

Section L UNFUNDED TRANSPORTATION PROJECTS NEEDS

Limiting projects and programs that can be included in the Transportation Plan to known and "reasonably expected" sources of revenues (financial constraint) advances the possibility that the Plan will not address all the identified transportation deficiencies. From one standpoint, it makes the Plan a long term transportation programming document. Moreover, it does not directly address what revenue mechanisms must be put in place to resolve revenue deficiencies. This activity will take place outside of the framework of the Transportation Plan.

Revenue alternatives and shifts in revenue sources are being examined with the probability of modification, at the federal, state, and local levels. At this time, none have been advanced to the point where there are definitive programs for revenue changes.

There are many reported proposals for dramatic changes in federal funding in transportation. These range from major reductions or elimination of federal participation in transit operating and change in federal emphasis on highway projects to limiting funding participation to major arterial only and to the reduction or elimination of transportation planning funding for certain size areas. At this time, they are simply proposals and not reflected in current legislation or finalized budgets. Perhaps the only thing that is clear is that it is likely there will be changes that may have a dramatic impact on funding operations, development, construction, and planning for transportation systems at the local level.

At the State level, the focus of revenue discussion is on the motor vehicle fuel tax and distribution proposals. Questions of the feasibility of an increase, the level or amount of increase (if any), distribution, and similar key impact parameters are still unanswered. These questions, or moreover the answers, have both short term and long term impacts.

One common theme seems to frequently surface at both federal and state levels of discussion. The intent or concept of increased dependency on generation of local revenue to build and operate our transportation systems . . . both highways and public transportation.

Unfunded projects (those projects not included in the Transportation Plan due to financial constraint limitations) are identified in this section of the report (Table L-1). This list is not intended to be comprehensive. It is limited to those programs or projects that were identified as significant needs or deficiencies in the transportation planning process and could not be included in the Plan due to financial constraint. The list of unfunded projects is skewed toward Michigan Department of Transportation projects. This does not mean that all local agency projects are funded. It is a result of the revenue projection process and the project identification process. Many local candidate projects were initially removed from the list of projects to be considered in this Plan to accelerate the Plan development process.

Local agency preservation projects after 2005 were not identified and estimated. The dollars available after subtracting costs of identified improve/expand projects and other specific projects were assigned to unidentified preservation projects. Without projecting

preservation needs to future years, it can not be said that available resources satisfies preservation and other needs on the local agency system. From Pavement Management System reports, it is clear that there is a large unmet need to bring the local agency systems up to the target service level, based on the year the project is needed.

Revenues from the Michigan Department of Transportation for capacity improvement projects were not identified other than a minor amount for the life of the Plan. It is

believed, but not reasonably identified, that funds will be available over the life of the Plan to complete some of the identified improvement needs, particularly along I-94.

Table L-1
Illustrative Projects

Map Key	Agency	Project Location	Project Limits	Project Description
1	Michigan Department of Transportation	Gull Road (M-43)	G Avenue to 28th Street	Widen from 2 lanes to 4 lanes
2	Michigan Department of Transportation	I-94	West County Line to 12th Street	Widen from 4 lanes to 6 lanes
3	Michigan Department of Transportation	I-94	East of US-131 to Sprinkle Road	Widen from 4 lanes to 6 lanes improve interchange at Oakland and Westnedge
4	Michigan Department of Transportation	I-94	Sprinkle Road to East County Line	Widen from 4 lanes to 6 lanes improve interchange at 35th Street and 40th Street
5	City of Parchment	Industrial Collector	Mosel Avenue to G Avenue	Construct new road
6	Metro Transit	Operating Revenues after 2007	Metro Transit Service Area	Enhance operating revenues
7	Michigan Department of Transportation	Michigan Avenue	Stadium Drive to Lovell Street	Widen from 4 lanes to 5 lanes
8	Michigan Department of Transportation	US-131	I-94 to north of West Main Street (M-43)	Widen from 4 lanes to 6 lanes
9	Michigan Department of Transportation	US-131	South County Line to U Avenue	Study Alternatives for alignment
10	Michigan Department of Transportation	US-131/US-131BR	Interchange	Construct/modify interchange to improve access to south and local street network

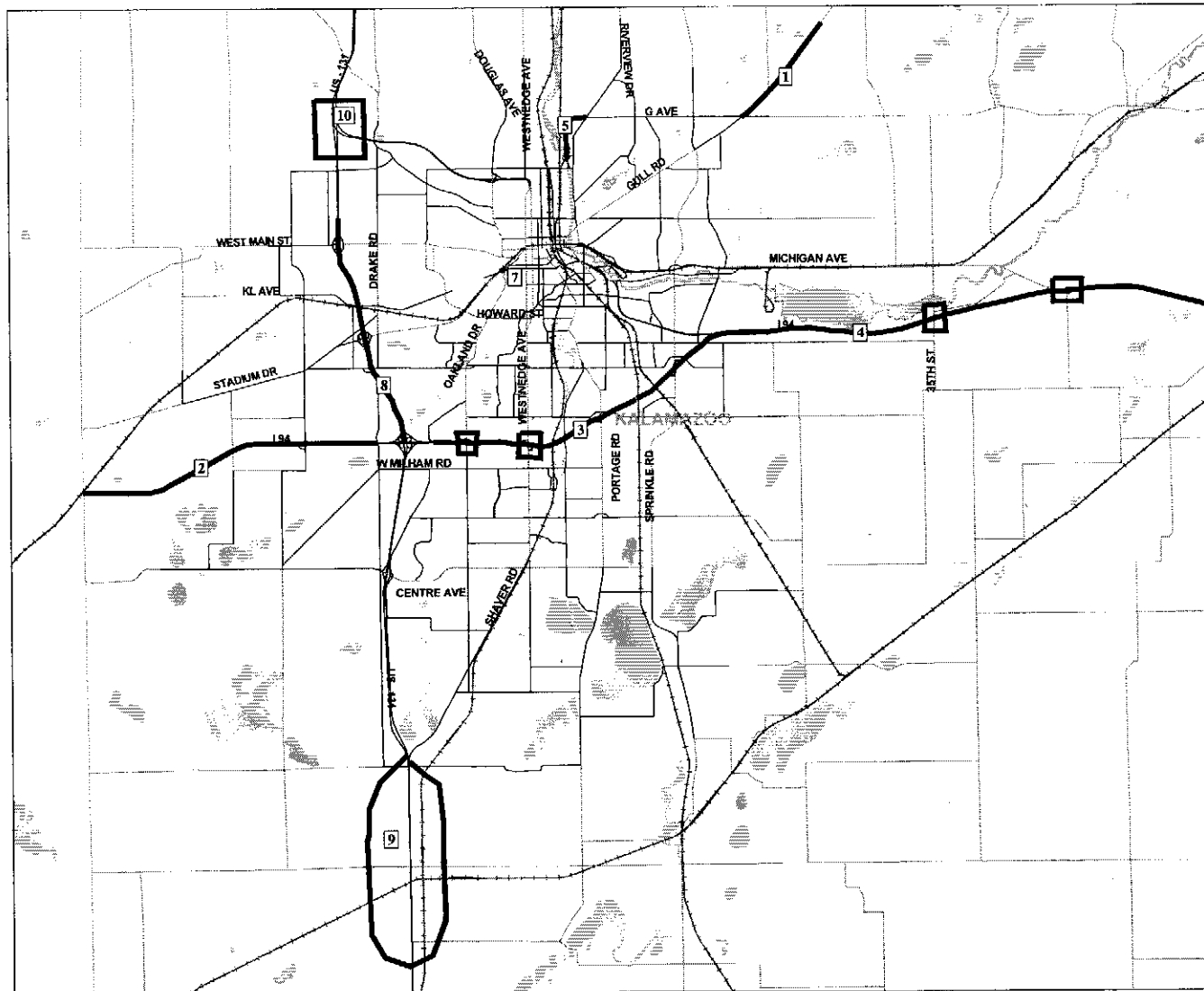


Figure L - 1

Illustrative Projects

6 Metro Transit Operating Revenues After 2007

Four general categories of projects are impacted:

- Capacity deficiencies where the probable alternative for deficiency mitigation is facility expansion or the addition of lanes.
- Reconstruction, rehabilitation, resurfacing projects (Preserve) where the specific projects are part of an initial deficiency list and not able to be included. These projects are from the Pavement Management System (PMS) analysis and frequently are in an agency's Capital Improvement Program.
- Transit operational expenditures.
- A more general group, not specifically listed by location, that are known as future needs based on the 20-year pavement life cycle analysis or recent and future pavement management actions. Most pavement management systems focus on 10-year programs and are updated on a 2-3 year cycle. Therefore, these needs are not necessarily fully represented in the Plan.

Certainly there are other expenditures that may not be able to be addressed within the "non-specified locations" funding categories. Typical of these are two potential highway signing programs that are in place and/or are likely to be required during the planning period: (1) signing requirements related to retroreflectivity requiring new materials application and/or (2) more frequent replacement programs. These are examples only, and are not intended to be advanced as specific unfunded needs. They are programs where full implementation would materially impact highway program cost.

Although planning scale or more detailed cost estimates have been made up for these unfunded projects as a part of the financial constraint analysis, they are not included in this report. By implication, this would result in under-representing unmet needs.

The basic intent is to clearly report there are unmet needs or deficiencies of a significant scale. These needs and deficiencies are not included in the Plan and have an impact on the efficient operation of the transportation system. This impact will be recognized by the traveling public in terms of reduction of service (transit), levels of congestion, and comfort and safety of travel.

Many of the deficiencies in funding for transportation needs may be addressed in a future State Transportation Needs Study. Others will appropriately be considered based on review, evaluation, and modification of the Transportation Plan on a 5-year cycle.