

Buying and Selling Federal Aid

Presented by:

Dennis Kolar, PE

Managing Director

Road Commission for Oakland County



Evolution of Federal Aid Purchasing

- ▶ Initially **limited** to purchasing rural federal aid that had to be used on the purchaser's rural federal-aid system.
- ▶ After much debate between CRA, MDOT and FHWA, border roads between rural and urban areas were determined to be eligible also.
- ▶ Starting in 2021, a portion of the purchased rural federal aid could be used in urban areas.
- ▶ A total of about \$11 million in rural “STP Flex” funds are available each year that could be purchased and used in urban areas.



Federal Aid Purchasing Tips

- ▶ Make your deals/commitments early.
- ▶ Identify your projects early & get your TIP amended if necessary.
- ▶ Choose projects that **DO NOT** have right of way, SHPO or EGLE issues.
- ▶ Be flexible: May have to add more MTF dollars to the project or adjust project limits – it's difficult to match purchased amount to the project estimate.



COPY OF RESOLUTION ADOPTED BY THE BOARD OF ROAD COMMISSIONERS, FOR THE COUNTY OF OAKLAND, MICHIGAN UNDER THE DATE OF SEPTEMBER 9, 2021

WHEREAS, county road agencies may transfer federal highway aid available to them to other county road agencies for certain purposes subject to approval by the Michigan Department of Transportation ("MDOT") and Federal Highway Administrative ("FHWA"). 23 U.S.C. 126; and

WHEREAS, the Board of County Road Commissioners of the County of Oakland ("Oakland") has determined that it is in its best interest to purchase available federal aid funds in exchange for non-federal transportation dollars to enable the most efficient use of dollars and cost-effective performance of improvements to its county road system; and

WHEREAS, Oakland has identified the Board of County Road Commissioners of the County of Dickinson ("Dickinson") as a county road agency it is interested in purchasing the federal aid from; and

WHEREAS, Oakland would agree to set the rate of exchange at \$0.80 of non-federal transportation funds for each \$1.00 of STP funds; and

WHEREAS, Oakland desires to purchase an estimated \$297,200 of STP funds available in fiscal year 2022 in exchange for non-federal transportation dollars to Dickinson.

WHEREAS, county road agencies in Michigan are authorized to enter into voluntary exchange agreements with other local road agencies for the purpose of exchanging federal aid funds with state transportation dollars pursuant to Section 402 of Public Act 252 of 2014;

NOW, THEREFORE, BE IT RESOLVED, that Oakland, by adoption of this resolution, may proceed and develop an agreement with Dickinson that would allow for said exchange to occur.

I hereby certify that the above is a true and correct copy of a resolution adopted by the Board of Road Commissioners for the County of Oakland, Michigan, under date of September 9, 2021

Shannon Miller Digitally signed by Shannon Miller
Date: 2021.09.09 10:49:26 -04'00'

Shannon J. Miller
Deputy-Secretary/Clerk of the Board

The handshake: Board resolution approving a purchase





The deal: Sample federal aid purchase agreement

AGREEMENT
COVERING
THE TRANSFER OF FEDERAL AID FUNDS
IN EXCHANGE FOR
NON-FEDERAL TRANSPORTATION DOLLARS

THIS AGREEMENT ("Agreement") is made as September 9, 2021, between Dickinson County Road Commission ("Dickinson") and the Board of County Road Commissioners of the County of Oakland ("Oakland") for the purpose of setting forth the terms upon which federal aid funds available to Dickinson will be transferred to and become available for use by Oakland, in exchange of non-federal transportation dollars that will be paid to Dickinson by Oakland.

WHEREAS, The Board of County Road Commissioners of the County of Oakland and the Dickinson County Road Commission are county road agencies pursuant to Michigan Public Act 283 of 1909; and

WHEREAS, county road agencies may transfer federal highway aid available to them to other county road agencies for certain purposes subject to approval by the Michigan Department of Transportation ("MDOT") and Federal Highway Administration ("FHWA"), 23 U.S.C. 126; and

WHEREAS, Dickinson has determined that it is in its best interest to transfer available federal aid funds in exchange for non-federal transportation dollars to enable the most efficient use of dollars and cost-effective performance of improvements to its county road system; and

WHEREAS, Oakland has determined that it is in its best interest to exchange non-federal transportation dollars and acquire additional federal aid funds which will be available to efficiently enhance and cost effectively be incorporated and utilized on project(s) identified on its Federal Aid Transportation Improvement Program (hereinafter referred to as the "TIP"); and

WHEREAS, Both Dickinson and Oakland understand that the federal aid funds that will be transferred will be limited to federal aid funds available under the Surface Transportation Program (hereinafter referred to as "STP"). This transaction will be known as the "Federal-aid Exchange Program"; and

WHEREAS, Both Dickinson and Oakland understand that the non-federal transportation dollars can be from any non-federal funding source that Oakland has at its disposal; and

WHEREAS, Dickinson and Oakland shall inform their respective Rural Task Force (hereinafter referred to as "RTF") or Metropolitan Planning Organization (hereinafter referred to as "MPO") of their intention to utilize the Federal-aid Exchange Program to transfer STP funds between County Road Agencies. In addition, each party will process any necessary TIP amendment(s) with their respective RTF or MPO; and

WHEREAS, Dickinson and Oakland have set the rate of exchange at \$0.80 of non-federal transportation funds for each \$1.00 of STP funds; and

WHEREAS, Dickinson and Oakland recognize that the total amount of STP funds that will be made available to Dickinson, and which therefore would be eligible for transfer to Oakland, are estimated in this AGREEMENT, and are subject to change according to the actual amount of STP funds received by Dickinson in fiscal year 2022; and

WHEREAS, Dickinson desires to transfer an estimated \$297,200.00 of STP funds available to it and identified on its Local TIP as "Federal Fund Exchange", in exchange for non-federal transportation dollars from Oakland; and

WHEREAS, Oakland desires to transfer non-federal transportation dollars at its disposal to Dickinson in the estimated amount of \$237,760.00 in exchange for the transfer of STP funds available to Dickinson. Said federal funds transferred will be incorporated into the STP fund balance available to Oakland and will be identified on a TIP as funding available for use on a TIP project approved by its RTF or MPO; and

WHEREAS, county road agencies in Michigan are authorized to enter into voluntary exchange agreements with other local road agencies for the purpose of exchanging federal aid funds with state transportation dollars pursuant to Section 402 of Public Act 252 of 2014;

NOW, THEREFORE, the parties agree as follows:

1. The above Introductory paragraphs are made a part hereof and incorporated herein.

2. Dickinson hereby authorizes the transfer of STP funds available to it in the fiscal year 2022 in the estimated amount of \$297,200.00 to Oakland. Oakland agrees to pay Dickinson \$0.80 in non-federal transportation dollars for every one dollar of STP funds transferred. Oakland agrees to pay Dickinson the full agreed upon amount of non-federal transportation dollars within 30 days of the obligation date of the transferred STP funds by MDOT. Dickinson shall provide Oakland with an invoice for the agreed amount.

3. Oakland agrees to submit necessary TIP amendment(s) to its RTF or MPO to acknowledge the transfer of STP funds according to the terms of this agreement and agrees to make revisions (to the extent required by the RTF or MPO) to any planning documents, provide any approvals and execute any documents necessary to allow the transfer to be processed. In addition, Oakland agrees that the STP funds will be utilized on federal aid eligible projects according to the terms of this AGREEMENT.

4. Dickinson agrees to submit necessary TIP amendment(s) to its RTF or MPO to acknowledge the transfer of STP funds in accordance with this AGREEMENT and agrees to make revisions to any planning documents, provide any approvals and execute any documents necessary to allow the transfer to be processed.

5. Dickinson agrees that all non-federal transportation dollars received under this AGREEMENT shall be utilized on its federal aid eligible roads for activities and improvements (excluding routine maintenance) as outlined in Section 10c(1) of Michigan Public Act 51 of 1951 (MCL247.660c, Section 10c(1)), OR, may be utilized, as matching funds on any federal aid project undertaken on its county road system.

6. The use of STP funds and non-federal transportation dollars received hereunder shall be consistent with the requirements of the applicable federal and state law and MDOT and FHWA rules and policies.

7. This AGREEMENT is consistent with the provisions of the Local Federal Aid Exchange Program Guidelines which are incorporated by reference as if fully set forth in this AGREEMENT.

8. This AGREEMENT represents the parties' entire understanding and agreement with respect to the exchange and transfer of funds and dollars which is the subject of this AGREEMENT, and supersedes all prior agreements between and among any of the parties with respect to this exchange.

9. The obligation of the transferred STP funds pursuant to this AGREEMENT is subject to appropriations and the availability of funds administered by MDOT.

10. This AGREEMENT shall bind and inure to the benefit of the parties and their respective successors and assigns. No third-party beneficiary rights are created by this AGREEMENT.

11. This Agreement may not be amended or modified, except by a written agreement executed by the authorized representative of each party.

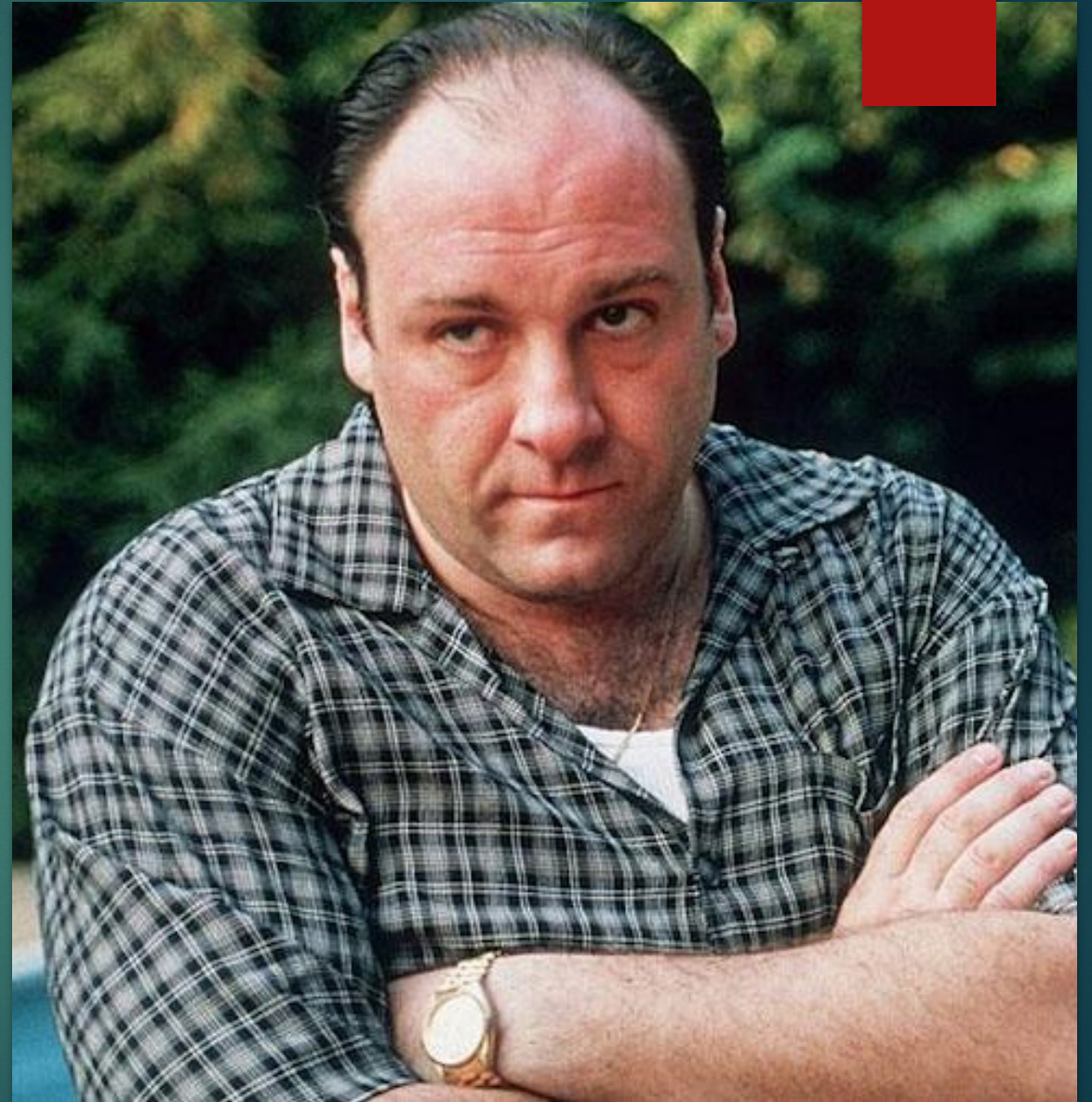
IN WITNESS WHEREOF, the parties have executed this Agreement as of the day and year first stated above.

BOARD OF COUNTY ROAD COMMISSIONERS OF THE COUNTY OF OAKLAND
By: Dennis G. Kolar Dennis G. Kolar
Sep 9 2021 12:19 PM
Its: Managing Director

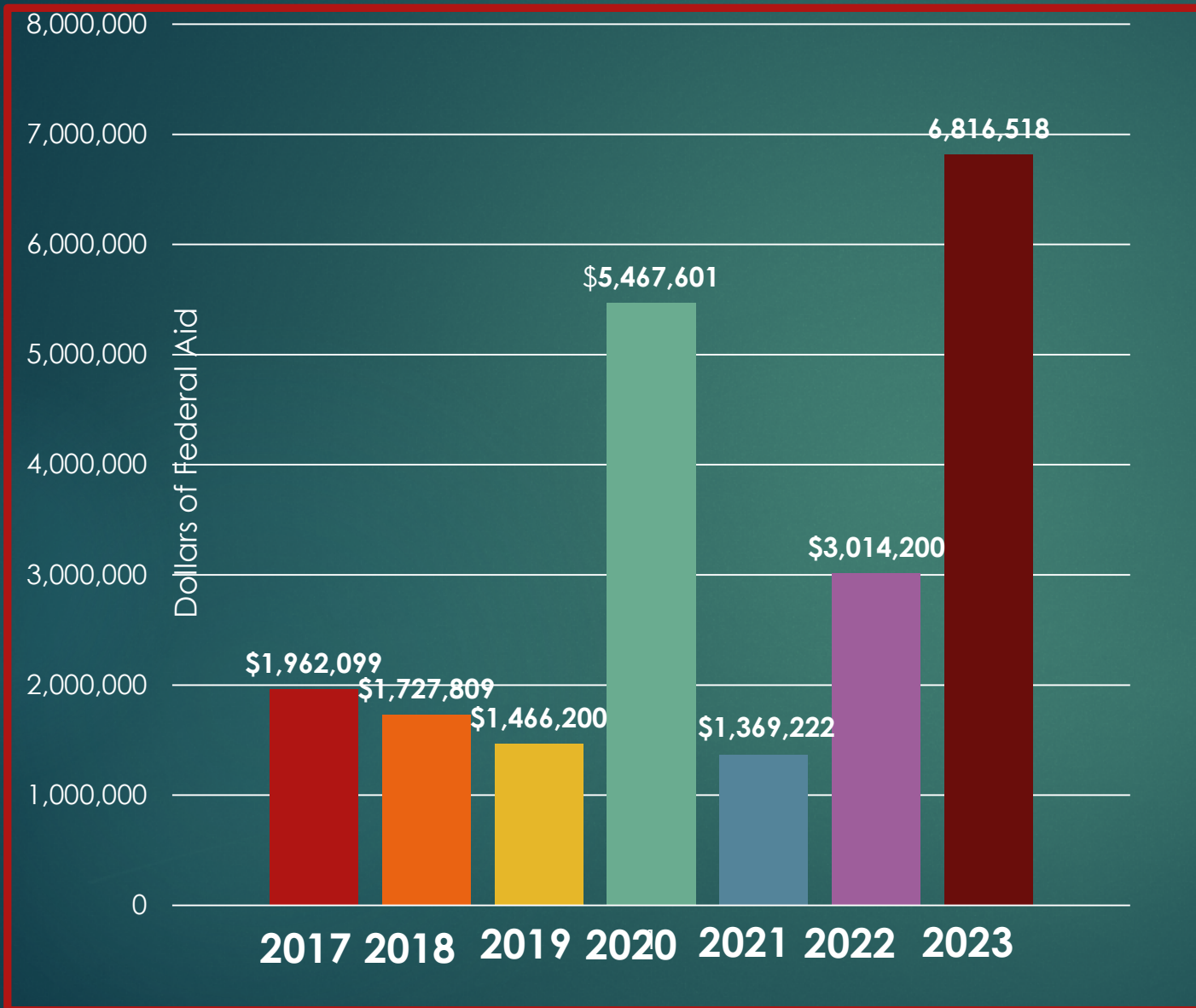
DICKINSON COUNTY ROAD COMMISSION
By: James H. Davis
Its: Managing Director

Concerns/Areas for Improvement

- ▶ More accurate numbers from MDOT Planning.
- ▶ Current CRA contract template reads: “Within 30 days of **MDOT Planning transferring** the STP funds to the purchasing county STP Rural Allocation Balance, the purchasing county shall transfer the agreed upon amount of non-federal dollars to the selling county.”



Amount of Fed. Aid Purchased by RCOC



Purchased From:

2017 (\$ 0.75):

- Delta
- Dickinson
- Leelanau
- Menominee

2018 (\$ 0.75):

- Baraga
- Dickinson
- Mason
- Newaygo

2019 (\$ 0.75):

- Huron
- Leelanau
- Montcalm

2020 (\$ 0.80):

- Baraga
- Delta
- Dickinson
- Emmet
- Iron
- Keweenaw
- Menominee
- Newaygo
- Ogemaw
- Ontonagon

2021 (\$ 0.80)

- Emmet
- Mason

Fed \$ purchased over seven years: **\$21.8 M**

Total MTF paid: **\$17.2 M**

2022 (\$ 0.80)

- Baraga
- Barry
- Dickinson
- Emmet
- Keweenaw
- Osceola

2023 (\$ 0.80)

- Emmet
- Keewananaw
- Baraga
- Osceola
- Ogemaw
- Barry
- Kalkaska
- Mason
- Newaygo
- Mecosta

- 
- ▶ Fed \$ purchased over seven years: \$21.8 M
 - ▶ Total MTF paid: \$17.2 M
 - ▶ Net additional funds obtained: \$ 4.6 M

Benefits of buying federal aid

- ▶ Advance completion of “future” project to current schedule
- ▶ Combine with other fed. aid project for corridor improvement
 - Reduce impact on traveling public; one detour, one construction year
 - Generate 10-15% project savings by reducing cost of mobilization, traffic control, material and wage inflation
 - Reduce unit prices due to larger quantities
 - Provide more flexibility in balancing earthwork
- ▶ Supplement funding of existing fed.-aid project with additional grant dollars



The new process: MDOT purchasing local federal aid

- ▶ RCOC sold \$1.7 million in federal aid to MDOT in 2023 for our Orchard Lake Road resurfacing/reconfiguration project.
- ▶ Received \$1.56 million in MTF.
- ▶ **Advantages:**
 1. Allowed us to bid the project locally
 2. We avoided a lot of federal requirements such as NEPA, SHPO, narrow bid schedule etc.
 3. State funds gave us additional flexibility
- ▶ **Disadvantages:**
 1. Funds were capped so no over-obligation
 2. We funded all overages since we do not ask CVTs to share in overage costs
 3. Additional project oversight since we paid contractor directly



2023 FEDERAL- AID BUYOUT

STEPHANIE BOILEAU, PE
CHIPPEWA COUNTY ROAD COMMISSION





WHY?

PUSH
BOUNDARIES

AVOID BID
DELAYS

CONTRACTOR
INTEREST



WHY?

PUSH
BOUNDARIES

AVOID BID
DELAYS

CONTRACTOR
INTEREST

WHAT?

BOUGHT OUT
 $\frac{3}{4}$ OF STP

5 MILES OF
ROADWAY

BUNDLED
WITH 5
LOCAL MILES



WHY?

PUSH
BOUNDARIES

AVOID BID
DELAYS

CONTRACTOR
INTEREST

WHAT?

BOUGHT OUT
 $\frac{3}{4}$ OF STP

5 MILES OF
ROADWAY

BUNDLED
WITH 5
LOCAL MILES

HOW?

SAME SCOPE

SAME SPECS

SAME
CONTRACTOR

BENEFITS

- New Work
- Responsibility
- Reduced Contention
- No Shutout Delay

REMAINED the SAME

- Unit Pricing
- Consultant Testing Fees
- Prevailing Wage
- Removal of Work Items

CONCERNS

- Contractor Service/Priority
- QA
- Sending Money Away
- Another Workaround

BENEFITS

No Bid Delay

Flexibility in Setup

Flexibility in Construction

No Closeout Delay

REMAINED the SAME

Unit Pricing

Consultant Testing Fees

Prevailing Wage

Removal of Work Items

CONCERNS

Contractor Service/Priority

QA

Sending Money Away

Another Workaround

REMAINED the SAME

Unit Pricing

Consultant Testing Fees

Prevailing Wage

Removal of Work Items

BENEFITS

• No Bid Delay

• No Bid Retain

• No Bid Fee

• No Closeout Delay

CONCERNS

• Contractor Service/Priority

• QA

• Standing Workaround

• Another Workaround

BENEFITS

- No Bid Delay
- Flexibility in Setup
- Flexibility in Construction
- No Closeout Delay

REMAINED the SAME

- Unit Pricing
- Consultant Testing Fees
- Prevailing Wage
- Removal of Work Items

CONCERNS

Contractor Service/Priority

QA

Sending Money Away

Another Workaround



Federal Buyout Stories

Aaron Berkholz, PE

Washtenaw County Road Commission



**Local Agency Programs (LAP)
FY 2024 Project Planning Guide
June 2023**

	LOCAL AGENCY SUBMITS ITS SECTION 106 and NEPA DOCUMENTATION (MDOT FORM 5323) TO LAP ENVIRONMENTAL, 2-6 MONTHS BEFORE GI SUBMITTAL. DATES SHOWN ARE APPROXIMATELY 4 MONTHS PRIOR TO GI SUBMITTAL DATES	FOR BRIDGE PROJECTS, LOCAL AGENCY SUBMITS TYPE, SIZE, AND LOCATION (TS&L) DOCUMENTS WHEN REQUIRED, TO LAP		LOCAL AGENCY SUBMITS ITS ACCEPTABLE GRADE INSPECTION (GI) DOCUMENTS TO LAP	APPROXIMATE GRADE INSPECTION (GI) MEETING DATE		LOCAL AGENCY SUBMITS ITS FINAL PROPERTY ACQUISITION CERTIFICATION (ATTACHMENT B)	LOCAL AGENCY SUBMITS ITS COMPLETE BIDDABLE PACKAGE TO LAP	LAP FORWARDS FINAL BID PROPOSAL PACKAGE TO SPECS & ESTIMATES	LETTING DATE
<p>LA begins Project Design, requests ProjectWise (PWZ) folders, contacts LA Environmental for Section 106 consultation, prepares NEPA Form 5323 and documents, and places them in PWZ between 2 and 6 months before GI submittal.</p> <p>LA also begins utility notification and coordination, coordination with railroads if applicable, coordination with MDOT for traffic and pedestrian signal work, permit application, property acquisition, etc.</p>		04/10/23	<p>LA places GI documents in ProjectWise, including Program Application Requests for design exceptions or variances, recent 3-year crash history and analysis, Diagonal parking study and analysis, Diagnostic Safety Team Review for rail crossings, and similar documentation, and notifies LAP staff engineer. LA addresses Section 106 and NEPA Form 5323 review comments</p>	05/15/23	06/14/23	<p>LA completes section 106 and NEPA coordination, addresses GI review comments; prepares final plans, special provisions, and cost estimates; obtains property, permits, and approvals; places all documents in ProjectWise, and emails the LAP staff engineer</p>	07/14/23	07/28/23	08/18/23	10/06/23
		05/08/23		06/12/23	07/12/23		08/11/23	08/25/23	09/15/23	11/03/23
	03/13/23	06/05/23		07/10/23	08/09/23		09/01/23	09/15/23	10/13/23	12/01/23 *
	04/10/23	07/03/23		08/07/23	09/06/23		09/29/23	10/13/23	11/10/23	01/05/24 *
	05/01/23	07/24/23		08/28/23	09/27/23		10/27/23	11/10/23	12/08/23	02/02/24
	06/05/23	08/28/23		10/02/23	11/01/23		12/01/23	12/15/23	01/12/24	03/01/24
	07/10/23	10/02/23		11/06/23	12/06/23		01/05/24	01/19/24	02/16/24	04/05/24
	08/07/23	10/30/23		12/04/23	01/03/24		02/02/24	02/16/24	03/15/24	05/03/24
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	10/16/23	01/08/24		02/12/24	03/13/24		04/12/24	04/26/24	05/24/24	07/12/24
	11/06/23	01/29/24		03/04/24	04/03/24		05/03/24	05/17/24	06/14/24	08/02/24
	12/11/23	03/04/24		04/08/24	05/08/24		06/07/24	06/21/24	07/19/24	09/06/24
	01/08/24	04/01/24		05/06/24	06/05/24		07/05/24	07/19/24	08/16/24	10/04/24
	02/05/24	04/29/24		06/03/24	07/03/24		08/02/24	08/16/24	09/13/24	11/01/24

Please Note:

* Local Agencies should consider using the Advance Construct funding option for projects in these lettings, for cases where Federal obligation authority is not available early in the fiscal year.

** Date adjusted for holiday (not applicable this fiscal year)

LAP cannot guarantee that projects submitted late in the fiscal year will be obligated before the end of the current fiscal year. This may result in loss of funds for that fiscal year.

Dates shown for Section 106 and NEPA document submittal are generally 4 months before Grade Inspection (GI) submittal. However LAP recommends NEPA submittal 2-6 months before GI submittal

All bridge projects (bridge replacement and major rehabilitation regardless of funding) require a TS&L submittal.

For projects that may require an Environmental Assessment (EA), submit the EA document to the MDOT LAP-ENVIRONMENTAL UNIT at least one year prior to submitting the GI documents

For projects which FHWA has identified for Risk Based Project Involvement, submit GI documents and Complete Biddable Package to LAP at least two weeks prior to the dates shown.

See the attached guidance document, "Local Agency Program (LAP) Project Planning Guidance"

updated 06/28/23

**LOCAL AGENCY ENVIRONMENTAL
CLEARANCE FORM
SOCIAL, ECONOMIC AND ENVIRONMENTAL EVALUATION**

MDOT Form 5323 (NEPA)


- 2-6-months in advance of GI date
- SHPO review
 - HMA mill-fill = Excepted
 - However, sidewalks can be problematic
- Familiarity with the form, process

The National Environmental Policy Act (NEPA) of 1969 [42 USC§ 4331] is a US environmental law enacted to 'encourage productive and enjoyable harmony between man and his environment'. Its aim is to protect and preserve social and cultural resources, economic welfare, and the preservation/ protection of the natural environment.

Under NEPA, all federal undertakings (receiving federal aid, permits, licensing or oversight) must have an environmental evaluation completed prior to the start of project construction or implementation. **A complete MDOT approved clearance form must be on file before funding can be released.** Failure to obtain NEPA clearance may result in project delays or loss of funding.

The following is a list of acronyms found within this document:

BMP- Best Management Practice	NOC - Notice of Coverage
DEGR - Dynamic Environmental GIS Resource	NPDES - National Pollution Discharge Elimination System
EGLE - Environment, Great Lakes, and Energy (Formerly MDEQ)	OWJ - Official with Jurisdiction
FEMA - Federal Emergency Management Agency	OHWM - Ordinary High-Water Mark
JPA – Joint Permit Application between EGLE and USACE	ROW - Right of Way
MDARD - Michigan Department of Agricultural and Rural Development	TMDL - Total Maximum Daily Load
MDNR - Michigan Department of Natural Resources	USACE - United States Army Corps of Engineers
MS4 - Municipal Separate Storm Sewer System	USCG - United States Coast Guard
MDOT - Michigan Department of Transportation	USDA- United States Department of Agriculture
	USFWS - United States Fish and Wildlife Service

 There are links and resource material embedded within this document. They are intended as reference material to assist in the preparation of the Local Agency Environmental Clearance Form. The information present may or may not be the most recent source of data. It is the responsibility of the preparer to ensure an honest and accurate review of the project is performed using the latest resources and material available.

Submit your completed form, map, and separate attachments in your Projectwise 5323 folder.

Notify MDOT-LAP-NEPA-Reviews@Michigan.gov.

Please submit your 5323 form at 26 weeks + in advance of the anticipated letting date.

FEDERAL AID BUYOUT PROGRAM
EXCHANGE REQUEST FORM

MDOT Form 2926

- Programmed Federal Aid Project (TIP)
- Distribution FY23 of funds in February 2023
- Local road agency
 - Complete project as programmed within 3-year timeframe (from the time of distribution)
 - Prevailing wage compliance (to be covered later)
 - No other **RED** tape?

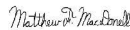
FISCAL YEAR (Must be YYYY)	2023
JOB NUMBER	205648
MPO/RTF	SEMCOG
COUNTY	Washtenaw
LOCAL AGENCY	Washtenaw County Road Commission

Please use information from the federally approved STIP to fill in the details below, exchanges are limited to construction phases.

PROJECT NAME (ROUTE)	E Huron River Dr
LIMITS	Hospital entrance to Hogback
PRIMARY WORK TYPE	408 - Milling & One Course Asphalt Overlay
PROJECT DESCRIPTION	Mill and resurface the existing roadway surface. Update pedestrian facilities to be ADA compliant.
FEDERAL ESTIMATED/PROGRAMMED AMOUNT	\$430,000.00
STATE ESTIMATED/PROGRAMMED AMOUNT	\$0.00
LOCAL ESTIMATED/PROGRAMMED AMOUNT	\$107,500.00
TOTAL PHASE ESTIMATED/PROGRAMMED AMOUNT	\$537,500.00
FEDERAL FUND SOURCE(S) (Check more than one)	<input type="checkbox"/> ST <input type="checkbox"/> STL <input checked="" type="checkbox"/> STU <input checked="" type="checkbox"/> STUL

The Exchange amount will be 90% of the Federal estimated/programmed amount listed on the federally approved STIP.

The local agency will complete the buyout process in accordance with the Federal Aid Buyout Pilot Program Guidelines for Fiscal Year 2023, dated September 28, 2022. The guidelines can be found at [Federal Aid Buyout Program Guidelines Fiscal Year 2023 \(Michigan.gov\)](#).

PRINTED NAME Matthew F. MacDonell	AUTHORIZED SIGNATURE  Matthew F. MacDonell Jan 4 2023 9:56 AM	TITLE Director of Engineering & County Highway Engineer	DATE 01/04/23
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AGENCY CONTACT INFORMATION	
PRIMARY CONTACT	Matthew F. MacDonell
TITLE	Director of Engineering & County Highway Engineer
PHONE NUMBER	(734) 327-6688
E-MAIL ADDRESS	macdonellm@wroads.org
SECONDARY CONTACT	Brent Schlack
TITLE	Assistant Director of Engineering
PHONE NUMBER	(734) 327-6670
E-MAIL ADDRESS	schlackb@wroads.org



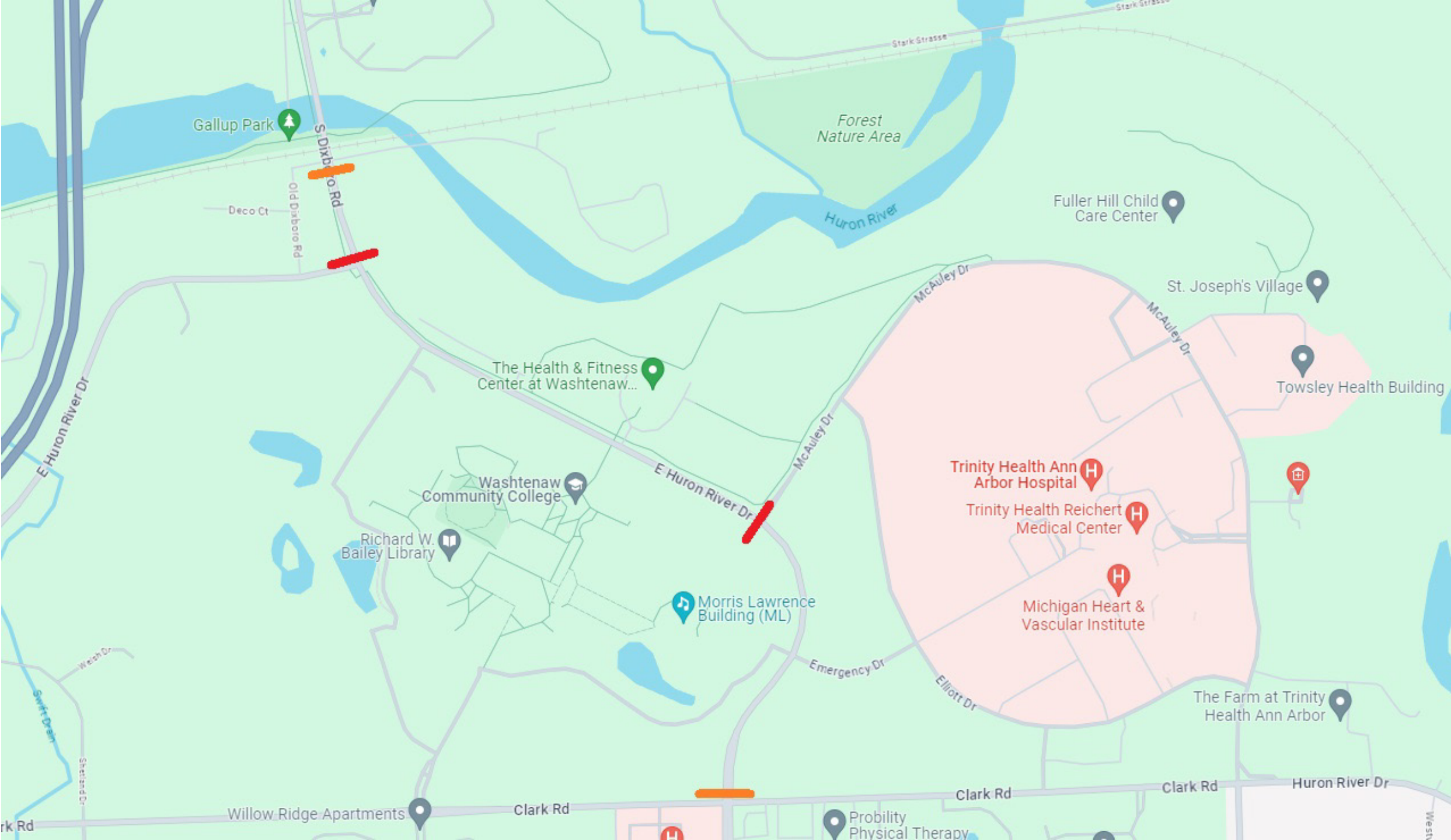
MONEY LAUNDERING

Well, of course that's what it means.

Huron River Drive Ann Arbor Twp

- MDOT JN 205648
 - 0.64 Mile (Dixboro Rd to McAuley Dr)
 - 2.0-inch mill, HMA
 - Programmed Budget: \$537,500
 - Federal Aid: \$430,000
 - WCRC: \$107,500
- FY2023 Buyout
 - 1.0 Mile (Dixboro Bridge to Clark Rd)
 - 2-inch mill, HMA
 - Buyout Amount: \$387,000
 - Final cost: \$450,094
 - WCRC: \$63,094
- Maintenance of Traffic
 - Washtenaw Community College
 - Trinity Health Ann Arbor Hospital

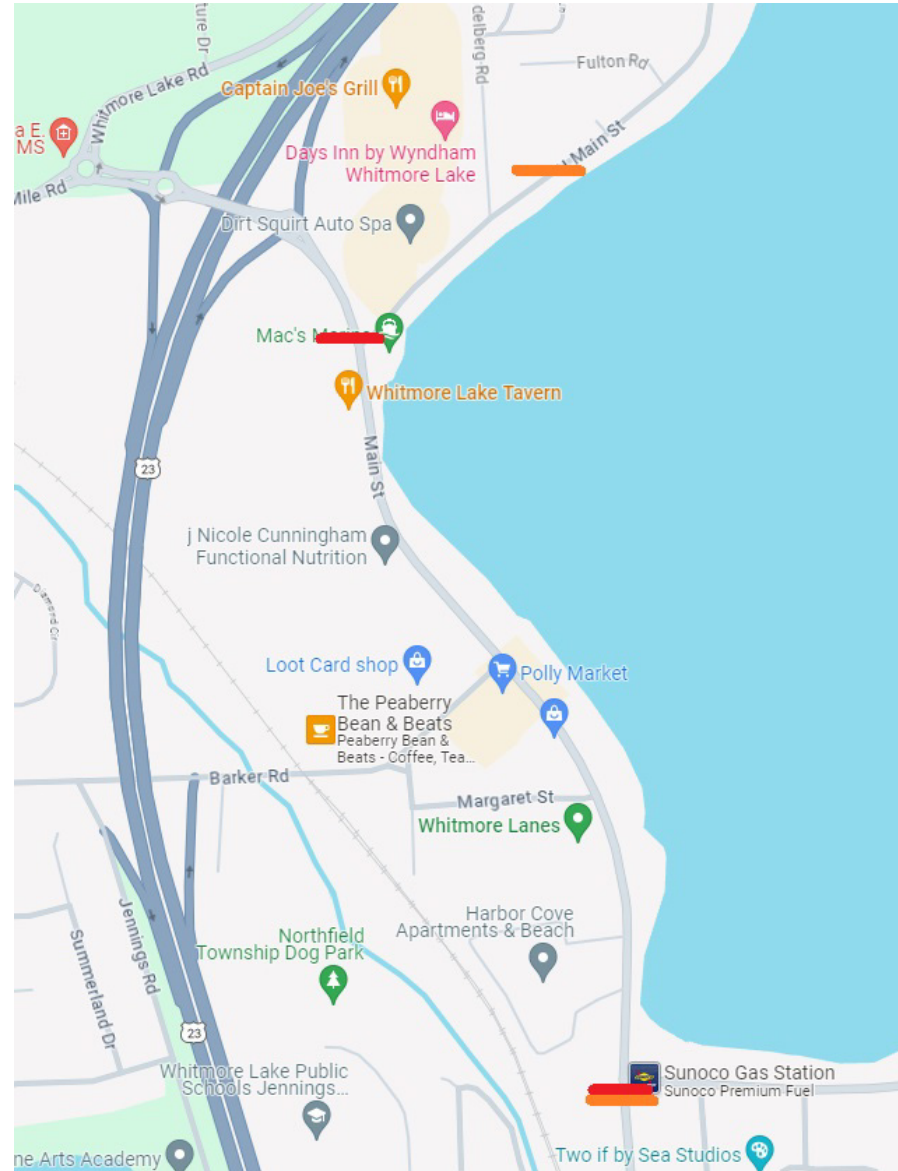




Main Street Northfield Twp

- MDOT JN 205651
 - 0.60 Mile (East Shore Dr to 8 Mile Rd)
 - 2-inch mill, HMA
 - Programmed Budget: \$392,630
 - Federal Aid: \$314,105
 - WCRC: \$78,525
- FY2023 Buyout
 - 0.82 Mile (E Shore Dr to County Line)
 - 2-inch mill, HMA
 - Buyout Amount: \$282,695
 - Final cost: \$224,591
 - WCRC: \$0
- Maintenance of Traffic
 - “Downtown” Whitmore Lake
 - Businesses, lakeshore residents





WCRC FY2023 Buyout Summary



	Federal Funds	Buyout Amount	Contract Construction Cost	WCRC Cost	Program Miles	Actual Miles
Huron River Dr	\$430,000	\$387,000	\$450,094	\$63,094	0.64	1.00
Main St	\$314,105	\$282,695	\$224,591	(\$58,104)	0.60	0.82
Prospect Rd	\$176,000	\$158,400	\$226,793	\$68,393	1.00	1.00
7 Mile Rd	\$175,000	\$157,500	\$118,898	(\$38,602)	0.91	0.91
Total	\$1,095,105	\$985,595	\$1,020,376	\$34,781	3.15	3.73
			WCRC Budget	\$273,775		0.58

Cost Comparison

Federal Aid contract Whitmore Lake Rd (JN 214634) Cadillac Asphalt

Cold Milling HMA Surface

\$2.65 / Syd

HMA, 5EML

\$100 / Ton

LSUM Items

Mobilization, Max

Minor Traffic Devices

Traffic Regulator Control

WCRC “Countywide” 2023 contract Millage / Buyout / Township Cadillac Asphalt

Cold Milling HMA Surface

\$2.00 / Syd

HMA, 5EML

\$90 / Ton

No LSUM Items

Simplified Contract Modifications

Simplified Payment Process

Prevailing Wage Compliance

Federal Aid contract

Prevailing Wage Requirements

“Contracts subject to the Davis-Bacon Act are generally required to pay at least the applicable minimum wage rate required...”

- LCP Tracker
 - “Certified Payroll Reporting software”
 - MDOT covers software cost
 - User Familiarity
- Wage Rate Interviews (WRI)
- Disadvantaged Business Enterprise (DBE)
- Commercially Useful Function (CUF)

Buyout

Prevailing Wage Requirements

- MDOT LCP Tracker portal “not available”
- Track CTC
 - Road Agency Cost / Contractor Cost
 - Lack of User Familiarity
- Wage Rate Interviews (WRI)
 - Recommended or required?
- DBE not required
- CUF not required

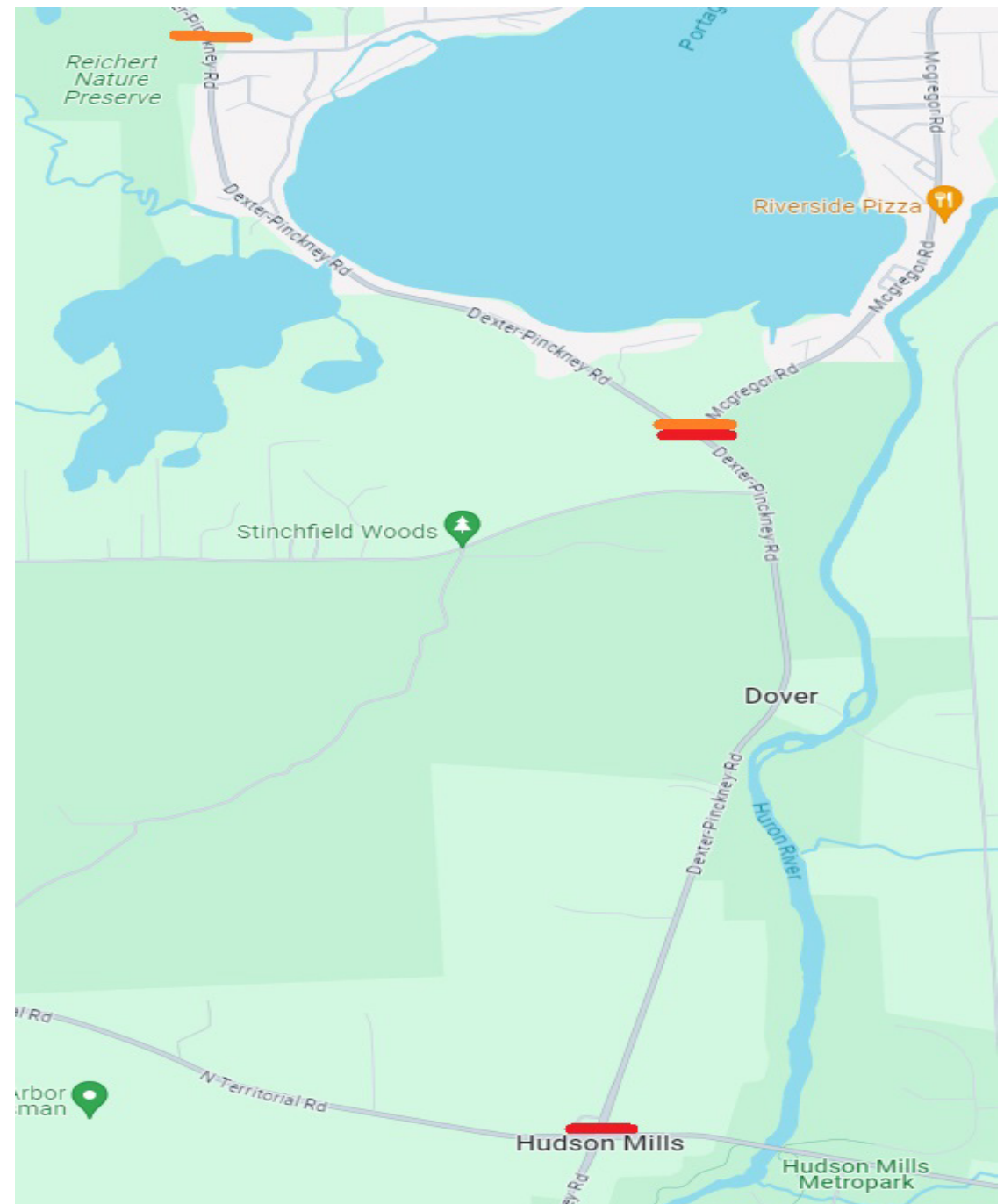
CTC PRICE LIST FY 2023

County				
One Time County Set Up	One Time Project Set Up	Monthly Subscription	Cost Per Project	Federal Aid Buy Out Project Approved Amount
\$ 500.00	\$ 500.00	\$ 85.00	\$ 1,250.00	\$50,000 - \$250,000
			\$ 2,250.00	\$251,000 - \$450,000
			\$ 3,250.00	\$451,000 - \$650,000
			\$ 4,250.00	\$651,000 - \$850,000
			\$ 5,250.00	\$851,000 - \$1,050,000
			\$ 6,250.00	\$1,051,001 - \$1,250,000
			\$ 7,250.00	\$1,250,001 - \$1,450,000
			\$ 8,250.00	\$1,450,001 - \$1,650,000
			\$ 9,250.00	\$1,650,001 - \$1,850,000
			\$ 10,250.00	\$1,850,001 - \$2,050,000
*Requires a minimum of 1 year Subscription				

Contractor			
One Time Contractor Set Up	Monthly Subscription Per User	Per Project	Federal Aid Buy Out Project Approved Amount
\$ 500.00	\$ 65.00	\$ 1,250.00	\$50,000 - \$250,000
		\$ 2,250.00	\$251,000 - \$450,000
		\$ 3,250.00	\$451,000 - \$650,000
		\$ 4,250.00	\$651,000 - \$850,000
		\$ 5,250.00	\$851,000 - \$1,050,000
		\$ 6,250.00	\$1,051,001 - \$1,250,000
		\$ 7,250.00	\$1,250,001 - \$1,450,000
		\$ 8,250.00	\$1,450,001 - \$1,650,000
		\$ 9,250.00	\$1,650,001 - \$1,850,000
		\$ 10,250.00	\$1,850,001 - \$2,050,000
*Requires a minimum of 1 year Subscription			

Dexter-Pinckney Rd Dexter Twp

- **MDOT JN 214746 – FY2024**
 - 1.74 Mile (N. Territorial to McGregor Rd)
 - Federal Aid: \$480,724
 - FY24 Buyout:\$432,652
- **MDOT JN 215068 – FY2025**
 - 1.32 Mile (McGregor Rd to County Line)
 - Federal Aid: \$171,000
 - **FY25 Buyout Cancelled**



QUESTIONS?

