



## CITY COUNCIL REPORT

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Date: February 13, 2013

To: Brian Kischnick, City Manager

From: Mark Miller, Economic and Community Development Director  
 Steve Vandette, City Engineer  
 Bill Huotari, Deputy City Engineer/Traffic Engineer

Subject: Federal Aid Funding for Major Roads

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The Oakland County Federal Aid Funding Committee, of which Troy is a member, held their annual meeting on February 12, 2013 for the purpose of discussing and approving federal aid funding for various road projects throughout the County.

Troy was successful in receiving an increase of \$985,000 in federal funds for the Livernois, Long Lake to Square Lake project. Our request to increase the federal funds was made to bring estimated project costs, last estimated in 2008, in line with current and anticipated costs in the construction year of 2017.

The estimated total project cost for the Livernois project is \$7,946,000. Eighty percent (80%) of the project cost or \$6,356,000 is federal funds and the City share (local match) is 20% or \$1,590,000. The City share is funded from Major Roads, Water and Sewer funds and is included in the 6-Year CIP plan for construction in 2017. A summary of all federally funded road projects in Troy is attached.

One new funding source discussed at the meeting will provide new funding for projects on principal arterials in Oakland County and is discussed in more detail below:

### National Highway Prevention Program (NHPP)

When MAP-21 (highway bill) was enacted in 2012, it expanded the National Highway System (NHS) definition to include roads with a National Functional Classification (NFC) of principal arterials – regardless of ownership. This action resulted in MDOT allocating a portion of Michigan's National Highway Performance Program (NHPP) apportionment to local urban areas which contained principal arterials. As a result, the Oakland County Federal Aid Committee (FAC) has been granted obligation authority of \$2,374,909 for FY 2013, with gradually increasing amounts for each fiscal year.

The federally mandated goals of the NHPP are:

- To provide support for condition and performance of the National Highway System (NHS)
- To provide support for the construction of new facilities on the NHS



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- To ensure that investments of Federal-aid funds are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS.
  - *(It is important to note that the performance targets have not yet been set by the State)*

Relevant eligible activities include:

- Construction, reconstruction, resurfacing, restoration, rehabilitation, preservation or operational improvement.
- Construction, replacement, rehabilitation, preservation and protection of bridges
- Inspection and evaluation of bridges and tunnels on the NHS
- Bicycle transportation and pedestrian walkways
- Safety improvements
- Infrastructure-based intelligent transportation systems capital improvements

Starting in FY 2014, project locations will be developed jointly between the RCOC and the eight (8) communities that are eligible: Cities of Auburn Hills, Birmingham, Clawson, Farmington Hills, Madison Heights, Pontiac, Royal Oak and Troy.

These funds may only be used on principal arterials as shown on the attached map. In Troy, the majority of principal arterials are County Roads. Rochester Road and the west end of Maple Road are City Majors that meet the criteria for principal arterials and would be eligible for funding under this program. RCOC has jurisdiction of approximately 78% of the total centerline mileage throughout the County. Troy's principal arterials account for just 2.4% of the total centerline mileage.

The Funding Committee approved funds for RCOC to use on projects, recommended annually, by a committee made up of the eight (8) member communities and the RCOC. Essentially, the RCOC will be the lead agency and be responsible for the design and administration of the resulting projects. Local agencies will be involved in determining project type, location, size, etc.

We anticipate meeting with the RCOC to discuss FY 2014 projects within the next few months. The federal aid available under this program is a typical 80% federal and 20% local match arrangement. It is anticipated that the local match will be split 50/50 between the RCOC and corresponding local agency. While we do not know at this time what if any projects may be approved in Troy, we will be part of the discussion to ensure that Troy receives its share of these new road funds.

**MAJOR ROAD FEDERAL FUNDS 2013-2019**

<b>Agency</b>	<b>Project</b>	<b>Phase</b>	<b>Year</b>	<b>Federal</b>	<b>Local</b>	<b>Source</b>
<b>2014</b>						
RCOC	Dequindre, Long Lake to Auburn	ROW	2014	3,200,000	800,000	C
	<b>2014 TOTAL</b>			<b>3,200,000</b>	<b>800,000</b>	
<b>2015</b>						
TROY	John R, Long Lake to Square Lake	CON	2015	6,500,000	1,625,000	C
TROY	Livernois, Long Lake to Square Lake	ROW	2015	2,400,000	600,000	C
	<b>2015 TOTAL</b>			<b>8,900,000</b>	<b>2,225,000</b>	
<b>2016</b>						
TROY	John R, Square Lake to South Boulevard	CON	2016	6,500,000	1,625,000	C
RCOC	Dequindre, Long Lake to Auburn	CON	2016	12,000,000	3,000,000	C
	<b>2016 TOTAL</b>			<b>18,500,000</b>	<b>4,625,000</b>	
<b>2017</b>						
TROY	Livernois, Long Lake to Square Lake	CON	2017	6,356,000	1,590,000	C
	<b>2017 TOTAL</b>			<b>6,356,000</b>	<b>1,590,000</b>	
<b>2019</b>						
TROY	Rochester, Barclay to Trinway	CON	2019	13,386,000	3,465,000	C
	<b>2019 TOTAL</b>			<b>13,386,000</b>	<b>3,465,000</b>	
<b>TOTALS</b>				<b>50,342,000</b>	<b>12,705,000</b>	

*\*\* Subject to change based on State/Federal funding changes \*\**

**PHASE**

**ROW** - Right-of-Way

**CON** - Construction

**SOURCE**

**C** - Economic Development Category "C" - projects to increase capacity and reduce congestion

**AGENCY**

\* Lead agency noted and responsible for project implementation, design, property acquisition and construction

