

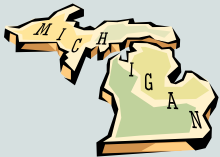
\$\$\$ Federal Funding \$\$\$

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.

None of these funds goes directly to Michigan's 83 county road agencies. They have to apply to get the funding for the projects and in the rural counties, each road agency competes with its neighboring counties for federal funds. In the urban areas, the county road agencies compete with the cities and villages in the county.



MONROE COUNTY
ROAD
COMMISSION

840 South Telegraph Road
Monroe, MI 48161

\$ FUNDING \$

Economy Money Budget Finance Spending



MONROE COUNTY
ROAD COMMISSION

840 S. Telegraph Road
Monroe, Michigan 48161
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734-240-5101 (Fax)
Website: www.mcrc-mi.org
Email: mcrc@mcrc-mi.org

Lobby hours -

Summer: M-TH 6:30 a.m.-5:00 p.m.
Winter: M-Fr 7:00 a.m.—3:30 p.m.

MISSION STATEMENT:

The Monroe County Road Commission vows to provide quality, courteous and dependable professional services through innovative, cost-effective ways to maintain our road system through transparency, trust and collaboration between citizens, business and government.

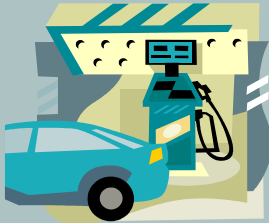


\$\$\$ \$\$\$ Road Commission Funding \$\$\$ \$\$\$



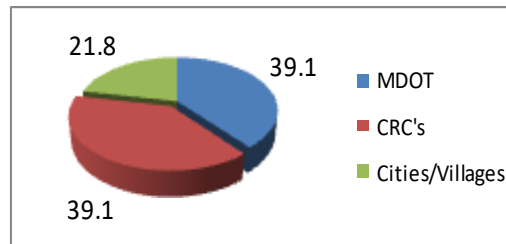
All county road commissions (CRC's) in Michigan receive the majority of their funding from two primary sources: state collected road funds and federal road funds. Road Commissions have no taxing authority and do not receive any revenues directly from property taxes. While they cannot raise additional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

Michigan charges a 26.3-cents-per-gallon tax on gasoline and on diesel fuel. This tax is collected by the State and distributed through the transportation funds. 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 (MDOT: state highways), the 83 county road commissions (CRC's): county roads, and the 500 plus cities and villages (city and village streets). Here's how the funds are divided:

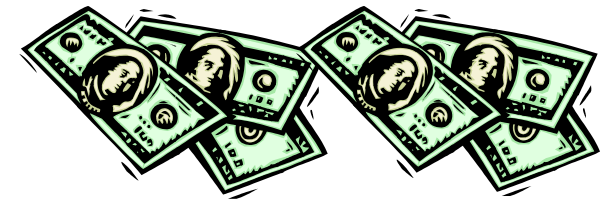
- 39.1%-MDOT, with 8% jurisdiction of Michigan's roads
- 39.1%-CRC's, with 75% jurisdiction of Michigan's roads
- 21.8%-cities & villages, with 17% jurisdiction of Michigan's roads



- For 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?



The Critical Bridge Program was established by Congress to improve deteriorated bridges. In Michigan, a statewide rating system determines which bridges are eligible for funding. Funds are distributed statewide by an objective committee established by MDOT. The committee applies the rating system, and those bridges in the worst condition receive the funding.