

Michael B. Kapp, Administrator

# Sources of Funding Through MDOT Office of Economic Development

2012 County Engineers' Workshop February 15, 2012



- Safe Routes to School (SRTS) Program
- Transportation Enhancement (TE) Program
- Transportation Economic Development Fund (TEDF)
  - Category A
  - Category F
- State Infrastructure Bank (SIB)



## Safe Routes to School Program





# MDOT Office of Economic Development Safe Routes to School Program What is it?

Federal funding program

School-based international movement to make it safe, convenient and fun for children, including those with disabilities, to bicycle and walk to

school





## Safe Routes to School Program Key Parameters

- About \$5 million available each year
  - 70% must be spent on infrastructure
  - 10% for non-infrastructure
  - 20% may be spent on either or both
- 100% federal (no match required)
- Available to all schools with at least one grade in the K-8 range
- State, local, and regional agencies, including nonprofits, are eligible funding recipients

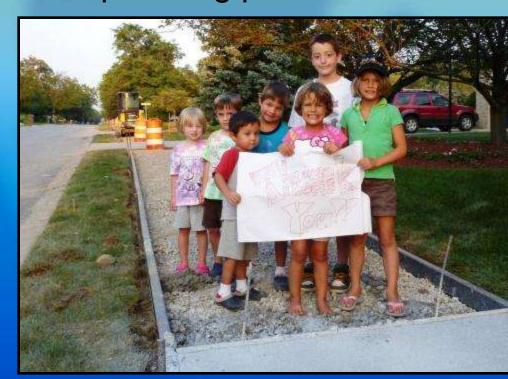


## Safe Routes to School Program Key Parameters

School-based comprehensive planning process is a

prerequisite for funding

Competitive projects
have a comprehensive
action plan that
addresses needs,
behaviors, and attitudes
of students and their
parents.





# MDOT Office of Economic Development Safe Routes to School Program Project Types & Examples

- Infrastructure Projects
  - Sidewalks
  - Pedestrian and bicycle crossing improvements
  - On-street and off-street bicycle facilities
  - Off-street pedestrian facilities
- Non-Infrastructure Projects
  - Public awareness campaigns, community outreach
  - Walking school bus program
  - Traffic enforcement operations



## Safe Routes to School Program How to get started

- Visit <u>www.saferoutesmichigan.org</u> to learn more or contact the Michigan Fitness Foundation
- Application and instructions are available online





#### **MFF Grant Coordinators**

- Grant Coordinators are available to assist communities and schools by providing training, more information on the program, and guidance on potential projects.
- Contact us at 1-800-434-8642:
  - Rosie SternSuperior Region
  - Linda Patrick
    North & Metro Regions
  - Alex NikoloffGrand & Bay Regions
  - April Morrison-HarkeSouthwest & University Regions





## Transportation Enhancement Program





#### What is it?

 Federal funding for projects such as streetscapes in downtowns, bike paths, historic preservation and water

quality improvements

Community tool for improving quality of life and creating the "place" where employees want to live and businesses want to locate





#### Who is eligible to apply?

- Road Agencies (Act 51 Agencies)
  - Cities & Villages
  - County Road Agencies
  - MDOT
- Transit agencies
- Native American Tribes
- Other state and federal agencies



# MDOT Office of Economic Development Transportation Enhancement Program Key Parameters

- Transportation relationship
- Approximately \$25 million each year
- Minimum match (20%) Average 35%
- Federal funding requirements



# MDOT Office of Economic Development Transportation Enhancement Program Application Process

- Open application period; no deadline
- Conditional Commitments for future years
- Multiple annual announcements
- Online application
- Competitive



# MDOT Office of Economic Development Transportation Enhancement Program Nonmotorized: Shared-use path





Photo courtesy of KVRT

Kalamazoo River Valley Trailway, Kalamazoo Co. Rd. Comm.







Photo courtesy of Grosse Pointe Patch

Photo courtesy of Rails to Trails Conservancy

Macomb Orchard Trail, Macomb Co. Dept. of Roads







Photo courtesy of Clinton CRC

State Road Paved Shoulders, Clinton Co. Rd. Comm.







Photo courtesy of Moore & Bruggink, Inc.

Photo courtesy of Moore & Bruggink, Inc.

Silver Lake Sand Dunes Area Nonmotorized Facilities,
Oceana County Road Commission



**Transportation Aesthetics: Streetscape** 





M-43 Williamston Downtown Streetscape



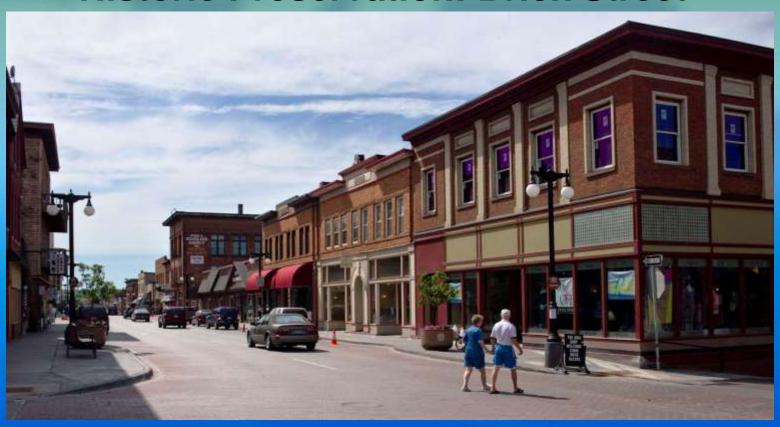




Langley Covered Bridge Rehabilitation, St. Joseph Co. Rd. Comm.



## Transportation Enhancement Program Historic Preservation: Brick Street



Houghton US-41/Shelden Ave. Brick Street



Transportation Enhancement Program Water Quality: Rd. Stormwater Runoff Treatment





Watson and Watson Outlet Drain, Eaton Co. Rd. Comm.



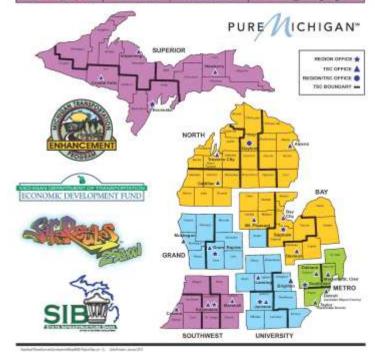
## MDOT Office of Economic Development OED Grant Coordinators

- Grant Coordinators are available to assist communities by providing more information on the program, guidance on competitive projects, and how to best develop a competitive application.
- Contact us at 517-335-1069:
  - Matt Opsommer
    Bay & North Regions
  - Mike Smith University & Grand Regions
  - Vince Ranger
    Metro Region
  - Matt WiitalaSouthwest & Superior Regions

#### MICHIGAN DEPARTMENT OF TRANSPORTATION Office of Economic Development

Please direct questions pertaining to program specifics such as eligibility or how to proceed, to the following contacts:

Regions	Contact Person	Telephone Number	E-Mail Address
Bay, North	Matt Opsommer	517-241-1317	opsommerm1@michigan.gov
Grand, University	Mike Smith	517-241-3355	smithm13@michigan.gov
Metro	Vince Ranger	248-483-5130	rangerv@michigan.gov
Southwest, Superior	Matt Wiltaba	517-241-2152	wiltalam@michigan.gov





#### **Transportation Economic Development Fund**





## Transportation Economic Development Fund Purpose of the TEDF

- To provide road improvements that:
  - Attract industry
  - Create and/or retain jobs in Michigan
- To meet the demands placed on roads as a result of economic development

## MDOT Office of Economic Development Funding Categories

- Category A Target Industries (\$18.0 million)
- Category C Congestion Relief in 5 Urban Counties (\$15.9 million)
- Category D All-season Roads in 78 Rural
   Counties (\$17.0 million)
- Category E Forest Roads (\$5.0 million)
- Category F All-season Roads in Urban Areas of Rural Counties (\$2.5 million)



#### **TEDF - Category A**

**Target Industry Job Creation Grants** 





**TEDF: Category A Eligible Agencies** 

- Michigan Department of Transportation
- 83 County Road Commissions
- Over 500 City and Village Street Agencies



## TEDF: Category A Development Requirements

- Immediate, non-speculative, development or redevelopment opportunities
- Private Investment (Facilities/Equipment)
- Job Creation or Retention
  - Newly created or transferred into Michigan
  - At risk of being laid-off or transferred out of Michigan



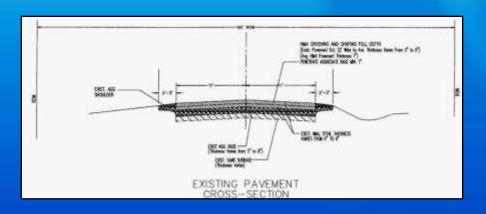
## **TEDF: Category A Target Industries**

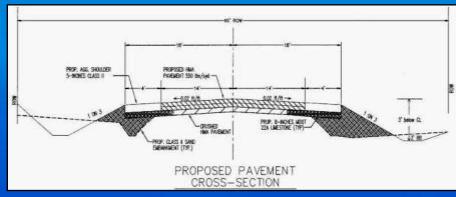
- Manufacturing
- High Technology Research
- Office Centers ≥ 50,000 sq. ft. (i.e. HQs)
- Agriculture or Food Processing Operations
- Tourism: year-round with out-of-state draw
- Forestry
- Mining



## TEDF: Category A Application Requirements

- Transportation need must be demonstrated
- Minimum 20% local match (45% average)
- Soft match eligible (ROW, PE, CE)
- Projects should be completed within two years







## MDOT Office of Economic Development TEDF: Category A Eligible Projects

- New all-season roadways
- Reconstruct roadways to all-season
- Turn lanes or passing flares
- Relocate roadways





## TEDF: Category A Ineligible Projects

- Internal industrial or office park roadways
- Second accesses
- Projects without benefit to the general public







## **TEDF: Category A Grant Application Process**

- **Grant Coordinator**
- One page Letter of Interest
- Open application period;
   no deadline
- Online application
- Multiple annual announcements

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## TEDF: Category A Development Evaluation

- Number of jobs created or retained
- "Value" of the jobs
- Eligibility/Growth potential
- Impact to the local and state economy
- Private investment made by the company
- Cost of the project and grant amount requested
- Return on public investment



**TEDF: Category A**Project Evaluation

Scoring by the Relative Transportation Need

Team (RTN)

Criticality

- User Impact
- Condition
- Capacity
- Safety





# MDOT Office of Economic Development TEDF: Category A Grant Selection

- Ranking by Transportation Economic Development System (TEDS) using development and project evaluation
- Programmatic Review (goals and objectives)
- Staff Recommendation
- Approval by MDOT Director and MEDC President and CEO







#### TEDF: Category A Project Implementation

- MDOT Oversight
  - MDOT through Local Agency Programs, coordinates advertising, letting, and award
- Direct Grant to road agency





#### TEDF: Category A Direct Grant Requirements

- Grant awarded directly to local agency
- Local agency demonstrated ability and interest
- Non-federal aid projects only (FHWA)
- No force account
- ROW acquired, if applicable
- Projects must be competitively bid
- State/Local agreement must be in place before any work begins



# TEDF: Category A Ionia County Road Commission Grand River Avenue Green Meadows Organics





### TEDF: Category A Ionia County Road Commission Green Meadows Organics





**Grand River Avenue at Bliss Road** 



TEDF: Category A Ionia County Road Commission

**Green Meadows Organics** 





**Grand River Avenue at Jackson Road** 



### TEDF: Category A Ionia County Road Commission Green Meadows Organics

STP Rural

\$649,200

1

Ionia CRCFed. Safety

\$132,700

Fed Cat. D

\$534,800

\$132,000

State Cat. D

\$540,800

Total

\$3,389,500

CDBG (MEDC)

\$400,000

TEDF Cat. A

\$400,000

Herbruck's

\$300,000

Berlin Twp.

\$110,000

Boston Twp.

\$ 90,000

Ionia County

\$100,000





#### **TEDF: Category A Maximizing Opportunities**

- Identify opportunities
  - Permits
  - Local Economic Developers
  - Economic Development Region
- Future Projects?
  - Small development = match Federal-aid
  - Better fix
- Work with partners ("Horse Trading")
  - County Task Force
  - Rural Task Force
  - MPO







## MDOT Office of Economic Development TEDF - Category F

Urban All-Season Roads in Rural Counties





#### **TEDF: Category F Program Objectives**

- Improve access to the state all-season road network
  - Category D routes
  - Other secondary all-season routes
  - State trunkline system
- Improve all-season capabilities on routes having high commercial traffic
- Improve the interchange potential between modes of transportation



#### TEDF: Category F Eligible Agencies and Projects

- Any county, city, or village road agency within the urban area (population of 5000 or greater) of a rural county (population under 400,000)
- 50 counties and 129 villages or cities
- Federal-aid eligible roads with in the federal-aid urban boundary
- Projects must create or maintain roadway for allseason capability



# MDOT Office of Economic Development TEDF: Category F Application Process

- Applications accepted every spring
- Grants announced following fall or winter
- Maximum grant limited to \$375,000
- Construction costs only (no soft match)
- Minimum 20% local match







# MDOT Office of Economic Development TEDF: Category F Application Evaluation

- System continuity
  - Criticality
  - Classification of roadways to which the project provides linkage
  - Part of a developing system
- Commercial traffic (%)
  - Actual counts
  - Commercial generators on or near route
- Road Surface conditions
- Safety improvements



# MDOT Office of Economic Development TEDF: Category F Application Evaluation (cont.)

- Prior projects
  - Statewide program with limited funds
  - Time interval from prior Category F Grant
  - Same roadway segment
- Additional mileage to system
- Intermodal
- Regional importance
- Overmatch
  - Small Urban Funds \*



#### TEDF: Category F Project Implementation

- MDOT Oversight
  - MDOT through Local Agency Programs, coordinates advertising, letting, and award
- Direct Grant to road agency







#### TEDF: Category F St. Clair County Road Commission



**Lapeer Road, Port Huron Township** 



#### TEDF: Category F St. Clair County Road Commission





Lapeer Road, Port Huron Township



#### Michigan State Infrastructure Bank Loan Program





### State Infrastructure Bank Purpose

- Limited amount of money for low-interest loans for eligible transportation improvements approximately \$17 million
- Compliments traditional funding techniques and serves as a tool to meet urgent project-financing demands







### State Infrastructure Bank Eligibility

- All loan requests must be eligible for financing under Title 23, Title 49, Act 51 or Act 295.
- Loans generally do not exceed \$2 million
- Average repayment is 5 years
- Interest rate is 3%





#### State Infrastructure Bank Eligible Borrowers

- Political subdivisions
- State agencies
- Regional planning commissions
- Transit agencies
- Airports
- Port authorities
- Economic development corporations
- Railroads
- Non-profit organizations that are developing a publicly owned facility



#### **State Infrastructure Bank**

- Marquette County Road Commission
- Silver Lake Flood 2003
- SIB loan funded this project until Federal
   Emergency Relief Funds became available







## MDOT Office of Economic Development OED Grant Coordinators

- Grant Coordinators are available to assist agencies by providing more information on the program, guidance on competitive projects, and how to best develop a competitive application.
- Contact us at 517-335-1069:
  - Matt Opsommer
    Bay & North Regions
  - Mike Smith University & Grand Regions
  - Vince Ranger
    Metro Region
  - Matt WiitalaSouthwest & Superior Regions

#### MICHIGAN DEPARTMENT OF TRANSPORTATION Office of Economic Development

Please direct questions partaining to program specifics such as eligibility or how to proceed, to the following contacts

Regions	Contact Person	Telephone Number	E-Mail Address
Bay, North	Matt Opsommer	517-241-1317	opsommerm1@michigan.gov
Grand, University	Mike Smith	517-241-3355	smithm13@michigan.gov
Metro	Vince Ranger	248-483-5130	rangerv@michigan.gov
Southwest, Superior	Matt Wiltala	517-241-2152	wiltalam@michigan.gov





## MDOT Office of Economic Development Program Websites

For more information, please see our web sites at:

www.saferoutesmichigan.org

www.michigan.gov/tea

www.michigan.gov/tedf

www.michigan.gov/sib









