

EXECUTIVE SUMMARY

Purpose

The Kent County Road Commission (KCRC) Long Range Plan provides a strategic blueprint for the effective investment of resources to preserve and improve the quality and safety of KCRC's road and bridge network in accordance with the organization's mission, values and vision. Assets examined within the Plan include: Roads, Bridges, Culverts, Storm Sewer Systems, Signs and Signals, and Guardrail.

MISSION

To serve Kent County with a safe, reliable, and efficient transportation network

VALUES

Safety
High-Quality Service
Preservation of Assets
Collaboration and Coordination
Sound Financial Management

VISION

To Be the Premier County Transportation Network in Michigan

Finance

Over half of KCRC's Operating Revenue comes from the Michigan Transportation Fund (MTF), the revenues of which peaked for KCRC in 2004 (\$31 million) and declined through 2009 (\$28 million). As a result, over the 10-year period, the primary road system declined from 18% of primary roads rated in poor condition in 2005 to 33% rated in poor condition in 2015.

Chart 1 - Primary Road PASER Ratings: 2005 - 2015

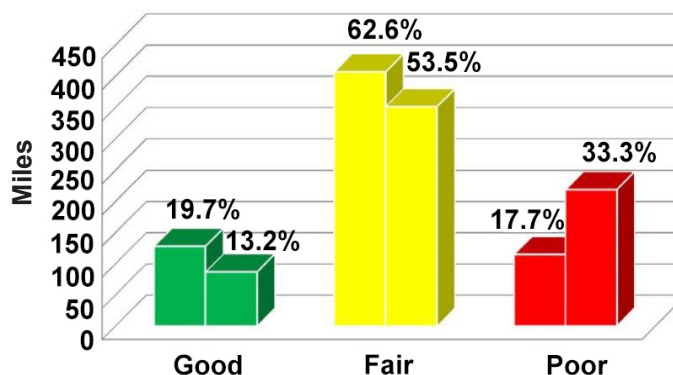
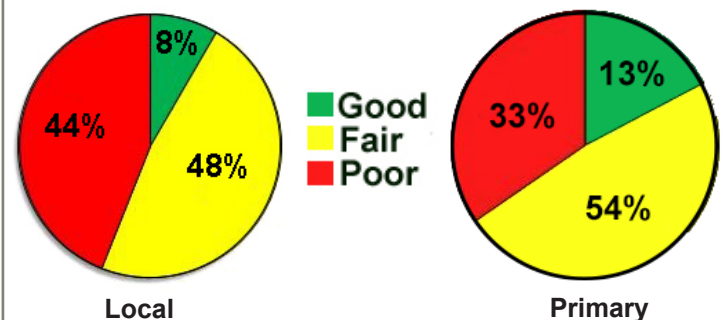


Figure 1 - Local and Primary Road Conditions 2015 PASER Ratings

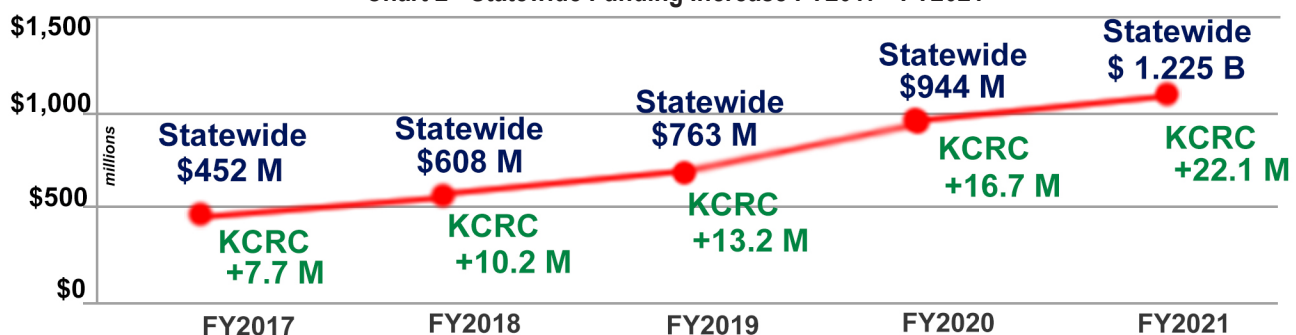


When comparing 2015 road conditions of primary and local roads, 44% of local roads are rated "poor" compared to the previously mentioned 33% of primary roads. KCRC shares responsibility with Townships for the funding of construction and surface improvements on local roads. KCRC transfers 30% of its MTF revenue, the maximum allowed under Act 51, to local roads. A portion of these dollars help fund the Township Matching Program which combines investment from KCRC and the Townships to fund major and minor construction projects.

Statewide Funding Increase

The Michigan transportation funding package, which was passed in 2015, is projected to provide a statewide annual increase to transportation funding of approximately \$1.2 billion when fully implemented in FY2021. As shown in Chart 2, below, the funding increase begins its five-year phase in period in FY2017. Beginning in FY2021, and thereafter, KCRC is projected to receive an additional \$22.1 million annually. To achieve the targeted 2025 network conditions of 90% of primary roads rated Good or Fair, KCRC will dedicate 100% of the annual increase to roads and bridges, dividing the funds between primary and local roads in the form of improvements and routine maintenance.

Chart 2 - Statewide Funding Increase FY2017 - FY2021







Road Improvement Strategy

Encompassing nearly 2,000 miles of roads and 172 bridges throughout 21 townships, the KCRC network is diverse. Its corridors include both paved (1,646.49 miles) and gravel (313.36 miles) roadways, connecting agricultural and rural regions to highly-populated urban areas.

To address the varying needs of its roads of different ages and condition, KCRC implements an improvement strategy that combines a “mix of fixes” (see below).

Figure 2 - KCRC's Mix of Fixes

-  **Reconstruction:** Replacement of entire existing structure
-  **Resurfacing:** Replacement of deteriorated layer(s) of the road's surface
-  **Pavement preservation:** Treatment to the surface (e.g. chip seal and micro-surface) to extend the life of the pavement
-  **Routine maintenance:** Ongoing activities that prevent premature deterioration of a road's surface

KCRC's priority for paved roads is to preserve and prolong the service life of its existing network. The most cost effective way of doing this is to proactively apply treatments to the road's surface that help prevent moisture from penetrating the road's subsurface layers. This practice - known as pavement preservation - extends pavement life and helps keep good roads in good condition.

Economic Support Network

Seasonal weight restrictions impede economic activity by forcing commercial vehicles to haul reduced loads at reduced speeds. To address this, KCRC builds primary roads to all-season standards when undertaking reconstruction and/or expansion projects and has introduced a strategic process to identify necessary connections where commercial activity and agricultural processing warrant the greatest demand. The continued expansion of the all-season road network minimizes the disruption and inconveniences that result from seasonal weight restrictions. The Ten Year Improvement Plan (Appendix A) includes the addition of 30 miles to the all-season road network.

Figure 3 - Relationship between Pavement Conditions and Categories of Treatments

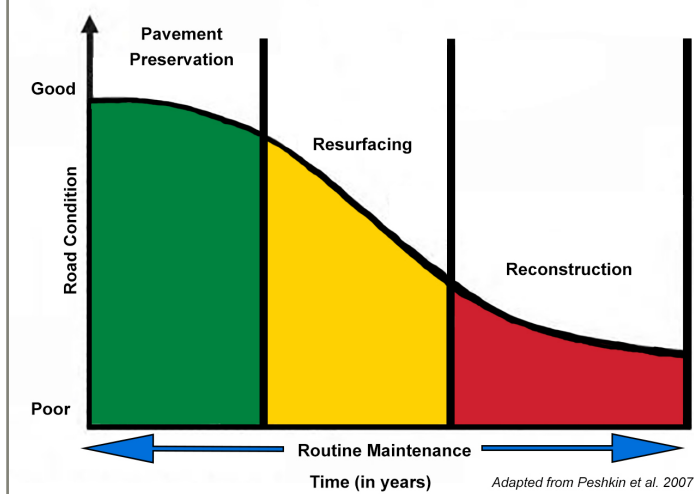
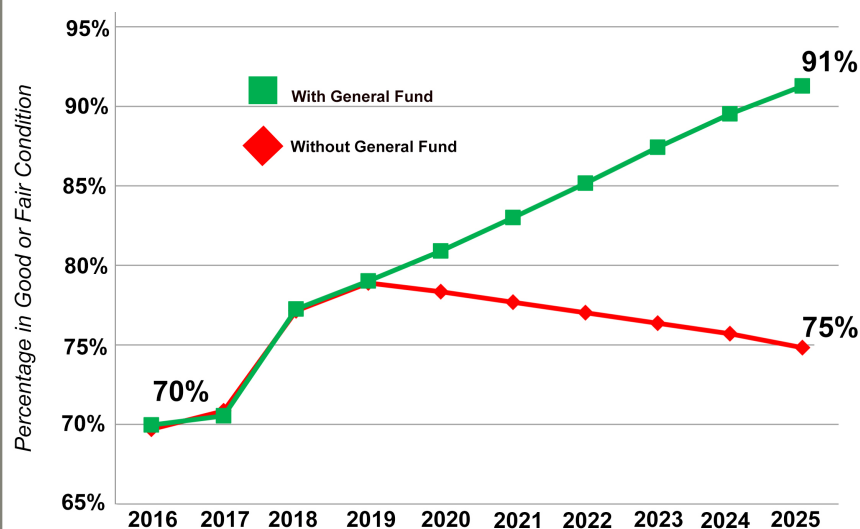


Chart 3 - Projection of Primary Road Conditions



Conclusion

The success of the objectives identified in the Plan are dependent upon full implementation of the State's transportation funding package. With full implementation, KCRC can achieve, and stabilize, 90% of primary roads rated in Good/Fair condition. However, if the legislature does not fully implement this package, the annual increase in system conditions will instead shift to a downward trend.

Fifty percent of the increase is generated by fuel tax and vehicle registration fees distributed to agencies through the MTF. These funds are constitutionally dedicated to transportation. The other half of the funding increase comes from an allocation of the State's General Fund. While committed, these funds are not constitutionally guaranteed to transportation. Therefore, it is incumbent upon our legislators to either honor the commitment of the annual General Fund allocation or find a permanent funding fix.