



## COUNTY ROAD ASSOCIATION OF MICHIGAN

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### Talking Points- SB 37 –Vehicle miles traveled

#### Summary:

This legislation amends the section of Public Act 51 of 1951 which determines how funds are distributed to road commissions (the internal formula). All references to “total mileage” are changed to “annual vehicle miles traveled as determined by the federal highway administration.”

This would change the practice of providing a portion of Act 51 funds based on the total number of road miles in a county to a practice of only considering the amount of “vehicle miles traveled” within the county. This change would be applied to both primary and local road funding.

#### CRAM Position:

**CRAM opposes this legislation.**

#### Talking Points:

- Rural road systems would be hurt significantly by this legislation.
- The Governor’s Transportation Task Force (TF2) addressed this issue but was specific that this should only apply to new or additional funding. This legislation is not tie-barred to a funding proposal.
- According to the TF2, “Only 6.67% of the formula depends on the mileage of high-cost, high-volume urban and suburban “primary” roads. The formula disadvantages counties that have urbanized since it was adopted. One way of correcting this would be to make the formula sensitive to the number of vehicle-miles traveled on each road. **At present, data do not exist to do this, and it would take several years and extensive expansion of data-collection efforts to make data available.**”
- The current data available is not comprehensive enough to make this change. At this time there is only data available for the federal aid eligible road system.
- It is important to note, urban road commissions have opposed this proposal to change the internal Act 51 formula without new or additional funding. The integrity of the statewide road and bridge network could be compromised.