



Michigan Transportation Alternatives Program (TAP)

*DOT/MPO Partnership to Better Serve Michigan
Communities*

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Presentation Overview

- MAP-21 Challenges
- MDOT/MPO Collaboration
- Advantages
- Grant IT System
- Business Process
- Results





Background: TE, SRTS, & RTP in Michigan before MAP-21

- **TE** – centralized DOT review and selection process
- **SRTS** – centralized DOT review and selection process after school-based planning process
 - Quarterly communication between DOT and MPO's sending TE and SRTS application and approved project lists
 - All Local TE and SRTS projects implemented by Local Agencies through MDOT's letting process and with MDOT oversight
 - Both TE and SRTS Programs were and are in the same MDOT office
- **RTP** – administered by the MDNR





MAP-21 Challenges: MDOT perspective

- Less than 90 days to prepare new program
- Many unknowns
- Grant IT system was scheduled for August 2013 implementation and designed with “TE” in mind
- 6 Large MPO’s and State received direct suballocation in MI
 - could result in 7 different TAP Programs
- Avoid disruption of existing TE projects that were “in the pipeline”
- Let’s not make the same mistakes again!





MAP-21 Challenges: SEMCOG perspective

- Less than 90 days to prepare new program
- Many unknowns
- SEMCOG did not have a system established to process TAP projects
- SEMCOG did not have staff available to solely dedicate to TAP
- Because of “Fiscal Constraint”, there is pressure to obligate all available funds within a FY
- Pressure to show value of projects





Answer: DOT/MPO Collaboration

- MDOT and SEMCOG began meeting to coordinate respective TAP's
- MDOT Selection Advisory Committee utilized by SEMCOG for project comment and technical review
- Schedules have been coordinated to fully integrate MDOT's Selection Advisory Team into SEMCOG's TAP application process
- SEMCOG funded some projects from MDOT's FY 2013 Conditional Commitment list





Answer:

DOT/MPO Collaboration

- SEMCOG (and the 5 other Large MPO's in MI) adopted the MDOT Grant System for TAP applications and review documentation
- Monthly meetings are held between MDOT and MPO's to discuss the implementation status of all TAP projects (MPO selected and MDOT selected)
- Reports have been developed to track project progress through the grant application, review, selection, and implementation processes





Advantages: MDOT's perspective

- Win-win for customers! One application, DOT and MPO's will coordinate reviews and negotiate funding
- MDOT grant system makes statewide TAP reporting much more efficient
- More collaboration can lead to better projects that are more likely to be implemented
 - "\$ on the ground", benefitting MI communities
- Good government in action!





Advantages: SEMCOG's perspective

- Staff time savings - didn't have to "reinvent the wheel"
- Did not require a new application portal
- Take advantage of MDOT's experience with TE and SRTS projects
- Builds even more professional links between MDOT and SEMCOG
- SEMCOG can consider funding all or part of an application submitted to MDOT, and vice versa





Other Advantages

- Jointly funding projects – MPO's use all or a portion of their suballocated TAP funding and MDOT uses "Any Area" funds on the same project
 - Helps the Large MPO's with small TAP suballocations (examples: Niles area receives \$43,000/year from the South Bend, IN urbanized area and Kalamazoo receives \$246,000/year)
- So far, MDOT and the MPO's have jointly funded 6 TAP projects
- More collaboration likely





Other Advantages

- Proactive and joint approach to outreach/education of TAP to public
 - Two TAP workshops held
 - Focus on best practices, advice to getting projects funded, & technical assistance on navigating both MGS and eligibility requirements
 - One specific to SRTS - changes under MAP-21/TAP, planning process, eligibility, case studies
 - Ongoing MDOT/SEMCOG outreach to communities
 - Emphasis on meeting prior to application (recommendations; potential other funding sources; meeting match requirements; etc.)





Important Notes

- MDOT and MPO's still retain separate competitive selection processes
- Former TE activities and SRTS are still being treated as two separate programs at the DOT level, however, they share the same review schedules
- RTP is still being administered by the MDNR





MDOT Grant System: Tool that Facilitates Collaboration

A screenshot of the MDOT Grant System web application. The browser address bar shows "https://sso.state.mi.us/mdot-waps6/mgs/bin-debug/Main.html". The page header includes the MDOT Department of Transportation logo and the Michigan.gov logo. A navigation menu on the left lists "MGS Home", "Application 2013009", "Grant Application", and "Create TA Application". The main content area is titled "Application Details - TA 2013009.1, TEST - Wayne County Department of Public Services, TEST - Wayne County Nonmotorized Path, Open". It contains a tabbed interface with tabs for "Description", "Contacts", "Narrative", "Documents", "Budget", "Schedule", "Environment/Community", "Maintenance", and "Summary". Below the tabs are "Save", "Print", and "Cancel" buttons. A red asterisk indicates required fields. The form includes sections for "Applicant Information" (Agency: County Road Agency, Grant Applicant: TEST - Wayne County Department of Public Services), "Project Description" (Project Name: TEST - Wayne County Nonmotorized Path, Type of Work: TEST - Trail connection from rivertrail to park, Length: 4 miles), "Project Location" (County: Wayne, Region: Metro, City/Village: Detroit, Zip Code: 44444), "Route No./Street Name/Facility Name: Main Street", "Project Limits: From 1st Street to 31st Street", "MPO: Southeast Michigan Council of Governments", "TMA: Detroit", and "Legislative Information" (State Senator, State Representative, US Representative, all set to 1st District). The footer contains various policy links and the copyright notice "Copyright© 2011 - 2012 State of Michigan".





Results: Example Jointly Funded Project



Southwest Detroit Business District:
West Vernor Avenue Streetscape
and Pedestrian Safety Project

Scheduled for November 2013 letting

Project Budget:

MDOT TE:	\$3,394,170
SEMCOG TAP:	\$1,000,000
Detroit & Private:	<u>\$1,066,448</u>
	\$5,460,618



Questions?



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