

\$\$\$ Federal Funding \$\$\$

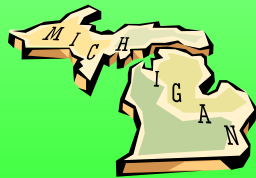
After the MTF, CRC's next largest funding source is the revenue from the 18.3-cents-per-gallon federal fuel tax. Congress has created a formula through which it determines how much of the federal road funds go to each state. Of the federal funds that come to Michigan, MDOT has historically received 75 percent, while CRC's, cities, and villages have split the remaining 25 percent.



The federal dollars are used mainly for road improvements, such as widening, reconstructing, adding turn lanes, etc., and cannot be used for routine maintenance such as pothole patching. Additionally, federal funds can only be used on roads that are designated as part of the federal road system.

Federal funds do not go directly to any of the 83 CRC's, but rather to each of the 50 states.

Each state is then responsible for the allocation throughout. Michigan distributes it's Federal funds to the ACT 51



Agencies through the Metropolitan Planning Organization (MPO) for the urban areas, and the Rural Task Force (RTF) for the rural areas.



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SAGINAW
COUNTY ROAD
COMMISSION



\$ FUNDING \$

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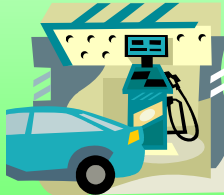


\$\$\$ \$\$\$ Road Commission Funding \$\$\$ \$\$\$



All county road commissions (CRC's) in Michigan receive the majority of their funding from two primary sources: state collected road funds and federal road funds. Road Commissions have no taxing authority and do not receive any revenues directly from property taxes. Although Road Commissions cannot raise additional tax dollars themselves, many receive contributions from their county general government and/or cities, villages, or townships within the county. Some communities contribute funds on a project basis, some allocate a fixed amount to the Road Commission annually, and others have even established special road millages.

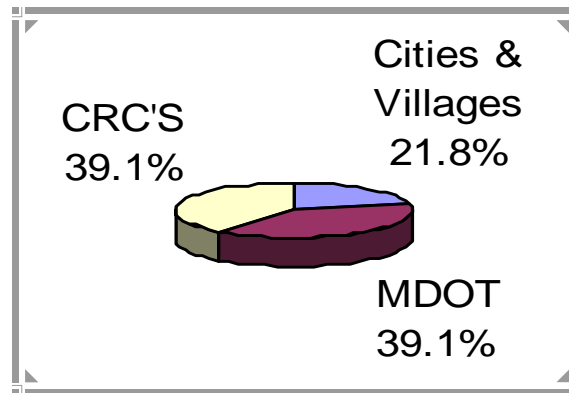
Michigan currently assesses a 19-cents-per-gallon tax on gasoline and a 15-cents-per-gallon tax on diesel fuel. This tax is collected by the State and distributed to the road agencies through the transportation funding formula set by ACT 51.



Motorists also pay license and registration fees to the state. Revenues from these sources, as well as the tax on liquid petroleum fuel, the diesel carrier tax, the diesel dealer license fees and other fees make up the Michigan Transportation Fund (MTF).

According to state law (Public Act 51), MTF funds are divided between the three levels of government in Michigan with jurisdiction over roads: the Michigan Department of Transportation, the 83 county road commissions, and the 500 plus cities and villages. Here's how the funds are divided:

- 39.1%-MDOT, with 8% jurisdiction of Michigan's roads
- 39.1%-CRC's, with 75% jurisdiction of Michigan's roads
- 21.8%-cities & villages, with 17% jurisdiction of Michigan's roads



For County Road Commissions (CRC's), MTF funds typically make up more than half of the total revenues. These funds are used to maintain Michigan's 83 county road systems, covering expenses such as road repairs and improvements,

equipment, salaries, routine road maintenance, winter maintenance, etc.

In many cases (67 counties), MDOT hires the CRC's to maintain the state highways. MDOT reimburses the CRC's for the cost of this maintenance.



What about the bridges?



Michigan currently works with a Local Bridge Program which is divided into regions. Bridges are submitted for funding under this program are scored with a statewide rating system to determine their eligibility. A regional bridge council then awards funding to specific bridges based on the amount of funding available to the region, and how the bridge scored against other applications within the region.