

# OVERVIEW OF NON-MOTORIZED SPENDING MCL 247.660K

“Section 10K”

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## STATE TRUNK LINE HIGHWAY SYSTEM (EXCERPT) Act 51 of 1951

**247.660k Nonmotorized transportation services and facilities; expenditures; improvements as qualified nonmotorized facility; meeting requirements of section; 5-year program; notice and consultation; establishment of facilities; information and assistance as to planning, design, and construction.**

Sec. 10k. (1) Transportation purposes as provided in this act include provisions for facilities and services for nonmotorized transportation.

(2) Of the funds allocated from the Michigan transportation fund to the state trunk line fund and to the counties, cities, and villages, a reasonable amount, but not less than 1% of those funds shall be expended for construction or improvement of nonmotorized transportation services and facilities.

(3) An improvement in a road, street, or highway that meets accepted practices or established best practices and facilitates nonmotorized transportation such as the paving of unpaved road shoulders, the widening of lanes, the addition or improvement of a sidewalk in a city or village, or any other appropriate measure shall be considered to be a qualified nonmotorized facility for the purposes of this section.

(4) Units of government need not meet the provisions of this section annually, if the requirements are met as an average over a reasonable period of years, not to exceed 10.

(5) The state transportation department or a county, city, or village receiving money from the Michigan

“1% of your MTF over a 10 year period”

MTF Distribution		
Year	Amount	1%
2021	\$20,134,174.40	\$201,341.74
2020	\$18,124,815.36	\$181,248.15
2019	\$18,070,374.48	\$180,703.74
2018	\$16,055,087.16	\$160,550.87
2017	\$14,981,849.83	\$149,818.50
2016	\$11,608,505.68	\$116,085.06
2015	\$11,297,504.87	\$112,975.05
2014	\$10,804,104.87	\$108,041.05
2013	\$10,494,138.33	\$104,941.38
2012	\$10,323,500.96	\$103,235.01
<b>Total</b>	<b>\$141,894,055.94</b>	<b>\$1,418,940.56</b>

2021	\$165.14	2016	\$13,949.00
2020	\$619,830.00	2015	\$2,210.84
2019	\$190,934.46	2014	\$20,514.04
2018	\$1,093,616.33	2013	\$117,049.96
2017	\$55,506.35	2012	\$498,646.52
<b>10-year Total</b>		<b>\$2,612,422.64</b>	

JCDOT non-motorized  
expenditures over past 10 years

1% of a 10 year period



$$\$2,612,422.64 > \$1,418,940.56$$

Year Ended - 2021					
Start: 01/01/2021 End: 12/31/2021					
TEN YEARS OF QUALIFIED EXPENDITURES FOR NON MOTORIZED IMPROVEMENTS (for Compliance with Section 10K of Act 51)					
<b>Fiscal Year</b>	2012	2013	2014	2015	2016
<b>Expenditures (\$)</b>	498,646.52	117,049.96	20,514.04	2,210.84	13,949.00
<b>Fiscal Year</b>	2017	2018	2019	2020	2021
<b>Expenditures (\$)</b>	55,506.35	1,093,616.33	190,934.46	619,830.00	165.14
<b>242. TOTAL</b>					<b>\$2,612,422.64</b>
Total must equal or exceed 1% of your Fiscal Year MTF returns multiplied by 10					
20,134,174.40 x .10 = 2,013,417.44					

?
\$2,013,417.44
?

Or

\$1,418,940.56

- In 2018, 2019, 2021 six counties reported being under Treasury's compliance level
- In 2020 three counties reported being below

## What work is creditable against section 10K?

MDOT > Business > Local Government > Act 51

Public Act 51 of 1951, as amended governs the created Michigan Transportation Trust Fund, which specific transportation taxes are deposited, prescribes how these taxes are distributed and the purposes for which they can be spent.

Act 51 also establishes jurisdictional road networks, sets priorities for the revenues, and allows bonded indebtedness for transportation improvement or repayment of debt.

ADARS - Act 51 Other State Grants Section 1B.2 Training Mich

MLogin  
Request ADARS Access Instructions  
Act 51 Primer  
Act 51 Mileage Certification Maps  
ADARS City/Village Instructions  
ADARS County Instructions  
How to Register for ADARS  
10K Nonmotorized Expenditures - 2019 Guidance  
Guidance for Local Road Agency Transfers  
MDOT Act 51 Forms  
Snow County Map

DESCRIPTION OF WORK	WORK CREDITABLE AGAINST SECTION 10K 1 PERCENT REQUIREMENT	ELIGIBLE COST	
		Engineering	Construction
<b>NON - ROAD FACILITIES</b>			
Shared-Use Path as a project	All engineering/construction/reconstruction.	100%	100%
Shared-Use Path as part of a road project	1) All path-related construction/reconstruction. 2) Non-path work in the road project necessitated by the path component (e.g., extra fill, culvert extension, etc.).	Prorated*	100% of 1 and 2
Shared-Use Path Structures	All engineering/construction.	100%	100%
Sidewalks, Ramps and Curb Cuts	All engineering/construction.	100%	100%
Refuge Islands	All engineering/construction.	100%	100%
Signs, Pavement Markings, Pedestrian/Bicycle Signals	All work specifically associated with the signs, markings, signals specifically intended for nonmotorized users.	100%	100%
Crack and Surface Treatments, Non-structural Overlays, Resurfacing, Restoration or Rehabilitation	All engineering/construction on shared-use pathways, sidewalks or sidewalks.	100%	100%
<b>SERVICES</b>			
Nonmotorized Planning and Education	Costs associated with the development of nonmotorized planning documents or educational materials intended to promote the development, benefits, safety, and use of nonmotorized transportation.	Not Applicable	Not Applicable
<b>ROAD FACILITIES (see notes below)</b>			
Signs, Pavement Markings, Pedestrian/Bicycle Signals	All work specifically associated with the signs, markings and signals specifically intended for nonmotorized users.	100%	100%
Bike Lanes - Pavement, Markings, and Signs as a project	All engineering/construction.	100%	100%
Bike Lanes - Pavement, Markings, and Signs as part of a road or bridge construction.	That portion of the engineering and construction that can be attributed to the bike lane.	Prorated	Prorated**
Shoulder Paving as a project	All engineering/construction.	100%	100%
Shoulder Paving as part of a road or bridge construction	That portion of the engineering and construction that can be attributed to the paved portion of the shoulders.	Prorated	Prorated**
Road or Bridge Construction	That portion of the road or bridge project intended for nonmotorized travel.	Prorated	Prorated
Crack and Surface Treatments, Non-structural Overlays, Reconstruction, Resurfacing,	All engineering/construction for that portion of the roadway meeting the dimensional requirements set forth in the relevant ASOTD guidelines for the roadway.	Prorated	Prorated

\* (3) An improvement in a road, street, or highway that meets accepted practices or established best practices and facilitates nonmotorized transportation such as the paving of unpaved road shoulders, the widening of lanes, the addition or improvement of a sidewalk in a city or village, or any other appropriate measure shall be considered to be a qualified nonmotorized facility for the purposes of this section.

# What are we doing at JCDOT?

- ▣ Partnering as the fiduciary on non-motorized grants



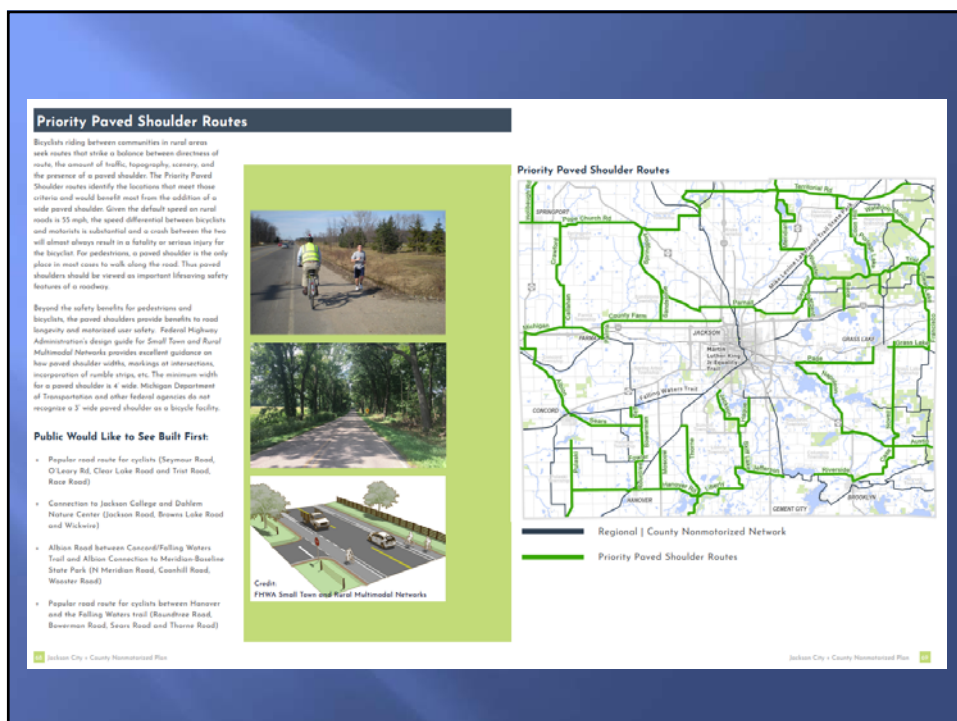
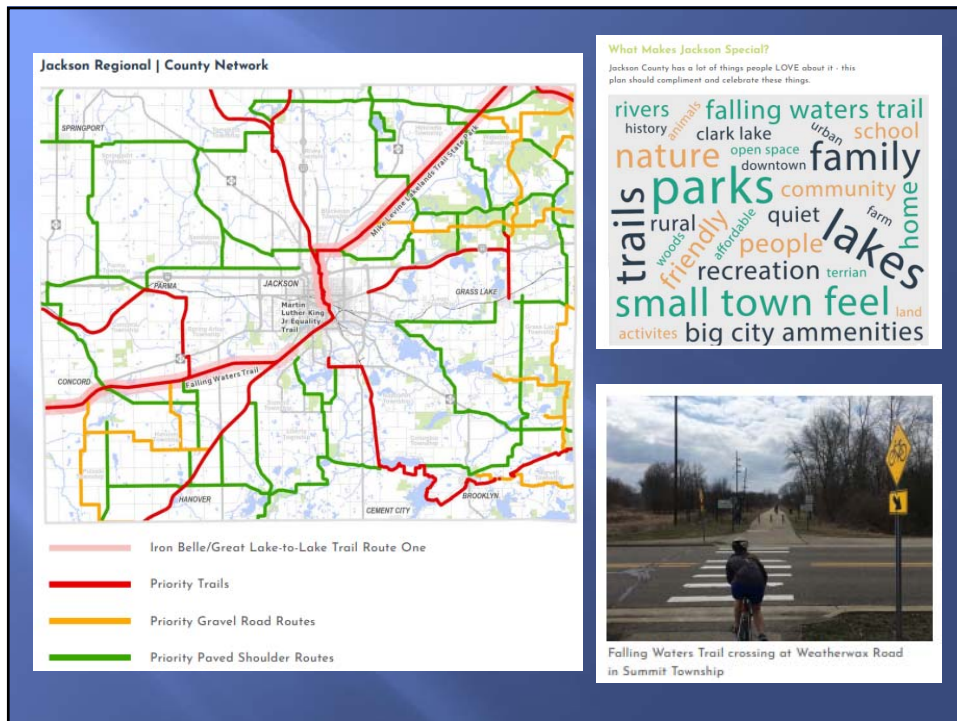
- ▣ Pavement markings
- ▣ 4 to 3 lane conversions
- ▣ Resurfacing of existing paved shoulders
- ▣ Pave shoulders where warranted\* (when funding allows)

\*Called out in our non-motorized plan or for safety

### Steering Committee

Angela Kline, Jackson County Department of Transportation  
 Bret Taylor, Jackson County Department of Transportation  
 Christopher Bolt, Jackson County Department of Transportation  
 Corey Clevenger, Jackson County Department of Transportation  
 Jan Dawling, City of Jackson Engineering  
 Kelli Haaver, City of Jackson Parks + Recreation  
 Kyle Lewis, Jackson County Parks  
 Christine Gensel, Jackson YMCA  
 Pete Jancek, Blackman Township, Supervisor  
 Cindy Hubbell, Brooklyn - Irish Hills Chamber of Commerce  
 David Trent, Village of Grass Lake, Manager  
 Mike Davis, MDOT - University Region  
 Robert Bourgeois, Consumers Energy  
 Lisa Groom, Consumers Energy Land Manager  
 Shaina Tinney, Henry Ford Allegiance Health  
 Terri Melchiori, Consumers Energy  
 Jill Sell, MDNR  
 Ryan Beal, Irish Hills Community Legacy  
 Martha York, Region 2 Area Agency on Aging/Active Jackson

### Consulting Partners





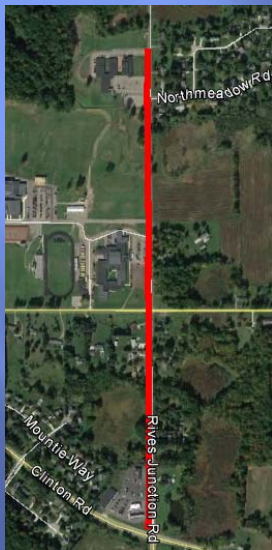
## Kimmel Road 2018

70/30 Township  
share project



## Rives Junction Pathway 2018

Safety Project



Project Amount: \$265,274.67

Constructed approximately 0.75 miles of  
multi-use pathway

## Ann Arbor Road Pathway 2018

Safe Routes to  
School/ TAP/  
Township



Project Amount: \$778,855.05

Constructed approximately 2  
miles of multi-use pathway

## McDevitt Road Reconstruction 2020

EDD Grant



Project Amount: \$618,830

Constructed approximately  
1.49 miles of multi-use  
pathway



Thank you!