



Local Rural Task Force Program

Fiscal Year 2023 - 2026 Call for Projects Information

Introduction

The Michigan Department of Transportation (MDOT), in conjunction with the Local Rural Task Force Program Advisory Board, is issuing a “Call for Projects” in non-metropolitan areas for fiscal year (FY) 2023 - 2026. The purpose of the call is to solicit projects from local rural highway and transit agencies wishing to utilize federal and state transportation funding for FY 2023 - 2026. Projects selected to receive funding will be included in the FY 2023 - 2026 State Transportation Improvement Program (STIP).

The STIP is a statewide listing of transportation projects covering a period of four years that is consistent with the State Long-Range Transportation Plan. It presents the fiscally constrained, multimodal transportation program for Michigan and includes all federally funded projects scheduled for some phase of implementation over a four-year period.

The current Michigan STIP covers FY 2020-2023. MDOT is developing a new STIP during FY 2022 that will cover FY 2023 - 2026. It is anticipated that the new STIP will be federally approved on or before October 1, 2022. The FY 2023 - 2026 STIP will cover the four fiscal years between October 1, 2022, and September 30, 2026.

This document provides additional information to Rural Task Force agencies regarding the call process, available funding, project eligibility, and the selection process.

What is the Call for Projects?

The Call for Projects is a process through which funding is allocated to rural highway and transit projects that serve the highest priority needs of the region. Through the call, local rural agencies submit projects to be presented, reviewed, and prioritized by their Rural Task Force and if approved, those projects will become programmed as part of the FY 2023 - 2026 STIP.

How much funding is available?

Funding for the Local Rural Task Force Program is provided by MDOT through two sources: the federally funded Surface Transportation Block Grant Program (STBG), and

the state funded Transportation Economic Development Fund-Category D (State D) Program.

The STBG funds projects that preserve and improve the conditions and performance of federal-aid highway and transit capital projects, including terminals and facilities. The State D Program serves economic development by establishing and integrating a local secondary all-season road system with the state trunkline system.

It is anticipated that MDOT will provide approximately \$52 million in STBG allocation annually to the Rural Task Force Program for FY 2023 through 2026 and approximately \$6.63 million in State D funds.

How is funding distributed?

MDOT uses a statewide formula to allocate STBG funds to each Rural Task Force. Allocations are published by county as an aid to selecting projects only, the STBG funds are tracked and managed by MDOT finance at the Rural Task Force level. State D funds are allocated at the county level and are tracked by and managed at the county level. Allocations represent the target amounts that each Rural Task Force uses to program projects for the fiscal year. Task forces are required to select projects in accordance with the targets established by MDOT, which are based on projected amounts of federal and state funds to be received. This is very challenging due to current uncertainties with federal and state funding. Funding targets may be adjusted in the future to reflect updated state and/or federal legislation or unanticipated factors.

In FY 2018 the Rural Task Force Program Advisory Board set the policy to program projects to 100 percent of the allocation targets. The federal obligation authority averages 93-95 percent of the allocation targets. Programming above the obligation authority allows full utilization of the obligation authority and of any available federal August redistribution funding.

Table 1 shows anticipated STBG and State D target amounts for each Rural Task Force from FY 2023 through 2026. All federal funds require a non-federal or “local” match. In Michigan, the standard local match is 20 percent, or the sliding scale of 18.15 percent can be used. State D funds require a non-state or “local” match of 20 percent. For highway projects, the local match must be provided by the project sponsor as a monetary cash match. For transit projects, the local match is provided by MDOT through the Comprehensive Transportation Fund (CTF).

All dollar amounts represented in the following table are estimates.

Table 1: FY 2023 - 2026 Annual STBG and State D Target Allocation Estimates

*Fiscal Year 2023 to 2026 RTF Funding Targets

		FY 2023 STBG Estimated Target	FY 2024 STBG Estimated Target	FY 2025 STBG Estimated Target	FY 2026 STBG Estimated Target	FY 2023 State D Estimated Target	FY 2024 State D Estimated Target	FY 2025 State D Estimated Target	FY 2026 State D Estimated Target
RTF 1	Livingston	\$758,000	\$772,000	\$787,000	\$802,000	\$59,000	\$60,000	\$61,000	\$62,000
	Monroe	\$771,000	\$786,000	\$801,000	\$816,000	\$81,000	\$82,000	\$84,000	\$85,000
	St.Clair	\$1,012,000	\$1,031,000	\$1,051,000	\$1,071,000	\$126,000	\$128,000	\$130,000	\$132,000
	Washtenaw	\$851,000	\$867,000	\$884,000	\$901,000	\$97,000	\$99,000	\$101,000	\$102,000
	RTF 1 Total	\$3,392,000	\$3,456,000	\$3,523,000	\$3,590,000	\$363,000	\$369,000	\$376,000	\$381,000
RTF 2	Hillsdale	\$754,000	\$768,000	\$782,000	\$797,000	\$108,000	\$110,000	\$112,000	\$114,000
	Jackson	\$1,019,000	\$1,038,000	\$1,058,000	\$1,078,000	\$130,000	\$132,000	\$134,000	\$137,000
	Lenawee	\$995,000	\$1,014,000	\$1,033,000	\$1,052,000	\$134,000	\$136,000	\$139,000	\$141,000
	RTF 2 Total	\$2,768,000	\$2,820,000	\$2,873,000	\$2,927,000	\$372,000	\$378,000	\$385,000	\$392,000
RTF 3	Barry	\$782,000	\$797,000	\$812,000	\$828,000	\$102,000	\$104,000	\$105,000	\$107,000
	Branch	\$652,000	\$664,000	\$677,000	\$689,000	\$100,000	\$101,000	\$103,000	\$105,000
	Calhoun	\$848,000	\$864,000	\$881,000	\$897,000	\$126,000	\$128,000	\$130,000	\$132,000
	Kalamazoo	\$659,000	\$672,000	\$685,000	\$698,000	\$75,000	\$76,000	\$77,000	\$79,000
	St.Joseph	\$666,000	\$679,000	\$692,000	\$705,000	\$93,000	\$95,000	\$96,000	\$98,000
	RTF 3 Total	\$3,607,000	\$3,676,000	\$3,747,000	\$3,817,000	\$496,000	\$504,000	\$511,000	\$521,000
RTF 4	Berrien	\$806,000	\$821,000	\$837,000	\$853,000	\$103,000	\$105,000	\$106,000	\$108,000
	Cass	\$639,000	\$651,000	\$664,000	\$676,000	\$71,000	\$73,000	\$74,000	\$75,000
	Van Buren	\$863,000	\$879,000	\$896,000	\$913,000	\$95,000	\$96,000	\$98,000	\$99,000
	RTF 4 Total	\$2,308,000	\$2,351,000	\$2,397,000	\$2,442,000	\$269,000	\$274,000	\$278,000	\$282,000
RTF 5	Lapeer	\$970,000	\$989,000	\$1,008,000	\$1,027,000	\$101,000	\$103,000	\$104,000	\$106,000
	Shiawassee	\$744,000	\$758,000	\$772,000	\$787,000	\$106,000	\$107,000	\$109,000	\$111,000
	RTF 5 Total	\$1,714,000	\$1,747,000	\$1,780,000	\$1,814,000	\$207,000	\$210,000	\$213,000	\$217,000
RTF 6	Clinton	\$719,000	\$733,000	\$747,000	\$761,000	\$88,000	\$89,000	\$91,000	\$92,000
	Eaton	\$708,000	\$722,000	\$735,000	\$749,000	\$87,000	\$89,000	\$90,000	\$92,000
	Ingham	\$662,000	\$675,000	\$688,000	\$701,000	\$87,000	\$89,000	\$90,000	\$92,000
	RTF 6 Total	\$2,089,000	\$2,130,000	\$2,170,000	\$2,211,000	\$262,000	\$267,000	\$271,000	\$276,000
RTF 7A	Huron	\$874,000	\$890,000	\$907,000	\$925,000	\$103,000	\$105,000	\$107,000	\$109,000
	Sanilac	\$1,002,000	\$1,021,000	\$1,040,000	\$1,060,000	\$109,000	\$111,000	\$113,000	\$115,000
	Tuscola	\$972,000	\$991,000	\$1,010,000	\$1,029,000	\$108,000	\$110,000	\$112,000	\$114,000
	RTF 7A Total	\$2,848,000	\$2,902,000	\$2,957,000	\$3,014,000	\$320,000	\$326,000	\$332,000	\$338,000
RTF 7B	Bay	\$593,000	\$604,000	\$615,000	\$627,000	\$80,000	\$82,000	\$83,000	\$84,000
	Gratiot	\$696,000	\$710,000	\$723,000	\$737,000	\$105,000	\$106,000	\$108,000	\$110,000
	Saginaw	\$1,025,000	\$1,044,000	\$1,064,000	\$1,084,000	\$115,000	\$117,000	\$119,000	\$121,000
	RTF 7B Total	\$2,314,000	\$2,358,000	\$2,402,000	\$2,448,000	\$300,000	\$305,000	\$310,000	\$315,000
RTF 7C	Clare	\$581,000	\$592,000	\$604,000	\$615,000	\$71,000	\$72,000	\$73,000	\$75,000
	Gladwin	\$553,000	\$563,000	\$574,000	\$585,000	\$71,000	\$72,000	\$74,000	\$75,000
	Isabella	\$723,000	\$737,000	\$751,000	\$765,000	\$102,000	\$104,000	\$106,000	\$107,000
	Midland	\$594,000	\$606,000	\$617,000	\$629,000	\$69,000	\$71,000	\$72,000	\$73,000
	RTF 7C Total	\$2,451,000	\$2,498,000	\$2,546,000	\$2,594,000	\$313,000	\$319,000	\$325,000	\$330,000
RTF 7D	Arenac	\$405,000	\$412,000	\$420,000	\$428,000	\$55,000	\$57,000	\$57,000	\$59,000
	Iosco	\$478,000	\$487,000	\$497,000	\$506,000	\$64,000	\$65,000	\$66,000	\$67,000
	Ogemaw	\$560,000	\$570,000	\$581,000	\$592,000	\$74,000	\$76,000	\$77,000	\$78,000
	Roscommon	\$438,000	\$447,000	\$455,000	\$464,000	\$45,000	\$46,000	\$47,000	\$48,000
	RTF 7D Total	\$1,881,000	\$1,916,000	\$1,953,000	\$1,990,000	\$238,000	\$244,000	\$247,000	\$252,000
RTF 8A	Mecosta	\$647,000	\$660,000	\$672,000	\$685,000	\$77,000	\$79,000	\$80,000	\$81,000
	Montcalm	\$968,000	\$987,000	\$1,005,000	\$1,025,000	\$112,000	\$114,000	\$116,000	\$118,000
	Osceola	\$592,000	\$603,000	\$614,000	\$626,000	\$76,000	\$78,000	\$79,000	\$80,000
	RTF 8A Total	\$2,207,000	\$2,250,000	\$2,291,000	\$2,336,000	\$265,000	\$271,000	\$275,000	\$279,000

*Federal Targets are subject to change based on future federal-aid notices.
 The current federal appropriations bill expires on 09/30/21.
 Updated Federal aid notices are issued through the year.
 Because TEDF Category D FY 2021 was extremely low a growth factor was applied to estimates
 to reflect the anticipated increase in actual revenues received.

Table 1 (continued): FY 2023 - 2026 Annual STBG and State D Target Allocation Estimates

*Fiscal Year 2023 to 2026 RTF Funding Targets

RTF 8B	Allegan	\$1,202,000	\$1,225,000	\$1,248,000	\$1,272,000	\$146,000	\$149,000	\$151,000	\$154,000
	Ionia	\$753,000	\$768,000	\$782,000	\$797,000	\$109,000	\$111,000	\$113,000	\$115,000
	Ottawa	\$707,000	\$721,000	\$735,000	\$749,000	\$61,000	\$62,000	\$63,000	\$64,000
	RTF 8B Total	\$2,662,000	\$2,714,000	\$2,765,000	\$2,818,000	\$316,000	\$322,000	\$327,000	\$333,000
RTF 9	Alcona	\$478,000	\$487,000	\$496,000	\$506,000	\$61,000	\$62,000	\$63,000	\$64,000
	Alpena	\$453,000	\$461,000	\$470,000	\$479,000	\$59,000	\$61,000	\$62,000	\$63,000
	Cheboygan	\$640,000	\$652,000	\$664,000	\$677,000	\$67,000	\$68,000	\$69,000	\$70,000
	Crawford	\$430,000	\$438,000	\$447,000	\$455,000	\$54,000	\$55,000	\$56,000	\$57,000
	Montmorency	\$405,000	\$413,000	\$421,000	\$429,000	\$49,000	\$50,000	\$51,000	\$52,000
	Oscoda	\$429,000	\$437,000	\$445,000	\$454,000	\$54,000	\$55,000	\$56,000	\$57,000
	Otsego	\$469,000	\$478,000	\$487,000	\$496,000	\$62,000	\$63,000	\$64,000	\$65,000
	Presque Isle	\$489,000	\$499,000	\$508,000	\$518,000	\$60,000	\$61,000	\$62,000	\$63,000
	RTF 9 Total	\$3,793,000	\$3,865,000	\$3,938,000	\$4,014,000	\$466,000	\$475,000	\$483,000	\$491,000
	RTF 10A	Antrim	\$535,000	\$546,000	\$556,000	\$567,000	\$63,000	\$64,000	\$65,000
Charlevoix		\$446,000	\$454,000	\$463,000	\$472,000	\$56,000	\$57,000	\$57,000	\$58,000
Emmet		\$534,000	\$544,000	\$554,000	\$565,000	\$70,000	\$72,000	\$73,000	\$74,000
Kalkaska		\$511,000	\$521,000	\$531,000	\$541,000	\$69,000	\$70,000	\$72,000	\$73,000
RTF 10A Total		\$2,026,000	\$2,065,000	\$2,104,000	\$2,145,000	\$258,000	\$263,000	\$267,000	\$271,000
RTF 10B	Manistee	\$547,000	\$557,000	\$568,000	\$579,000	\$75,000	\$76,000	\$78,000	\$79,000
	Missaukee	\$511,000	\$520,000	\$530,000	\$540,000	\$67,000	\$68,000	\$69,000	\$70,000
	Wexford	\$534,000	\$544,000	\$555,000	\$565,000	\$51,000	\$52,000	\$53,000	\$54,000
	RTF 10B Total	\$1,592,000	\$1,621,000	\$1,653,000	\$1,684,000	\$193,000	\$196,000	\$200,000	\$203,000
RTF 10C	Benzie	\$398,000	\$405,000	\$413,000	\$421,000	\$54,000	\$55,000	\$56,000	\$57,000
	Grand Traverse	\$604,000	\$615,000	\$627,000	\$639,000	\$57,000	\$58,000	\$59,000	\$60,000
	Leelanau	\$396,000	\$404,000	\$411,000	\$419,000	\$50,000	\$50,000	\$51,000	\$52,000
	RTF 10C Total	\$1,398,000	\$1,424,000	\$1,451,000	\$1,479,000	\$161,000	\$163,000	\$166,000	\$169,000
RTF 11	Chippewa	\$919,000	\$936,000	\$954,000	\$972,000	\$100,000	\$101,000	\$103,000	\$105,000
	Luce	\$397,000	\$405,000	\$413,000	\$420,000	\$43,000	\$44,000	\$45,000	\$45,000
	Mackinac	\$572,000	\$583,000	\$594,000	\$605,000	\$79,000	\$81,000	\$82,000	\$83,000
	RTF 11 Total	\$1,888,000	\$1,924,000	\$1,961,000	\$1,997,000	\$222,000	\$226,000	\$230,000	\$233,000
RTF 12A	Alger	\$468,000	\$477,000	\$486,000	\$495,000	\$60,000	\$61,000	\$62,000	\$63,000
	Marquette	\$983,000	\$1,001,000	\$1,020,000	\$1,040,000	\$79,000	\$80,000	\$81,000	\$83,000
	Schoolcraft	\$526,000	\$536,000	\$546,000	\$557,000	\$67,000	\$69,000	\$70,000	\$71,000
	RTF 12A Total	\$1,977,000	\$2,014,000	\$2,052,000	\$2,092,000	\$206,000	\$210,000	\$213,000	\$217,000
RTF 12B	Delta	\$721,000	\$735,000	\$748,000	\$763,000	\$99,000	\$101,000	\$103,000	\$105,000
	Dickinson	\$416,000	\$424,000	\$432,000	\$440,000	\$49,000	\$50,000	\$51,000	\$51,000
	Menominee	\$797,000	\$812,000	\$828,000	\$844,000	\$131,000	\$133,000	\$135,000	\$137,000
	RTF 12B Total	\$1,934,000	\$1,971,000	\$2,008,000	\$2,047,000	\$279,000	\$284,000	\$289,000	\$293,000
RTF 13A	Baraga	\$451,000	\$459,000	\$468,000	\$477,000	\$45,000	\$45,000	\$46,000	\$47,000
	Houghton	\$628,000	\$640,000	\$652,000	\$664,000	\$88,000	\$89,000	\$91,000	\$92,000
	Keweenaw	\$237,000	\$242,000	\$246,000	\$251,000	\$31,000	\$31,000	\$32,000	\$32,000
	RTF 13A Total	\$1,316,000	\$1,341,000	\$1,366,000	\$1,392,000	\$164,000	\$165,000	\$169,000	\$171,000
RTF 13B	Gogebic	\$583,000	\$594,000	\$605,000	\$617,000	\$72,000	\$74,000	\$75,000	\$76,000
	Iron	\$607,000	\$618,000	\$630,000	\$642,000	\$81,000	\$82,000	\$84,000	\$85,000
	Ontonagon	\$611,000	\$622,000	\$634,000	\$646,000	\$72,000	\$73,000	\$75,000	\$76,000
	RTF 13B Total	\$1,801,000	\$1,834,000	\$1,869,000	\$1,905,000	\$225,000	\$229,000	\$234,000	\$237,000
RTF 14	Lake	\$529,000	\$539,000	\$550,000	\$560,000	\$73,000	\$74,000	\$76,000	\$77,000
	Mason	\$520,000	\$530,000	\$540,000	\$550,000	\$67,000	\$68,000	\$69,000	\$71,000
	Muskegon	\$622,000	\$634,000	\$646,000	\$658,000	\$75,000	\$77,000	\$78,000	\$79,000
	Newaygo	\$900,000	\$917,000	\$934,000	\$952,000	\$103,000	\$105,000	\$107,000	\$109,000
	Oceana	\$631,000	\$642,000	\$655,000	\$667,000	\$84,000	\$85,000	\$87,000	\$88,000
	RTF 14 Total	\$3,202,000	\$3,262,000	\$3,325,000	\$3,387,000	\$402,000	\$409,000	\$417,000	\$424,000
Total RTF Program Target		\$51,168,000	\$52,139,000	\$53,131,000	\$54,143,000	\$6,297,000	\$6,409,000	\$6,518,000	\$6,625,000

*Federal Targets are subject to change based on future federal-aid notices.
 The current federal appropriations bill expires on 09/30/21.
 Updated Federal aid notices are issued through the year.
 Because TEDF Category D FY 2021 was extremely low a growth factor was applied to estimates to reflect the anticipated increase in actual revenues received.

What is Financial Constraint?

Financial constraint is a comparison of total estimated *revenues* (federal/state funds) with total estimated *commitments* (project costs). Each Rural Task Force must demonstrate financial constraint by including sufficient financial information to confirm that projects can be implemented using committed available, or reasonably expected to be available, revenue sources, with reasonable assurance that the federally supported transportation system is being adequately operated and maintained. Financial constraint applies to each fiscal year of the STIP.

MDOT requires each Rural Task Force to be **financially constrained to their total annual STBG and State D target amounts**. That is, the total amount of STBG and State D funds programmed for projects for the four-year STIP period must not exceed the anticipated total amount of funds available (i.e., target amounts) to the Rural Task Force for that period. There are several reasons for this requirement:

- To maintain the Local Rural Task Force Program within anticipated available revenues.
- To be consistent with all applicable laws and regulations.
- To be simple and easy to understand.
- To be consistent with MDOT business practices.
- To represent agreement reached by the Rural Task Force Program Advisory Board

Rural Task Forces may elect to transfer (i.e., borrow and lend) STBG and/or State D funds to another task force in order to complete larger projects, etc. It will be up to each task force to cooperatively work with MDOT and their Regional Planning Agency to track any transfers and agreements made for repayment of borrowed funds. See the Rural Task Force Guidelines (Section II, d and Appendix E) for more information and a sample agreement. The current Rural Task Force Guidelines can be found at this web address, [Rural Task Force Guidelines](#). Only similar type funds can be borrowed and repaid between task forces. For example, if Rural Task Force A borrows \$100,000 of STBG funds from Rural Task Force B, Rural Task Force A will be required to pay back \$100,000 of STBG funds – not State D or local funds – to Rural Task Force B, based on the terms of the agreement.

What projects are eligible?

All eligible road projects must be in the rural area, outside of any Adjusted Urban Census Area (ACUB). Road projects are eligible for STBG and State D funding. Eligible uses include construction, reconstruction, rehabilitation, resurfacing, restoration, enhancement, and operational improvements. Projects must be located on federal-aid eligible highways that have been functionally classified as a major collector or higher according to the National Functional Classification (NFC) System approved by Federal Highway Administration (FHWA). See the following web address for the NFC classification map, <http://www.mcqi.state.mi.us/nfc/>.

Some STBG funds may be spent on minor collectors (MDOT allows up to 15 percent of the total STBG funds to be spent on minor collectors). The Fixing America's Surface Transportation Act specified that minor collectors must have been designated as federal-aid eligible prior to 1991, when the NFC designation system started. Here is the link to the archived maps prior to 1991, https://www.michigan.gov/mdot/0,4616,7-151-11151_11155-405140--,00.html.

The goal of the State D fund program is to serve economic development by establishing and integrating a local secondary all-season road system with the state trunkline system. Roads eligible for State D funds must be designated as a "Proposed All-Season Network" route or an "All-Season Network" route. Information on the State D Program can be found at this web address, https://www.michigan.gov/mdot/0,4616,7-151-9621_17216_18230-26763--,00.html.

To be designated as Proposed All-Season Network or All-Season Network the route must be classified as county primary or city/village major roads. If a road does not fall into one of these categories, application must be made to MDOT, and the classification changed before State D funds can be used to improve the road. The road must be built to all-season standards, connect other all-season routes, and cannot have local restrictions for legally loaded commercial vehicles. A map of All-Season routes can be found here:

<https://mdot.maps.arcgis.com/apps/webappviewer/index.html?id=ac067829f74e49eba28b33605ccd87c0>.

STBG funds must be spent on construction costs, contingencies for highway projects, or transit capital projects unless the specific RTF committee approves their use on engineering and construction engineering. STBG funds shall not be used for right-of-way acquisition. State D funds shall be used for physical construction only and shall not include costs of right-of-way acquisition and engineering.

Transit capital projects are eligible for STBG funding only and must be eligible for Federal Transit Administration (FTA) funding to use STBG funds. Eligible transit capital projects may include replacement buses and rehabilitation of existing buses, communication equipment, maintenance equipment, operational support equipment and services, items related to services under the Americans with Disabilities Act, and facility renovations.

How will projects be selected?

Projects in rural counties must be evaluated and selected by the Rural Task Force and based on either established project selection criteria developed through the task force, or on the greatest needs of the region. Each Rural Task Force selects projects cooperatively with all cities and villages under 5,000 population, county road commissions, rural transit providers, and MDOT (for State D funded projects) in accordance with funding targets established by MDOT. Projects will also be reviewed for eligibility and consistency with the criteria established for the state's Transportation

Economic Development Fund Program and the Federal Surface Transportation Program.

How will Selected Projects be included in the STIP?

The Rural Task Force FY 2023 - 2026 STIP Development Process consists of the steps listed below. The schedule of these steps can be found in Appendix A.

1. MDOT Develops Call for Projects for Rural Task Force Program Projects.

MDOT develops a Call for Projects letter and instructions document for FY 2023 - 2026. The department sends the call letter and instructions document to each Regional Planning Agency in Michigan. The Regional Planning Agency shares the letter and instructions with each Rural Task Force in their geographic area.

2. Rural Task Forces hold meetings to Select Proposed Projects (September 2021 to January 2022).

Rural Task Forces hold a meeting(s) between **September 2021 and January 14, 2022**, to select their FY 2023 - 2026 projects using STBG and/or State D funds. This time frame also includes county-level task force meetings to identify potential projects. The Rural Task Force is charged with reviewing the projects and approving them as part of their annual program.

Regional Planning Agencies are responsible for notifying or ensuring notification of member agencies, the public, and all other interested parties of the opportunity to participate in all Rural Task Force meetings. Notification must be sent out at least one week prior to the meeting(s) or in accordance with established procedures written in bylaws or in approved public participation plans. Every effort must be made to solicit input from the public, and all interested parties on the proposed program of projects.

3. Rural Task Force members submit the data sheets (1799 and 1797 forms) for projects that have been approved to the Regional Planning Agency (RPA) by January 14, 2022.

Rural Task Force members are responsible for sending the approved data sheets and fiscal constraint spreadsheet (if the RPA does not maintain it) for the four-year STIP cycle to the RPA for programming into the MDOT JobNet database. This should be done by **no later than January 14, 2022**.

4. The RPA reviews the approved projects for eligibility and fiscal constraint, then programs approved projects into the MDOT JobNet database (by February 11, 2022).

The RPA will review the fiscal constraint spreadsheet and input project information into the MDOT JobNet database. Upon completion of programming the four-year approved projects into MDOT's JobNet database, the RPA will notify the Rural Task Force coordinator that they have completed the programming and submit the fiscal constraint spreadsheet. The RPA will complete this **by February 11, 2022**.

5. MDOT will review the projects in JobNet (by March 15, 2022).

MDOT will review each Rural Task Force's four-year listing of projects, reconcile any issues, and approve the projects **by March 15, 2022**, when the snapshot will be taken for the FY 2023 - 2026 STIP.

6. JobNet Database Snapshot (by March 15, 2022).

An automatic JobNet database "snapshot" or query will be done on **March 15, 2022**, that includes all Rural Task Force projects programmed in JobNet. The snapshot of projects will be included in the official FY 2023 - 2026 STIP document for federal review and approval. Any STBG or State D funded projects that do not make it into the JobNet database by March 15, 2022, will likely need to wait and be amended into the STIP after its approval.

7. MDOT prepares and submits FY 2023 - 2026 STIP for Federal Approval (Spring/Summer 2022).

MDOT prepares a draft FY 2023 - 2026 STIP for review and comment during Spring/Summer of 2022. The draft document and project listing will be released to the public for 30 days for review and comment.

Taking into consideration all comments received, MDOT will finalize the FY 2023 - 2026 STIP document and submit it to FHWA and Federal Transit Administration by **August 15, 2022**, for review and approval.

8. FHWA and FTA Approve the FY 2023 - 2026 STIP (by October 1, 2022).

By **October 1, 2022**, FHWA and FTA formally approve the FY 2023 - 2026 STIP as the official transportation program of Michigan. MDOT will notify the RPAs of STIP approval, who will in turn notify all local Rural Task Force members.

**Appendix A - Rural Task Force
FY 2023 - 2026 STIP Development Schedule**

	Timeframe	STIP (MDOT)	TIP (MPOs)
Prepare Draft STIP Document	May 2021	MTPA Review MTPA reviews the STIP/TIP Development Schedule, Guidance Document on Planning Factor, Performance Measures, Performance Based Planning (MDOT will provide)	
	August/September 2021	MPO Local Call for Projects due back to MPO October 1 st	
	October 2021	After federal revenue announcement, cooperatively develop the federal and state revenue estimate and its distribution statewide.	
	October/November 2021	MDOT region offices discuss the 5-year Transportation Program and the recommended MDOT projects with the MPOs. After consideration of MPO comments, MDOT regions provide trunkline project list to MPOs.	MPOs conduct project selection process based on the 5 Year Transportation Program MPOs enter their local projects in JobNet
	February 2022	Take preliminary snapshot (query) of the MAP database (February 1st) and provide it to the MDOT regions for review for completeness and accuracy. Begin general program account (GPA) development. Ensure all MDOT projects are on the MAP database	Preliminary snapshot is provided to the MPOs. MPO committees review draft TIP project list and financial constraint demonstration. MPOs enter their local projects in JobNet
	March 2022	Take final snapshot – March 15th Complete GPAs. Provide final snapshot & GPAs to MDOT regions and MPOs.	All projects must be on the MAP database by March 15th. Final project lists are provided to the MPOs
	March - April 2022	Air Quality Conformity, Environmental Justice Analysis and Environmental Consultation Complete STIP and environmental justice analysis. Hold MITC-IAWGs, complete air quality analysis, create documents or reports.	Complete TIP, environmental justice analysis, and environmental consultation. Prepare draft TIP document. Hold MITC-IAWGs, complete air quality analysis, create document or report.
	May - June 2022	Draft STIP Finalize draft STIP document. – May 16 th through June 15 th .	MPO TIP Approval MPO TAC & Policy Committees approve final FY 2023 - 2026 TIP by both TAC and Policy by end of June. Policy resolution supporting conformity determination. Approve final amendment to the FY 2020-2023 TIP for FY 2023. Align the FY 2023 years.
	June 30, 2022	Submit TIPs to MDOT by June 30th	
	July 1 – July 15 2022	Finalize STIP Document statewide financial constraint.	MDOT reviews MPO TIP documents TIP documents are reviewed by MDOT. TIP financial tables are incorporated into the statewide financial constraint demonstration.
	July 15 – August 15, 2022	Begin public comment period on July 15 th for STIP. Obtain MDOT management approval.	
	August 15, 2022	Submit STIP and TIPs to FHWA and FTA	
	August 15 – September 30, 2022	FHWA, FTA review STIP and TIP documents and FHWA submits documents to EPA	
	September 30, 2022	FHWA and FTA approve STIP and TIPs	
	October 1, 2022	Notification of Approval Notify all stakeholders of STIP approval and conformity determination. Update all STIP fields in MAP database. Save original approved STIP/TIP JobNet for official records, auditors, and STIP stability analysis	

Public Participation

The TIP (MPO) schedule is a generic schedule and does not apply to any specific MPO. Contact the individual MPOs for specific TIP development schedules.