

OUR COUNTY ROADS IN VIEW



A periodic newsletter of the Ingham County Road Commission for public officials and citizens of Ingham County.
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The 2010 Budget

In 2010, the Road Commission is still dealing with the financial dilemma of declining revenue and rising costs. Subsequently, in order to adjust to this ongoing reality, significant changes have been made as to how the Road Commission operates financially and the level of services that we are able to provide presently.

For the 2010 budget (which is included in this newsletter), the Ingham County Road Commission (ICRC) has outlined the following major assumptions reflected in the budget:

1. At present, the budget is balanced having no depletion in 2010 of expected 2009 year-end fund balance of \$1.95 million.
2. 2010 MTF (fuel tax and vehicle registration fees) Revenue is assumed to be down 4% from 2009 per MDOT projections.
3. There are no employee wage or benefit increases in 2010.
4. There is no Local Road Program in 2010, other than completing any uncompleted 2009 projects under existing agreements. Some portion of the Local Road Program may be restored in April if winter maintenance comes in under budget. In previous years, ICRC budgeted \$500,000 for Local Roads, which was matched by Townships for an annual program total of \$1 million.

5. Federal aid match has been provided for projects in 2010 TIP (Mt Hope Rd--whole length, Waverly Rd--Columbia Rd

to Pleasant River Dr, Waverly Rd--Willow Rd to Grand River Ave, Dobie Rd Bridge over Red Cedar River. (See separate article on upcoming 2010 projects.)

6. Winter, Traffic, and Surface maintenance activities will all be funded at 2009 levels; allowing for 2010 salt prices but not allowing for possible increased unit costs in Traffic and Surface maintenance materials and/or other payables. Any increased unit costs for Traffic and Surface maintenance materials or services in 2010 would have to be offset by reduced purchases of these items.

7. Currently, no vehicle, major equipment, or other capital purchases have been proposed.

Crack-filling and other minor equipment may be proposed for purchase depending on other savings and/or revenue increases over projected assumptions.

8. \$450,000 Drain Assessment based on recent years' assessments and the recommendation of the Drain Commissioner based on upcoming drain projects.

9. There are no long-term debt payments.

10. 10 full time employment positions have been cut beyond the 4 attritions that occurred in 2009. The duties of these positions have decreased, due to cuts in activities previously discussed.

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The positions that were cut are: Construction Engineer (retired Jan 1, 2010); Board Secretary (to retire April 30, 2010); 2 Operations Supervisors (laid off Dec 31, 2009); 2 Weighmasters (one laid off Dec 31, 2009, and the other bumped into another position as provided in the labor contract which resulted, after another bump, in the lay-off of a Finance Clerk on Dec 31, 2009); 4 Truck Drivers (laid off Dec 31, 2009). Laid off employees may be recalled as others retire or attrite from similar positions and/or actual budget allows. The 4 attritions in 2009 were all truck drivers. Thus the Road Commission now has 8 less drivers than it did a year ago. The total staff of the Road Commission has been reduced to 73 employees currently.

2010 ICRC Road Projects

Listed below are the upcoming road projects that the Road Commission has scheduled to be completed for the 2010 construction season (please note that the start/completion dates are unofficial estimates regarding the project schedules):

1. **Waverly Road** - St. Joseph Street to Barton Street: Road resurfacing to be performed at the intersection Waverly Road and St. Joseph Street, along with miscellaneous work to complete this 2009 project. Lansing Charter Township. Federal Urban STP funding, Final Phase Cost: \$600,000. Start date: Mid-May. Completion Date: Mid-June.
2. **Waverly Road** - Barton Road to Grand River Avenue: Bridge repair, deck resurfacing, and roadway resurfacing work to be performed. Federal Stimulus, and Economic Development Category F funding. Estimated cost: \$1,275,000. Start date: Mid-May. Completion Date: Mid-September. This project will involve a full closure for the bridge deck resurfacing from Mid-July to Mid-August. A detour for through traffic will be posted on Willow Street, Martin Luther King Jr. Boulevard, and BR-96 (Grand River Avenue). Local access will be maintained at all times.
3. **Waverly Road** - Columbia Road to Pleasant River Drive: Bridge repairs, deck resurfacing, and roadway resurfacing work to be performed. Aurelius Township and Delhi Charter Township. Federal Rural STP Funding. Estimated cost: \$900,000. Start date: Mid-August. Completion Date: Mid-November. A detour for through traffic will be posted on Columbia, Onondaga, and Holt Roads. Local access will be maintained at all times.
4. **Mt. Hope Road** - Farm Lane to Okemos Road: Road reconstruction and drain crossing replacement to be performed. Meridian Charter Township. Federal Urban STP funding. Estimated Cost: \$1,100,000. Start date: Mid-August. Completion Date: Mid-November. A detour for through traffic will be posted on Hagadorn, Grand River, and Okemos Roads. Local access will be maintained at all times.
5. **Dobie Road Bridge** - Over the Red Cedar River: Bridge replacement project. Meridian Charter Township. Federal and state Local Bridge Program funding. Estimated Cost: \$1,570,000. Start date: Mid-June. Completion Date: Mid-October. Detour will be Jolly Road, Okemos Road, and M-43 (Grand River Avenue).

Long-Awaited Transportation Funding Bills Introduced

After months of preparation, a bi-partisan package of bills has been introduced in the Michigan House of Representatives. The bills, sponsored by State Rep. Dick Ball (R Shiawassee) and former road commissioner, State Rep. Pam Byrnes (D-Washtenaw), provide for increases to Michigan's gasoline and diesel taxes. House Bills 5768-5769 would phase in increases in the gasoline and diesel tax rates over several years. The gasoline tax would increase by \$.04 now and another \$.04 in 2013, for a new total of \$.27/gallon. The diesel tax rate for both passenger vehicles and commercial vehicles would increase by \$.06 now and another \$.06 in 2013, also totaling \$.27/gallon and bringing parity to fuel tax rates. House Bill 5770 amends Public Act 51, creating the Transportation Investment Fund (TIF), to ensure new funding cannot be diverted to fund other state departments. This legislation will require MDOT to annually compile a complete written accounting of all disbursements from the TIF and provide a report to the legislature. The bill also creates a five-member Fuel Tax Restructuring Commission to study and recommend long-term replacements to the current fuel tax structure. This legislation is expected to increase funding by \$240 million in 2010 and \$480 million when fully implemented. Although it does not meet our full needs, it is a start

The State of Michigan's transportation funding has been in crisis for past several years. It is in need of immediate improvement to protect Michigan's deteriorating road system and prevent additional record job losses. Road commissions are responsible for 75% of Michigan's roads and their primary source of funding comes from the Michigan Transportation Fund (MTF). This funding is generated by fuel tax revenues (which are based on gallons, not price) and vehicle registration fees. The MTF has seen a dramatic decrease in the past decade, due to declining fuel consumption and vehicle sales. This problem is compounded by skyrocketing cost of salt, asphalt, and fuel costs that increase annually for road commissions. Consequently, funding is not increasing with inflation for road commissions. The Michigan Legislature has not increased the gasoline tax since 1997 when it went up from 15 cents per gallon to 19 cent per gallon, which was in response to a similar problem at that time.

Beginning this year, Michigan also stands to lose nearly \$1 billion annually in federal funding due to lack of sufficient state and local funds to provide the required match to federal aid. This means tax revenues collected in Michigan would be given to other states, severely reducing or eliminating federal funding available to Michigan's state and local road agencies. ICRC is matching all available federal aid in 2010. Doing so in future years may become a problem without a revenue increase.

Governor Granholm's Transportation Funding Task Force (TF2) has recommended a comprehensive approach to improving the dire transportation funding needs and that county road agencies need so badly. Rep Byrnes, Chair of the House Transportation Committee, is moving forward with a series of statewide public hearings on this issue scheduled to begin later this month.

It is preliminarily estimated that if the proposed transportation bills are passed, this would add about 10% to ICRC's MTF revenue. Subsequently, if the bills are passed, this would allow ICRC to restore our Local Road Program, and also would allow funding for one to two miles of primary road resurfacing or 50 miles of primary road chip sealing.

The ICRC encourages the citizens of our county to voice their opinion to their local state representatives (Barb Byrum, Joan Bauer, and Mark Meadows), and express that Michigan is in desperate need of a transportation funding increase to preserve our roads and save Michigan jobs!

- (Portions contributed by County Road Association of Michigan)



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ICRC Western District - The "Hub" of Road Commission Operations

The ICRC takes great pride in the services that it provides for the entire county road system. A crucial division of the Road Commission workforce is the Western District employees. Numbering 17 skilled workers in total which includes Charley Davis, the Western District Supervisor, the Western Garage is located on the grounds of the Road Commission administration office at 301 Bush Street in Mason.

The Western District is responsible for the year round general maintenance of over 500 miles of road throughout Leslie, Onondaga, Aurelius, Alaiedon, and Vevay Townships. The district is also responsible for the winter maintenance operations for Delhi Township, which is one of the largest populated townships in Ingham County.

The Road Commission considers the Western District to be the "hub" of its operations, as they not only perform routine maintenance for the previously mentioned townships, but they also conduct heavy paving, chip sealing, and construction for all of Ingham County.

From early May through late October it is common for a large percentage of the Western workforce to travel throughout Ingham County performing heavy maintenance and construction on our nearly 1,254 miles of road. Charley Davis, who is a 23 year veteran ICRC employee, not only directly supervises the Western District (including three equipment operators), but he also provides supervision to two Assistant Supervisors, Brett Campbell and Tom Gamez; who oversee the Metro and Eastern Districts of the Road Commission respectively.

The Road Commission wishes to applaud the valuable work and dedication that the Western District employees contribute throughout the year to benefit the entire Ingham County community.



Photo of the Western District road crew pictured from left to right/back to front: Charley Davis, Robin Wilcox, Steve Oswald, Tim Janetzke, Greg Barnett, Scott Bowen, Ree Baker, Joe Flores, Jason Barnhart, Scott Copher, Curt Rogers, Becky Robbins, Jim Tow, and Angel Benavides. Will Comstock, Ron Rivera, Cindy Farley, and Jerry Long are not pictured in this photograph.

Board of Road Commissioners

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Chair

Shirley M. Rodgers
Vice Chair

James Dravenstatt-Moceri
Member

Norman L. Gear
Member

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Directors

William M. Conklin, P.E.
Managing Director

Robert H. Peterson, P.E.
Director of Engineering

James M. Benjamin
Director of Operations

Tina M. Henry
Director of Finance

Personnel

Deborah L. Bellows
Secretary to the Board

Rahman M. Shareef
Public Relations Coordinator

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	2009 Budget as amended	Year To Date Revenues	2010 Budget as approved
Fund Balance			
Beginning Fund Balance	-\$3,917,588.00		-\$1,955,042.06
REVENUES/EXPENDITURES			
Revenues:			
Motor Vehicle Highway Funds			
Engineering	-\$10,000.00	-\$10,000.00	-\$10,000.00
Primary Road	-\$7,697,850.00	-\$5,506,791.98	-\$7,398,200.00
Local Road	-\$2,224,900.00	-\$1,720,525.39	-\$2,135,904.00
Primary Urban Road	-\$1,213,910.00	-\$755,406.24	-\$1,165,353.50
Local Urban Road	-\$361,000.00	-\$306,083.83	-\$346,560.00
Total Motor Vehicle Highway Funds	-\$11,507,660.00	-\$8,298,807.44	-\$11,056,017.50
Federal Aid Funds			
Rural STP	-\$667,000.00		
Urban STP	-\$2,317,675.00		-\$5,705,319.00
Cat D Rural Primary		-\$932.60	
FEMA		-\$93,623.66	
Critical Bridge			
Federal CMAQ			
Federal - T Enhancement	-\$436,319.00		\$0.00
Total Federal Aid Funds	-\$3,420,994.00	-\$94,556.26	-\$5,705,319.00
State Aid Funds			
"D" Funds E.D.F.		-\$475.10	
Critical Bridge			
"A" Funds - State Highway			
Total State Aid Funds		-\$475.10	\$0.00
County Raised Funds			
Other		-\$119,399.30	-\$40,000.00
Township Contributions	-\$846,994.00	-\$222,287.32	-\$240,994.00
Permits & Inspection Fees	-\$206,000.00	-\$104,062.92	-\$110,000.00
Total County Raised Funds	-\$1,052,994.00	-\$445,749.54	-\$390,994.00
Gain on Disposal of Equipment			
Gain/Loss on Equip Usage			
Trade-In Allowances		-\$2,000.00	-\$1,000.00
Gain/Loss on Equip Sale		-\$9,295.24	-\$5,000.00
Total Gain on Disposal of Equipmen		-\$11,295.24	-\$6,000.00
Other Revenues			
Interest Earned	-\$50,000.00	-\$1,394.02	-\$5,000.00

Salvage Sales		-\$3,329.07	-\$2,000.00
Sale of Building/Land			
Bond Proceeds			
Total Other Revenues	-\$50,000.00	-\$4,723.09	-\$7,000.00

Total Revenues: -\$16,031,648.00 -\$8,855,606.67 -\$17,165,330.50

2009 Budget
as amended Year To Date
Expenditures 2010 Budget
as approved

EXPENDITURES:

Primary Road			
467 Maintenance	\$3,183,854.00	\$2,117,018.55	\$2,257,186.00
459 Preservation - SI	\$4,832,314.00	\$2,202,121.00	\$7,039,216.00
Total Primary Road	\$8,016,168.00	\$4,319,139.55	\$9,296,402.00

Local Road			
489 Preservation - SI	\$1,423,961.00	\$888,702.34	\$239,641.00
497 Maintenance	\$2,920,810.00	\$1,666,194.19	\$2,422,830.00
Total Local Road	\$4,344,771.00	\$2,554,896.53	\$2,662,471.00

Gross Equipment Expense			
510 Direct Expense	\$1,017,486.00	\$699,964.05	\$941,087.00
511 Indirect Expense	\$991,954.00	\$929,828.72	\$1,070,511.00
512 Operating Expense	\$515,000.00	\$204,873.10	\$310,100.00
Less: Rental Credits	-\$2,572,277.00	-\$1,769,190.03	-\$1,878,700.00
Total Gross Equipment Expense	-\$47,837.00	\$65,475.84	\$442,998.00

Gross Administrative Expense			
515 Administrative Expense	\$908,149.00	\$685,145.85	\$858,013.00
Less: Purchase Discounts		-\$337.63	
Less: Handling Charges			
Less: Overhead Charges		-\$3,137.44	
Total Gross Administrative Expense	\$908,149.00	\$681,670.78	\$858,013.00

Drain Assessment			
Drain Assessment	\$446,200.00	\$311,299.48	\$450,000.00
Total Drain Assessment	\$446,200.00	\$311,299.48	\$450,000.00

Distributive Expense			
513 Distributive Fringe	\$3,636,393.00	\$2,749,473.69	\$3,046,032.50
514 Distributive Other	\$891,668.00	\$705,729.28	\$666,157.00
Total Distributive Expense	\$4,528,061.00	\$3,455,202.97	\$3,712,189.50

Long Term Debt Expense

Long Term Debt Payment			
Lease Equipment Principle			
Long Term Land Contract Payment			
Interest Expense			
Total Long Term Debt Expense		\$0.00	\$0.00
Capital Outlay			
Special Projects	\$382,428.94	\$210,998.01	\$37,300.00
Less: Depreciation/Depletion	-\$583,747.00	-\$320,840.62	-\$567,947.00
Less: Equipment Retirements			
Total Capital Outlay	-\$201,318.06	-\$109,842.61	-\$530,647.00
Contingency Fund			
Contingency Fund			\$0.00
Total Contingency Fund		\$0.00	\$0.00
Total Expenditures	\$17,994,193.94	\$11,277,842.54	\$16,891,426.50
Total REVENUES/EXPENDITURES	-\$1,962,545.94	-\$2,422,235.87	-\$273,904.00
Total Fund Balance	-\$1,955,042.06		-\$2,228,946.06
New Projected Fund Balance as of 12/31/10 = \$1,955,042.06 + \$273,904 = \$2,228,946.06			