

Chapter 9 Financial Analysis

The Montana Department of Transportation (MDT) administers a number of programs that are funded from state and federal sources. In most cases, the funds are administered by the MDT at the State level, and MDT staff work with local governments in the planning and design of projects, whatever the specific funding source.

Each year, in accordance with 60-2-127, Montana Code Annotated (MCA) the Montana Transportation Commission allocates a portion of available federal-aid highway funds for construction purposes and for projects located on the various systems in the state as described below:

9.1 Federal Funding Sources

The following summary of major Federal transportation funding categories received by the State through Continuing Resolutions of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)-enacted on August 10, 2005, includes state developed implementation/sub-programs. In order to receive project funding under these programs, projects must be included in the State Transportation Improvement Program (STIP).

9.1.1 National Highway System (NHS)

The purpose of the National Highway System (NHS) is to provide an interconnected system of principal arterial routes which will serve major population centers, international border crossings, intermodal transportation facilities, and other major travel destinations; meet national defense requirements; and serve interstate and interregional travel. The National Highway System includes all Interstate routes, a large percentage of urban and rural principal arterials, the defense strategic highway network, and strategic highway connectors.

Allocations and Matching Requirements

NHS funds are Federally apportioned to Montana and allocated by the Montana Transportation Commission based on system performance. The Federal share for NHS projects is 86.58%, and the State is responsible for the remaining 13.42%. The State share is funded through the Highway State Special Revenue Account.

Eligibility and Planning Considerations

Activities eligible for the National Highway System funding include construction, reconstruction, resurfacing, restoration, and rehabilitation of segments of the NHS. Operational improvements as well as highway safety improvements are also eligible. Other miscellaneous activities that may qualify for NHS funding include research, planning, carpool projects, bikeways, and pedestrian walkways. The Transportation Commission establishes priorities for the use of National Highway System funds, and projects are let through a competitive bidding process. US 93 is on the National Highway System.

9.1.2 Surface Transportation Program (STP)

Surface Transportation Program (STP) funds are Federally apportioned to Montana and are allocated by the Montana Transportation Commission to various programs that include the Surface Transportation Program Primary Highways (STPP), Surface Transportation Program Secondary Highways (STPS), and the Surface Transportation Program Urban Highways (STPU).

Primary Highway System (STPP)*

Both the Federal and the State funds available under this program are used to finance transportation projects on the state-designated Primary Highway System. The Primary Highway System includes highways that have been functionally classified by the MDT as either principal or minor arterials and that have been selected by the Transportation Commission to be placed on the Primary Highway System [MCA 60-2-125(3)].

Allocations and Matching Requirements

Primary funds are distributed statewide [MCA 60-3-205] to each of five financial districts, including the Missoula District (which includes the Polson area). The Commission distributes STPP funding based on system performance. Of the total received, 86.58% is Federal, and 13.42% is State funds from the Highway State Special Revenue Account.

Eligibility and Planning Considerations

Eligible activities include construction, reconstruction, rehabilitation, resurfacing, restoration, and operational improvements. The Transportation Commission establishes priorities for the use of Primary funds, and projects are let through a competitive bidding process. There is one Primary highway within the Polson Area Transportation Plan boundary: Montana Highway 35.

*State funding programs developed to distribute Federal funding within Montana

Secondary Highway System (STPS)*

The Federal and State funds available under this program are used to finance transportation projects on the state-designated Secondary Highway System. The Secondary Highway System highways have been functionally classified by the MDT as either rural minor arterials or rural major collectors and that have been selected by the Montana Transportation Commission in cooperation with the boards of county commissioners, to be placed on the secondary highway system [MCA 60-2-125(4)].

Allocations and Matching Requirements

Secondary funds are distributed statewide (MCA 60-3-206) to each of five financial districts, including the Missoula District, based on a formula, which takes into account the land area, population, road mileage, and bridge square footage. Federal funds for secondary highways must be matched by non-federal funds. Of the total received 86.58% is Federal, and 13.42 % is non-federal match. Normally, the match on these funds is from the Highway State Special Revenue Account.

Eligibility and Planning Considerations

Eligible activities for the use of Secondary funds fall under three major types of improvements: Reconstruction, Rehabilitation, and Pavement Preservation. The Reconstruction and Rehabilitation categories are allocated a minimum of 65% of the program funds with the remaining 35% dedicated to Pavement Preservation. Secondary funds can also be used for any project that is eligible for STP under Title 23, U.S.C.

MDT and county commissions determine Secondary capital construction priorities for each district with final project approval by the Transportation Commission. By state law the individual counties in a district and the state vote on Secondary funding priorities presented to the Commission. The Counties and MDT take the input from citizens, from small cities, and from tribal governments during the annual priorities process. Projects are let through a competitive bidding process.

There is one Secondary highway within the Polson Area Transportation Plan boundary: Secondary 354, which is comprised of Main Street, 7th Ave W and Kerr Dam Road.

*State funding programs developed to distribute Federal funding within Montana

Community Transportation Enhancement Program (CTEP)*

Federal law requires that at least 10% of STP funds must be spent on transportation enhancement projects. The Montana Transportation Commission created the Community Transportation Enhancement Program in cooperation with the Montana Association of Counties (MACO) and the League of Cities and Towns to comply with this Federal requirement.

Allocations and Matching Requirements

CTEP is a unique program that distributes funding to local and tribal governments based on a population formula and that provides project selection authority to local and tribal governments. The Transportation Commission provides final approval to CTEP projects within the State's right-of-way. The Federal share for CTEP projects is 86.58%, and the Local and tribal governments are responsible for the remaining 13.42%.

Eligibility and Planning Considerations

Eligible CTEP categories include:

- Pedestrian and bicycle facilities;
- Historic preservation;
- Acquisition of scenic easements and historic or scenic sites;
- Archeological planning and research;
- Mitigation of water pollution due to highway runoff or reduce vehicle-caused;
- Wildlife mortality while maintaining habitat connectivity;

- Scenic or historic highway programs including provisions of tourist and welcome center facilities;
- Landscaping and other scenic beautification;
- Preservation of abandoned railway corridors (including the conversion and use for bicycle or pedestrian trails);
- Control and removal of outdoor advertising;
- Establishment of transportation museums; and
- Provisions of safety and educational activities for pedestrians and bicyclists.

Projects addressing these categories and that are linked to the transportation system by proximity, function, or impact, and where required, meet the “historic” criteria, may be eligible for enhancement funding.

Projects must be submitted by the local government to the MDT, even when the project has been developed by another organization or interest group. Project proposals must include evidence of public involvement in identifying and ranking of enhancement projects. Local governments are encouraged to use their planning boards (where they exist) to facilitate community participation or to develop a special enhancement committee. The MDT staff reviews project proposals for completeness and eligibility and then submits them to the Transportation Commission and the federal Highway Administration for approval.

Although the City of Polson currently does not have a balance of CTEP funds, its estimated annual (2011) allocation is approximately \$20,000 (Federal). Lake County is allocated approximately \$100,000 annually (Federal) and currently has a balance of \$233,900 for this program. The balances represent funds not obligated towards a selected project.

*State funding programs developed to distribute Federal funding within Montana

9.1.3 Highway Safety Improvement Program (HSIP)

Allocations and Matching Requirements

HSIP is a new core funding program established by SAFETEA-LU. HSIP funds are Federally apportioned to Montana and allocated to safety improvement projects identified in the strategic highway safety improvement plan by the Commission. Projects described in the State strategic highway safety plan must correct or improve a hazardous road location or feature or must address a highway safety problem. The Commission approves and awards the projects which are let through a competitive bidding process. Generally, the Federal share for the HSIP projects is 90%, and the State is responsible for 10%.

Eligibility and Planning Considerations

There are two programs that receive HSIP funding: the Highway – Railway Crossing Program, which is not applicable to the Polson Area Transportation Plan, and the High Risk Rural Roads Program.

High Risk Rural Roads Program (HRRR)

Funds are set aside from the Highway Safety Improvement Program funds apportioned to Montana for construction and operational improvements on high-risk rural roads. These funds are allocated to HRRRP projects by the Commission. If Montana certifies that it has met all of the needs on high risk rural roads, these set-aside funds may then be used on any safety improvement project under the HSIP. Montana's set-aside requirement for HRRRP is approximately \$700,000 per year.

9.1.4 Highway Bridge Replacement and Rehabilitation Program (HBRRP)

Allocations and Matching Requirements

HBRRP funds are Federally apportioned to Montana and allocated to two programs by the Montana Transportation Commission. In general, projects are funded with 86.58% Federal, and the State is responsible for the remaining 13.42%. The State share is funded through the Highway State Special Revenue Account. The Montana Transportation Commission approves projects which are then let to contract through a competitive bidding process.

Eligibility and Planning Considerations for the two programs are:

On-System Bridge Replacement and Rehabilitation Program

The On-System Bridge Program receives 65% of the Federal HBRRP funds. Projects eligible for funding under the On-System Bridge Program include all highway bridges on the State system. The bridges are eligible for rehabilitation or replacement. In addition, painting and seismic retrofitting are also eligible under this program. MDT's Bridge Bureau assigns a priority for replacement or rehabilitation of structurally deficient and functionally obsolete structures based upon sufficiency ratings assigned to each bridge. A structurally deficient bridge is eligible for rehabilitating or replacement; a functionally obsolete bridge is eligible only for rehabilitation; and a bridge rated as sufficient is not eligible for funding under this program.

Off-System Bridge Replacement and Rehabilitation Program

The Off-System Bridge Program receives 35% of the Federal HBRRP funds. Projects eligible for funding under the Off-System Bridge Program include all highway bridges not on the State system. Procedures for selecting bridges for inclusion into this program are based on a ranking system that weighs various elements of a structure's condition and considers local priorities. MDT Bridge Bureau personnel conduct a field inventory of off-system bridges on a two-year cycle. The field inventory provides information used to calculate the Sufficiency Rating (SR).

9.1.5 Congestion Mitigation & Air Quality Improvement Program (CMAQ)

Federal funds available under this program are used to finance transportation projects and programs to help improve air quality and to meet the requirements of the Clean Air Act. Montana's air pollution problems are attributed to carbon monoxide (CO) and particulate matter (PM¹⁰ and PM^{2.5}).

Allocations and Matching Requirements

CMAQ funds are Federally apportioned to Montana and are allocated to various eligible programs both by formula and by the Transportation Commission. As a minimum apportionment state a Federally required distribution of CMAQ funds goes to projects in Missoula since it is Montana's only designated and classified air quality non-attainment area. The remaining, non-formula funds, referred to as "flexible CMAQ" are directed through various state programs to areas of the state with emerging air quality issues. The Transportation Commission approves and awards both formula and non-formula projects on MDT right-of-way. Infrastructure and capital equipment projects are let through a competitive bidding process. Of the total funding received, 86.58% is Federal, and 13.42% is non-federal match provided by the state for projects on state highways and local governments for local projects.

Eligibility and Planning Considerations

In general, eligible activities include transit improvements, traffic signal synchronization, bicycle pedestrian projects, intersection improvements, travel demand management strategies, traffic flow improvements, and public fleet conversions to cleaner fuels. At the project level, the use of CMAQ funds is not constrained to a particular system (i.e. Primary, Urban, and NHS). A requirement for the use of these funds is the estimation of the reduction in pollutants resulting from implementing the program/project. These estimates are reported yearly to FHWA.

Montana Air & Congestion Initiative (MACI)–Discretionary Program (flexible)*

The MACI – Discretionary Program provides funding for projects in areas designated non-attainment or recognized as being "high-risk" for becoming non-attainment. Since 1998, MDT has used MACI-Discretionary funds to get ahead of the curve for CO and PM¹⁰ problems in non-attainment and high-risk communities across Montana. District Administrators and local governments nominate projects cooperatively. Projects are prioritized and selected on the basis of air quality benefits and other factors. The most beneficial projects to address these pollutants have been sweepers and flushers, intersection improvements, and signal synchronization projects. Polson is a designated by EPA as a PM 10 non-attainment area and is therefore eligible for funding through this program

*State funding programs developed to distribute Federal funding within Montana

9.1.6 Transportation & Community System Preservation Discretionary Program (TCSP)

This program is funded by the Federal Highway Administration (FHWA) to provide discretionary grants to develop strategic transportation plans for local governments and communities. The goal of the program is to promote livable neighborhoods. Grants may be used to improve the safety and efficiency of the transportation system; reduce adverse environmental impacts caused by transportation; and to

encourage economic development through access to jobs, services, and centers of trade. This program is often used to fund capital expenditures. The TCSP Program federal share is 80% or subject to the sliding scale rate in accordance with 23 U.S.C. 120(b).

The recent trend for projects funded through federal discretionary programs such as this has been U.S. Department of Transportation (USDOT) and FHWA funding projects consistent with the federal Congestive Initiative to fight traffic gridlock. Therefore, recent years have seen funding directed to large urbanized communities in a limited number of urban-type states. If this trend continues, it may be difficult for small Montana communities to compete for these types of funds.

9.1.7 Recreational Trails Program

The Recreational Trails Program (RTP) is a federal-aid assistance program to help the states provide and maintain recreational trails for both motorized and non-motorized recreational trail uses. Funds are available to develop, construct, maintain, and rehabilitate trails and trail facilities. Trail uses include hiking, bicycling, wheel chairs, in-line skating, equestrian, cross-country skiing, snowmobiling, off-road motorcycling, all-terrain vehicle riding, off-road four-wheel driving, or other off-road motorized vehicles.

Each state develops its own procedures to solicit projects from project sponsors and to select projects for funding in response to recreational trail needs within the state. The RTP encourages trail enthusiasts to work together to provide a wide variety of recreational trail opportunities.

The Montana Department of Fish, Wildlife & Parks (FWP) administers the program. A State Trails Advisory Committee (STAC) advises FWP on the administration and expenditure of funds allocated to the state. The committee is composed of ten trail recreationists and five advisors, four representing government agencies including USDA Forest Service, Bureau of Land Management, Montana Department of Transportation, and Federal Highway Administration. FWP relies on the 2001 State Trails Plan and input from the STAC to identify recreational trail needs and to set priorities for funding. Application for RTP funds can be obtained from the FWP web page at <http://fwp.mt.gov/recreation/grants/rtp/default.html> or by contacting the Montana Fish, Wildlife & Parks, Trails Program Office, PO Box 200701, Helena, MT 59620-0701.

9.1.8 Safe Routes To School (SRTS)

Allocations and Matching Requirements

Safe Routes To School funds are Federally apportioned to Montana for programs to develop and promote a safe environment that will encourage children to walk and bicycle to school. Montana is a minimum apportionment state and will receive \$1-million per year, subject to the obligation limitation. The Federal share of this program is 100%.

Eligibility and Planning Considerations

Eligible activities for the use of SRTS funds fall under two major categories with 70% directed to infrastructure improvements, and the remaining 30% for behavioral (education) programs. Funding may be used within a two mile radius of K-8 schools for improvements or programs that make it safer for kids

to walk or bike to school. SRTS is a reimbursable grant program, and project selection is done through an annual application process. Eligible applicants for infrastructure improvements include local governments and school districts. Eligible applicants for behavioral programs include state, local and regional agencies, school districts, private schools, and non-profit organizations. Recipients of the funds will front the cost of the project and will be reimbursed during the course of the project. For grant cycle information visit: <http://www.mdt.mt.gov/pubinvolve/saferoutes/>

9.1.9 Federal Lands Highway Program (FLHP)

FLHP is a coordinated Federal program comprised of several funding categories: Public Lands Highways – Discretionary Program and Forest Highways Program, Parkways and Park Roads, Indian Reservation Roads, and Refuge Roads. The only category applicable to the Polson Area Transportation Plan is Indian Reservation Roads.

Indian Reservation Roads (IRR)

IRR funding is eligible for multiple activities including transportation planning and projects on roads or highways designated as Indian Reservation Roads. Funds are distributed to Bureau of Indian Affairs (BIA) area offices in accordance with a Federal formula and are then distributed to projects on individual reservations. Projects are usually constructed by BIA forces. There are no matching fund requirements.

Any public road within or leading to a reservation is eligible for the Indian Reservation Road funding. In practice, IRR funds are only rarely expended on state designated routes.

9.1.10 Congressionally Directed Funds

Congressionally Directed funds may be received through either highway program authorization or through annual appropriations processes. These funds are generally described as “demonstration” or “earmark” funds. Receiving Congressionally Directed funds has been a viable mechanism for local governments to secure federal funding for projects. If a local, sponsored project receives this type of funding, MDT will administer the funds in accordance with the Montanan Transportation commission Policy #5 – “Policy resolution regarding Congressionally directed funding: including Demonstration Projects, High Priority Projects, and Project Earmarks.”

9.1.11 Transit Capital & Operating Assistance Funding

The MDT Transit Section provides federal and state funding to eligible recipients through federal and state programs. Federal funding is provided through the Section 5310 and Section 5311 transit programs, and state funding is provided through the TransADE program. The new highway bill SAFETEA-LU brought new programs for transit “New Freedoms and Job Access Reverse Commute” (JARC). All projects funded must be derived from a locally developed, coordinated public transit-human services transportation plan (a “coordinated plan”).

The coordinated plan must be developed through a process that includes representatives of public, private, and nonprofit transportation and that also includes human service providers and participation

from the public. The following programs may be an eligible source of funding for Polson area transit needs.

Discretionary Grants (Section 5309)

Section 5309 provides capital assistance for fixed guide-way modernization, construction and extension of new fixed guide-way systems, bus and bus-related equipment and construction projects. Eligible applicants for these funds are state and local public bodies.

Capital Assistance for the Elderly and Persons with Disabilities (Section 5310)

The Section 5310 Program provides capital assistance to providers that serve elderly persons and persons with disabilities. Eligible recipients must have a locally developed coordination plan. Federal funds provide 86.58% of the capital costs for purchase of buses, vans, wheelchair lifts, communication, and computer equipment. The remaining 13.42% is provided by the local recipient. Application for funding is made on an annual basis.

Financial Assistance for Rural General Public Providers (Section 5311)

The purpose of the Section 5311 Program is to assist in the maintenance, development, improvement, and use of public transportation systems in rural areas (areas under 50,000 populations). Eligible recipients are local public bodies, incorporated cities, towns, counties, private non-profit organizations, Indian Tribes, and operators of public transportation services. A locally developed coordinated plan is needed to receive funding assistance. Funding is available for operating and capital assistance. Federal funds pay for 86.58% of capital costs, 54.11% for operating costs, 70% for administrative costs, and 80% for maintenance costs. The remainder, or required match, (13.42% for capital, 45.89% for operating, 30% for administrative, and 20% maintenance) is provided by the local recipient. Application for funding is made on an annual basis.

New Freedoms Program (5317)

The purpose of the New Freedom Program is to provide improved public transportation services and alternatives to public transportation, for people with disabilities, beyond those required by the Americans with Disabilities Act of 1990 (ADA). This program will provide additional tools to overcome barriers facing Americans with disabilities who want to participate fully in society. Funds may be used for capital expenses, with Federal funds provided for up to 80% of the cost of the project, or operating expenses with Federal funds provided for up to 50% of the cost of the project. All projects funded must be derived from a locally developed, coordinated public transit-human services transportation plan (a "coordinated plan").

Job Access Reverse Commute (JARC) (5316)

The purpose of this grant program is to develop transportation services designed to transport welfare recipients and low income individuals to and from jobs and to develop transportation services for residents of urban centers and rural and suburban areas to suburban employment opportunities. Funds may be used for capital expenses, with Federal funds provided for up to 80 % of the cost of the project, and operating expenses with Federal funds provided for up to 50 % of the cost of the project.

9.2 State Funding Sources

9.2.1 State Funded Construction (SFC)

The State Funded Construction Program is limited and is funded entirely with state funds from the Highway State Special Revenue Account. State funds are primarily utilized to match Federal funds. Funds are also used for projects that are not eligible for Federal funds.

9.2.2 TransADE

The TransADE grant program offers operating assistance to eligible organizations that provide transportation to the elderly and to persons with disabilities.

Allocations and Matching Requirements

This is a state funding program within Montana statute. State funds pay 54.11% of the operating costs and the remaining 70% of Administrative costs and 80% of the Maintenance cost. The remaining 45.89%, 30%, and 20% respectively must come from the local recipient.

Eligibility and Planning Considerations

Eligible recipients of this funding are counties, incorporated cities and towns, transportation districts, or non-profit organizations. Applications are due to the MDT Transit Section by the first working day of March each year. To receive this funding, the applicant is required by state law (MCA 7-14-112) to develop a strong, coordinated system in their community and/or service area.

9.3 Local Funding Sources

9.3.1 State Fuel Tax – City and County

Under 15-70-101, MCA, Montana assesses a tax of \$.27 per gallon on gasoline and diesel fuel used for transportation purposes. Each incorporated city and town receives a portion of the total tax funds allocated to cities and towns based on:

1. The ratio of the population within each city and town to the total population in all cities and towns in the State;
2. The ratio of the street mileage within each city and town to the total street mileage in all incorporated cities and towns in the State. The street mileage is exclusive of the Federal-Aid Interstate and Primary System.

Each county receives a percentage of the total tax funds allocated to counties based on:

1. The ratio of the rural population of each county to the total rural population in the State, excluding the population of all incorporated cities or towns within the county and State;
2. The ratio of the rural road mileage in each county to the total rural road mileage in the State, less the certified mileage of all cities or towns within the county and State; and
3. The ratio of the land area in each county to the total land area of the state.

All fuel tax funds allocated to the city and county governments must be used for the construction, reconstruction, maintenance, and repair of rural roads or city streets and alleys. The funds may also be used for the share that the city or county might otherwise expend for proportionate matching of Federal funds allocated for the construction of roads or streets on the Primary, Secondary, or Urban Systems. Priorities for these funds are established by the cities and counties receiving them.

For State Fiscal Year 2011, Polson/Lake County's combined allocation was approximately \$284,900 (Polson - \$102,284 and Lake County - \$182,616) in state fuel tax funds. The amount varies annually, but the current level provides a reasonable base for projection throughout the planning period.

9.3.2 General Obligation Bond Funding

If approved by the city's registered electors as required by State statute at 7-7-4221 MCA, General Obligation bonds can be sold, with the proceeds being expended on transportation system improvements. However, the law limits the total bonding capacity of municipalities like the City of Polson. Since these funds are the most general, i.e. can be spent on the widest range of projects and needs of the community, use of the city's bonding capacity for transportation improvements should be weighed against those other, diverse community needs that arise from time to time.

The advantage of this funding method is that when the bond is retired, the obligation of the taxpaying public is also retired. Both the present property tax situation in Montana and recent adverse citizen responses to proposed tax increases by local government would suggest that the public may not be receptive to the use of this funding alternative.

9.3.3 City of Polson Street Maintenance District Funding

In accordance with MCA 7-12-4401, et seq., Polson has created a citywide Street Maintenance District to fund maintenance of road improvements through an annual assessment against properties within the district. As defined in the referenced statutes, the term "maintenance" includes but is not limited to operation, maintenance and repair of traffic signal systems, repair of traffic signs, and placement and maintenance of pavement markings.

9.3.4 Special/Rural Improvement Districts (SID/RID)

An improvement district made up of properties specially benefitted by an improvement can be created and bonds sold to fund design and construction of the improvement project(s). These funds are often used to leverage State and federal funds to make improvements that not only benefit the district properties, but the community at-large.

9.3.5 Urban Transportation Districts

Montana Codes Annotated 7-14-201, et seq., authorizes the establishment of urban transportation districts to "...supply transportation services and facilities to district residents and other persons." If a district was formed by vote of the affected property owners, it would be governed by a transportation

board which could levy up to twelve (12) mills for district expenses, exclusive of bond repayment. The maximum amount of bonded indebtedness outstanding at any time shall not exceed 28% of the taxable value of the properties within the district.

9.3.6 City General Fund

There are funds set aside in the city General Fund under highway, streets, and roadways. In the past, these funds have been used as grant matching funds and also used to fund street related drainage facility installation projects.

9.3.7 Tax Increment Financing (TIF)

The funds generated from a TIF district could be used to finance projects which include street and parking improvements, tree planting, installation of new bike racks, trash containers and benches, and other streetscape beautification projects within a defined TIF district.

9.3.8 Developer Exactions

Road construction or roadway improvements are performed by developers as a condition of approval for their development project. Improvements are typically limited to the local roads within, and the road system adjacent to, the proposed development.

9.3.9 County Road Fund

The County Road Fund provides for the construction and operation of all county roadways outside the corporate limits of cities and towns in Lake County. Revenue for this fund comes from intergovernmental transfers (i.e., State gas tax apportionment and motor vehicle taxes), and a mill levy assessed against county residents living outside cities and towns. The county mill levy has a ceiling limit of 15 mills.

County Road Fund monies are primarily used for operating existing facilities allocated for new roadway construction. It should be noted that only a small percentage of the total miles on the county roadway system are located in the study area. Projects eligible for financing through this fund will be competing for available revenues on a county-wide basis.

9.3.10 County Bridge Fund

The Bridge Fund provides financing for engineering services, capital outlays, and routine operations necessary maintenance for bridges on all off system and Secondary routes within the county. These monies are generated through intergovernmental fund transfers (i.e., vehicle licenses and fees), and a county wide mill levy. There is a taxable limit of four mills for this fund.