



# Marquette County Ambassadors Annual Lansing Visit 2012



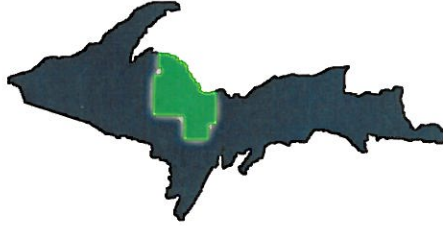
Economic Development  
Natural Resources  
Transportation  
Health Care  
Education  
Tourism

Marquette County



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## **Marquette County Ambassadors**

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For over two decades the Marquette County Ambassadors have been making an annual trip to Lansing to meet with legislators and State department personnel. The purpose of the trip is three fold: to inform you of relevant issues affecting the Upper Peninsula, in particular Marquette County, to hear your perspective on activities related to state government and to share with you our position on critical issues related to the Upper Peninsula.

In 2012, the Marquette County Ambassadors are again bringing the Upper Peninsula to Lansing. The Legislative Reception and many scheduled visits prove the Ambassadors know the value and are committed to a more regional perspective of issues and challenges facing the businesses and citizens of Marquette County and the entire Upper Peninsula.

This year the Ambassadors have researched and produced Position Papers in 6 major areas:

- Economic Development
- Education
  - Higher Education
- Health Care
- Natural Resources
- Tourism
- Transportation

Many, if not all, of the issues raised or initiatives supported are not specific to Marquette County, but rather the Upper Peninsula as a whole. Regional cooperation continues to play a vital role in the economic prosperity of the Upper Peninsula, and U.P. communities have a long history of working together.

Attached you will find the Marquette County Ambassadors' 2012 Position Papers, highlighting issues important to the economic vitality of the County. Each section is summarized with detailed information attached. If additional information is needed, a contact list of members has also been provided.

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# ECONOMIC DEVELOPMENT

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## SUPPORT THE MEDC STRATEGIES

Staff of the Lake Superior Community Partnership, the parent organization of the Marquette County Ambassadors, has been selected to serve on the Collaborative Development Council (CDC). This regional collaborative strategy has been very successful since its inception last year strengthening relationships between the MEDC and local level economic development organizations.

### **Action Requested:**

- **Continue to support the regional concept of the CDC allowing local partners to have a voice at the table; becoming more effective by reducing duplication.**
- **Provide adequate funding and flexibility to the Michigan Economic Development Corporation (MEDC) to carry out their economic and workforce strategies; in turn, these resources benefit local economic developers.**
- **Look for opportunities to assist local economic development organizations with resources that allow them to be financially sustainable to provide services.**

## ENERGY GENERATION IN THE UPPER PENINSULA

Regulations by the EPA have left our community with the real possibility of the Presque Isle Power Plant being taken offline around the year 2017. This plant provides generation to one of our area's largest employers (Cliffs Natural Resources); is the largest tax payer in the City of Marquette and employs approximately 160 people.

### **Action Requested:**

- **Support the efforts of Wolverine Cooperative and We Energies to be successful in their plans to move forward with a joint venture that would extend the life of the facility.**
- **Fair and stable energy costs are critical to economic development; state policies should be consistent with an effort to do so, while providing appropriate protection to the environment.**

## NON-FERROUS MINING TAXATION

Recent legislative and administrative discussions in Lansing, including proposed legislation, may change the existing tax rate and allocation structure for non-ferrous mining projects. This discussion should include broad-based engagement and take the time necessary to include local communities and ISDs that are the most impacted by mining projects.

### **Action Requested:**

- **Allow projects under Part 632 to remain under the current tax structure**

- **Local communities need to be involved in any discussions regarding changes to the tax structure as the current revenue allocation benefits schools, local infrastructure, local government and emergency services.**
- **Tax dollars should be paid directly to the appropriate local entities versus the State; history has proven that dollars “washed” through Lansing do not come back in a timely fashion nor at levels committed.**

# EDUCATION

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## SCHOOL AID FUND TRANSFERS

This past year the public school community fought and failed to stop a raid on the School Aid Fund (SAF) when \$400 million was transferred to the General Fund to pay for community colleges and universities. This raid harmed public schools by missing a chance to restore some of the debilitating cuts endured in recent years. In addition, the per pupil Foundation allowance was reduced by \$470 to \$6,846. One time incentives allowed schools to recoup \$200.

The estimated SAF ending balance for the current year is \$142 million. Despite the carry forward balance, the exclusion of so-called, “one-time revenue” in the SAF budget totaling over \$455 million makes for a net loss in total revenue available to school districts next year. Although fiscal estimates show a year end balance of \$122 million that assumes that schools receive no restoration of previous cuts and that no attempt is made to maintain categorical funding for one time programs.

The 2012-13 School Aid surplus is misleading. Even with the exclusion of more than \$455 million (\$154m best practices, \$155m MPERS rate offset payment, \$133m MPERS Reform Payment, \$13m small class size grant) of one time appropriations, the perception remains that the state won’t have to cut schools next year. While this may look good on a balance sheet, the lost funds translate into real cuts for schools. Additional expenses for schools in 2012-13 include \$50 million for full day kindergarten.

### **Action Requested:**

- **We implore the state legislature to refrain from any educational restructuring that would include placement of community college and/or higher education funding in the SAF. In addition, categorizing additional programs and initiatives as “educational” and thereby placing a further burden on the SAF must have the necessary resources follow as well (transfer information attached).**

## SINKING FUND

Due to funding constraints, districts are lacking funds for infrastructure, technology, and school bus acquisition. It is our hope that legislation previously proposed would be reinstated and enacted to expand the use of funds received from millage to include technology and school bus acquisition. This has been a long standing request from our area superintendents and we hope for some relief during this legislative session.

### **Action Requested:**

- **We support modification of the “sinking fund” law in HB 4560 and SB 419 to allow revenue approved by voters under this law to be used in the same manner as revenue for bonds, as defined by the School Code.**

## STATE MANDATED ASSESSMENTS

Research has proven that students learn differently. They learn at different paces, possess varied learning styles and demonstrate acquisition of knowledge in different forms. Recent legislation supports the belief that teacher and student performance are linked; that continuous improvement can be attained through regular and comprehensive evaluation systems; and that decisions regarding personnel should be linked to effectiveness rather than seniority. These items – research and legislation – provide the framework in which schools can individualize instruction and demand excellence by educators. However, the assessment model on which success and accountability requires schools to allocate hours and weeks preparing for and administering assessments that provide little formative use to educators. Data is available months after students are assessed and does not represent the differentiated learning and testing styles present in Michigan's students.

We value high standards and recognize that a "low bar" (expectations that are easily met) has little effect on closing the "strategic gap" between status quo and 100% proficiency. Scores of a single assessment that does not take into account the individual learning/testing styles of students cannot be the only indicator of a successful school.

### **Action Requested:**

- **Establish legislation that places a priority on locally or regionally developed assessments aligned with the GLCE's and reduce the reliance on the MEAP/MME as the primary accountability measure for schools. The ACT should continue to serve as a college preparatory assessment of knowledge and skills and data point to measure summative effectiveness.**

## EARLY CHILDHOOD EDUCATION

Research supports the lifelong importance of early childhood development and hard economic evidence shows that smart investments in early childhood yield long-term gains. According to the National Center for Children in Poverty, Michigan's low income (below 200% of the federal poverty level) families account for 60% of our children under the age of 6. It's proven that the educational achievement gap begins long before school starts, and continues absent intentional interventions. At age 4, poor children are 18 months behind their affluent peers, and the gap is still present at age 10. By third grade, children from middle-class families know about 12,000 words; children from low-income families only know about 4,000 words. Federal funding is anticipated to increase to states that demonstrate they have improved the quality of their Child Care standards and have put some sort of curriculum in place. Michigan does not currently meet the federal standards at this time.

### **Action Requested:**

- **Place emphasis on the State of Michigan meeting the federally recommended standards for early childhood education; including pre-school and child care. This will result in Michigan's children being better prepared to meet high achievement standards as they transition through elementary, middle and high school and on to college. In addition, Michigan will become eligible for Federal Funding that is not currently available.**

## CASH FLOW COSTS

While the school year begins on July 1, the first state aid payment does not arrive until October 20. This gap in incoming revenue needed to pay bills during the first four months of the school year force many districts to borrow from the school bond loan fund. This school year local



districts were forced to borrow almost \$700 million to meet their obligations, at a cost of over \$15 million in interest, or nearly \$10 per pupil. In addition, legislation is pending that would cap the amount available for borrowing.

**Action Requested:**

- **Reimburse local school districts for the expense of borrowing funds against school aid to meet the obligations at the beginning of the school year.**

# HIGHER EDUCATION

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## NORTHERN MICHIGAN UNIVERSITY

Northern Michigan University (NMU) is a key element to the future growth and development of Marquette County. As a rural comprehensive university it offers the citizens of the county and the Upper Peninsula a high quality, high tech learning environment at a reasonable cost.

University administrators and faculty serve in leadership roles in the economic development efforts of our community. Faculty, staff, and students contribute thousands of hours of their time and expertise to our community through the work they do on community issues and projects. Because of NMU's community involvement the Carnegie Foundation for the Advancement of Teaching selected Northern for the 2008 Community Engagement Classification, one of the 130 higher education institutions in the nation to earn the distinction.

Northern owns one of the few FCC licenses regulating the next generation wireless technology, known as WiMAX. Current wireless technology, WiFi, is measured in feet; WiMAX is measured in miles. NMU's WiMAX network covers nearly 40 square miles. Along with providing continuous web access to Northern's off-campus students and employees to support class work and scholarship, the university has shared its WiMAX capabilities with various Marquette County and City governmental agencies, such as area police, fire and public safety personnel, and K-12 schools. This shared resource is allowing city and county government agencies to enhance services while saving money. NMU and area school districts are also working diligently to bring public schools into the network so that remote, rural schools will have access to high-speed wireless broadband services, such as Powell Township for the first time.

The university's annual economic impact on the Upper Peninsula is well over a quarter of a billion dollars. It is the third largest employer in Marquette County and each year it brings thousands of people into our community through educational, cultural, athletic, trade show and business events. Northern Michigan University has been a key factor in a number of companies deciding to locate in the county.

The community is concerned about any further reductions in state aid to Northern Michigan University. Michigan's support for higher education has been significantly reduced over the last several fiscal years—and that has had a large impact on NMU. The university has the second lowest tuition level in the state and one of the highest levels of financial aid to students. Also NMU has one of the highest college first generation student enrollment levels among the state's fifteen public universities.

The University's ability to grow and maintain its current enrollment level despite the region's demographic decline has meant significant dollars to the local economy. Michigan needs to support higher education and expand the access to higher education to all students in Michigan—including those in our region. Over 15% of the population of Marquette County is directly related to NMU which is an enormous economic impact on the area, both from an economic and community development aspect. Any reduction in state funding has enormous impact on the region.

### **Action Requested:**

- **The State will continue to fund Northern Michigan University at its historical level. For every dollar of state support that NMU is reduced, four more dollars are lost to the Upper Peninsula economy.**

The community also supports NMU's Joint Capital Outlay Committee funding request for the Jamrich Hall Modernization Project. The project will add jobs to the region and attract students. This project will also permit the university to operate more efficiently, especially with space utilization and operational costs. The modernization project will also provide our students with a state-of-the-art learning environment that will incorporate relevant high ended technologies and spaces designed for active student learning.

#### ALLOWING COMMUNITY COLLEGES TO GRANT BACCALAUREATE DEGREES

Community colleges were founded to provide affordable and accessible two-year degrees and certificates that ready students for the workforce, or prepare them academically for transfer to a four-year school where they can learn a baccalaureate degree. House Bill 4496 would allow community colleges to grant baccalaureate degrees in nursing, cement technology, maritime technology, energy production technology, and culinary arts.

Providing community colleges the ability to grant baccalaureate degrees will begin an inexorable transformation into bigger institutions with larger staffs and much higher costs.

#### **Action Requested:**

- **Reject legislation that would allow community colleges to grant bachelor's degrees. No convincing case has been made to support shifting the structure of higher education so dramatically. Community colleges play important roles – granting two-year degrees, offering a low-cost alternative for students going on to four-year colleges and universities, and serving as centers for worker retraining.**

# HEALTH CARE

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The regulation of health insurance has traditionally been done at the state governmental level. The passage of the Affordable Care Act (ACA) by Congress represents a significant change in this tradition as the ACA creates significant federal oversight of health insurance markets throughout the United States, including Michigan.

*Under the ACA, states must create their own health insurance exchanges by 2014 or have one created for them by the federal government. In response to this federal mandate, the Governor has advocated for the creation of the MiHealth Marketplace — a nonprofit insurance exchange in which employers and individuals could choose from multiple plans.*

In November of last year, the Michigan Senate passed SB693, the enabling legislation necessary to create Michigan's MiHealth Marketplace. However, the Michigan House has yet to pass the legislation. To date, the House has opted to wait for a U.S. Supreme Court decision (expected later this year) on whether Americans can be required to buy health coverage – commonly referred to as the “individual mandate” clause of the ACA. The thought being that a Supreme Court ruling against the mandate would render significant parts of the ACA moot and eliminate the requirement to form the MiHealth Marketplace.

## **Action Requested:**

- **That the legislature continue to monitor this issue closely and act with enough timeliness to insure that Michigan does not forfeit the creation of an insurance exchange to the federal government.**

## ADVANCE CARE PLANNING

According to a recent article in *Harvard Business Review*, 25% of all Medicare expenses are incurred by the 5% of people who are in their last year of life and one study revealed that simply by having the conversation with patients, end-of-life costs for cancer patients can be cut by 36%<sup>i</sup>. Not only can these conversations reduce costs, but they can ensure that a plan of care meets the needs and goals of the patient. Michigan needs to promote an Advance Care Planning Initiative that rewards physicians for incorporating this planning in their daily practice. One document currently being used by various states is the Physician Orders for Life-Sustaining Treatment (POLST) paradigm which is designed to improve the quality of care received at the end of life. The National POLST Paradigm Taskforce ([www.POLST.org](http://www.POLST.org)) sets minimum requirements to receive endorsement under the POLST paradigm. Michigan currently has a taskforce dedicated to the development of POLST in Michigan.

## **Action Requested:**

- **Support of Advance Care Planning and Directives through Physician Offices.**

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<sup>i</sup> Goodman, E. (2012). Die the Way you Want To..Taking Charge of your Last Days Eases Everyone's Burden. *Harvard Business Review*. Jan-Feb. 2012 Retrieved 01/18/2012 <http://hbr.org/2012/01/tackling-social-problems/ar/1>



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## BASIC HEALTH PLAN

We are all acutely aware of Michigan's growing number of individuals and families who do not have access to basic health insurance coverage. This escalating condition presents enormous problems for the people of our state who are affected, to say nothing about its impact on our struggling economy. The residents of our state and nation should have the ability to provide affordable healthcare protection for themselves and their families.

*Under the Affordable Care Act (ACA), states have the option of implementing a Basic Health Program (BHP) -- a state-run coverage program for individuals who aren't eligible for Medicaid and lack access to an employer-sponsored plan. Under the law, states can opt to devise a BHP that would provide basic coverage levels to uninsured individuals; funded in part by a federal subsidy that would have otherwise been offered through the health insurance exchange.*

### **Action requested:**

- **That the legislature continues to work toward a plan that provides all Michigan citizens with some basic level of health coverage and protection from catastrophic events.**

# NATURAL RESOURCES

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## NON-FERROUS MINING TAXATION

Recent legislative and administrative discussions in Lansing, including proposed legislation, may change the existing tax rate and allocation structure for non-ferrous mining projects. This discussion should include broad-based engagement and take the time necessary to include local communities and ISDs that are the most impacted by mining projects.

### **Action Requested:**

- **Allow projects under Part 632 to remain under the current tax structure**
- **Local communities need to be involved in any discussions regarding changes to the tax structure as the current revenue allocation benefits schools, local infrastructure, local government and emergency services.**
- **Tax dollars should be paid directly to the appropriate local entities versus the State; history has proven that dollars “washed” through Lansing do not come back in a timely fashion nor at levels committed.**

## FOREST ECONOMY

Michigan’s forest products industry accounts for 10% of the state’s manufacturing sector jobs, sustains 154,000 jobs and generates \$12 billion in annual revenue. Michigan fiber surplus (growth minus harvest) is first in the nation which creates a strategic renewable asset, which is currently harvested at less than 40% of its annual growth.

### **Action Requested:**

- **Support industry and agency efforts to increase harvest levels on sustainably certified Michigan state-owned forest lands helping to strengthen the forest products economy and ensuring Michigan economic competitiveness.**

## COUNTY ROAD 595

We support the construction of County Road 595 in Marquette Count from a safety and economic perspective. We believe the proposed route will remove truck traffic from the population centers and the heavily-used regional highway system, and provide a more direct, safe and efficient route for transportation of materials. It will also not only serve the Eagle Mine, but also increase access for logging operations, recreational uses, and emergency services as well as increase safety for the general public.

### **Action Requested:**

- **In a timely manner, approve the permits requested by the Marquette County Road Commission that will allow the construction of County Road 595.**

# TOURISM

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## PURE MICHIGAN CAMPAIGN

Tourism is a critical part of the economy of the Upper Peninsula. It contributes greatly to our hospitality sector throughout the year and the vibrancy of our downtowns, especially in summer and fall. We appreciate and thank the Governor, the Legislature and the Michigan Economic Development Corporation for continuing support for the **Pure Michigan** campaign.

Many of the iconic images that are key to the Pure Michigan campaign are images from the UP. The State is considering a broader use of the Pure Michigan brand, and the Marquette County Ambassadors support this. Marquette County sponsors significant events of statewide and regional impact; the Ore to Shore, Noquemanon Ski Marathon, the UP 200 and Art on the Rocks, to name a few. We also have many smaller events that would benefit from building on an identification with the Pure Michigan brand. The Ambassadors would welcome the chance to work with the MEDC in establishing criteria in support of Pure Michigan branding and promotion for significant local events.

### **Action Requested:**

- **We would urge the use of the Pure Michigan brand in connection with events.**
- **We urge that this campaign do its best to identify the location of the many wonderful images that it shares with the nation.**

## DEPARTMENT OF NATURAL RESOURCES TRUST FUND

We recognize the importance of the Department of Natural Resources Trust Fund and the contributions that resource based communities make to it.

### **Action Requested:**

- **We urge that the Legislature avoid the temptation to divert the DNR Trust Fund and insure its preservation for support of the activities and regions for which the Trust Fund was designed.**

## HEMATITE HEIGHTS MULTI-USE TRAIL SYSTEM

A new project that the Ambassadors are excited to see is the Hematite Heights multi-use trail system. We believe that this is the kind of example that improves local communities and attracts visitors and leverages trust fund monies.

Trails of all sorts; snowmobile, ATV, mountain biking, cross country skiing, and walking are becoming important features of tourist attraction.

### **Action Requested:**

- **We urge that the State work with local communities to master plan and develop these important features that connect our communities and businesses.**

- **We also urge that care be taken to manage trail and user fees in ways that don't discourage use and travel to the UP.**

#### FEDERAL HARBOR MAINTENANCE TRUST FUND

Finally, the Marquette Ambassadors strongly advocates state support for releasing funds from the federal Harbor Maintenance Trust Fund to allow the Army Corps of Engineers to pay for critical dredging in Michigan ports to keep business flowing. And furthermore to allow excess funds to be used for dredging, infrastructure, operation, and maintenance of non-federal harbor areas. These vital improvements would significantly enhance economic development from Great Lakes cruise ships stopping at our ports plus the multi-billion dollar recreational boating industry.

*Marquette County Tourism cannot be divorced from issues of transportation. We therefore incorporate the following transportation issues into our Tourism Whitepaper.*

The **Welcome Center** on South US 41 is an important gateway for travelers to Marquette.

#### **Action Requested:**

- **We urge the State to recognize its contribution to supporting local tourism and to offer it open to tourists as many hours as the State can possibly support.**

#### FOUR LANE ROADS

Also, with respect to transportation, two major access points to the Upper Peninsula feature four lanes. However, once one reaches the UP, four lanes become rare.

#### **Action Requested:**

- **We urge transportation studies and plans to evaluate and fund four lane highway expansions to more parts of the UP.**
- **Support the recommendations of Transportation Funding Task Force (TF2), and request that both the House and the Senate come together in a true bi-partisan effort and take immediate action to increase road funding as recommended in the TF2 report that was submitted on November 10, 2008.**
- **The Marquette County Ambassadors join the Michigan Association of Airport Executives (MAAE), the Michigan Business Aviation Association (MBAA) and the Aircraft Owners and Pilots Association to encourage immediate action by Michigan's legislators to pass HB-4025, which is an excellent first step at arriving at a long-term and financially self-sustaining solution to meeting the needs of Michigan's aviation system and network of airports comprised of over 230 facilities.**



# TRANSPORTATION

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The Marquette County Ambassadors thank MDOT and our State Legislators for their commitment to improving the transportation assets of Michigan, and in particular transportation improvements in and around Marquette County. Recent intersection and signal improvements along the Highway 41 Corridor, passing relief lanes, and non-motorized transportation options are a few examples of projects that have contributed to a safer and improved transportation system and quality of life in Marquette County.

We are grateful for the attention to these projects and look forward to working with MDOT and our State Legislators on future transportation needs.

## PROPOSED COUNTY ROAD 595

The Marquette County region is experiencing a renewed interest in mining activity. Safe and efficient transportation of these materials is essential. A direct route for mining transportation needs, recreational access, emergency services and logging activities will take the burden off the heavily-used regional highway system and provide for safer and less costly transportation in western Marquette County. The proposed County Road 595 is a solution that will remove a great deal of truck traffic from the population centers in Marquette County while also providing improved access to recreational lands. We encourage timely review and approval of the permits necessary for construction of County Road 595.

### **Action Requested:**

- **Support and encourage the timely approval of the necessary permits for construction of County Road 595 in western Marquette County to serve as an additional access point for recreational interests, mining activity, emergency services and logging transportation in a safe and efficient manner.**

## INTERNATIONAL TRADE CROSSING

In 2011 Governor Snyder laid out a plan to accept \$550 million in Canadian funding towards construction of a new international border crossing across the Detroit River. He noted Canada's critical role as the United States' and Michigan's largest trading partner.

The Governor also announced that he and MDOT Director Kirk Steudle had secured a commitment from the US Department of Transportation that the Canadian funds could be used to match Federal transportation funds for road and bridge projects throughout the State of Michigan. Business groups from Marquette to Macomb have been lining up in support of the proposed crossing. The construction of the International Trade Crossing will create 10,000 construction jobs for skilled trade workers from across Michigan.

### **Action Requested:**

- **Support the construction of the International Trade Crossing between Detroit, Michigan and Windsor, Ontario and we encourage MDOT to use the federal matching funds generated from the ITC project to support not only state road projects and funding, but local road agencies as well.**

## MDOT, LOCAL ROAD COMMISSIONS AND CITIES

It is clear that Michigan needs to revamp the current transportation funding model to adequately fund all modes of transportation and to serve the needs of all citizens. Without additional funding for transportation, Michigan remains in jeopardy of losing federal matching dollars and will continue to see the transportation assets of this

state fall into an ever-increasing level of disrepair. Additionally, the lack of transportation funding is causing our local transportation agencies to drastically cut routine maintenance as well as other services that help keep our transportation system safe and efficient. Attempts to divert transportation funding dollars away from operational expenses for other purposes should be avoided as they are causing increased budget pressures at the local level.

**Action Requested:**

- **We request that both the House and the Senate come together in a true bi-partisan effort and take immediate action to solve the transportation funding crisis by developing a funding model that is sustainable and recognizes the needs of all citizens. The current legislation is positive but we have reservations about the change in the distribution portion of the legislation. The legislation as introduced will negatively impact rural Michigan and be a major drawback to roads in Marquette County. We encourage the legislature to make sure funding is fairly distributed to both rural and urban areas in Michigan.**

POTENTIAL ROAD IMPROVEMENT PROJECTS

Please note the following key projects that would greatly benefit the citizens of Marquette County and the State of Michigan. Currently there is no funding identified for these important projects but we hope they will be considered as funding opportunities are identified.

US-41 AND CR 492 (TARGET/ WALMART INTERSECTION)

This intersection has seen an increase in heavy truck traffic as commercial traffic patterns have changed in and around the City of Marquette. The current state of the intersection was achieved by paving a ditch area and not changing the cross slope of US-41. This intersection has drainage problems, pavement reliability problems, ride quality, and pedestrian crossing issues. These problems, coupled with a high-volume of regional commercial vehicle traffic, add significant safety risks to the traveling public in this heavily-used intersection.

M-553, SANDS TOWNSHIP

The area both north and south of Marquette Mountain has seen many bad accidents over the past 10 years. It is hoped that MDOT in cooperation with Sands Township can relocate this section of M-553 to correct the mountainous and curvy alignment to one that is easier and safer to drive.

US-41, MARQUETTE TO NEGAUNEE

This section of highway was last resurfaced in 2006 and designed to last 10 years. The pavement is already showing signs of significant distress and this section of US-41, the busiest in the Upper Peninsula, is not scheduled for repair in MDOT's current 5 year plan.

M-35 AND CR 492 INTERSECTION

This dog-legged intersection has been a safety concern for years. The two M-35 legs of this intersection do not align and as a result the M-35 traffic is forced to stop to the lower traffic volume of County Road 492. Realignment would improve safety and traffic flow.

**Action Requested:**

- **These potential projects are not currently funded. We request that these potential projects be given consideration in MDOT's planning process.**