

reduce the accident rate on heavily congested roadways, and improve the social, economic, and environmental conditions of areas adjacent to heavily congested roadways.

The project must be located on a County primary or major street on a Federal Aid System (urban or secondary). Eligible applicants for funding under this category are limited to County and City road agencies and a 20 percent match is required. Project costs include all those related to highway construction except for routine maintenance. The local Federal Aid Urban Task Force, through the Road Commission for Oakland County, reviews all proposed projects and makes recommendations for funding to the State Transportation Commission on a quarterly basis.

MDOT Bonding Programs

Periodically, MDOT issues loans for specific road projects. Budget authority for this funding must be specifically authorized by the State legislature, so the funding is limited.

Economic Development Administration (EDA)

This Public Works and Economic Development grant program is administered by the U.S. Department of Commerce Economic Development Administration for economic development activities that create jobs, including road and infrastructure improvements related to the economic development activity. Funding is limited under this program because it is annually subject to Congressional approval or renewal.

Special Assessment Districts

Road improvements can be financed locally through Special Assessment Districts (SAD's). SAD's may require some cost-sharing by the local government and the benefitting property owners. Based on Michigan case law, the cost assessed to the property owners must be directly related to the benefit derived by the improvement. For example, it would not be appropriate to establish a SAD to finance road widening to accommodate through traffic. SAD's can be used to fund conventional road improvements, sidewalks, secondary service roads, driveway closures, and other improvements.

Downtown Development Authority (DDA)

The Lyon Township DDA was created pursuant to Michigan Public Act 197 of 1975, as amended, for the purpose of halting the property value deterioration and to increase property tax valuation where possible in and around New Hudson, to eliminate the causes of deterioration, and to promote economic growth. The DDA uses tax increment financing (TIF) to fund projects in the district. These funds can be used for transportation improvements as is the case with construction of the ring road in New Hudson and improvements to Grand River Avenue. These funds may only be used on roads within the boundaries of the development district.