

The background image shows a large, modern, multi-story building with a mix of brick and glass facades. In the foreground, there is a sign that reads "WASHTENAW COUNTY ROAD COMMISSION" and "344 N. ZEEB ROAD". The scene is set outdoors with trees and a cloudy sky.

House Transportation Committee Meeting

Presentation by Washtenaw County Road Commission

Roy D. Townsend, P.E.

County Highway Engineer

April 23, 2010



Outline

- Current Pavement Conditions
- Bridge Condition Summary
- Existing Funding Levels



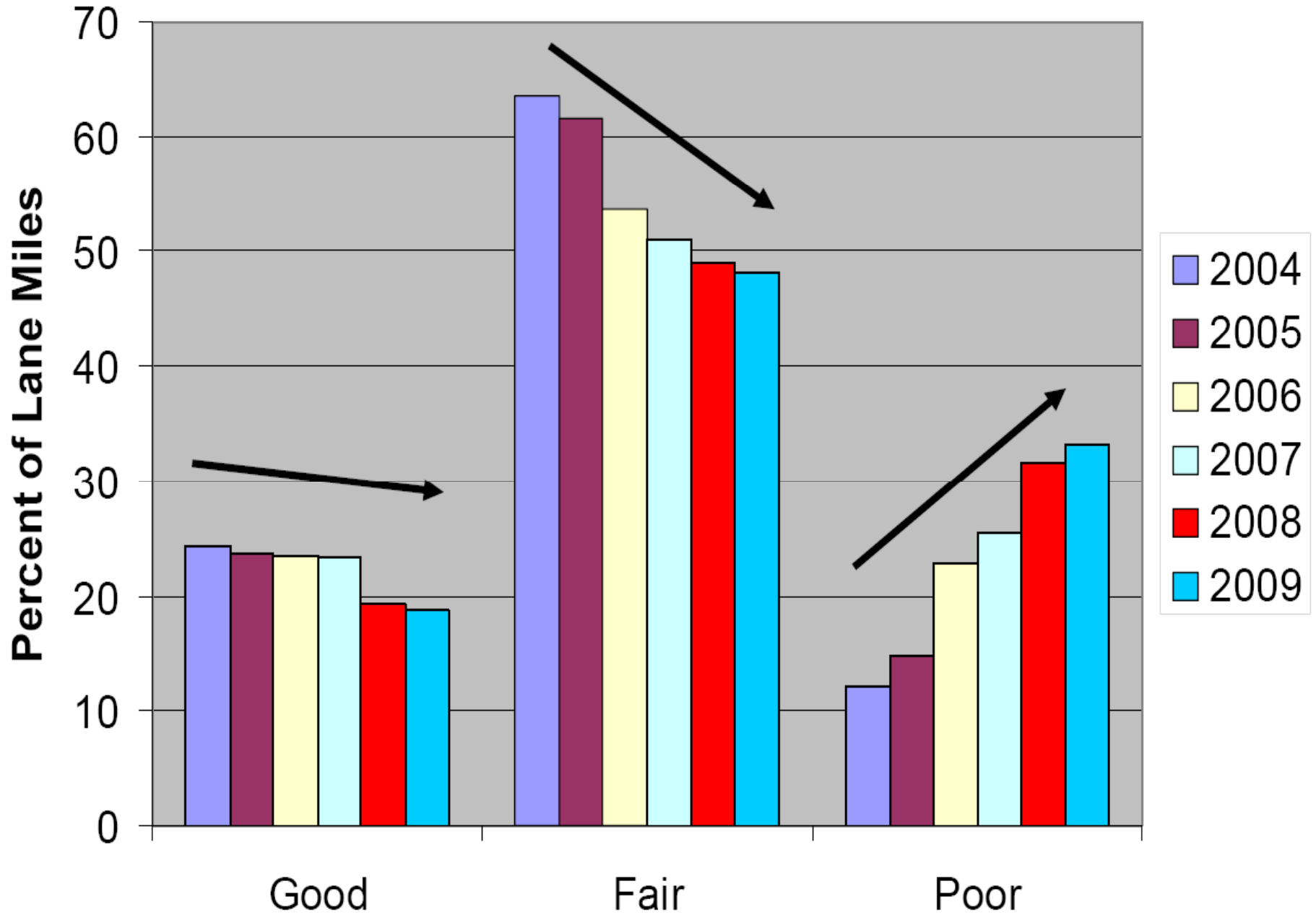
Local Roads v. Federal Aid Roads

WCRC Jurisdiction

2009

- Local Roads
 - Good – 7%
 - Fair – 67%
 - Poor – 26%
- Federal Aid Roads
 - Good – 8%
 - Fair – 34%
 - Poor – 58%

Pavement Condition Statewide



Bridge Condition Summary

Washtenaw County RC

- **111 - Total Number of Bridges**
 - **43 – Good Condition**
 - **30 - Fair Condition**
 - **22 - Poor Condition**
 - **16 - Critical Condition**
 - ❖ **(3 Closed)**

2009 BRIDGE INVENTORY COMPARISON

MDOT vs. CITY/COUNTY vs. WCRC

Bridges	4,403	6,437	111
FO/SD*	627/376	576/1,071	9/37
FO/SD*	14% / 9%	9% / 17%	8% / 33%
Combined	23%	28%	41%

*FO – Functionally Obsolete

*SD – Structurally Deficient

MDOT Local Bridge Funding Comparison 1992 vs. 2012

1992

2012 *

• Funding Level	\$38 M	\$40 M
• Bridges Replaced	152	25
• Bridges Rehab.	<u>0</u>	<u>16</u>
Total Bridges	152	41

* Proposed Program

Bridge Life Base on Current “Local Bridge” Funding Levels

- Washtenaw CRC should replace/rehab. two or more bridges per year, with the expected life of 50 – 70 yrs.
- Washtenaw CRC has received funding for 1 bridge in the last three years. We have 111 bridges, so they will need to last over **300 years** at the current funding levels!!

Existing Funding Levels

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- State Gas Tax
- Road Commission Funding Levels

The background image shows a large, modern, multi-story building with a mix of brick and glass facades. In the foreground, there is a sign for the Washtenaw County Road Commission, which also includes the address "344 N. ZEEB ROAD". The scene is set outdoors with trees and a cloudy sky.

25-Year History of the Fuel Tax

Gasoline Tax - 15 cents/gallon in 1984

Diesel Tax – 15 cents/gallon in 1984

Gasoline Tax - Raised to 19 cents in 1997

Diesel Tax – No Change since 1984

A 4 cent/gallon Increase over the last 26 years!!



Surrounding States' Gas Taxes

- Ohio 28 cents/gal + Toll Road
\$200 M/yr.
- Pennsylvania 32 cents/gal.
- Wisconsin 30 cents/gal.
- Indiana 18 cents/gal. + Toll Road
Trust \$3.8 B



The fuel tax and vehicle registration fees are still the most equitable way to fund roads in Michigan because:

- A. It's a "user" tax (the more you use the roads, the more you pay)

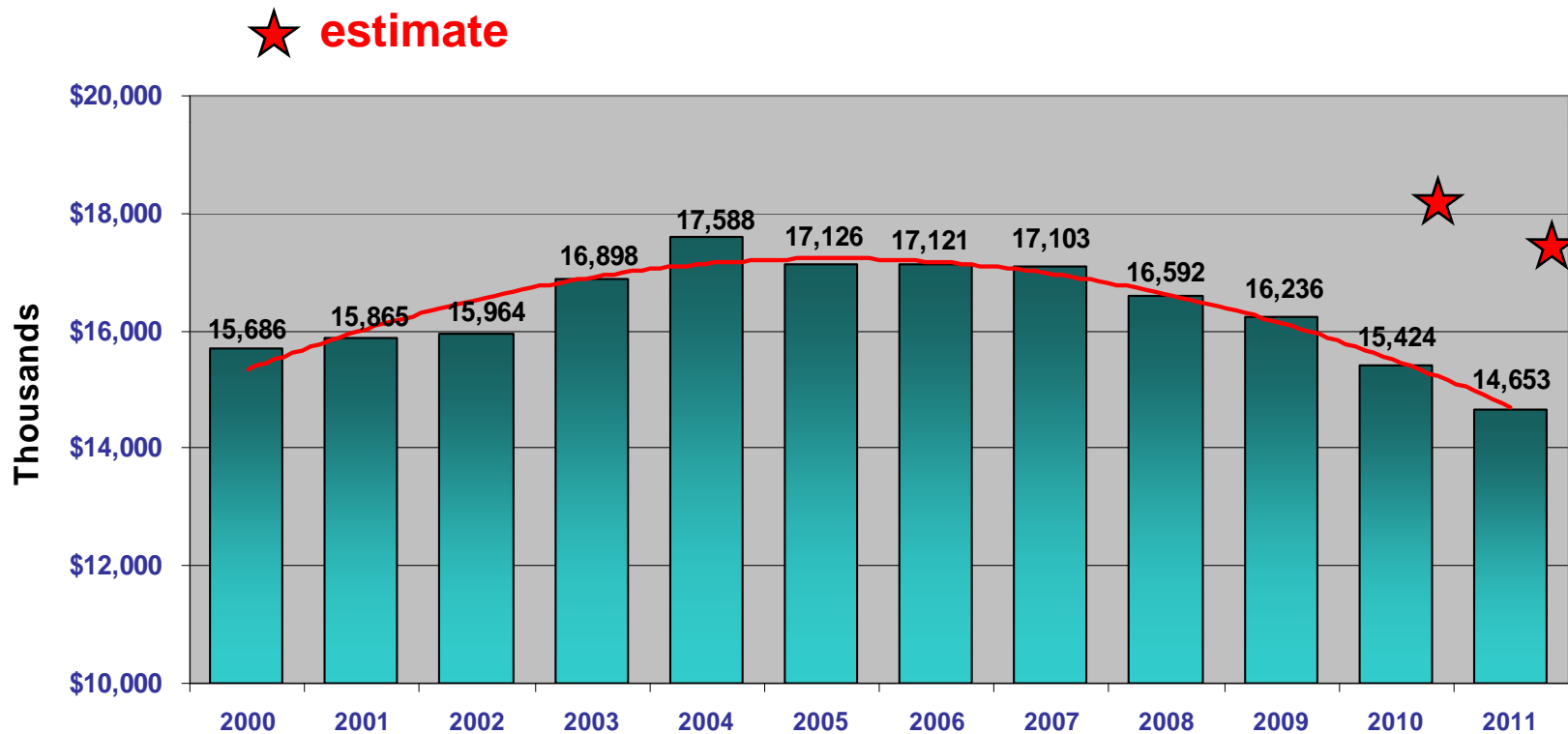
- B. The Sales tax on gas, however is **not** a "user" tax

Michigan's Donor Status

- Michigan gets less \$\$ back from Washington than it sends.
- SAFETEA-LU: 92%, early \$100M/yr.
- The 2011 State Budget (as proposed) will send back even more of our Michigan dollars back to Washington! WHY?

Michigan Transportation Fund

MTF revenues are projected to decreased below 2000 levels this year for the Washtenaw CRC.



Annual MTF Revenue for Roads

Type	Revenue/ Mile	Urban Bonus	Total/mile/yr.
Local Rural	\$1,501	n/a	\$1,501
Local Urban Road	\$1,501	\$1,467	\$2,968
Primary Urban	\$1,382	\$8,804	\$10,186

Pavement Life based on Current MTF Funding Levels

Type	Resurface for 2 lanes Cost/Mile	w/o Winter Maintenance	w/ Winter Maintenance
Local Rural Road	\$70,000	47 years	140 years
Local Urban Road	\$100,000	34 years	51 years

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Things to Remember:

- This is a Critical Economic Viability Issue!
- This is a Quality of Life Issue!
- This Issue affects every Resident & Business in this State!
- **JUST FIX THE ROADS!!!!**