



A Data-Driven
Assessment of
Michigan's Road
Program



- Founded 1916
- Statewide, non-partisan, private not-for-profit
- Promotes sound policy for state and local governments through factual research – accurate, independent, and objective
- Relies on charitable donations from foundations, businesses, and individuals



Eric Paul Dennis, PE

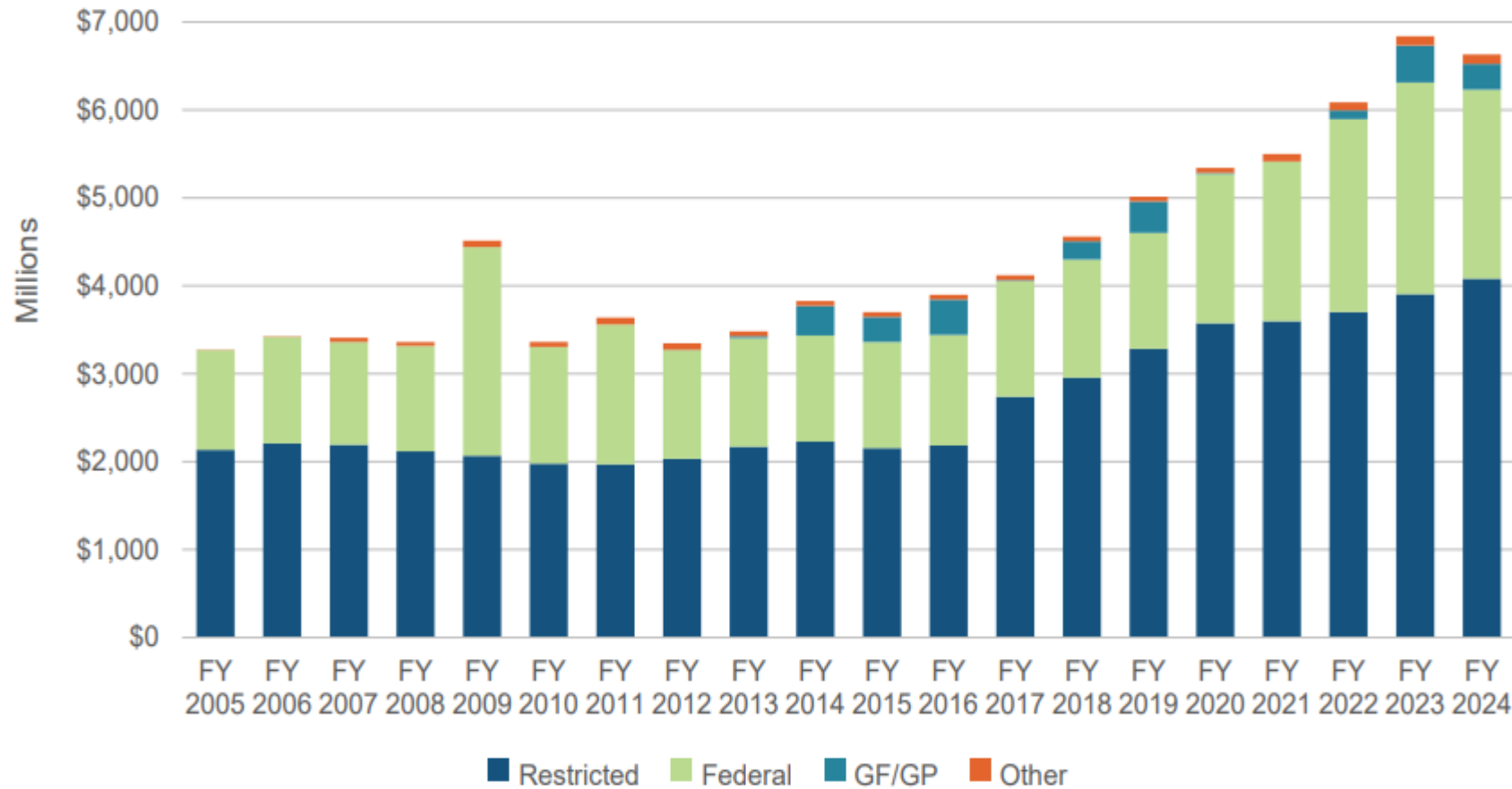
- BSE, Civil Engineering, Michigan State University, 2006
- MSE, Environmental Engineering, University of Michigan, 2010
- MS, Urban and Regional Planning, University of Michigan, 2012
- Michigan-licensed PE since 2012
- Joined CRC in January 2022 as Research Associate of Infrastructure Policy

A Data-Driven Assessment of Michigan's Road Program

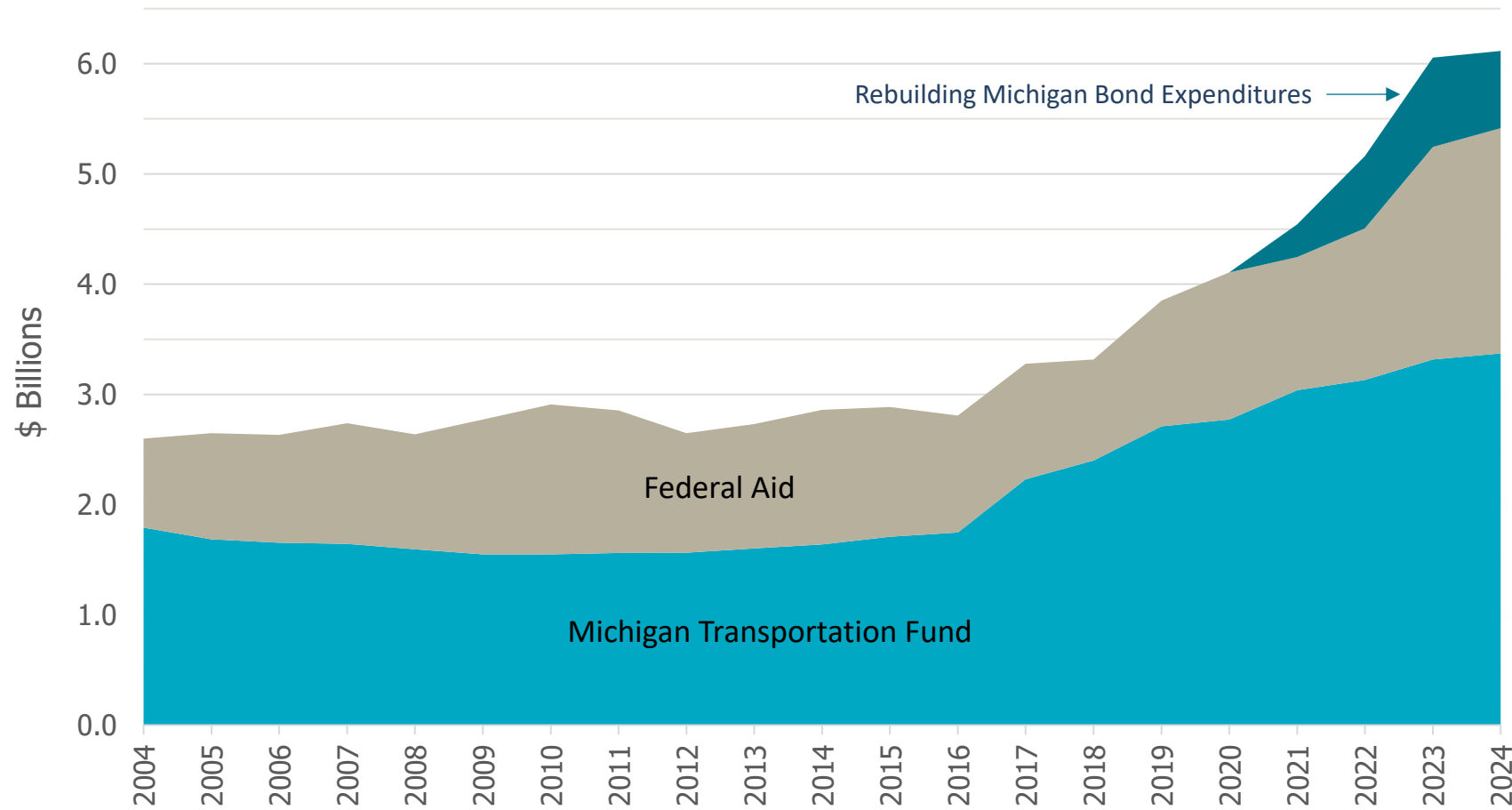
- Road Program Funding Levels
 - Funding in Nominal and Inflation-adjusted Dollars, 2004-2024
 - State Comparisons, 2012-2021
- Road System Condition
 - Pavement Conditions, 2004-2023
 - Bridge Conditions, 2004-2024
 - State Comparisons - most recent available data
- Road Program Performance
 - Pavement/Bridge Condition Related to Funding, 2004-2023
 - State Comparisons
- Policy Implications

Funding

Michigan Transportation Program Appropriations, FY 2005 - 2024



Michigan Road Program Funding, FY 2004 - 2024



Sources:

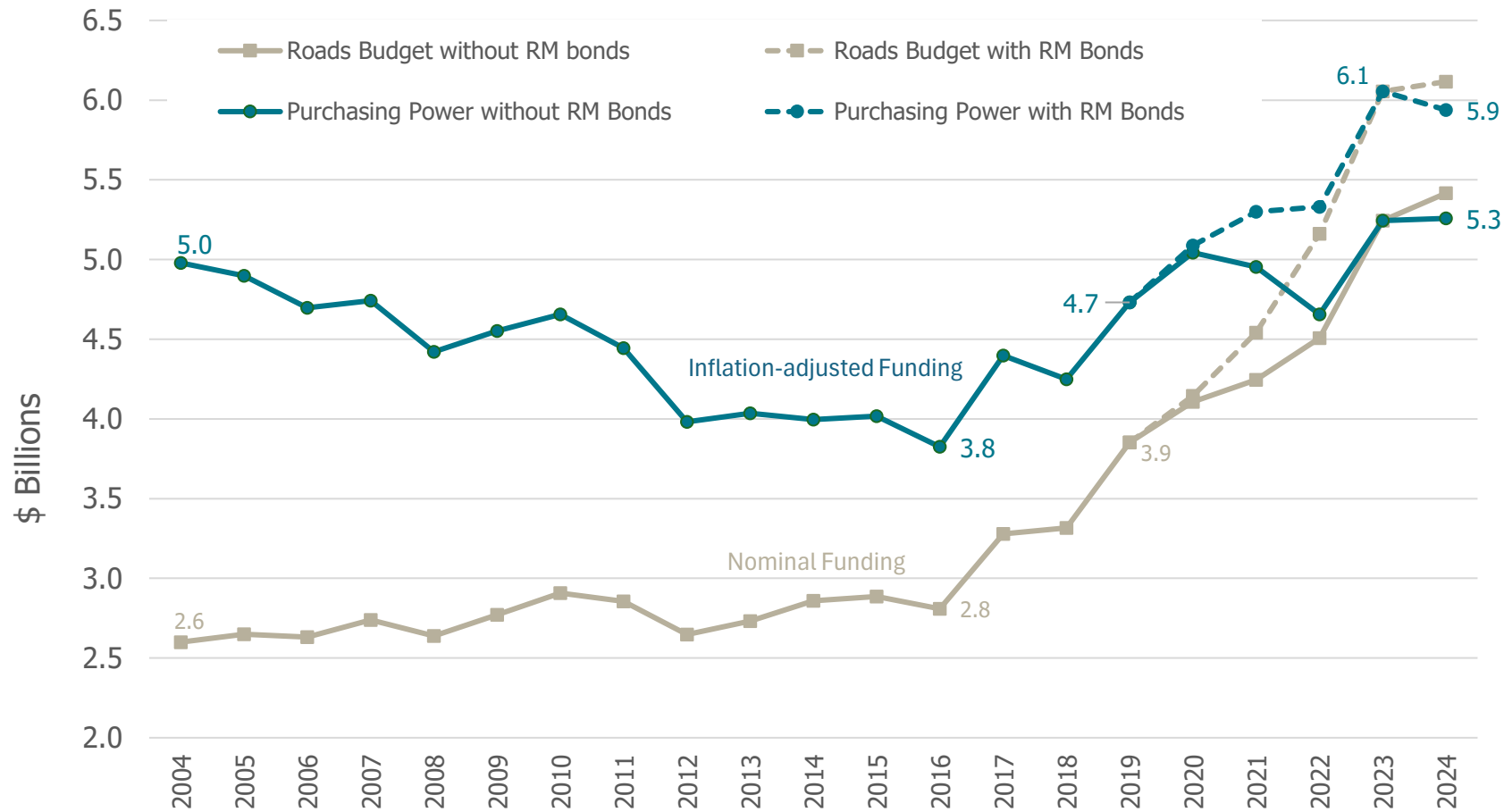
MTF data from: W. Hamilton, House Fiscal Agency, Fiscal Brief; MTF Distribution to Local Road Agencies. Appendix B, Subtotal “Road” Programs. March 2024.

Federal Aid from: W. Hamilton, House Fiscal Agency, Fiscal Brief; Federal Aid in Michigan’s Transportation Budget – Focus on the Federal Aid Highway Program, Table D, Total Federal Aid Highway Funds. 2023 and 2024 Federal Aid is estimated by assuming that 95 percent of budgeted federal revenue (from HFA FY2023 and FY2024 Transportation Budget Briefings) is applied to road programs (as was the case in FY2022).

Bond funding from: MDOT 2023 Annual Financial Report, p. 63, Rebuilding Michigan Bond Expenditures. 2024 Rebuilding Michigan bond expenditures were not yet available for this analysis and is estimated at \$700 million.

Note: Local funding for local projects is not included.

Purchasing Power of Road Program Funding, FY 2004 – 2024 (2023 Inflation-adjusted dollars)



Sources:
See previous slide for sources of non-inflation adjusted expenditures and bond funding. 2023-equivalent purchasing power was calculated by adjusting half of funding to the Michigan Highway Construction Cost Index, and the other half to the Detroit Regional Consumer Price Index for all urban consumers (CPI-U) inflation rate (U.S. Bureau of Labor Statistics). Construction Cost Inflation from the MHCCI is not available from 2004 to 2010 and is estimated at four percent. For 2024, both MHCCI and CPI inflation are estimated at three percent.

Notes: Purchasing power was adjusted to 2023 dollars to avoid any misestimation of 2024 inflation from imposing inaccuracies on the 2004-2023 data set. While financial data is in Michigan fiscal years (October 1 – September 30), inflation data is in calendar years, imposing some uncertainty on the precision of the calculation of purchasing power in each year. Local Revenue for local projects is not included.

State Road Funding Index Methodology

Peer-reviewed and accepted for presentation.



104th ANNUAL MEETING
January 5–9, 2025 • Washington, DC

Step 1. Extract Relevant Financial Data (2012 – 2021)

Step 2. Parse Data into 10-year and 3-year Bins

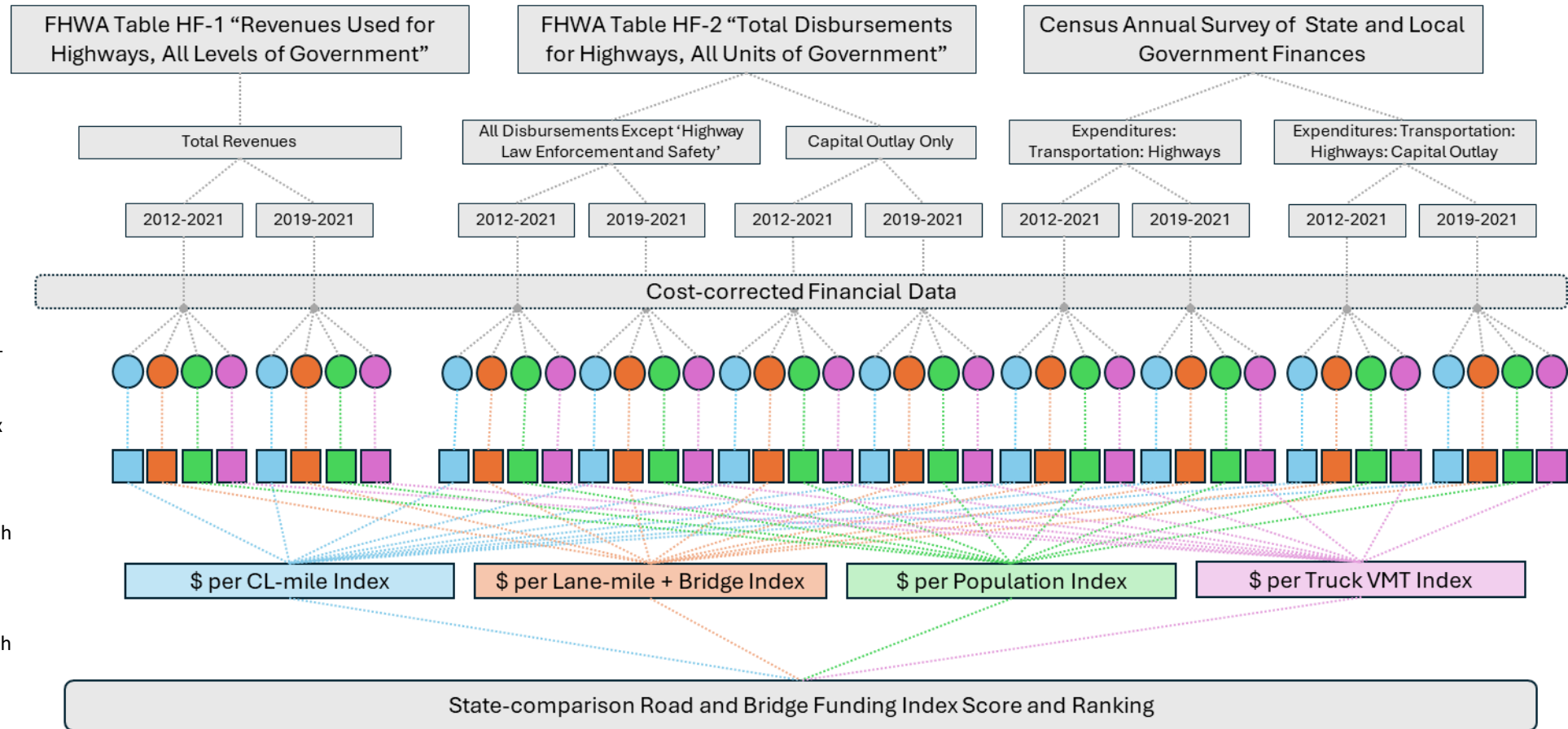
Step 3. Correct for Variable Construction Costs

Step 4. Normalize Data to Denominators (CL miles, Lane-miles + Bridge, Population, Truck VMT)

Step 5. Transform Data Into Index Score for Each Category

Step 6. Combine and Average Each Index Score Grouped by Denominator

Step 7. Combine and Average Each Index Score into Final State Road Funding Index Score and Ranking



Final Road Funding Index (2012-2021)

- Adjusted for variable construction costs to reflect purchasing power of funding
- Average of four component index scores
 - \$/centerline mile
 - \$/lane-mile + bridge costs
 - \$/capita
 - \$/TruckVMT

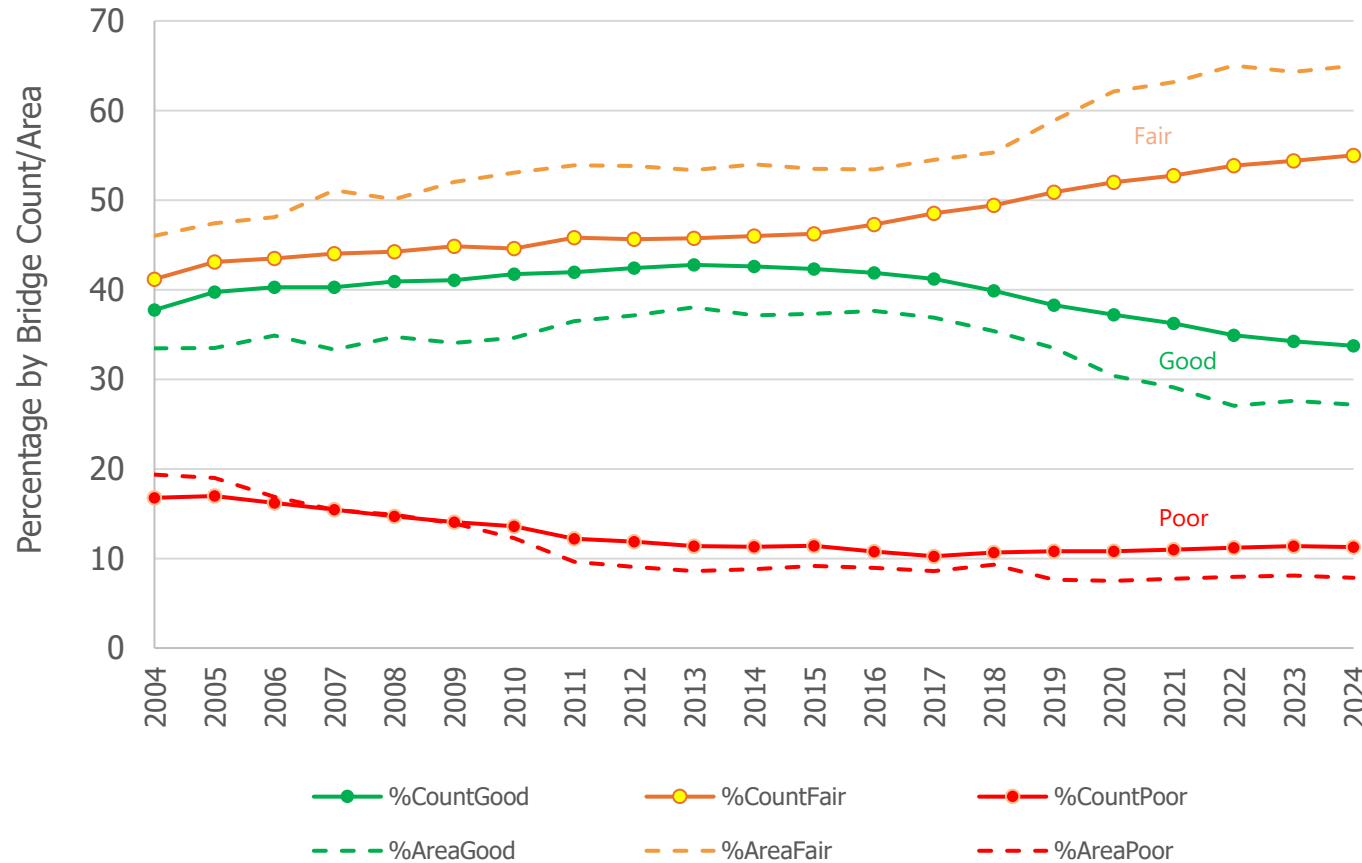
Michigan is the 30th most well-funded state.

State	\$/C/mile		\$/LaneMile+Bridge		\$/Cap		\$/TruckVMT		Overall Funding	
State	IndexC	RankC	IndexL	RankL	IndexP	RankP	IndexT	RankT	AvgIndex	FundingRar
Texas	79.4	2	79.5	2	64.9	4	48.2	2	67.98	1
Alaska	34.5	14	39.2	13	70.7	3	99.5	1	60.94	2
Florida	82.7	1	80.9	1	32.6	19	24.7	21	55.23	3
Delaware	67.3	3	67.4	3	36.5	15	39.3	6	52.61	4
New York	60.4	4	63.4	4	24.6	34	41.2	4	47.43	5
Pennsylvania	45.6	9	48.5	8	31.8	23	44.9	3	42.72	6
North Carolina	47.8	8	49.9	7	37.1	14	29.8	11	41.15	7
Maryland	55.2	6	54.1	6	19.1	40	29.1	14	39.39	8
New Jersey	57.8	5	56.5	5	15.5	45	13.3	36	35.77	9
Iowa	17.9	31	19.5	28	63.8	5	40.2	5	35.33	10
Wisconsin	29.1	17	31.8	16	49.3	9	30.1	10	35.07	11
Wyoming	15.7	35	17.0	35	88.3	1	16.0	31	34.25	12
Virginia	40.5	12	40.4	12	26.1	32	29.3	12	34.08	13
Illinois	36.5	13	38.7	14	31.8	22	29.2	13	34.07	14
West Virginia	25.6	20	27.5	20	49.8	8	28.2	16	32.76	15
Rhode Island	42.3	11	44.0	11	14.5	46	25.8	19	31.67	16
Colorado	25.6	19	27.9	19	33.9	17	38.0	7	31.35	17
Connecticut	43.7	10	44.4	10	17.2	42	19.3	26	31.15	18
North Dakota	3.0	48	3.6	48	87.3	2	28.2	17	30.52	19
California	50.1	7	47.6	9	13.2	47	8.8	43	29.91	20
Nevada	23.5	23	25.3	22	30.3	25	30.5	9	27.38	21
Kentucky	25.1	21	26.8	21	37.5	13	19.5	25	27.23	22
Washington	28.7	18	30.8	18	23.5	37	24.6	22	26.90	23
Ohio	30.5	16	31.3	17	23.8	36	16.8	29	25.58	24
Minnesota	14.1	39	15.6	37	35.8	16	28.8	15	23.56	25
South Carolina	23.1	24	24.3	23	30.3	24	14.1	34	22.95	26
Louisiana	24.2	22	23.3	25	26.2	30	14.7	32	22.09	27
Oklahoma	15.0	36	15.9	36	45.3	11	11.9	38	22.03	28
Montana	3.4	47	3.8	47	55.2	6	23.4	23	21.46	29
MICHIGAN	19.6	27	21.0	26	19.2	39	26.0	18	21.44	30
Alabama	17.7	32	18.6	30	32.0	21	16.8	28	21.29	31
South Dakota	0.2	50	0.2	50	53.5	7	31.1	8	21.26	32
Nebraska	6.8	44	7.6	44	49.2	10	21.0	24	21.13	33
Indiana	22.2	25	23.5	24	26.7	29	11.9	39	21.07	34
Mississippi	14.7	37	15.1	38	38.0	12	16.1	30	20.97	35
Maine	16.6	33	18.4	31	26.1	31	18.0	27	19.76	36
Vermont	12.3	41	13.5	40	28.3	26	24.9	20	19.75	37
Massachusetts	30.7	15	31.9	15	9.4	49	3.5	47	18.88	38
Utah	19.2	28	20.8	27	24.5	35	2.5	48	16.76	39
Missouri	12.9	40	13.4	41	28.3	27	10.1	42	16.19	40
Arkansas	7.6	43	8.2	43	33.7	18	13.4	35	15.73	41
New Hampshire	16.2	34	17.6	34	16.1	44	11.8	40	15.41	42
Georgia	18.5	29	19.2	29	17.6	41	3.7	46	14.76	43
Oregon	11.0	42	12.0	42	21.1	38	11.1	41	13.81	44
Tennessee	14.2	38	14.4	39	16.7	43	8.4	44	13.42	45
Arizona	18.1	30	17.8	33	12.2	48	4.3	45	13.11	46
Idaho	6.3	45	7.0	45	25.6	33	13.3	37	13.05	47
Kansas	2.1	49	2.2	49	32.5	20	14.5	33	12.83	48
Hawaii	20.4	26	18.3	32	0.0	50	2.0	49	10.17	49
New Mexico	4.6	46	4.8	46	27.8	28	1.7	50	9.71	50

Note: Peer States in bold font.

System Conditions

Condition of Michigan Bridge Infrastructure (National Bridge Inventory Data)



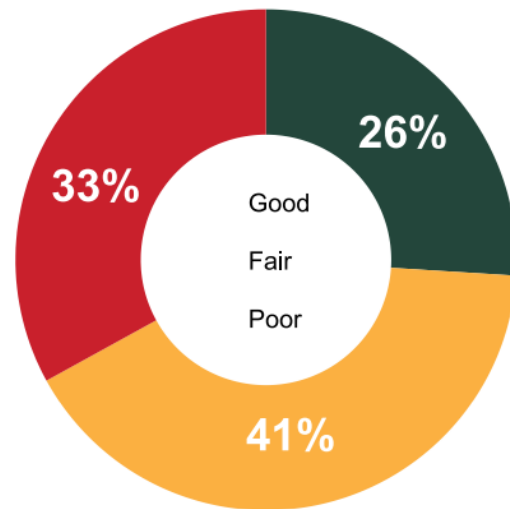
NBI Bridge Condition 2024

State	Count	Good		Poor	
		Percentage	Rank	Percentage	Rank
Nevada	2,099	58.3%	5	1.1%	1
Arizona	8,573	63.5%	2	1.2%	2
Texas	56,729	51.3%	12	1.2%	3
Delaware	872	40.5%	24	1.3%	4
Georgia	15,069	74.8%	1	1.6%	5
Virginia	14,121	33.0%	38	3.4%	10
Tennessee	20,379	42.5%	20	4.4%	11
Ohio	26,729	61.1%	3	4.7%	17
Indiana	19,495	42.2%	22	5.2%	20
Wisconsin	14,446	51.0%	13	6.5%	29
North Carolina	19,210	43.8%	19	6.8%	31
Missouri	24,618	37.6%	28	8.9%	39
Illinois	26,928	45.6%	17	9.3%	40
Michigan	11,371	33.7%	36	11.3%	43
Pennsylvania	23,299	34.0%	34	12.6%	45
Rhode Island	783	22.9%	49	15.2%	46
Maine	2,518	24.9%	48	15.4%	47
South Dakota	5,887	33.8%	35	16.4%	48
West Virginia	7,348	25.2%	46	18.6%	49
Iowa	23,719	38.8%	26	19.2%	50

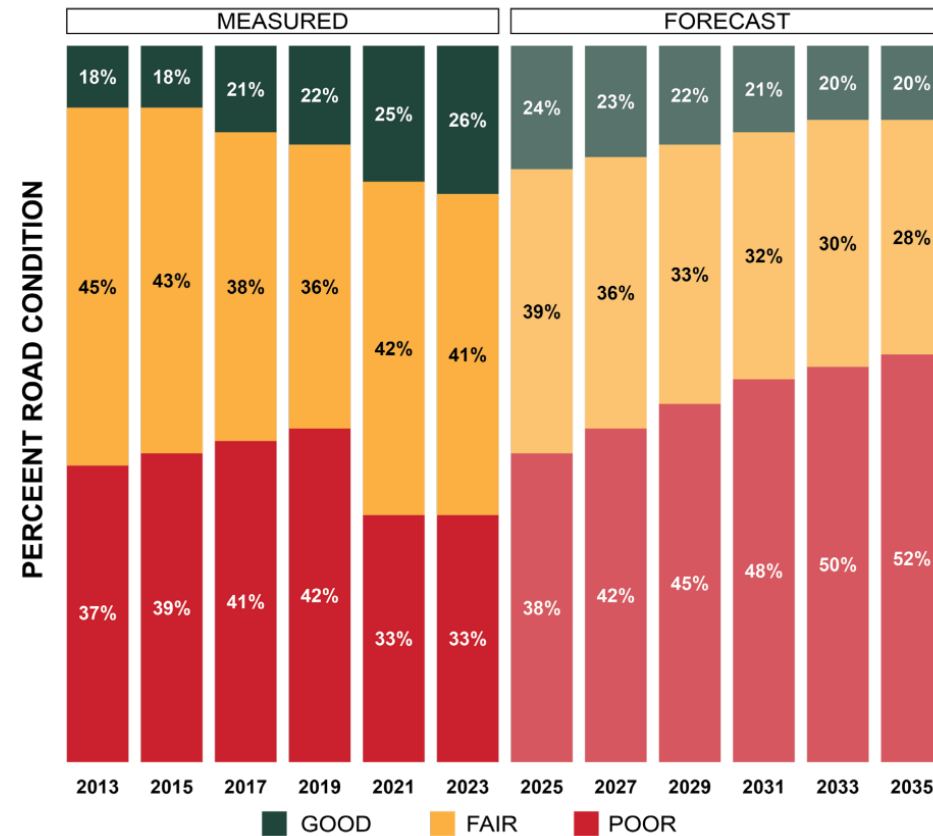


2023 Federal-Aid Pavement Condition

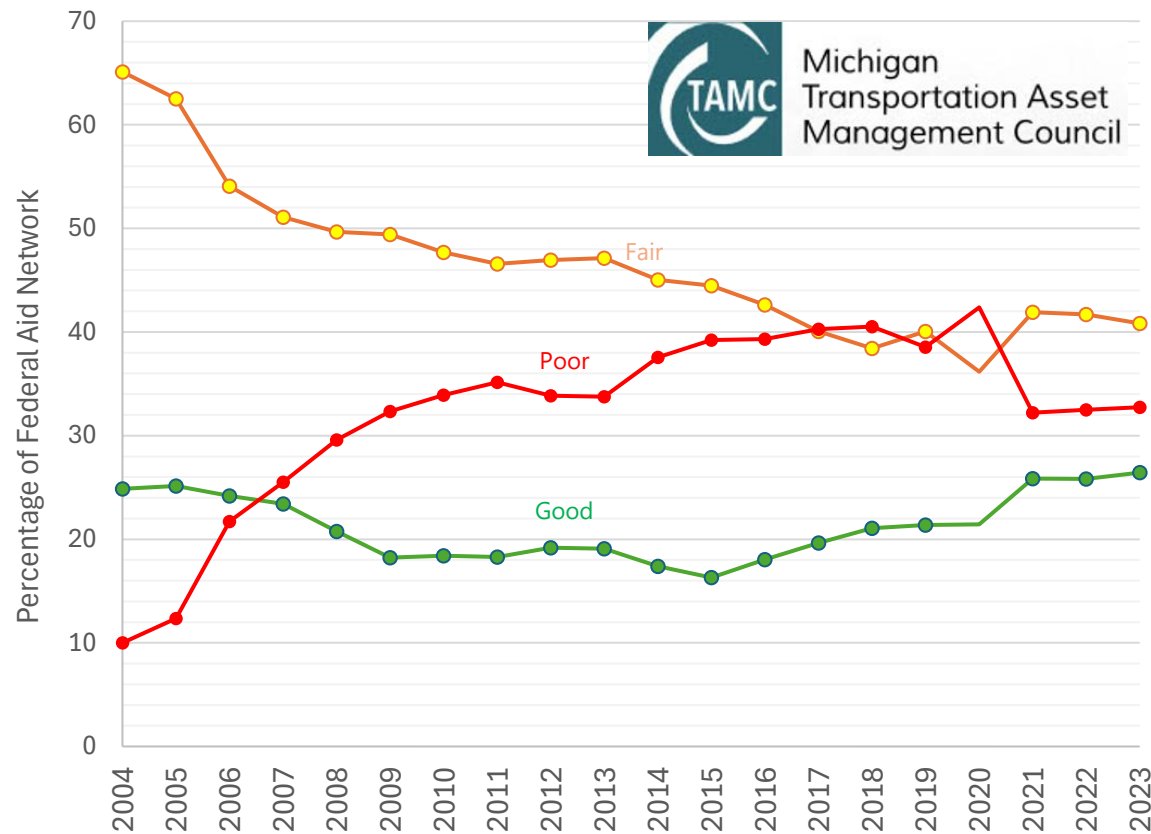
Percent Lane Miles



2023-2035



Condition of Federal-aid Eligible Pavement as Measured by MI-PASER (Lane-miles)



2024 TAMC Data Collection Training Manual

Michigan Transportation Asset Management Council

Center for Technology & Training

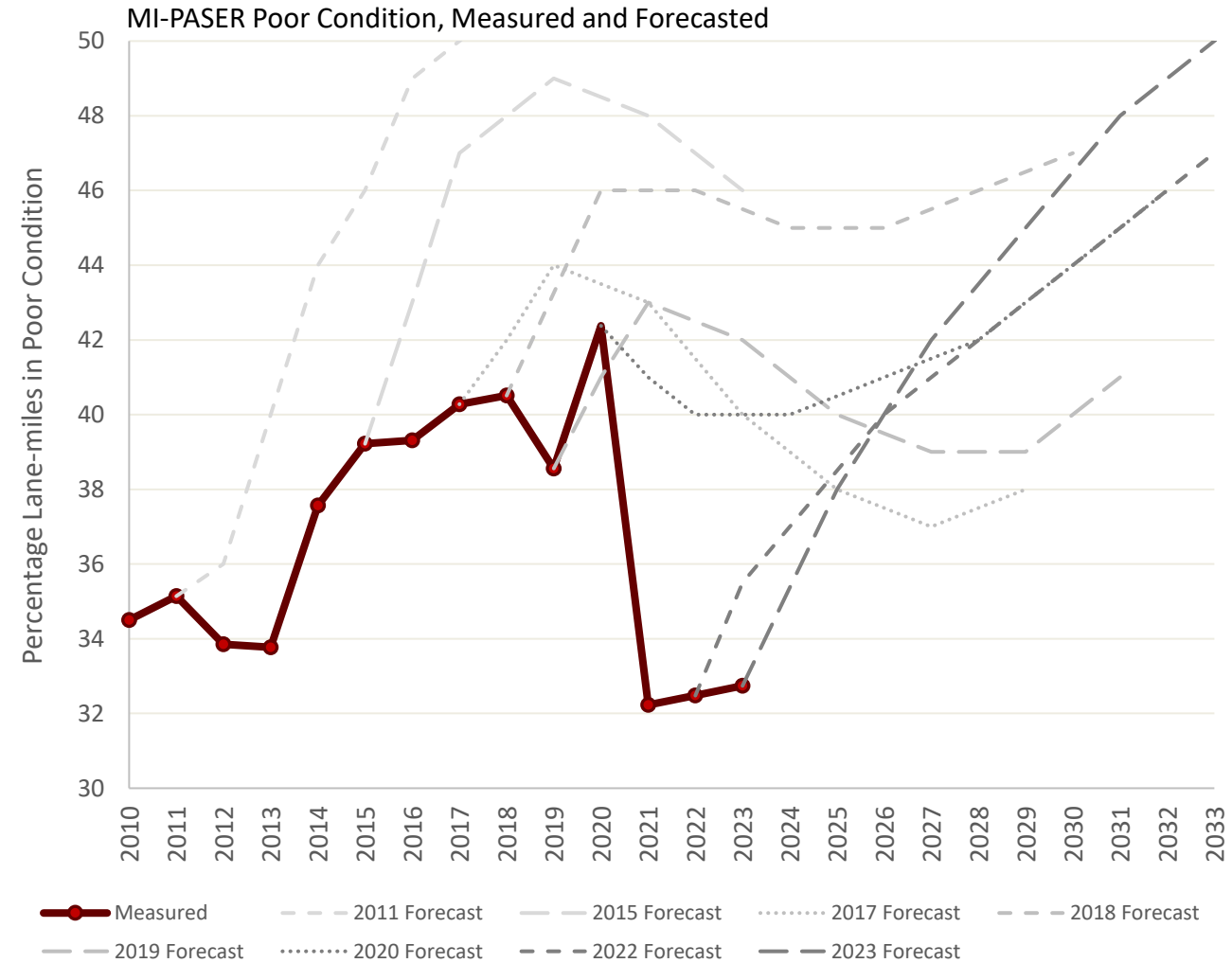
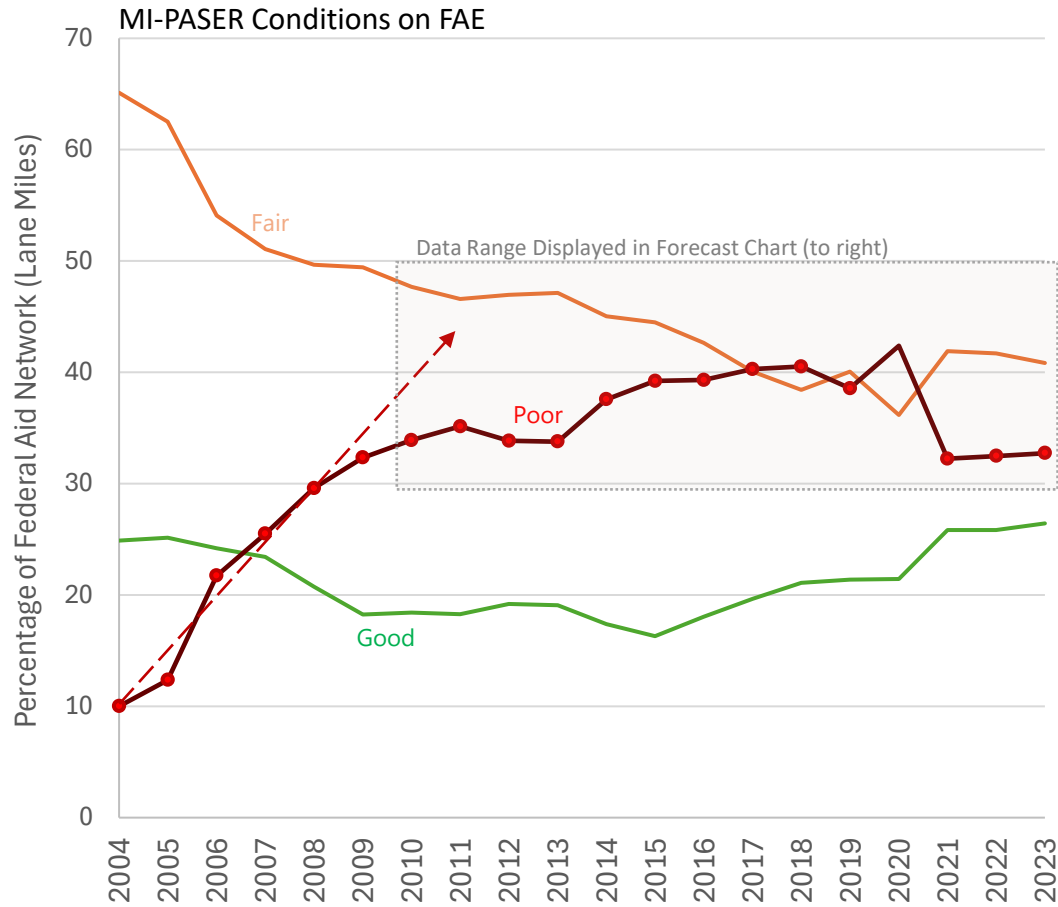
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 Manual prepared by Center for Technology & Training—Michigan Technological University on behalf of the Michigan Transportation Asset Management Council

“A comprehensive pavement management system involves collecting data and assessing several road characteristics: roughness (ride), surface distress (condition), surface skid characteristics, and structure (pavement strength and deflection).

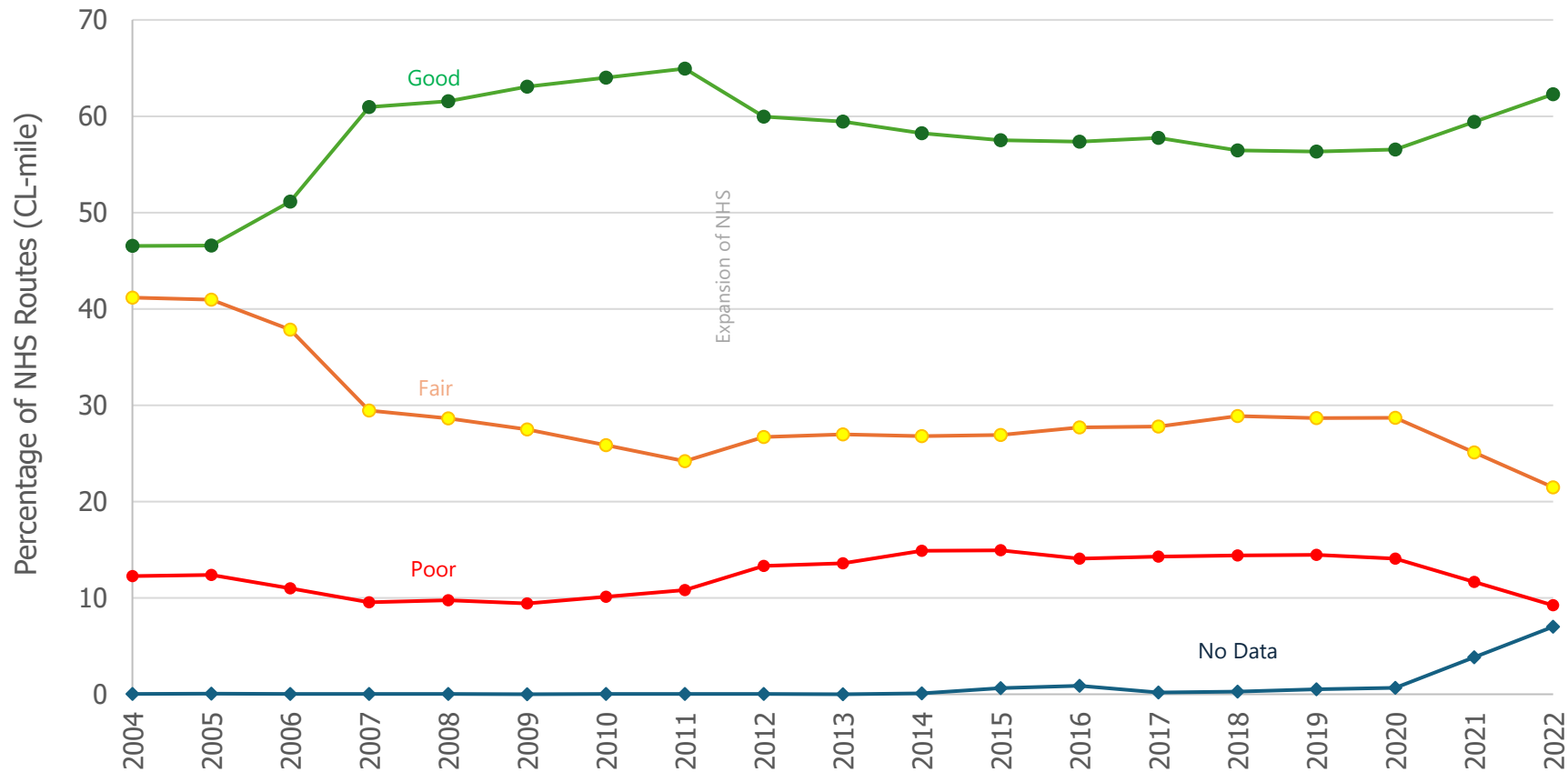
However, many local agencies lack the resources for such a full-scale system.

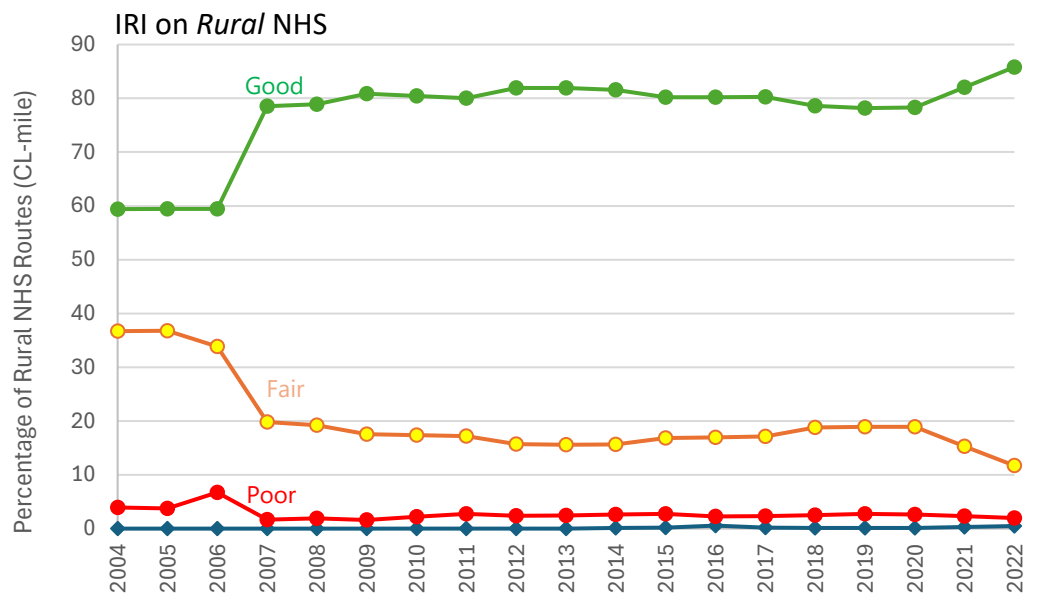
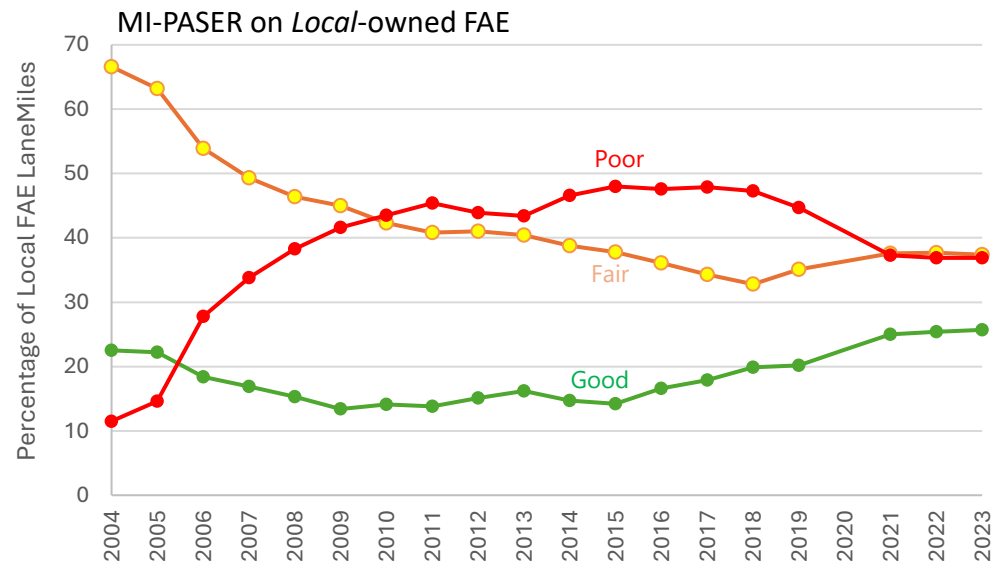
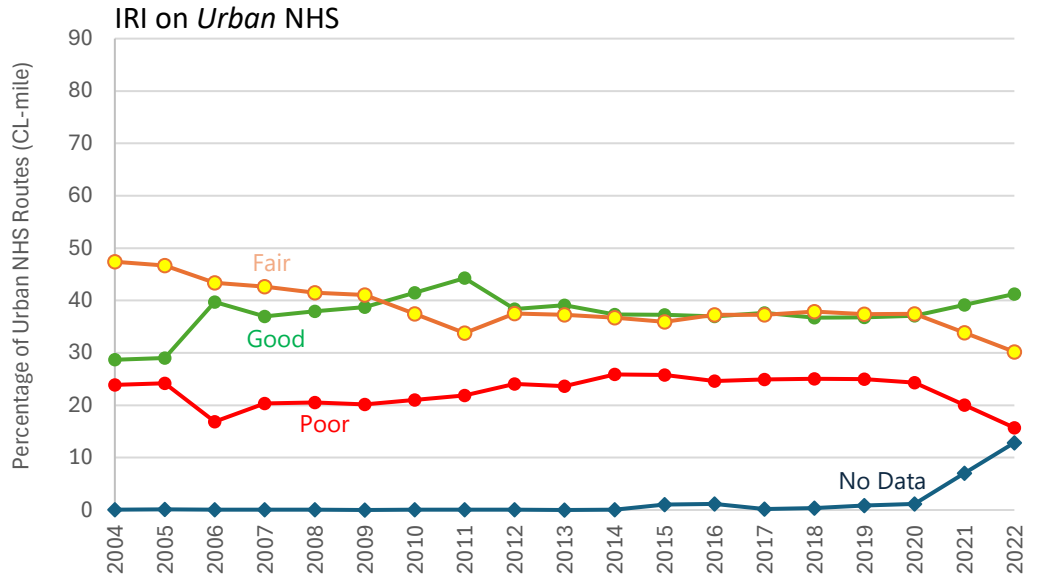
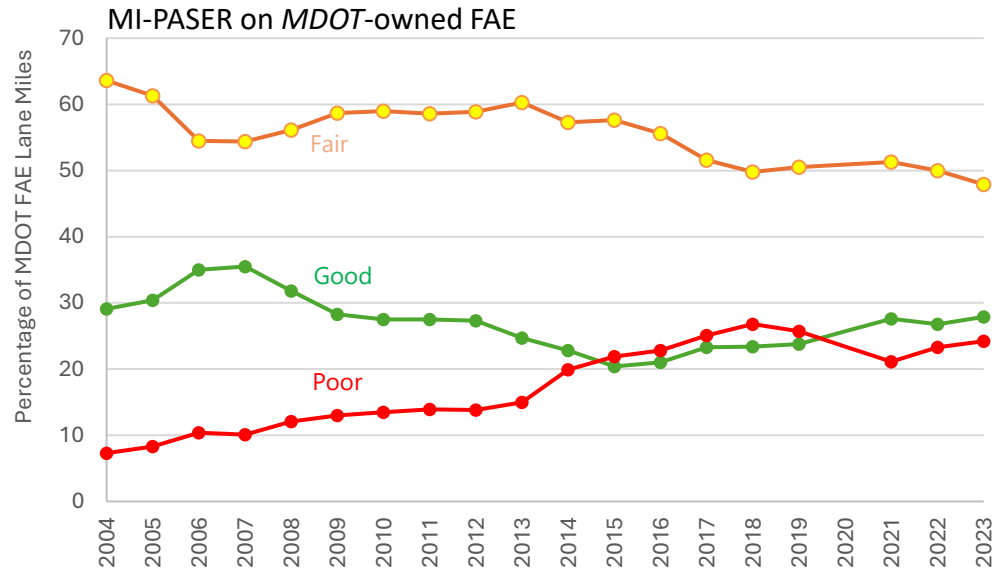
Local rural and small city pavements are often managed informally, based on the staff’s judgment and experience. While this process is both important and functional, using a slightly more formalized technique [PASER] can make it easier to manage pavements effectively.”

TAMC MI-PASER Pavement Condition Forecasts



Condition of NHS Routes as Measured by International Roughness Index (IRI)





Road System Condition Index

Michigan ranks 40th in system condition.

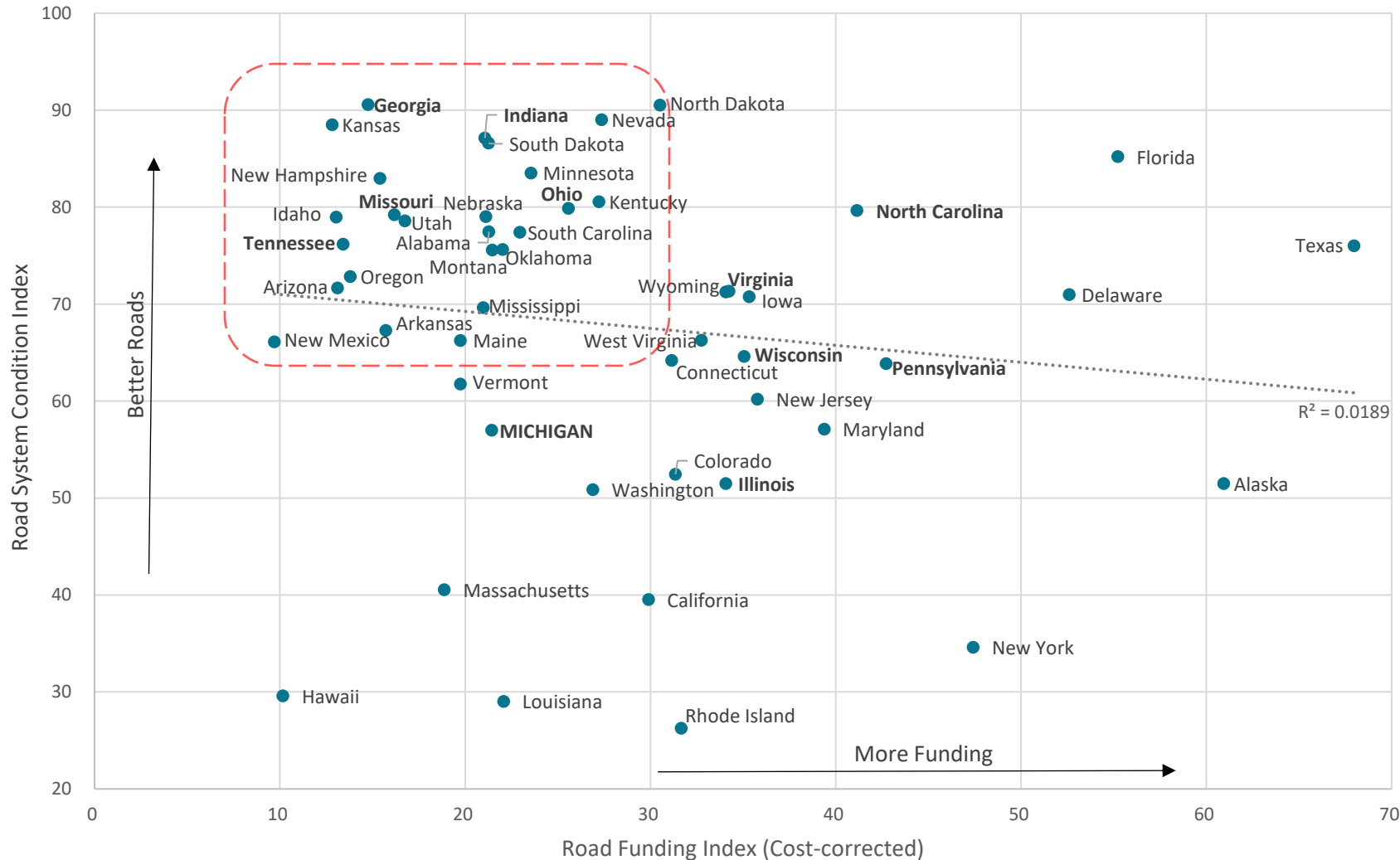
System Data Year	Federal Aid 2020				Functional 2022			NHS 2022				NHS (TPM Data) 2021					Sum Weights	Unweighted Average	Weighted Average (Index Score)	Rank
	0.2	0.2	0.2	0.3	0.4	0.3	0.2	0.4	0.8	0.6	1.0	0.8	1.0	0.8	1.0	0.8				
Metric	FAE - JCP Faulting Poor	FAE - Cracking Poor	FAE - HMA Rutting Poor	FAE - IRI/PSR Poor	Expressways Poor - IRI	Arterials Poor - IRI	Collectors Poor - IRI+PSR	NHS - IRI Good	NHS - IRI Poor	NHS -ADT/IRI Good	NHS - ADT/IRI Poor	Interstate - PCM Good	Interstate - PCM Poor	Non-Interstate PCM Good	Non-Interstate PCM Poor	NHS Bridge Good	NHS Bridge Poor			
Georgia	99	59	99	96	95	90	82	85	98	86	97	76	97	63	96	100	98	89.3	90.6	1
North Dakota	99	100	98	99	99	94	88	92	97	83	90	100	97	90	100	51	87	92.0	90.5	2
Nevada	92	96	98	79	96	83	58	97	99	71	86	97	92	98	98	57	94	87.9	89.0	3
Kansas	95	77	98	86	94	96	89	99	98	84	93	75	92	78	89	88	85	89.2	88.5	4
Indiana	97	48	98	70	90	95	97	89	99	83	98	85	90	86	95	59	87	86.2	87.1	5
South Dakota	98	96	99	81	97	85	69	81	95	83	92	98	100	100	100	19	80	86.7	86.6	6
Florida	100	85	80	85	96	83	62	84	96	84	94	81	82	60	92	74	98	84.4	85.2	7
Minnesota	99	83	100	91	96	93	81	86	98	83	100	82	85	86	97	31	65	85.7	83.5	8
New Hampshire	na	63	87	71	100	75	59	93	93	100	100	69	100	56	87	70	74	81.0	83.0	9
Kentucky	98	66	99	95	93	85	82	93	95	84	90	75	77	81	91	27	77	82.9	80.6	10
Ohio	100	72	96	76	86	62	74	66	79	72	77	85	97	58	86	74	88	79.3	79.9	11
North Carolina	77	81	98	88	91	73	77	68	92	75	89	88	95	35	92	52	83	79.7	79.6	12
Missouri	97	73	82	56	92	65	41	84	93	82	87	95	100	86	94	25	57	77.0	79.2	13
Nebraska	98	96	95	96	86	90	86	69	77	51	47	92	97	76	83	69	88	82.1	79.0	14
Idaho	76	98	70	90	95	91	92	90	97	91	97	62	92	46	95	16	78	81.0	79.0	15
Utah	93	92	0	66	96	82	48	72	97	63	90	77	95	63	94	27	100	73.8	78.6	16
Alabama	39	0	94	91	89	100	99	100	100	92	95	83	69	39	81	25	98	76.1	77.5	17
South Carolina	99	22	87	93	93	83	59	66	92	73	91	89	95	43	89	41	74	75.8	77.4	18
Tennessee	95	45	97	100	93	86	85	81	89	84	88	82	95	46	69	32	70	78.7	76.2	19
Texas	90	94	97	60	87	59	50	58	79	48	69	72	97	68	91	57	94	74.7	76.0	20
Oklahoma	87	55	99	98	84	81	86	61	82	64	79	78	72	52	80	55	96	77.0	75.6	21
Montana	48	97	79	83	98	92	66	82	95	85	92	59	92	49	90	16	72	76.3	75.6	22
Oregon	88	58	87	94	94	90	86	74	88	74	79	62	97	33	79	3	94	75.3	72.8	23
Arizona	97	71	96	60	88	61	38	62	82	67	79	50	77	32	82	69	95	70.9	71.7	24
Wyoming	94	78	93	99	93	97	89	90	99	83	92	37	46	49	92	17	69	77.5	71.3	25

System Data Year	Federal Aid 2020				Functional 2022			NHS 2022				NHS (TPM Data) 2021					Sum Weights	Unweighted Average	Weighted Average (Index Score)	Rank
	0.2	0.2	0.2	0.3	0.4	0.3	0.2	0.4	0.8	0.6	1.0	0.8	1.0	0.8	1.0	0.8				
Metric	FAE - JCP Faulting Poor	FAE - Cracking Poor	FAE - HMA Rutting Poor	FAE - IRI/PSR Poor	Expressways Poor - IRI	Arterials Poor - IRI	Collectors Poor - IRI+PSR	NHS - IRI Good	NHS - IRI Poor	NHS -ADT/IRI Good	NHS - ADT/IRI Poor	Interstate - PCM Good	Interstate - PCM Poor	Non-Interstate PCM Good	Non-Interstate PCM Poor	NHS Bridge Good	NHS Bridge Poor			
Virginia	0	98	99	82	92	78	52	53	87	58	78	61	97	33	97	29	82	69.1	71.3	26
Delaware	79	72	99	75	70	72	65	59	82	55	73	70	82	60	95	17	84	71.1	71.0	27
Iowa	97	59	91	92	92	81	0	52	78	54	77	63	90	41	73	57	86	69.5	70.8	28
Mississippi	65	46	93	51	88	64	29	62	76	69	76	82	82	41	69	66	75	66.7	69.6	29
Arkansas	90	83	83	43	81	89	96	64	81	63	70	73	67	35	60	49	79	71.0	67.3	30
West Virginia	91	69	92	39	86	81	100	54	79	68	83	86	90	58	94	0	15	69.6	66.3	31
Maine	na	76	26	64	99	75	56	87	86	91	90	21	95	51	61	22	57	66.1	66.3	32
New Mexico	87	72	81	33	85	47	12	74	85	76	81	56	56	39	81	38	86	64.0	66.1	33
Wisconsin	86	86	97	54	84	43	49	39	61	38	49	74	92	38	69	60	85	65.0	64.6	34
Connecticut	na	82	99	36	91	36	20	40	73	67	81	78	95	41	87	6	53	61.5	64.2	35
Pennsylvania	97	86	86	48	80	55	31	45	64	48	50	79	90	40	89	25	74	63.9	63.9	36
Vermont	na	51	2	68	94	78	0	86	86	87	85	4	74	37	44	53	80	58.0	61.7	37
New Jersey	39	66	99	32	77	77	99	36	40	60	51	89	97	48	64	16	60	61.8	60.2	38
Maryland	92	53	70	48	77	40	30	56	48	66	56	58	85	27	53	21	85	56.8	57.1	39
MICHIGAN	77	43	93	62	82	60	62	66	77	58	61	81	54	48	33	17	58	60.8	57.0	40
Colorado	85	68	99	61	69	54	43	45	73	32	51	40	0	44	77	41	80	56.6	52.5	41
Alaska	na	87	49	68	64	52	39	42	49	62	74	20	77	17	43	38	61	52.7	51.5	42
Illinois	84	0	93	66	85	55	57	45	64	49	51	74	90	25	40	18	25	54.2	51.5	43
Washington	91	95	75	46	80	45	37	41	62	53	57	44	51	8	69	33	47	55.0	50.9	44
Massachusetts	na	95	82	48	83	14	98	22	21	58	31	83	100	0	0	9	26	48.1	40.5	45
California	95	70	97	35	68	33	2	14	17	22	17	46	44	14	49	53	63	43.4	39.5	46
New York	41	28	94	52	50	37	52	30	39	19	0	43	72	5	43	22	31	38.7	34.6	47
Hawaii	88	83	94	19	0	37	2	1	31	0	5	2	0	19	72	22	89	33.2	29.6	48
Louisiana	67	33	9	58	50	45	39	23	49	28	27	0	15	0	4	40	67	32.6	29.0	49
Rhode Island	na	48	84	0	80	0	20	0	0	43	15	56	97	7	0	9	0	28.6	26.3	50

Road Program Performance

(The ability to utilize given funding to effectively manage and maintain the road system.)

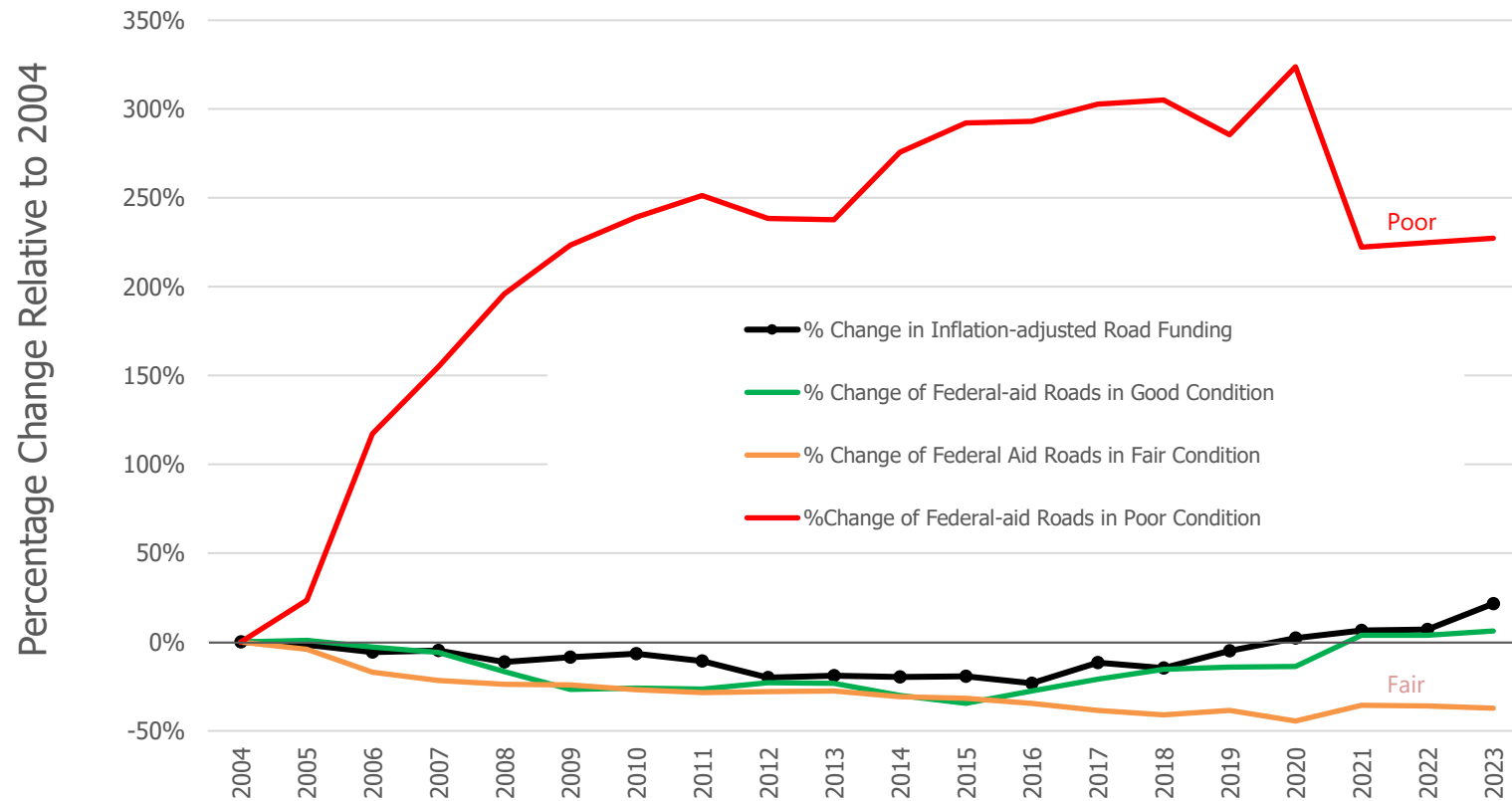
Road System Condition Index vs. Road Funding Index



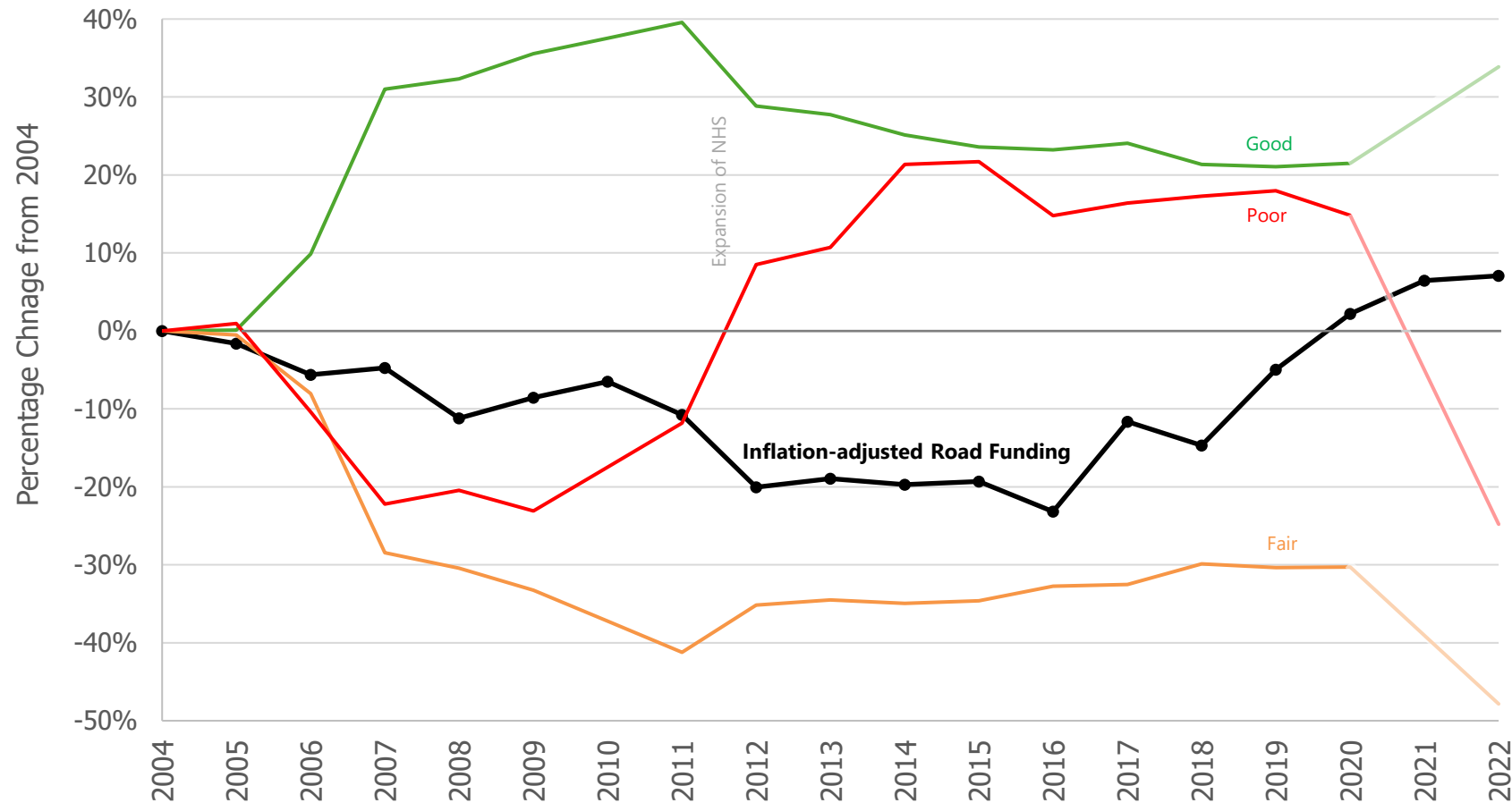
- No correlation between funding levels and system condition ($R^2=0.019$).
- States clustered in the upper left corner are achieving relatively good pavement conditions with relatively low funding.
- Other states appear to have room to improve.

Note: Michigan & Peer States in bold font.

Relative Change in FAE Pavement Condition (MI-PASER) and Inflation-adjusted Funding

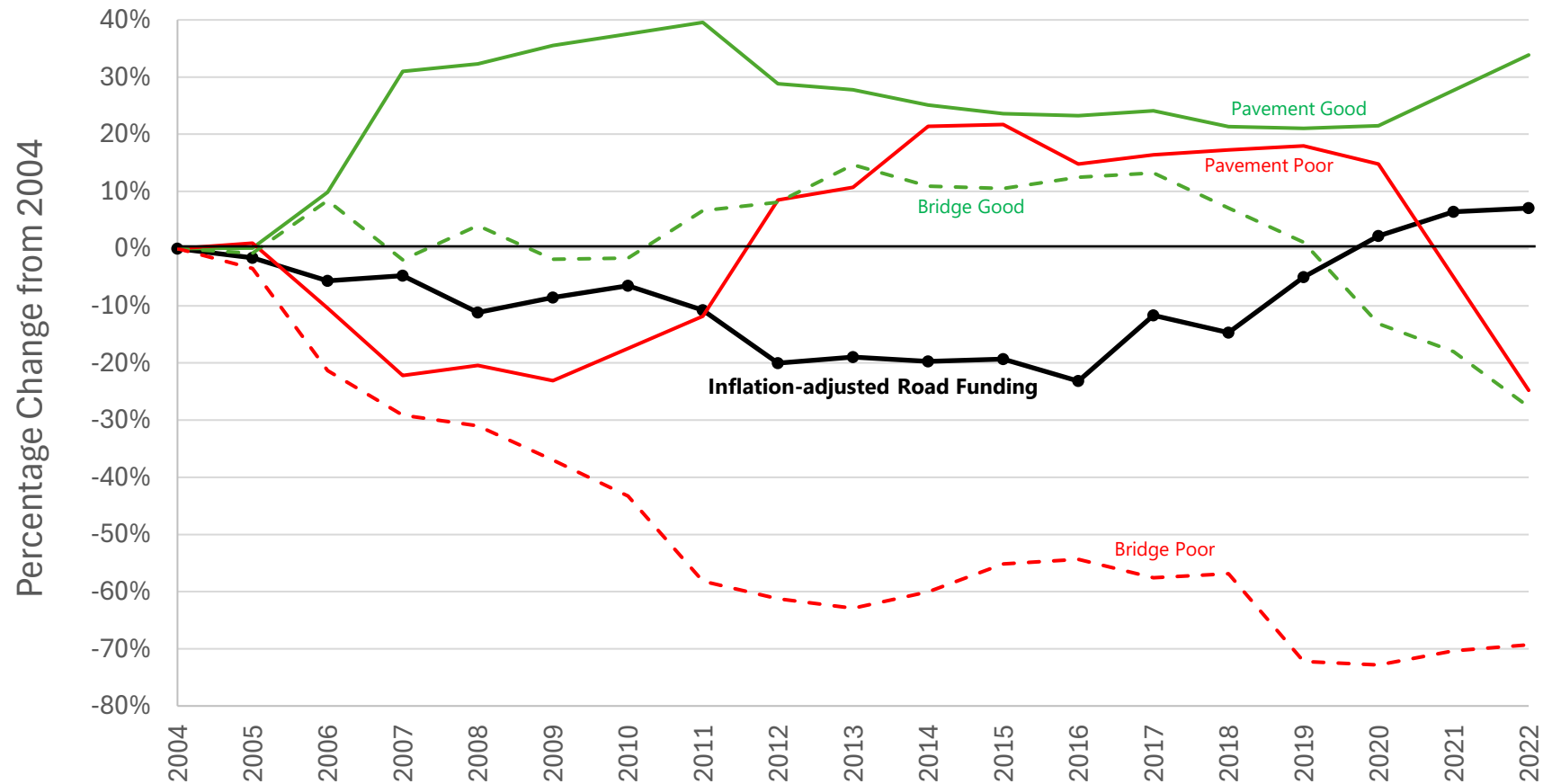


Relative Change in NHS Pavement Condition (IRI) and Inflation-adjusted Funding



Note: 2021 and 2022 condition data includes a uniquely high percentage of unreported data in these years. If all data was reported, condition trends in final years may look different.

Relative Change in NHS Pavement Condition (IRI), NHS Bridge Condition, and Inflation-Adjusted Funding



Changing System Conditions Following Period of Increasing and Decreasing Funding

Decreasing Funding

Metric	2004	2017	Absolute Change	Relative Change
Inflation-adjusted Road Funding	\$5.0bn	\$3.8bn (2016)	-\$1.2bn	-23.2%
MI-PASER Good on FAE Lane-miles	24.9%	19.7%	-5.2%	-20.9%
MI-PASER Fair on FAE Lane-miles	65.1%	40.1%	-25.0%	-38.4%
MI-PASER Poor on FAE Lane-miles	10.0%	40.3%	+30.3%	+303.0%
IRI Pavement Good on NHS CL-miles	46.5%	57.8%	+11.3%	+24.1%
IRI Pavement Fair on NHS CL-miles	41.2%	27.8%	-13.4%	-32.5%
IRI Pavement Poor on NHS CL-miles	12.3%	14.3%	+2.0%	+16.4%
Bridge Area Good (NBI, All Bridges)	33.4%	36.9%	+3.5%	+10.3%
Bridge Area Fair (NBI, All Bridges)	46.0%	54.5%	+8.5%	+18.5%
Bridge Area Poor (NBI, All Bridges)	19.4%	8.6%	-10.8%	-55.6%

Increasing Funding

Metric	2016	2023	Absolute Change	Relative Change
Inflation-adjusted Road Funding	\$3.8bn	\$5.3bn (2022)	+\$1.5bn	+39.4%
MI-PASER Good on FAE Lane-miles	18.0%	26.4%	+8.4%	+46.7%
MI-PASER Fair on FAE Lane-miles	42.6%	40.8%	-1.8%	-4.2%
MI-PASER Poor on FAE Lane-miles	39.3%	32.7%	-6.6%	-16.8%
IRI Pavement Good on NHS CL-miles	57.3%	62.3%	+5.0%	+8.7%
IRI Pavement Fair on NHS CL-miles	27.7%	21.5%	-6.2%	-22.4%
IRI Pavement Poor on NHS CL-miles	14.1%	9.2%	-4.9%	-34.7%
Bridge Area Good (NBI, All Bridges)	37.6%	27.6%	-10.0%	-26.6%
Bridge Area Fair (NBI, All Bridges)	53.4%	64.3%	+10.9%	+20.4%
Bridge Area Poor (NBI, All Bridges)	9.0%	8.1%	-0.9%	-10.0%

Policy Implications

Bottom-line road funding levels are only one factor in achieving good system condition.

How funding is spent appears to be just as important.

Need to Repeal and Replace Public Act 51 of 1951 – Michigan’s Road Program Funding Distribution Law

BASES AND PROCEDURES FOR DETERMINING HIGHWAY, ROAD AND STREET DEFICIENCIES IN MICHIGAN

HIGHWAY STUDY COMMITTEE

Don B. Smith, Michigan Trucking Industry, Chairman
Charles M. Ziegler, State Highway Commissioner
Leroy C. Smith, County Road Association of Michigan
Jay F. Gibbs, Michigan Municipal League
Richard Harfst, Automobile Club of Michigan
Walter Toebe, Michigan Road Building Industry

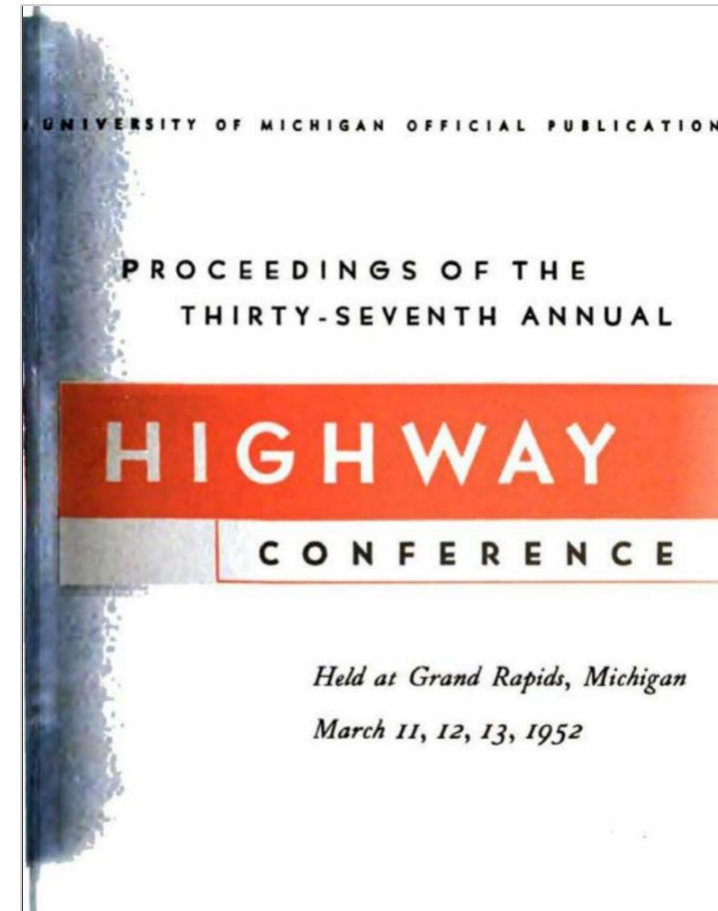
J. P. Buckley, Engineer-Director

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state highways
LANSING

COOPERATING
Public Roads Administration
Federal Works Agency

CONSULTANTS
Automotive Safety Foundation
Washington, D.C.

MARCH 1948



“The highway agencies say costs have gone up and the fifteen-year program [PA 51] has to be lengthened.”

- J. G. Shaub, Special Assignment Engineer, Michigan State Highway Department

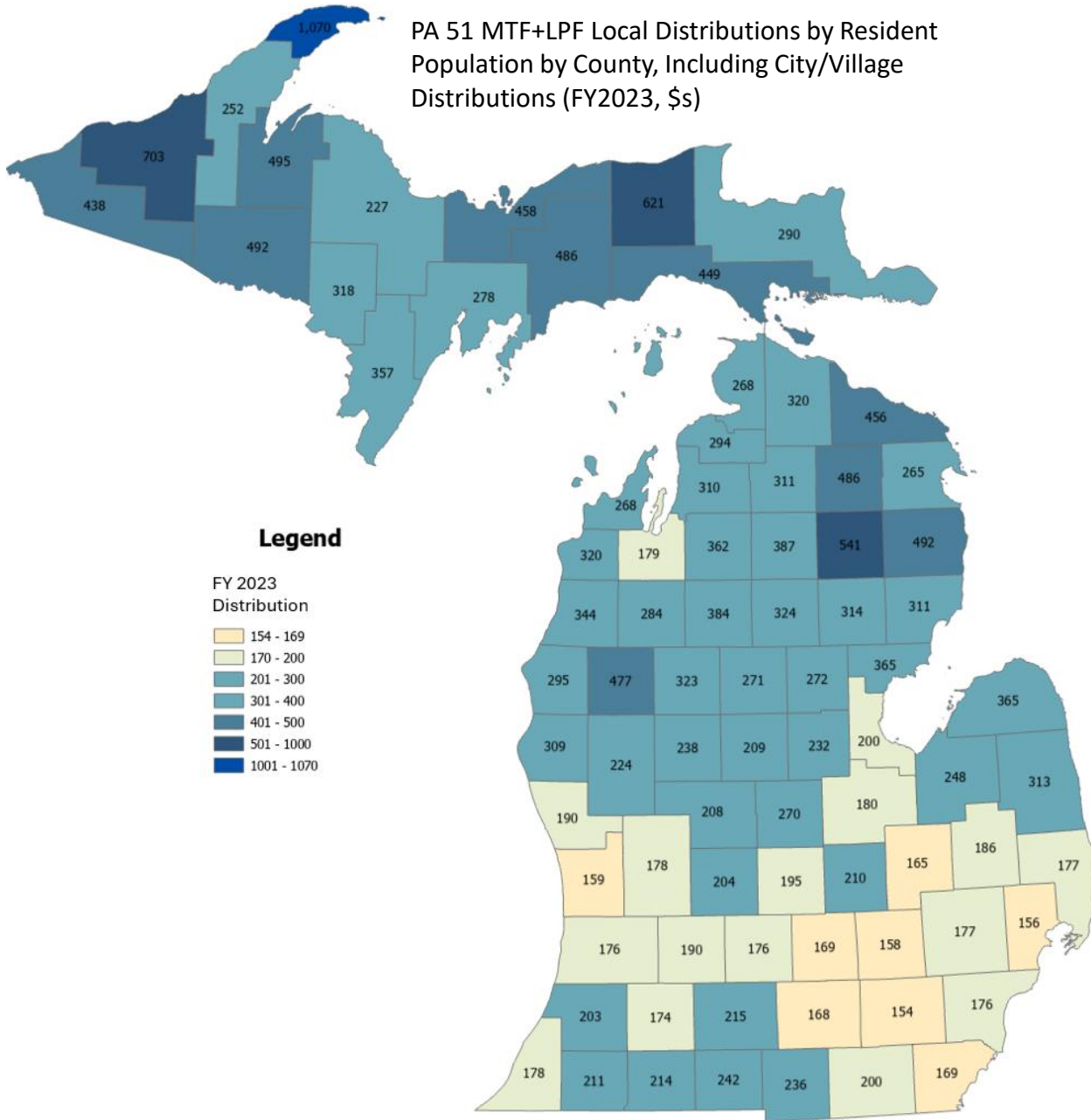
Factors used in Act-51 Distribution

- Ownership (State, County, City/Village)
- Counties (39.1%)
 - Vehicle Registrations
 - "Local" Road Mileage
 - Mileage in Urban Areas
 - Per-County Baseline Funding
 - County Population outside Cities/Villages
 - "Primary" Road Mileage
- Cities and Villages (21.8%)
 - Population
 - "Major" Street Mileage (Pop. Multiplier)
 - "Local" Street Mileage (Pop. Multiplier)

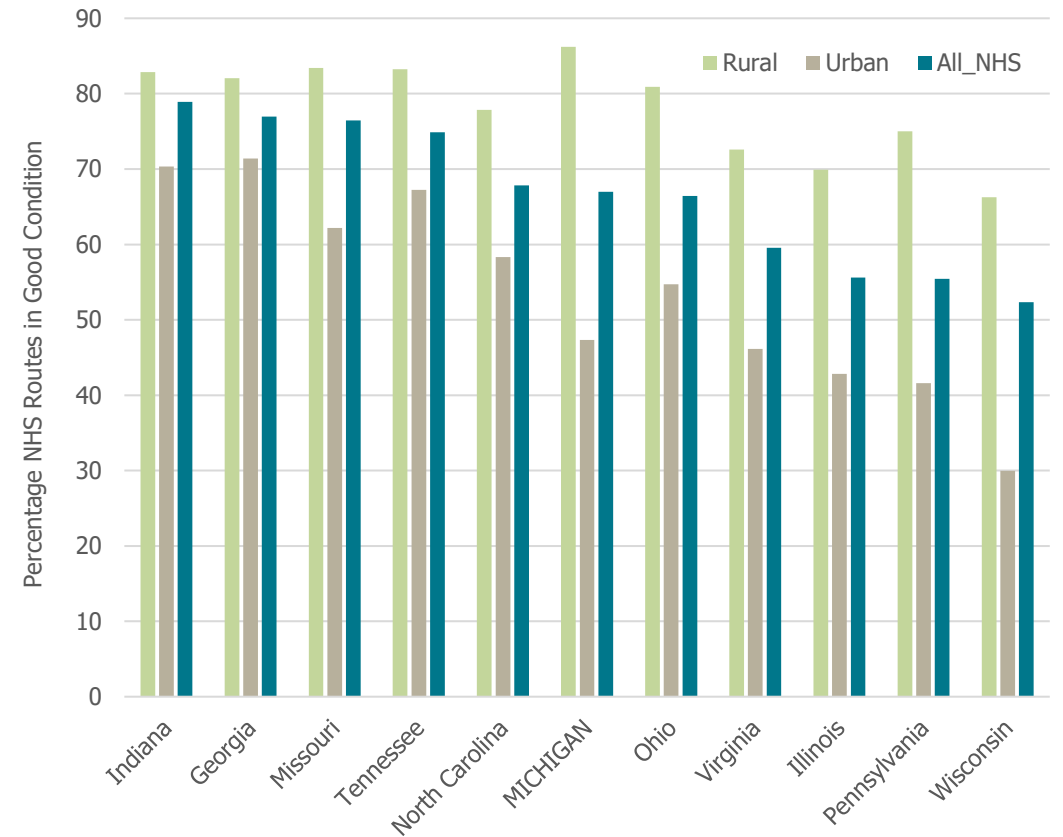
Factors that Impose Road System Costs

- System Size and Usage Classification (Interstate, NHS, FAE, Major/Minor Arterial, Major/Minor Collector, Local)
- Traffic Volume
- Truck Load Spectra
- Bridges
- Climate and Weather
- Subbase Geology (Drainage)
- Complex Right-of-Ways
- Local Construction Costs

PA 51 MTF+LPF Local Distributions by Resident Population by County, Including City/Village Distributions (FY2023, \$s)



Percentage of Rural, Urban, and All NHS Routes in Good Condition by IRI, 2022



Michigan Rank of NHS in Good Condition by IRI (2022):
 Rural NHS: 86.2% - 7th
 Urban NHS: 47.3% - 35th

Elements of Michigan's road program may be reformed to improve efficiency and facilitate improved performance - regardless of overall funding.

- Repeal and Replace Public Act 51 of 1951
 - Reconsider ownership distribution (address Township gap)
 - Distribute funding based on need (annualized life cycle costs per agency)
- Permit local-option revenue for road funding
- Review Michigan's pavement management systems
- Strengthen state role in multi-agency infrastructure planning and coordination

“We’re all out of money. It’s time to start thinking.”



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