-1500
FAX (734) 761-3239

November 3, 2009

Dear Valued Partner in Transportation:

The Washtenaw County Road Commission is proud to present the latest update of our Capital Improvement Program to the citizens of Washtenaw County. I want to credit the Board of County Road Commissioners for their vision and direction as we updated this important plan for our agency and stakeholders. In addition, a tremendous amount of credit must be extended to the Road Commission staff who dedicated their time and expertise in developing this outstanding planning and communication tool. Also, our staff is commended for their exemplary efforts to engage our township officials and other key stakeholders throughout the Capital Improvement Plan update process.

Our Capital Improvement Plan update process has proven to be a valuable experience for the Road Commission and we want to ensure that our process meets the expectations of our transportation partners in Washtenaw County.

This booklet provides an opportunity for the Road Commission to present our five year plan and priorities to the local agencies and other stakeholders. It is our goal to assist other planning and transportation agency partners in coordinating our community project and collaborate our efforts in these financially challenging times. This update fulfills our intention to annually consult with our valued partners, so that we can continue to work together to effectively accomplish the best transportation improvements for all those who travel the road system in Washtenaw County.

With this Capital Improvement Plan as our guide, we are committing to do our utmost to continue to provide a sustainable world class transportation system in a fiscally responsible manner, which meets the expectations of our community.

Sincerely,



Steve M. Puuri

Managing Director

Index

| | |
|---|----|
| Introduction | 1 |
| Capital Improvement Plan and The Annual Budget | 3 |
| Project Type | 5 |
| Funding Sources | 6 |
| 2010~2014 Capital Improvement Plan Planned Capital Investments | 7 |
| Unfunded Projects | 8 |
| Project Examples from 2009 | 10 |
| | |
| Appendices | |
| Appendix A – Project Evaluation & Selection Process | 18 |
| Appendix B – Process Definitions & Justification | 20 |
| Appendix C – Program Goals | 23 |
| Appendix D – Funding Sources | 25 |

Introduction

Capital Improvement Plan.

A Capital Improvement Plan (CIP) is a blueprint for mapping an agency's capital expenditures. It coordinates community planning, financial capacity, and physical development.

A Successful CIP

A successful CIP will:

- √ Facilitate coordination between capital needs and the operating budget
- √ Identify the most economical means of financing capital projects
- √ Increase opportunities for leveraging federal and state grants and local funding
- √ Relate public road and bridge facilities to other public and private development plans
- √ Incorporate community objectives into project planning
- √ Inform the public about future projects and plans

History

In 2005, the Washtenaw County Road Commission (WCRC) implemented its first Capital Improvement Plan. This document is the sixth of its kind covering five (5) years of projects and planned expenditures for the years 2010-2014.

In June of 2009, the Road Commission solicited input from the local elected officials to complete this CIP update. Projects suggested from these local units of government are included in the Plan

History (continued)

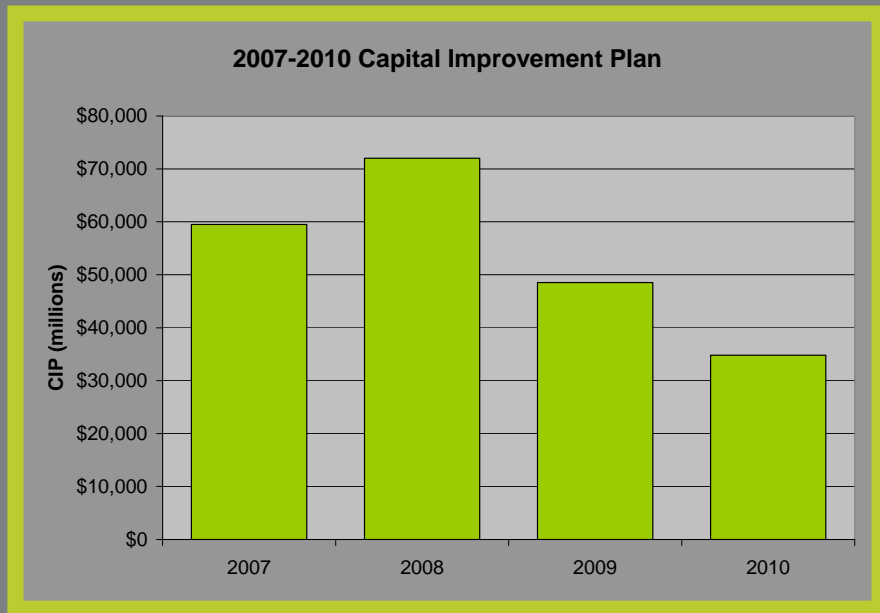
provided they meet the eligibility requirements of the CIP and the funding has been identified.

The 2010-2014 CIP includes planned expenditures on road and bridge projects, as well as facilities and equipment. This update has revised some schedules from the previous CIP, as well as funding amounts, while leaving most of the identified projects intact. This should assure our stakeholders that we are striving to continuously advance sound capital investment planning practices and principles.

The CIP has been developed to advance the highest priority improvements where we are able to identify sufficient resources.

A five-year "snapshot" of large investments will invariably create the situation where the relative balance of funds will at times look inconsistent with our desire to provide a balanced and equitable program. The challenge is to distribute the limited capital resources equitably as we attempt to address all of the transportation needs throughout Washtenaw County.

The process for project evaluation and selection in developing the annual Capital Improvement Plan is detailed in Appendix "A".



Capital Improvement Plan Investment Totals 2007 ~ 2010.

This chart illustrates the total capital investment included in the current CIP and our previous plans. The substantial reduction in our current CIP will continue unless new revenue sources are identified

Capital Improvement Plan & the Annual Budget

How the CIP and Annual Budget are Integrated

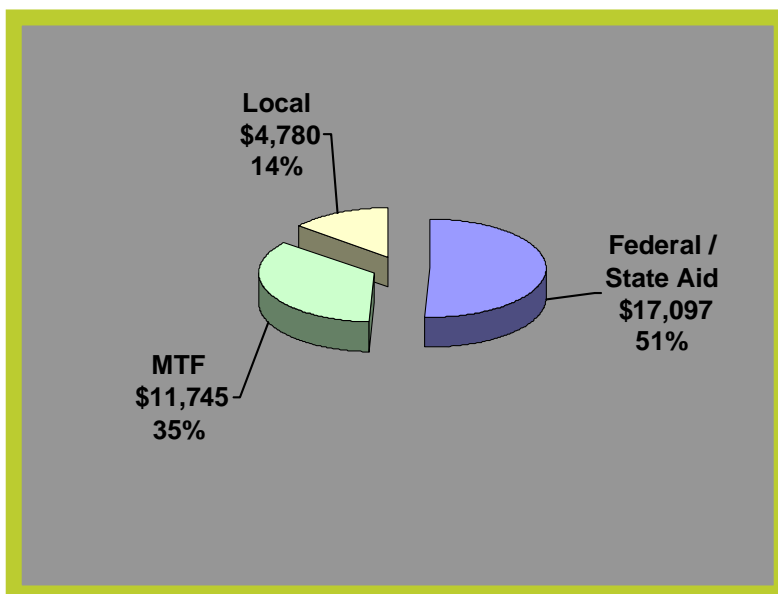
The annual Road Commission budget includes a certain number of capital improvement projects as well as the usual operational expenses for routine maintenance, road materials, equipment, facilities, and administrative costs.

The steady decline of Michigan Transportation Funds (MTF) monies received has forced the WCRC to scale back on a number of projects as well as the amount of resources allocated to other capital improvements. This change resulted in reducing projects from 37 to 32, which in turn decreased project dollars by \$14,942 compared to the 2009-2013 CIP.

The Road Commission's CIP provides a picture of our vision for a reasonably safe, convenient, and improved county road system for the next five years given the resources available.

The following graphs demonstrate the relative amounts of capital improvement in this five-year CIP by the funding source, by the type of improvement, and by the nature of the activity.

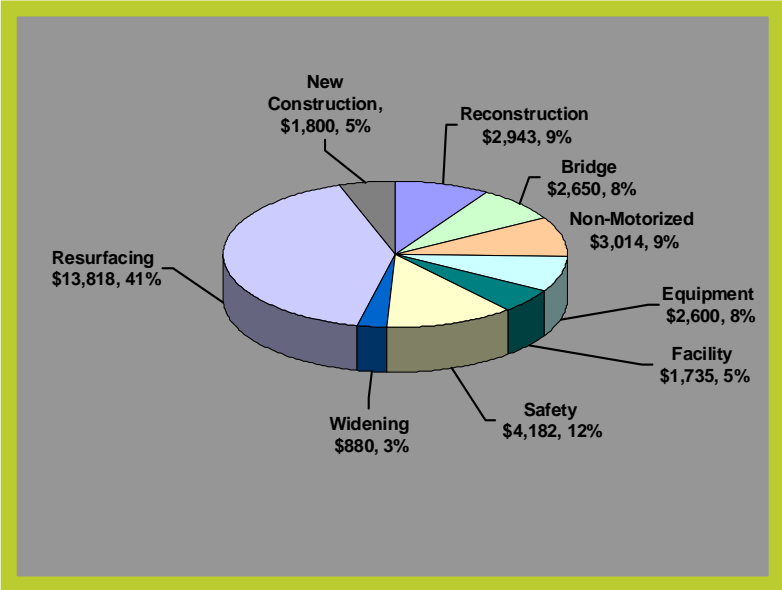
(continues on next page)



Expenditures by Funding Sources.

Federal and state money is acquired through grants that usually require local match dollars. The local match dollars are provided by the Road Commission with Michigan Transportation Funds (MTF), townships, or other sources. The MTF dollars are expected to decrease in 2010 and we project the MTF level to continue to decline in future years.

Capital Improvement Plan & the Annual Budget

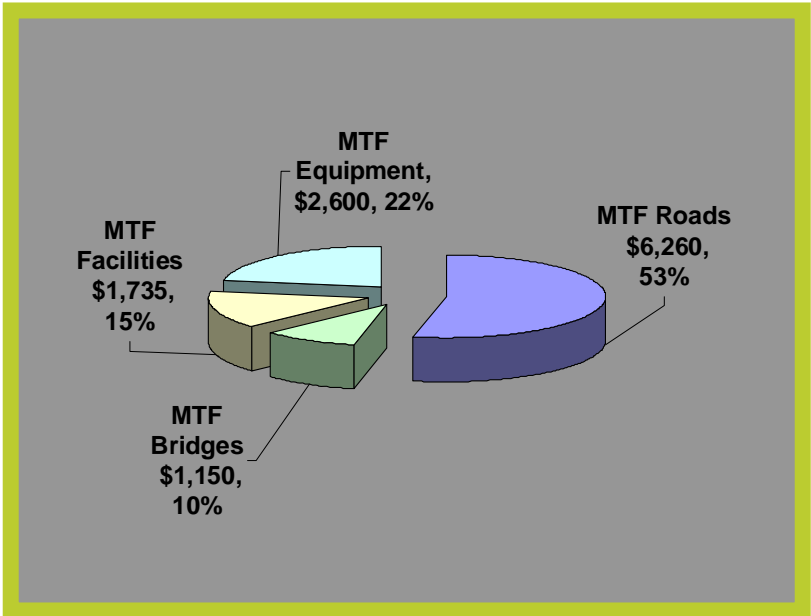


Expenditures by Project Type.

The Road Commission attempts to balance expenditures by project type based on the relative priority (as shown in graph on left). The actual expenditures often are influenced by the availability of resources that can be secured. (Refer to table on next page for an alternate breakdown of this information).

MTF Expenditures by Category.

A large portion of the Road Commission's Michigan Transportation Funds (MTF) is invested in road and bridge capital improvements. The Road Commission also uses MTF funds for capital investments in equipment and facilities. (Routine maintenance is not included in this breakdown).



Project Type

This table indicates the total number of projects for each category for the time period 2010 to 2014, as well as the total costs, and the corresponding percentages.

| Type | Number | Cost | % Based on Number | % Based on Cost |
|------------------|--------|----------|----------------------|--------------------|
| New Construction | 1 | \$1,800 | 3% | 5% |
| Reconstruction | 1 | \$2,943 | 3% | 9% |
| Bridge | 3 | \$2,650 | 10% | 8% |
| Non-Motorized | 3 | \$3,014 | 10% | 9% |
| Equipment | 1 | \$2,600 | 3% | 8% |
| Facility | 3 | \$1,735 | 9% | 5% |
| Safety | 7 | \$4,182 | 22% | 12% |
| Widening | 1 | \$880 | 3% | 3% |
| Resurfacing | 12 | \$13,818 | 38% | 41% |
| Total | 32 | \$33,622 | 100% | 100% |

Funding Sources

The table below summarizes the major categories of funding sources. (See Appendix D for a more detailed description of these funding sources.)

| Funding Source | Costs (1,000's) | %Based on Cost |
|--|--------------------|-------------------|
| Michigan Department of Transportation | \$588 | 2% |
| Congestion Mitigation and Air Quality Improvement Program (CMAQ) | \$0 | 0% |
| Bridge Program - State | \$1,380 | 4% |
| Transportation Economic Development Fund, Category A (TEDF-A) | \$0 | 0% |
| Transportation Economic Development Fund, Category D(TEDF-D) | \$2,193 | 7% |
| Transportation Economic Development Fund, Category F (TEDF-F) | \$0 | 0% |
| High Priority Projects (HPP) | \$0 | 0% |
| Local Contributions | \$4,780 | 14% |
| Michigan Transportation Fund (MTF); aka WCRC General Fund | \$11,745 | 35% |
| Surface Transportation Program Enhancement (STPE) | \$780 | 2% |
| Surface Transportation Program Rural (STPR) | \$1,752 | 5% |
| Surface Transportation Program Safety (STPS) | \$1,080 | 3% |
| Surface Transportation Program Urban (STPU) | \$8,349 | 25% |
| American Recovery and Reinvestment Act of 2009 (ARRA) | \$975 | 3% |
| Total: | \$33,622 | 100% |

The Capital Improvement Plan and 2010 ~ 2014 Unfunded Projects

Projects Identified but not Funded

Through the planning process and by interacting with stakeholders, the Road Commission has identified 75 unfunded projects with an associated approximate cost of \$97 million.

The following page is a table of the unfunded projects in alphabetical order by township. Although these projects have been identified from previous planning activities, the 2010~2014 Capital Improvement Program cannot accommodate them due to current financial constraints.

These proposed capital improvement projects will be considered for inclusion in a future CIP year, or addressed through routine maintenance activities

(continues on next page)

Project Examples from 2009

East Delhi Road Bridge over the Huron River.

The East Delhi Road Bridge project began in 2008 and consisted of the rehabilitation of the existing structure over the Huron River, traffic signal installation on each side of the bridge, and related road approach work. This \$1.5 million project was paid for using state local bridge program funds along with contributions from Scio Township, Huron-Clinton Metroparks, the East Delhi Bridge Conservancy and the Road Commission.



Hewitt Road.

Hewitt Road between Packard Road and Clark Road in Ypsilanti Township was a partnership project with Ypsilanti Communities Utility Authority (YCUA) to upgrade the watermain system and resurface the roadway. This \$1 million project was paid for by federal, YCUA, and Road Commission funds.



Jackson Road Phase III.

Jackson Road Phase III is a continuation of the existing boulevard from the Honey Creek crossing to Dino Drive. This two-year project was started in 2008 and is expected to be completed in the spring of 2010. Phase III is similar to the first two phases and consists of a concrete four-lane boulevard with curb and gutter, bike lanes, and sidewalks. In addition, the watermain and sanitary have been upgraded with the road project. This \$14 million project is being paid for by the Scio Downtown Development Authority (DDA), state and federal sources. and the Scio Township sewer fund.



Project Examples from 2009

Dexter Main Street Bridge over Mill Creek.

The Dexter Main Street Bridge project over Mill Creek in the Village of Dexter and Scio Township consisted of the removal and replacement of the existing bridge and removal of the Mill Creek Dam. This \$2.52 million project began in 2008 and was completed in June of 2009. The project was funded by the state local bridge program, the Village of Dexter, and the Road Commission. Items related to the dam removal and aesthetic features of the bridge were funded by the Village of Dexter and the Village Downtown Development Authority.



Milan-Oakville Road.

The Milan-Oakville Road project between Gooding Road and the city limits of Milan in Augusta and York Townships consisted of the resurfacing and rehabilitation of Milan-Oakville Road along with drainage improvements and replacement of a road crossing box culvert. This \$2.8 million project was paid for by federal, state, and Road Commission funds.



State Road and Michigan Avenue.

The project on State Road, Old State Road, Moon Road, Campus Parkway, and Michigan Avenue related to the new Wal-Mart store in Pittsfield Township began in September 2008. This project consisted of reconstruction and widening of the various roads as well as installation and updating of traffic signals. The entire project cost was paid for by Wal-mart.



Project Examples from 2009

Plymouth Road Bridge over Flemming Creek.

The Plymouth Road Bridge over Flemming Creek project in Superior Township consisted of replacing the existing bridge structure. This \$800,000 project was paid for using federal and state local bridge funds as well as Road Commission funds. The bridge reopened in September of 2009.



Plymouth Road at Gotfredson Road.

Plymouth Road at Gotfredson Road in Superior Township was a \$480,000 project to construct center, left-turn lanes, and install a traffic signal. The cost of this project was paid for using federal safety funds as well as Road Commission funds.



Platt Road Greenway.

The Platt Road Greenway in Pittsfield Township is a 10 ft. wide, non-motorized pathway which runs along the east side of Platt Road between Ellsworth Road and Us-12 (Michigan Avenue). This \$1.4 million project was paid for by federal enhancement, high priority funds, Pittsfield Township, and Washtenaw County Parks funding.



Project Examples from 2009

Clark Road.

The Clark Road Project consisted of milling and resurfacing approximately 0.8 mile of urban roadway including an area along the southern entrance to Washtenaw Community College. The project was funded with Michigan Transportation Fund (MTF), Washtenaw Community College, Pittsfield Township, and Ann Arbor Township contributions at a cost of \$150k.



Hankerd Road.

The Hankerd Road Project consisted of a combination of sealcoating and resurfacing approximately 3 miles of rural roadway leading into the Pinckney Recreational Area. The project was funded with Michigan Transportation Fund (MTF) money at a cost of \$120k.



Schneider Road.

The Schneider Road Project consisted of a combination of sealcoating and resurfacing approximately 3 miles of rural roadway connecting the two major routes of Pleasant Lake Road and Austin Road. The project funded with Michigan Transportation Fund (MTF) money at a cost of \$140k.



Project Examples from 2009

Ann Arbor-Saline Road.

The Ann Arbor-Saline Road Project consisted of milling and resurfacing approximately 1.7 mile of urban roadway along a busy route between the cities of Saline and Ann Arbor. The project was funded with a combination of local contributions from Freedom Township area gravel operations and Michigan Transportation Fund (MTF) money at a cost of \$200k.



Cherry Hill Road.

The Cherry Hill Road Project consisted of pulverizing and resurfacing approximately 1.2 mile of roadway. The project was funded with a combination of contributions from Superior Township and Michigan Transportation Fund (MTF) money at a cost of \$171k.



Special Assessment Districts – Local Subdivision Roads.

Two Special Assessment District (SAD) Projects were completed in 2009. Both projects addressed local subdivision roads. One subdivision is located in Scio Township and one in Pittsfield Township. Both projects were funded with monies secured through the Special Assessment District process (Public Act 246 of 1931).



Washtenaw County Road Commission

Board of County Road Commissioners
Resolution No. RC09-358

David E. Rutledge
Chair

Douglas E. Fuller
Vice-Chair

Fred J. Veigel
Member

555 N. Zeeb Road
Ann Arbor, Michigan 48103
www.wcroads.org

P: 734-761-1500
F: 734-761-3239

Appendices

Appendix A
Project Evaluation & Selection Process..... 18

Appendix B
Process Definitions & Justifications 21

Appendix C
Program Goals 24

Appendix D
Funding Sources 26

Appendix A – Project Evaluation & Selection Process

In developing the 2010-2014 CIP, the Road Commission followed the following process:

1. Completed an inventory of existing county-wide facilities and Road Commission assets
2. Gathered information and requests for road improvements from Governmental Stakeholders
3. Developed a financial forecast
4. Compiled road improvement projects requests
5. Evaluated and prioritized project requests
6. Obtained public comments to prepare for final CIP
7. Obtained WCRC Board adopted of the CIP

Appendix A – Project Evaluation & Selection Process (continued)

The CIP schedules capital improvements over a five (5) year period. The Plan specifically explains the what, where, and when of a project, in addition to the associated costs and financial source(s) for the construction. The CIP also includes planned expenditures for all projects to be initiated within its time line:

- Local project requests:
- Road Commission-identified road improvement needs;
- Anticipated costs for adequately maintaining Road Commission facilities and equipment; and
- Projects associated with proposed developments

Annually, the Road Commission evaluates and quantifies its road, bridge, facility, and equipment assets to prioritize those that require attention. Inventories are conducted and maintained by each department to identify current resources and needs, including items that require replacement or repair. The annual review of these inventories may also reveal areas where new technology may be needed, or previously unused resources may benefit the Road Commission.

Upon completion of the inventory reviews, the Road Commission then gathers input from local government units and other partners to solicit candidate projects; this part of the process helps to ensure a comprehensive level of participation from all of our valued stakeholders.

Developing the financial forecast is next, and is based on anticipated funding and historical data. The values included in this forecast must also account for decreased purchasing power of funds due to inflation.

As potential projects are submitted and compiled into a preliminary list, road commission staff then collects baseline data on each entry and rates its merits as follows:

Vital

- Corrects an emergency condition dangerous to public health, safety or welfare;
- Prevents an emergency or condition dangerous to the public health, safety, or welfare; or
- Complies with federal or state requirements whose implementation time frame is too short to allow for long range planning.

Important

- Is consistent with an adopted or anticipated element of local government Master Plans, a federal or state requirement whose implementation time line allows for longer-range planning, or a Road Commission or local agency approved policy.
- Is required to complete a major public improvement; or
- Is central to the economic stability of the county.

Desirable

- Can be postponed without detriment to present services;
- Is worthwhile if funding becomes available;
- Validity of planning and validity of timing have been established; or
- Is needed in order to correct an inequitable distribution of public improvements in the past and would benefit the community.

In general, it can be said that capital investments are permanent improvements that cost at least \$100,000 and add value to the county road network. Thus, in addition to being rated by the above –listed merits, each project must also clear the following, initial eligibility criteria:

- A project must constitute a permanent, physical, or system improvement in excess of \$100,000; or
- Is a significant equipment purchase in excess of \$100,000, with a useful life of at least 10 years; or
- Is a study costing at least \$100,000 that will lead to a project; and/or
- Will add to the value or capacity of the county road network.

Appendix A – Project Evaluation & Selection Process (continued)

After the initial eligibility is determined, each project must then undergo the following extensive evaluation process in order to be included in the CIP:

1. Collection of baseline data such as traffic volume, safety issues, pavement condition, and other criteria
2. Justification of the merits of the project in relation to overall goals and policies inherent in the Capital Improvement Plan (See Appendix C)
3. Prioritization of each proposed capital investment based on public safety, minimizing operational costs, funding constraints, and coordination with internal and external schedules.

Capital Investments that meet the eligibility criteria with a low evaluation score or where funding could not be identified are listed as **Unfunded Projects**. This process provides the necessary steps to move a capital investment from the “idea state” into the Plan for completion, or to address it through other activities (i.e., maintenance).

In addition, there are some capital investment not included in the Plan at all, as they are expenditures that are either addressed through the recurring, day-to-day maintenance activities of the Road Commission, or are not able to be programmed into the CIP due to ineligibility or low priority.

Once a final list of project is agreed upon by the staff, a “Draft” CIP is presented to the Washtenaw County Board of Road Commissioners for review and acceptance. The draft version is then distributed to governmental stakeholders, county-wide planning agencies, and the public for further comment.

After the final feedback is reviewed by Road Commission staff and changes are made to the document, if necessary, the CIP is offered to the Board of Road Commissioners for final approval. The first year of the Plan is then incorporated into the Road Commission’s annual budget process as the capital budget for the next year.

Appendix B – Process Definitions & Justification

Capital Improvement Projects – Projects considered capital improvements are large, expensive and relatively permanent in nature, only the major projects for the Road Commission for the next five years are considered. The Capital Improvement Plan proposes project funding relative to the anticipated availability of resources. The following information is evaluated for each capital project.

Program Summary – Describes the specific capital improvement project.

Project Selection Criteria and Evaluation – lists the standards used to determine project selection and priority justification.

Project Implementation – details legislation and planning documents related to the project and the schedule under which the project will follow.

Expenditures – Presents the funding source of the amount that will be spent in each fiscal year.

CIP Categories – There are four main categories for projects include in the plan:

- Roads and Intersections
- Bridges and Culverts
- Facilities and Equipment
- Non-Motorized

CIP Criteria Once the following criteria for project selection:

- Be consistent with (1) an adopted or anticipated component of county or township plans; (2) a state or federal requirement; or (3) a Road Commission approved policy.
- Constitutes a permanent, physical or system improvement in excess of \$100,000; or significant equipment purchases in excess of \$100,000; or a study of at least \$100,000 that will lead to such projects
- Add to the value or capacity to the county road network.

Roads and Intersections – The Washtenaw County Road Commission currently maintains 1,647 miles of certified roads in the county road system; out of these total miles, 770 are soft-surface (gravel) roads. There are 112 bridges and more than 2,000 culverts also maintained by the agency. In addition, the Road Commission is contracted by the Michigan Department of Transportation to maintain approximately 590 lane miles of State Trunkline.

All primary (588 miles) and local (1,054 miles) public roads in Washtenaw County that are outside the cities and villages are maintained by Road Commission crews, who provide such services as dust control, gravel road grading, snow removal, pavement resurfacing, storm drainage, tree removal and a variety of other services, including but not limited to road and bridge construction, sign and signal maintenance, pavement marking and guardrail repairs.

The Capital Improvement Plan provides for the improvement based on the existing conditions and planned development. The major goals of this category are reduced maintenance cost, improved safety and improved traffic flow. The National Functional Classification (NFC) system is used to qualify projects for federal funding programs. In addition, road and intersection projects are further evaluation through a comprehensive review of the following areas:

Traffic Volume

Traffic Volume counts are generally conducted annually by the Road Commission. These counts are attained through various methods that record the number of vehicles that cross a specific stretch of road during a 24-hour period.

Traffic Volume Growth

The Washtenaw Area Transportation Study (WATS) and South-east Michigan Council of Governments (SEMCOG) develop traffic growth models to estimate future travel along the county road network. These models are based on socioeconomic projections produced by the SEMCOG and project traffic growth in five-year increments between 2005 and 2030. The models can be found on the WATS website at: www.miwats.org

Signal Ranking

The priority of a signal improvement is ranked through an analysis of the traffic conditions and physical characteristics of an intersection. Areas of analysis include, but are not limited to, crashes, peak hour delay, and volume.

Pavement Condition

Paved Federal-aid eligible roads in Washtenaw County are annually assessed using the Pavement Surface Evaluation Rating System (PASER). Under this system the surface of roads are graded on a 1 through 10 system by road material type. The higher the rating, the better the condition of the road. Ratings of 4 or lower are considered to be structurally deficient and are considered eligible for structural overlays or reconstruction.

Appendix B – Process Definitions & Justification (continued)

Safety concerns

Safety concerns include features that may restrict sight distance, impede flow, or require barriers. As a project is considered for inclusion in the CIP, the potential existence of these hazards is examined.

Crash Rank

SEMCOG provides crash data for intersections in the county. These intersections are ranked by WATS according to a formula based on crash rate analysis and crash frequency data. A score of 1 indicates the highest number of crashes.

National Functional Classification (NFC)

The NFC is the federal system of categorizing roads by their function and determines a road's federal aid eligibility. A road segment can be assigned one of the following designations:

- | | |
|-----------------------------------|-----------------------------------|
| 1. Urban Interstate Freeway | 8. Rural Other Highway |
| 2. Urban Other Freeway | 9. Rural Other Principal Arterial |
| 3. Urban Other Principal Arterial | 10. Rural Minor Arterial |
| 4. Urban Minor Arterial | 11. Rural Major Arterial |
| 5. Urban Collector | 12. Rural Minor Collector |
| 6. Urban Local Road | 13. Rural Local Road |
| 7. Rural Intersection Freeway | |

Bridges and Culverts – The Road Commission is responsible for 111 bridge structures. The Capital Improvement Plan provides improvement for these structure and for new bridge construction where justified by the planning process. The benefits of this bridge program are reduced maintenance costs, improved safety and improved traffic flow. In addition to the road criteria, bridge and culvert projects are evaluated using the following additional criteria:

Local Bridge Score

The Local Bridge Program, administered by the Michigan Department of Transportation (MDOT), provides funding for needed bridge projects in communities that would not be able to fund projects without assistance.

A committee comprised of representatives from county road commissions, cities and villages, and MDOT staff, evaluate the status of applications for the program. During the evaluation process, points are assigned to each candidate bridge giving it the Local Bridge Score. If a bridge receives enough points, it is admitted into the Local Bridge Program. Bridge must have clear span of at least 20 feet.

Posted Tons

Depending on the state of a specific bridge, load restrictions may be posted to prevent unsafe crossings and accelerated damage to the bridge. The degree to restriction affects commercial traffic, emergency vehicles, school buses, garbage trucks, and other service vehicles.

Bridge Width

Bridge width determines the flow of traffic and may affect user safety. The bridge width used here is the measurement from curb-to-curb.

Facilities and Equipment – The Operations Department is responsible for the purchase and maintenance of equipment for use in maintaining the road network, and for the construction and operation of multiple buildings at the Road Commission's facilities. These facilities and equipment are reviewed on an annual basis and a replacement schedule for each asset is reviewed for inclusion in the plan.

Non-Motorized Facilities – Although non-motorized facilities are not a principle responsibility of the Road Commission, the agency tries to incorporate facilities consistent with the desires of the local communities. In general, the local community is expected to pay for the construction and maintenance of non-motorized facilities.

Appendix B – Process Definitions & Justification (continued)

Project Justification – To help weight the value of a project, road commission staff considers a Project Justification Score that is assigned by the department. The Project Justification Score is based on six (6) criteria that are evaluated and rated “0”, “1”, or “2” points per criteria, to obtain a total ranking between 0 to 12. The Justification Score Criteria includes the following:

1. Advances specific plans or studies that support
 - ✓ Adequate ROW
 - ✓ Continuity
 - ✓ Coordination with other infrastructure
 - ✓ Local master plans
 - ✓ Long-range plans
 - ✓ New development (actual and anticipated)
 - ✓ Regional plans
 - ✓ Traffic volume growth
2. Reduces impact on the environment regarding
 - ✓ Air quality
 - ✓ Contaminated sites
 - ✓ Endangered species
 - ✓ Flood plain
 - ✓ 4(f) resources (public park or recreation areas)
 - ✓ Noise quality
 - ✓ PA 116 Agricultural Land (prime, unique or otherwise valuable farmland)
 - ✓ Water quality
 - ✓ Wetlands
3. Protects the health, safety and welfare of citizens by carefully examining
 - ✓ Access management
 - ✓ Bridge function
 - ✓ Congestion
 - ✓ Crashes
 - ✓ Curves, intersections
 - ✓ Surface condition
 - ✓ Safety
 - ✓ Signals, signs
 - ✓ Traffic calming
 - ✓ Weight restrictions
4. Enhances social, cultural, and recreational opportunities through mindful planning around
 - ✓ Aesthetic quality
 - ✓ Area Character
 - ✓ Bike Routes
 - ✓ Displacement
 - ✓ Historic sites
 - ✓ Pedestrian routes
 - ✓ Public controversy
 - ✓ Public parks and recreation
 - ✓ Public participation
 - ✓ Public transit routes
 - ✓ Social justice
5. Maintains or improves existing infrastructure or facilities by addressing
 - ✓ Bridge structure
 - ✓ Capacity
 - ✓ Maintenance operations
 - ✓ Project coordination
 - ✓ Surface condition
6. Supports commerce by accounting for
 - ✓ Existing business congestion
 - ✓ Existing truck routes
 - ✓ Future truck routes
 - ✓ Incoming business needs
 - ✓ Support businesses

Appendix C – Program Goals

Goal A – Capital Planning

Identify capital projects that reflect capitol needs a demonstrated in Road Commission or local Government Master Plans, studies, federal or state laws or through public request.

Policy A.1 All local agencies and county departments shall participate in the planning process, so that Plan components more consistently contain objectives and policies for capital improvements.

Policy A.2 Capital projects that encourage private investment in the County road network shall be considered in components of the Plan.

Goal B – Project Funding

Continue to identify and develop sources of revenue to pay for capital expenditures, to preserve the resources from the MTF for maintenance activities.

Policy B.1 The Road Commission shall continue to seek private contributions to help pay for new public improvements that serve and benefit private development.

Policy B.2 The use of grants for capital investments and one-time programs shall continue to be encouraged.

Policy B.3 Where feasible, the Road Commission will explore inter-jurisdictional grant proposals for projects that have the potential for regional improvements.

Goal C – Project Prioritization

Prioritize capital projects that provide substantial public benefit and implement the primary goals and objectives of adopted county and township plans and policies.

Policy C.1 Projects that are necessary to protect against a clear and immediate risk to public health or safety, or are mandated by state or federal law shall be given highest priority.

Policy C.2 Projects that can demonstrate a net savings in operations and maintenance costs normally will be supported over other projects of similar ranking and funding need.

Policy C.3 Projects that provide the most benefit to the entire community normally will be supported over other projects of similar ranking and funding need that provide I limited benefits.

Policy C. 4 Projects that maintain or improve existing infrastructure normally will take precedence over projects that create or expand facilities.

Policy C. 5 Projects that reduce impacts on or improve the environment, or that reduce energy consumption, will receive higher consideration.

Policy C. 6 Projects first will be evaluated in relation to each other before consideration is given to available financing.

Appendix C – Program Goals (continued)

Goal D - Inter-Governmental Coordination

Provide leadership in intergovernmental planning to formulate coherent infrastructure policies and to avoid service delivery fragmentation among the county, townships, cities, villages, special districts, and the private sector.

Policy D.1 The Road Commission shall coordinate projects with other jurisdictions that may be impacted to help establish efficient scheduling, avoid service interruptions, and reduce project costs.

Goal E – Public Participation

Provide opportunities for the public to offer suggestions and comments to involve the community in the CIP process, to help ensure that their concerns, preferences, and priorities are considered.

Policy E.1 A draft of the Plan shall be made available for public review. The draft shall be provided to each local governing body and posted on the Road Commission website.

Policy E.2 The Road Commission will continue to explore opportunities for expanding public input for CIP projects.

Policy E.3 The Road Commission shall strive to inform and solicit input from disadvantaged groups, the handicapped, the elderly, and limited English-speaking citizens.

Appendix D – Funding Sources

Because capital improvement projects involve the outlay of substantial funds, numerous resources are necessary to provide financing over the life of the project. Most capital funding sources are limited for specific purposes and cannot be transferred from one capital project to another. However, the development of a CIP helps optimize the use of funds when operating with constrained resources. The CIP has to be prepared with some assumptions as to the amount of money to be available. The following is a summary of the funding sources for projects included in the Plan:

Michigan Transportation Fund (MTF) – Public Act 51 of 1951 guides the collection and distribution of fuel, vehicle registration fees, and vehicle weight taxes in Michigan. Michigan's fuel tax is collected at the refinery and deposited into the Michigan Transportation Fund (MTF). These revenues are distributed to the MDOT, cities and villages, and county road commissions primarily to maintain the existing transportation system and with limitations to expand the system.

Local Contributions – Local contributions are funds provided by local units of government, developers, or Special Assessment Districts (SAD). These funds are usually provided when a project is mutually beneficial to all parties.

FEDERAL FUNDING

Congestion Mitigation and Air Quality

Improvement Program (CMAQ) – The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) jointly administer CMAQ to reduce congestion and air pollution. Projects funded under CMAQ generally include:

- Intersection Improvements
- Outreach activities
- Transit improvements / Shared-ride services
- Traffic flow improvements
- Demand management strategies
- Pedestrian and bicycle programs

Local Bridge Program (LBRG) – The Local Bridge Program, administered by the Michigan Department of Transportation (MDOT), provides funding for needed bridge projects in communities that would not be able to fund such projects without assistance.

High Priority Projects (HPP) – The High Priority Projects Program provides designated funding for specific projects (commonly referred to as demonstration projects identified by Congress. The funds are available only for the activities described for each project in Section 1702 of SAFETEA-LU.

Surface Transportation Programs (STP) – Funds can be used for transportation facilities on all roads functionally classified as minor collectors or above. The following programs are available under STP:

Surface Transportation Program Enhancement (STPE) – Money from the STP fund that is designated for non-motorized pathways, facilities, landscaping, street scaping, historic bridges, and environmental mitigation.

Surface Transportation Program Rural (STPR) – Money from the STP fund that is designated for use outside the defined Urbanized Area.

Surface Transportation Program Safety (STPS) – Money from the STP fund is designated for safety improvements on roadways, at rail-highway grade crossings, and other hazard elimination activities.

Surface Transportation program Urban (STPU) – Money from the STP fund that is designated for use in the Urbanized Area. The Urbanized Area is an area with 50,000 or more persons living within a central city or cities and the surrounding densely settled area.

Appendix D – Funding Sources (continued)

Additional State Funding

Transportation Economic Development Fund, Category A (TEDF-A) – State funding that provides money for transportation projects to:

- Improve the network of highway services essential to economic competitiveness
- Improve accessibility to target industries as a catalyst for economic growth
- Support private initiatives that create or retain jobs
- Encourage economic development redevelopment efforts that improve the health, safety, and welfare of Michigan citizens.

Transportation Economic Development Fund, Category D (TEDF-D) – State funding that provides money for transportation projects that:

- Compliment the existing State Trunkline System with improvements on connecting local routes that have high commercial traffic
- Minimize disruptions that result from seasonal load restrictions

Transportation Economic Development Fund, Category F (TEDF-F) – State funding that provides money for transportation projects that:

- Are coordinated with the secondary all-season system (TEDF – Category D) or provide all season route within a city or urban area
- Improve all-season capabilities on routes having high commercial traffic
- Improve access to the State Trunkline System