

Sampling of Local System Maintenance Programs

	State	Maintenance Funding Methodology	Distribution of State Funds for Maintenance	State DOT Role in Local System Maintenance	Local Revenue Options for Maintenance
States that maintain local roads	North Carolina	Funds are provided from the NC Highway Fund and from the Highway Trust Fund	2010 rates: \$0.79 per capita and \$61.78 per lane mile	NCDOT maintains roads in unincorporated localities. Incorporated municipalities & NCDOT may enter into maintenance agreements.	Real estate tax.
	West Virginia	WV does not provide any direct funding for local highway systems	N/A	WV DOT maintains roads in unincorporated localities. Occasionally DOT will contract with an incorporated locality for a maintenance project.	Property tax; several cities have imposed road user fee for all persons employed in the city (Charleston charges \$2/week)
	Delaware	DE does provides street aid to incorporated municipalities.	\$4M distributed by formula based on population and street mileage	DEdot maintains roads in unincorporated localities.	Property tax
States that do not maintain local roads	New York	Localities are responsible for maintenance funding.	N/A	DOT is responsible for off-system bridge inspections conducted on a two year cycle. Shared services for snow plowing of primaries/state highways/county roads.	Real estate tax. Impact fees for preservation of roads/streets based on findings of an area wide EIS
	Georgia	Georgia does not provide direct funding for maintenance.	N/A	None	Property tax
	Washington	Local governments are responsible for all maintenance funding	N/A	None	Property tax
	Tennessee	State distributes a portion of the proceeds from the state gas tax to incorporated cities/towns for maintenance. Funds are disbursed monthly from their Treasury on a per capita basis. TDOT has no program oversight.	FY12 allocation is \$26.65 per capita	None	Property tax, special assessments and impact fees
	Michigan	State provides funds from gas tax and vehicle registration fees for capital and maintenance to counties, cities and villages.	57 step formula utilizing population and lane miles. Population is weighted for larger localities.	Localities and MiDOT may enter into road maintenance agreements.	Property tax & special assessments
	South Carolina*	Funds are distributed to county's under the SC "C" Program. Funds are used for both construction and maintenance	2.66¢ from the gas tax is set aside for "C" projects and apportioned to counties as follows: 1/3 based on land area, 1/3 based on population and 1/3 based on rural road mileage. 25% of the allocation must be used on state system roads, 75% on local roads.	SCDOT may administer the C program for a county upon request.	Property tax, special levies, hotel/room tax.
	Minnesota**	State distributes gas tax revenues to counties (29%), cities (9%) and towns (2.5%) for construction and maintenance.	Distributed funds must be allocated as follows: Counties 60/40 CN-Maint; Cities 75/25 CN-Maint. Towns receive \$100/centerline mile.	MNDot enters into shared services agreements for bridge inspection and other services.	Property tax and special assessments.

Research based on internet resources and direct contact with staff at each state.

* South Carolina capped secondary road mileage in 1994 - all new roads since that time are "local" roads. "C" funds may be used for construction, maintenance and improving county roads and streets.

** Minnesota is in the process of downsizing portions of the "trunk system" of highways to localities - legislative turn back program. Legislature has available 2.5% set aside of gas tax to provide localities with incentives to assume responsibility for these roads.