



Senate Fiscal Agency  
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House Bills 4180 to 4182, 4184, 4186, 4187, & 4230 (Substitute H-1 as passed by the House)  
House Bills 4183 and 4185 (Substitute H-2 as passed by the House)

Sponsor: Representative Donni Steel (H.B. 4180)  
Representative Steve Frisbie (H.B. 4181)  
Representative Bradley Slagh (H.B. 4182)  
Representative Tom Kunse (H.B. 4183)  
Representative Jamie Thompson (H.B. 4184)  
Representative Rylee Linting (H.B. 4185)  
Representative Steve Carra (H.B. 4186)  
Representative Pat Outman (H.B. 4187 & 4230)

House Committee: Transportation and Infrastructure  
Senate Committee: Appropriations

Date Completed: 4-16-25

## **CONTENT**

**House Bill 4180 (H-1) would exempt aviation fuel and motor fuel from the Michigan sales tax beginning October 1, 2025.**

**House Bill 4181 (H-1) would exempt interstate motor carriers from the sales tax on motor fuels and alternative fuels beginning October 1, 2025.**

**House Bill 4182 (H-1) would exempt aviation fuel and motor fuel from the Michigan use tax beginning October 1, 2025. After September 30, 2025, the bill would end transfers of revenue, equal to the 2% use tax levy on aviation fuel, from the State share to the Aeronautics Fund and the Qualified Airport Fund.**

**House Bill 4183 (H-2) would increase, from 31 cents per gallon to 51 cents per gallon, the gas tax beginning October 1, 2025.**

**House Bill 4184 (H-1) would increase the privilege tax on aviation fuel from three cents to 10 cents.**

**House Bill 4185 (H-2) would add two earmarks totaling \$850.0 million of sales tax revenue per year, beginning in Fiscal Year (FY) 2025-26. The first earmark would divert \$755.0 million per year from the General Fund/General Purpose (GF/GP) to the School Aid Fund (SAF). The second earmark would distribute \$95.0 million per year, on a per person basis, under the Glenn Steil State Revenue Sharing Act.**

**House Bill 4186 (H-1) would increase, from 4.95% to 30.0%, the tax rate on business income under the Michigan Business Tax (MBT). The bill also would allow taxpayers to make a one-time election to forego any future certificated credits and instead file under the Corporate Income Tax (CIT).**

**House Bill 4187 (H-1) would eliminate FY 2024-25 earmarks of CIT revenue to the Revitalization and Placemaking Fund (\$50.0 million) and Strategic Outreach and Attraction Reserve (SOAR) (\$500.0 million). Beginning in FY 2025-26, the bill also would earmark up to \$2.2 billion per year for distribution by the Michigan**

**Department of Transportation (MDOT) to the State Trunkline Fund (STF), local units and the Neighborhood Road Fund (NRF) created in House Bill 4230 (H-1).**

**House Bill 4230 (H-1) would create the NRF. Based on House Bill 4187 (H-1), the NRF would receive approximately \$375.0 million per year from FY 2025-26 through FY 2029-30 and \$275.0 million per year thereafter.**

The bills are tie-barred to each other.

**House Bills 4180 (H-1), 4181 (H-1), & 4182 (H-1)**

The bills would amend the General Sales Tax Act by exempting the retail sale of any fuel subject to the taxes levied under the Motor Fuel Tax Act from the sales tax, beginning October 1, 2025. The bills also would exempt from the sales tax retail sales of aviation fuel, motor fuels of interstate motor carriers, and sales of alternative fuels. Additionally, the bills would exempt aviation fuel and motor fuel from the Michigan use tax beginning October 1, 2025.

**House Bill 4183 (H-2)**

The bill would increase the per gallon tax on gasoline and diesel by 20 cents per gallon, beginning October 1, 2025. The bill also would specify how to calculate the inflationary adjustment for the rate that would take effect January 1, 2026.

**House Bill 4184 (H-1)**

This bill would increase the aviation fuel tax from 3 cents to 10 cents beginning October 1, 2025. The bill would retain a 1.5 cent per gallon refund for airline operators who operate on an interstate basis with scheduled operations. The 7 cents per gallon generated by the bill would be split between the State Aeronautics Fund (35%, or 2.45 cents per gallon) and the Qualified Airport Fund (65%, or 4.55 cents per gallon).

**House Bill 4185 (H-2)**

The bill would add two earmarks to the distribution of sales tax revenue under the Sales Tax Act. The first earmark would transfer \$755.0 million per year to the SAF. The second earmark would direct \$95.0 million per year from GF/GP revenue to revenue sharing to local units, assuming the monies were appropriated. The second earmark also would require appropriated funds to be distributed on a per capita basis to cities, villages, and townships.

**House Bill 4186 (H-1)**

The bill would amend the Michigan Business Tax Act to increase the income tax rate from 4.95% to 30%. The MBT levies a two-part tax, a 4.95% tax on business income and a 0.8% tax on modified gross receipts. The bill also would allow taxpayers to forgo any certificated credits to which they are entitled and switch to the CIT. The MBT was eliminated in 2011 but some taxpayers have outstanding certificated credits that are redeemed each year through the MBT until the credits are exhausted. If a taxpayer elected to switch to the CIT under the bill, the CIT levies a 6% tax on taxable income.

**House Bill 4187 (H-1) & House Bill 4230 (H-1)**

House Bill 4230 (H-1) would create the NRF. From FY 2025-26 to 2029-30, the NRF would allocate \$100.0 million to local bridges and the remaining revenue would be distributed to county road commissions and cities and villages. After FY 2029-30, all the money in the NRF

would be distributed to county road commissions and cities and villages. Regardless of the fiscal year, the county portion would be distributed so each county would receive \$100,000 and any remaining revenue would be distributed based on the county's proportional share of the total combined mileage of all county road commissions. For cities and villages, the distribution would be distributed to each unit's road agency based on the local unit's proportional share of the total combined mileage of all city and village road agencies.

House Bill 4187 (H-1) would transfer up to \$2.2 billion from the CIT to the MDOT, distributing the revenue as follows during FY 2025-26 through FY 2029-30:

- 10% to the Department of Transportation,
- 44.58% to County Road Commissions,
- 36.48% to Cities and Villages,
- 18.94% to the Neighborhood Road Fund created in HB 4230.

For fiscal years after FY 2029-30 the distribution of revenue under House Bill 4187 (H-1) would be as follows:

- 10% to the Department of Transportation,
- 47.36% to County Road Commissions,
- 38.75% to Cities and Villages,
- 13.89% to the Neighborhood Road Fund.

The bill also would eliminate earmarks of CIT revenue during FY 2024-25 to the Revitalization and Placemaking Fund (\$50.0 million) and SOAR (\$500.0 million). The bill would not alter the annual \$50.0 million earmark of CIT revenue to the Housing and Community Development Fund.

- MCL 205.56a et al. (H.B. 4180)
- 205.173 & 205.175 (H.B. 4181)
- 205.96c et al. (H.B. 4182)
- 207.1008 (H.B. 4183)
- 259.34 and 259.203 (H.B. 4184)
- 205.75 (H.B. 4185)
- 208.1201 and 208.1500 (H.B. 4186)
- 206.623 and 206.695 (H.B. 4187)

Proposed MCL 247.663c

### **FISCAL IMPACT**

The bills would increase State revenue by approximately \$269.1 million in FY 2025-26, \$541.9 million in FY 2026-27, and roughly \$300.0 million per year for FY 2027-28 through FY 2030-31.

Because the bills would mostly transfer money across funds, the impact on individual funds would be substantially different and generally involve reducing General Fund (GF) as well as constitutional revenue sharing to local units, while increasing revenue for transportation purposes, to the Michigan Transportation Fund (MTF), STF, Comprehensive Transportation Fund (CTF), and Neighborhood Road Fund. In FY 2025-26, the bills would exhibit the following effects on the listed funds:

- Increase revenue to local road agencies by approximately \$2.2 billion.
- Increase revenue to the STF by \$580.1 million.
- Increase revenue to the NRF by approximately \$375.0 million.

- Increase CTF revenue by approximately a net \$54.6 million.
- Increase revenue to the Qualified Airport Fund by approximately \$5.4 million.
- Increase revenue to the Aeronautics Fund by approximately \$2.9 million.
- Increase revenue to the SAF by approximately \$2.6 million.
- Reduce GF revenue by approximately \$2.9 billion.
- Reduce revenue sharing to local units by approximately a net \$7.6 million, assuming earmarked revenue was appropriated.

Over the long term, relative to current law, the bills would increase revenue to the MTF, STF, CTF, Neighborhood Road Fund, Aeronautics Fund, and Qualified Airport Fund while decreasing revenue to the GF, School Aid Fund, and revenue sharing to local units.

In FY 2024-25, the bills also would decrease revenue to SOAR by \$500.0 million and to the Revitalization and Placemaking Fund by \$50.0 million, increasing GF revenue by the same amounts.

### **House Bills 4180 (H-1), 4181 (H-1), and 4182 (H-1)**

The bills would exempt aviation fuel and motor fuel from the Michigan sales tax and use tax beginning October 1, 2025. The bill would reduce funds to the SAF, the CTF, the GF/GP, and Constitutional revenue sharing, in addition to the Aeronautics Fund and the Qualified Airport Fund. The amounts that go to these funds vary depending on the price of fuel and the tax rate. In FY 2022-23, sales taxes to these funds totaled: \$762.0 million to the SAF, \$48.3 million to the CTF, \$112.3 million to the GF/GP, \$103.9 million to constitutional revenue sharing, \$4.4 million to the Aeronautics Fund, and \$8.2 million to the Qualified Airport Fund. Sales tax revenue on motor fuel and aviation fuels in FY 2022-23 totaled \$1,076.9 million. Based on the forecast for FY 2025-26, and assuming a retail price at the pump of \$3.64 per gallon, the combined effect of House Bill 4180 (H-1), House Bill 4181 (H-1), and House Bill 4182 (H-1) would be to reduce State sales tax revenue by approximately \$1,026.0 million, comprised of the following reductions: \$112.5 million from GF; \$752.4 million from SAF; \$102.6 million from Constitutional revenue sharing; \$47.7 million from CTF; \$7.0 million from the Qualified Airport Fund; and \$3.8 million from the Aeronautics Fund.

If gas prices were less than \$3.64 per gallon, the reductions from House Bills 4180 (H-1) through 4182 (H-1) would be less; while if the retail price of gas were above \$3.64, the revenue reduction under the bills would be greater. For example, if the retail price of gas during FY 2025-26 was \$3.00 per gallon, the total revenue loss from the bills would be approximately \$873.2 million. Based on average gas prices since 2019, the price of gasoline has equaled or exceeded \$3.64 per gallon approximately 20% of the time and been below \$3.64 per gallon approximately 80% of the time.

### **House Bill 4183 (H-2)**

The bill would increase the gas tax beginning October 1, 2025, to 51 cents per gallon for motor fuel, a 20-cent increase from the 31 cents per gallon effective as of January 1, 2025. For FY 2025-26, the first year the changes would be effective, the higher tax rate would increase revenue to the MTF by approximately \$1.0 billion. The change would be revenue-neutral with the exemptions in House Bills 4180 (H-1) through 4182 (H-1) if the sales tax removed equaled to 20 cents per gallon, which is the case if pump price under current law is \$3.64 per gallon. The bill also would change the way to calculate the inflationary increase in the tax rate for the January 1, 2026, adjustment.

Revenue generated from taxes on motor fuels are deposited into the MTF and then redistributed to a variety of other funds and local units. The additional revenue under the bill

would increase CTF revenue by approximately \$102.3 million (offsetting the revenue loss to the CTF from House Bill 4180 (H-1), for a net increase of approximately \$54.6 million in FY 2025-26), STF revenue by approximately \$360.1 million, and revenue to local units (counties, cities, and villages) by approximately \$560.9 million.

### **House Bill 4184 (H-1)**

The bill would increase the privilege tax on aviation fuel from 3 cents to 10 cents. The 7-cent increase would be split between the State Aeronautics Fund (35%, or 2.45 cents per gallon) and the Qualified Airport Fund (65%, 4.55 cents per gallon). For FY 2025-26, the increase would generate approximately \$19.1 million, of which \$6.7 million would be directed to the Aeronautics Fund and \$12.4 million to the Qualified Airport Fund.

### **House Bill 4185 (H-2)**

The bill would reduce GF revenue \$850.0 million per year by transferring \$755.0 million per year from GF/GP to the SAF and distributing \$95.0 million per year under the Glenn Steil State Revenue Sharing Act. In FY 2022-23, the sales tax from motor fuel directed to the SAF totaled approximately \$762.0 million while Constitutional revenue sharing received approximately \$103.9 million. As mentioned above, for the sales tax on aviation and motor fuels to total approximately \$755.0 million per year, the price of regular gasoline at the pump would need to be approximately \$3.64 per gallon under current law.

The money the bill would direct to revenue sharing would not be directed to a restricted fund and would need to be appropriated. The Glenn Steil State Revenue Sharing Act does not specify a distribution formula to local units for future fiscal years and the distribution formula has been handled through boilerplate in annual appropriation bills; however, assuming the funds were appropriated, the bill would require the funds earmarked for revenue sharing in House Bill 4185 (H-2) to be distributed on a per capita basis to cities, villages and townships. The earmarks to the SAF and revenue sharing would not adjust over time and thus would not grow like the sales tax revenue reductions that they appear intended to replace. Generally, sales tax revenue increases each year as inflation and real (inflation-adjusted) income growth occurs, although these increases can be offset in years where motor fuel consumption declines. As a result, relative to current law, the net effect of House Bills 4180 (H-1) through 4182 (H-1) and House Bill 4185 (H-2), over the long run, would likely represent a revenue loss to the SAF and to local units, even if the revenue sharing funds were appropriated.

### **House Bill 4186 (H-1)**

The bill would increase the tax rate on business income under the MBT from 4.95% to 30.0%. The MBT is comprised of two tax levies: one on business income, which is currently taxed at 4.95%, and the other on a modified gross receipts base at a rate of 0.8%. The bill would allow a taxpayer to switch to the CIT instead of the MBT and forfeit all remaining MBT credits and credit forwards. The tax rate on business income under the CIT is 6% and the CIT does not include a gross receipts tax like the MBT.

The State is expected to report negative net MBT revenue of approximately \$500.0 million per year through FY 2026-27, then approximately \$360.0 million per year from FY 2027-28 through FY 2030-31. The negative revenue reflects the impact of certificated credits that firms are allowed to claim under the MBT. Under the MBT, taxpayers must pay based on the greater of 1) MBT liability less all certificated and non-certificated credits or 2) CIT liability less certificated credits. Many MBT filers currently pay under the latter calculation method using CIT liability. As a result, there are circumstances in which net revenue from affected taxpayers could fall, increase, or remain the same if taxpayers were to use the provisions of the bill to

forgo certificated credits and switch to the CIT. This analysis assumes that in FY 2025-26 and FY 2026-27, the State would receive approximately \$10.0 million less in net revenue from affected taxpayers, relative to what would be generated by no longer having to pay certificated credits.

Because many MBT filers are already paying under CIT calculation, it is unclear if the 30% tax rate under the bill would be sufficient to incentivize some taxpayers to forgo their certificated credits and switch to the CIT. Some taxpayers may continue to pay the MBT even if the bill were to become law, particularly if the increase in liability from raising the 4.95% income tax rate to a 30% rate were less than the value of a certificated credit. As a result, there is a risk that while the bill would generate additional revenue, the additional revenue would be less than estimated.

Additionally, because of the process of claiming and verifying certificated credits, the bill would create a question of when returns would be filed and processed, assuming taxpayers forego their certificated credits. Currently, a lag exists between the tax year in which certificated credits are earned and the fiscal year in which the return is processed. For example, credits earned in tax year 2023 are likely to be processed in FY 2024-25. For firms that forgo their certificated credits, it is unclear if returns would be filed and processed more quickly, so that a tax year 2026 return would be processed in FY 2026-27 instead of likely being processed in FY 2027-28 under certificated credits. The fiscal impact assumes that approximately \$250.0 million of the revenue change occurs in FY 2025-26, due to more timely filing of returns, and that lags in filing continue to affect a portion of the firms even after taxpayers forgo their certificated credits.

### **House Bill 4187 (H-1)**

The bill would delete the FY 2024-25 earmarks of CIT revenue to the Revitalization and Placemaking Fund (\$50.0 million) and SOAR (\$500.0 million) and direct those funds to the GF. The bill would not affect the annual \$50.0 million distribution of CIT revenue to the Housing and Community Development Fund.

Beginning in FY 2025-26, the bill also would reduce GF revenue by up to \$2.2 billion per year by allocating up to \$2.2 billion to the Michigan Department of Transportation (MDOT). For FY 2025-26 through 2029-30, the distribution of revenue would be as follows: 10% to the STF and 90% to local road agencies, with 44.58% to county road commissions, 36.48% to cities and villages, and the remaining 18.94% to the NRF created in House Bill 4230 (H-1) (which would distribute funds to county road commissions and cities and villages largely based on each local unit's miles of road). After FY 2029-30, the distribution would change the allocation of the 90% to local road agencies, with 47.36% to county road commissions, 38.75% to cities and villages, and 13.89% to the NRF. The net effect of the bill, regardless of fiscal year, would reduce GF revenue by \$2.2 billion per year, increase State funding for roads by \$220.0 million per year, and direct \$1.98 billion in revenue to local units for roads.

### **House Bill 4230 (H-1)**

The bill would create the NRF. Based on House Bill 4187 (H-1), the NRF would receive approximately \$375.0 million per year from FY 2025-26 through 2029-30 and \$275.0 million per year thereafter. Funds in the NRF would be subject to appropriation. In FY 2025-26 through 2029-30, \$100.0 million of the revenue in the NRF would be reserved for local bridges and the remaining revenue would be distributed to county road commissions and cities and villages. After FY 2029-30, all the money would be distributed to county road commissions and cities and villages. For all fiscal years, distributions to counties would guarantee that each county road commission received at least \$100,000, with the remainder distributed based on

each county's miles of road. For all fiscal years, distributions to cities and villages would be based on each local unit's share of road miles.

### **Fiscal Summary**

Although the bills would affect FY 2024-25 and later, the following tables illustrate the fiscal impact for FY 2025-26 and FY 2026-27, assuming a \$3.64 pump price before the changes. Amounts are in millions of dollars.

#### **Estimated Fiscal Impact for FY 2025-26**

<b>Bill(s)</b>	<b>Local road agencies, NRF</b>	<b>STF</b>	<b>GF</b>	<b>SAF</b>	<b>CTF</b>	<b>Rev. Sharing</b>	<b>Aeronautics</b>	<b>Airport</b>	<b>Total</b>
4180-4182			-112.5	-752.4	-47.7	-102.6	-3.8	-7.0	-1,026.0
4183	560.9	360.1			102.3				1,023.3
4184							6.7	12.4	19.1
4185			-850.0	+755.0		+95.0			0.0
4186			252.7						252.7
4187, 4230	+1,980.0	+220.0	-2,200.0						0.0
<b>Total</b>	<b>2,540.9</b>	<b>580.1</b>	<b>-2,909.8</b>	<b>2.6</b>	<b>54.6</b>	<b>-7.6</b>	<b>2.9</b>	<b>5.4</b>	<b>269.1</b>

#### **Estimated Fiscal Impact for FY 2026-27**

<b>Bill(s)</b>	<b>Local road agencies, NRF</b>	<b>STF</b>	<b>GF</b>	<b>SAF</b>	<b>CTF</b>	<b>Rev. Sharing</b>	<b>Aeronautics</b>	<b>Airport</b>	<b>Total</b>
4180-4182			-111.9	-749.9	-47.6	-102.3	-3.8	-7.0	-1,022.5
4183	560.9	360.1			102.3				1,023.3
4184							6.7	12.4	19.1
4185			-850.0	+755.0		+95.0			0.0
4186			522.0						522.0
4187, 4230	+1,980.0	+220.0	-2,200.0						0.0
<b>Total</b>	<b>2,540.9</b>	<b>580.1</b>	<b>-2,639.9</b>	<b>5.1</b>	<b>54.7</b>	<b>-7.3</b>	<b>2.9</b>	<b>5.4</b>	<b>541.9</b>

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This analysis was prepared by nonpartisan Senate staff for use by the Senate in its deliberations and does not constitute an official statement of legislative intent.

**Estimated Distributions to Counties in FY 2025-26  
Under the House-Passed Transprotation Funding Package**

<u>County</u>	<u>Current Law</u>	<u>Proposed</u>			<u>Percent Change</u>
		<u>Under PA51 Provisions</u>	<u>Under NRF</u>	<u>Total</u>	
Alcona	\$5,172,776	\$6,553,387	\$209,595	\$6,762,981	30.7%
Alger	3,881,003	4,916,841	100,000	5,016,841	29.3%
Allegan	19,316,840	24,472,415	705,191	25,177,606	30.3%
Alpena	6,550,971	8,299,421	519,306	8,818,727	34.6%
Antrim	6,791,001	8,603,515	100,000	8,703,515	28.2%
Arenac	5,102,343	6,464,155	100,000	6,564,155	28.6%
Baraga	3,729,875	4,725,376	100,000	4,825,376	29.4%
Barry	10,513,017	13,318,935	250,838	13,569,773	29.1%
Bay	15,715,600	19,910,084	1,474,774	21,384,858	36.1%
Benzie	5,366,019	6,798,206	100,000	6,898,206	28.6%
Berrien	21,689,416	27,478,235	3,731,631	31,209,866	43.9%
Branch	8,725,795	11,054,704	263,908	11,318,612	29.7%
Calhoun	17,073,997	21,630,206	1,781,194	23,411,400	37.1%
Cass	10,097,722	12,792,632	766,959	13,559,591	34.3%
Charlevoix	6,512,629	8,250,846	100,000	8,350,846	28.2%
Cheboygan	7,817,384	9,903,838	100,000	10,003,838	28.0%
Chippewa	9,165,489	11,611,753	416,973	12,028,725	31.2%
Clare	8,185,870	10,369,914	328,968	10,698,882	30.7%
Clinton	13,852,308	17,549,480	1,375,152	18,924,632	36.6%
Crawford	5,106,475	6,469,390	100,000	6,569,390	28.6%
Delta	8,008,029	10,145,367	583,204	10,728,571	34.0%
Dickinson	5,890,414	7,462,562	523,179	7,985,741	35.6%
Eaton	16,602,421	21,032,755	1,680,603	22,713,358	36.8%
Emmet	8,025,237	10,167,137	365,177	10,532,313	31.2%
Genesee	43,746,839	55,422,212	7,163,340	62,585,552	43.1%
Gladwin	6,708,450	8,498,931	100,000	8,598,931	28.2%
Gogebic	4,582,164	5,805,141	161,865	5,967,006	30.2%
Grand Traverse	15,801,686	20,018,867	1,811,401	21,830,268	38.2%
Gratiot	8,938,080	11,323,608	280,851	11,604,458	29.8%
Hillsdale	9,114,926	11,547,693	307,959	11,855,652	30.1%
Houghton	7,595,226	9,622,387	1,101,262	10,723,649	41.2%
Huron	10,307,367	13,058,396	100,000	13,158,396	27.7%
Ingham	25,462,968	32,259,018	3,089,941	35,348,959	38.8%
Ionia	10,406,315	13,183,754	486,486	13,670,240	31.4%
Iosco	7,487,510	9,485,913	988,569	10,474,482	39.9%
Iron	4,580,666	5,803,243	100,000	5,903,243	28.9%
Isabella	11,043,660	13,991,206	516,015	14,507,220	31.4%
Jackson	22,732,662	28,799,969	2,760,963	31,560,932	38.8%
Kalamazoo	28,361,831	35,931,585	3,698,037	39,629,622	39.7%
Kalkaska	6,691,435	8,477,259	100,000	8,577,259	28.2%
Kent	65,110,291	82,488,186	6,939,406	89,427,592	37.3%
Keweenaw	2,307,501	2,923,372	100,000	3,023,372	31.0%
Lake	5,855,483	7,418,307	100,000	7,518,307	28.4%
Lapeer	15,295,849	19,376,864	580,203	19,957,067	30.5%
Leelanau	6,094,799	7,721,454	266,232	7,987,685	31.1%
Lenawee	14,949,594	18,939,631	852,641	19,792,272	32.4%
Livingston	29,596,505	37,495,794	4,746,060	42,241,854	42.7%



**Estimated Distributions to Counties in FY 2025-26  
Under the House-Passed Transportation Funding Package**

<u>County</u>	<u>Current Law</u>	<u>Proposed</u>			<u>Percent Change</u>
		<u>Under PA51 Provisions</u>	<u>Under NRF</u>	<u>Total</u>	
Luce	3,277,752	4,152,582	100,000	4,252,582	29.7%
Mackinac	4,684,895	5,935,291	100,000	6,035,291	28.8%
Macomb	86,683,484	109,818,572	10,540,250	120,358,822	38.8%
Manistee	7,691,226	9,743,842	398,094	10,141,936	31.9%
Marquette	11,386,218	14,425,123	771,025	15,196,149	33.5%
Mason	7,820,021	9,906,490	368,468	10,274,959	31.4%
Mecosta	8,780,837	11,124,254	544,381	11,668,635	32.9%
Menominee	7,148,157	9,055,996	139,888	9,195,884	28.6%
Midland	12,130,212	15,367,758	1,127,596	16,495,353	36.0%
Missaukee	6,190,736	7,842,266	100,000	7,942,266	28.3%
Monroe	23,479,128	29,745,663	3,179,204	32,924,868	40.2%
Montcalm	12,242,054	15,509,204	266,812	15,776,016	28.9%
Montmorency	4,670,285	5,916,680	100,000	6,016,680	28.8%
Muskegon	20,551,693	26,036,737	2,836,285	28,873,022	40.5%
Newaygo	11,516,330	14,587,139	100,000	14,687,139	27.5%
Oakland	134,627,794	170,559,865	16,540,947	187,100,813	39.0%
Oceana	8,225,135	10,418,513	108,132	10,526,645	28.0%
Ogemaw	6,385,034	8,089,196	100,000	8,189,196	28.3%
Ontonagon	4,381,806	5,550,382	100,000	5,650,382	29.0%
Osceola	7,384,639	9,354,185	100,000	9,454,185	28.0%
Oscoda	4,785,279	6,062,467	100,000	6,162,467	28.8%
Otsego	7,614,122	9,646,320	853,125	10,499,445	37.9%
Ottawa	39,865,781	50,505,868	6,741,903	57,247,772	43.6%
Presque Isle	5,473,543	6,934,429	100,000	7,034,429	28.5%
Roscommon	8,009,336	10,147,020	1,263,040	11,410,060	42.5%
Saginaw	25,939,132	32,862,269	3,567,336	36,429,605	40.4%
Sanilac	11,447,851	14,503,275	332,163	14,835,438	29.6%
Schoolcraft	3,675,786	4,656,851	100,000	4,756,851	29.4%
Shiawassee	11,059,099	14,010,660	449,696	14,460,356	30.8%
St. Clair	22,818,138	28,906,215	2,018,972	30,925,187	35.5%
St. Joseph	9,872,587	12,507,575	526,567	13,034,142	32.0%
Tuscola	11,754,891	14,892,264	187,908	15,080,172	28.3%
Van Buren	12,904,147	16,347,965	896,885	17,244,850	33.6%
Washtenaw	37,832,729	47,930,260	4,534,810	52,465,069	38.7%
Wayne	123,847,288	156,902,050	7,754,105	164,656,155	33.0%
Wexford	8,902,201	11,275,992	446,017	11,722,009	31.7%
<b>Total</b>	<b>\$1,326,723,786</b>	<b>\$1,680,805,157</b>	<b>\$119,621,493</b>	<b>\$1,800,426,650</b>	<b>35.7%</b>

Prepared by: Senate Fiscal Agency

4/16/25

**Estimated Distributions to Cities and Villages in FY 2025-26  
Under the House-Passed Transportation Funding Package**

City/Village	Current Law	Proposed			Percent Change
		Under PA51 Provisions	Under NRF	Total	
Addison	\$111,906	\$250,073	\$36,884	\$286,958	156.4%
Adrian	2,789,771	6,203,799	533,043	6,736,842	141.5%
Ahmeek	30,424	67,988	12,391	80,379	164.2%
Akron	77,772	173,794	28,768	202,562	160.5%
Alanson	142,327	318,053	52,101	370,155	160.1%
Albion	1,195,408	2,671,336	341,232	3,012,568	152.0%
Algonac	559,562	1,250,434	145,145	1,395,579	149.4%
Allegan	790,064	1,765,528	215,725	1,981,253	150.8%
Allen	23,480	52,469	5,362	57,831	146.3%
Allen Park	3,714,718	8,301,152	677,391	8,978,543	141.7%
Alma	1,339,923	2,972,072	347,029	3,319,101	147.7%
Almont	360,842	806,360	89,420	895,781	148.2%
Alpena	1,686,116	3,767,905	507,101	4,275,007	153.5%
Alpha	63,823	142,624	39,348	181,971	185.1%
Ann Arbor	16,664,614	37,239,834	2,160,869	39,400,703	136.4%
Applegate	69,674	155,698	30,652	186,350	167.5%
Armada	218,526	488,331	52,246	540,578	147.4%
Ashley	104,897	234,409	44,203	278,612	165.6%
Athens	155,767	348,088	56,739	404,827	159.9%
Au Gres	175,692	392,613	82,536	475,149	170.4%
Auburn	304,709	680,923	90,580	771,503	153.2%
Auburn Hills	3,217,128	7,121,561	525,072	7,646,633	137.7%
Augusta	153,065	342,050	55,870	397,920	160.0%
Bad Axe	449,314	1,004,067	130,000	1,134,067	152.4%
Baldwin	208,958	466,950	102,899	569,849	172.7%
Bancroft	106,165	237,242	41,014	278,257	162.1%
Bangor	348,611	779,029	117,319	896,348	157.1%
Baraga	260,162	581,375	63,188	644,564	147.8%
Baroda	134,878	301,407	35,942	337,349	150.1%
Barryton	64,230	143,532	24,493	168,025	161.6%
Battle Creek	10,376,680	22,989,917	2,150,941	25,140,858	142.3%
Bay City	5,374,253	12,009,656	1,310,289	13,319,945	147.8%
Bear Lake	59,386	132,707	23,188	155,895	162.5%
Beaverton	183,318	409,655	54,493	464,147	153.2%
Belding	944,892	2,111,517	272,898	2,384,415	152.3%
Bellaire	175,438	392,045	70,652	462,697	163.7%
Belleville	457,672	1,022,745	70,942	1,093,687	139.0%
Bellevue	204,349	456,652	75,072	531,724	160.2%
Benton Harbor	1,431,701	3,199,373	407,971	3,607,343	152.0%
Benzonia	116,455	260,238	62,536	322,774	177.2%
Berkley	1,850,427	4,135,084	373,768	4,508,852	143.7%
Berrien Springs	270,812	605,175	86,884	692,059	155.5%
Bessemer	452,788	1,011,829	217,246	1,229,075	171.4%
Beulah	84,806	189,514	41,014	230,528	171.8%
Beverly Hills	1,386,469	3,098,294	400,435	3,498,729	152.3%
Big Rapids	1,087,316	2,429,787	275,435	2,705,221	148.8%
Bingham Farms	139,197	311,058	40,145	351,203	152.3%
Birch Run	243,640	544,454	61,667	606,120	148.8%
Birmingham	2,741,072	6,125,378	616,304	6,741,682	146.0%
Blissfield	483,821	1,081,177	128,406	1,209,583	150.0%
Bloomfield Hills	693,490	1,549,717	244,855	1,794,572	158.8%
Bloomington	110,334	246,559	40,797	287,356	160.4%
Boyer City	721,026	1,611,251	263,623	1,874,874	160.0%
Boyer Falls	84,574	188,996	32,319	221,314	161.7%
Breckenridge	222,766	497,807	77,536	575,343	158.3%
Breedsville	61,799	138,100	29,348	167,447	171.0%
Bridgman	358,591	801,331	102,899	904,230	152.2%
Brighton	1,019,473	2,278,181	222,898	2,501,079	145.3%
Britton	81,413	181,930	20,507	202,437	148.7%
Bronson	360,102	804,707	104,710	909,417	152.5%
Brooklyn	208,915	466,854	63,913	530,767	154.1%
Brown City	200,475	447,995	59,638	507,632	153.2%
Buchanan	697,604	1,558,910	204,783	1,763,693	152.8%
Buckley	149,392	333,842	62,826	396,668	165.5%
Burlington	47,595	106,360	16,522	122,881	158.2%
Burr Oak	147,561	329,750	57,681	387,432	162.6%
Burton	5,165,253	11,542,610	1,289,420	12,832,030	148.4%
Byron	107,227	239,617	34,203	273,820	155.4%

**Estimated Distributions to Cities and Villages in FY 2025-26  
Under the House-Passed Transportation Funding Package**

City/Village	Current Law	Proposed			Percent Change
		Under PA51 Provisions	Under NRF	Total	
Cadillac	1,644,041	3,634,251	461,666	4,095,917	149.1%
Caledonia	211,808	473,320	54,348	527,668	149.1%
Calumet	113,830	254,371	33,188	287,559	152.6%
Camden	89,455	199,903	33,043	232,947	160.4%
Capac	263,708	589,299	64,565	653,864	148.0%
Carleton	262,372	586,314	65,217	651,531	148.3%
Carney	70,805	158,226	36,957	195,183	175.7%
Caro	625,602	1,398,010	172,609	1,570,619	151.1%
Carson City	203,089	453,835	77,101	530,936	161.4%
Carsonville	91,229	203,867	34,928	238,794	161.8%
Caseville	136,239	304,448	65,290	369,738	171.4%
Cashovia	75,921	169,657	21,957	191,614	152.4%
Caspian	218,284	487,793	107,029	594,822	172.5%
Cass City	428,354	957,229	146,812	1,104,040	157.7%
Cassopolis	282,992	632,392	93,261	725,653	156.4%
Cedar Springs	477,489	1,067,029	110,942	1,177,971	146.7%
Cement City	96,796	216,307	36,957	253,263	161.6%
Center Line	975,214	2,179,277	183,188	2,362,466	142.3%
Central Lake	168,111	375,671	60,217	435,889	159.3%
Centreville	204,995	458,094	72,391	530,485	158.8%
Charlevoix	456,115	1,019,265	176,594	1,195,859	162.2%
Charlotte	1,186,924	2,652,377	274,855	2,927,232	146.6%
Chatham	66,319	148,202	41,159	189,361	185.5%
Cheboygan	877,330	1,960,540	340,507	2,301,047	162.3%
Chelsea	752,936	1,682,559	161,014	1,843,574	144.9%
Chesaning	403,831	902,426	128,478	1,030,905	155.3%
Clare	515,085	1,151,043	177,101	1,328,144	157.8%
Clarkston	118,973	265,865	26,159	292,024	145.5%
Clarksville	75,614	168,972	23,188	192,161	154.1%
Clawson	1,353,825	3,025,345	285,507	3,310,852	144.6%
Clayton	73,477	164,197	32,174	196,371	167.3%
Clifford	94,292	210,711	39,348	250,059	165.2%
Climax	118,235	264,216	36,159	300,376	154.0%
Clinton	324,148	724,362	74,565	798,927	146.5%
Clio	326,034	728,576	68,261	796,837	144.4%
Coldwater	1,922,359	4,295,830	421,159	4,716,989	145.4%
Coleman	242,925	542,856	89,420	632,276	160.3%
Coloma	247,545	553,180	82,101	635,282	156.6%
Colon	208,057	464,939	83,841	548,779	163.8%
Columbiaville	132,079	295,152	46,159	341,312	158.4%
Concord	198,985	444,665	80,000	524,665	163.7%
Constantine	331,032	739,746	108,188	847,934	156.1%
Coopersville	656,975	1,468,120	164,130	1,632,251	148.4%
Copemish	80,166	179,144	42,754	221,897	176.8%
Copper City	37,554	83,921	18,841	102,761	173.6%
Corunna	467,501	1,044,709	134,130	1,178,839	152.2%
Croswell	406,951	909,399	130,000	1,039,399	155.4%
Crystal Falls	334,681	747,899	144,565	892,465	166.7%
Custer	66,746	149,155	29,710	178,865	168.0%
Daggett	78,046	174,406	33,623	208,029	166.5%
Dansville	78,810	176,114	26,014	202,128	156.5%
Davison	633,448	1,415,545	136,522	1,552,067	145.0%
DeWitt	629,845	1,407,494	166,667	1,574,160	149.9%
Dearborn	14,638,732	32,712,665	1,938,840	34,651,505	136.7%
Dearborn Heights	7,503,792	16,768,464	1,331,594	18,100,057	141.2%
Decatur	289,169	646,197	112,899	759,095	162.5%
Deckerville	180,167	402,614	59,275	461,889	156.4%
Deerfield	150,297	335,863	44,275	380,138	152.9%
Detour	132,196	295,414	77,681	373,095	182.2%
Detroit	104,660,011	233,829,867	18,445,209	252,275,076	141.0%
Dexter	579,775	1,295,603	141,812	1,437,414	147.9%
Dimondale	167,555	374,430	47,391	421,821	151.8%
Douglas	277,218	619,488	117,174	736,662	165.7%
Dowagiac	911,778	2,037,518	283,985	2,321,504	154.6%
Dryden	145,316	324,733	34,420	359,153	147.2%
Dundee	741,092	1,656,094	185,217	1,841,311	148.5%
Durand	483,107	1,079,582	128,913	1,208,495	150.2%
Eagle	27,185	60,749	12,536	73,285	169.6%

**Estimated Distributions to Cities and Villages in FY 2025-26  
Under the House-Passed Transportation Funding Package**

City/Village	Current Law	Proposed			Percent Change
		Under PA51 Provisions	Under NRF	Total	
East Grand Rapids	1,487,525	3,324,120	342,464	3,666,584	146.5%
East Jordan	403,169	900,948	135,942	1,036,890	157.2%
East Lansing	5,657,399	12,642,392	633,840	13,276,233	134.7%
East Tawas	500,964	1,119,487	199,420	1,318,907	163.3%
Eastlake	113,248	253,072	61,377	314,449	177.7%
Eastpointe	4,082,371	9,122,733	723,043	9,845,776	141.2%
Eaton Rapids	767,705	1,715,563	204,493	1,920,055	150.1%
Eau Claire	107,718	240,715	41,522	282,236	162.0%
Ecorse	1,124,393	2,512,641	236,811	2,749,453	144.5%
Edmore	211,618	472,895	75,507	548,402	159.1%
Edwardsburg	173,734	388,238	41,087	429,325	147.1%
Elberta	112,856	219,740	36,957	256,697	127.5%
Elk Rapids	308,966	690,435	129,058	819,493	165.2%
Elkton	124,549	278,326	37,754	316,079	153.8%
Ellsworth	119,673	267,429	53,406	320,835	168.1%
Elsie	160,141	357,861	53,985	411,847	157.2%
Emmett	75,236	168,127	34,203	202,330	168.9%
Empire	85,691	191,491	50,652	242,144	182.6%
Escanaba	1,980,430	4,422,866	601,159	5,024,025	153.7%
Essexville	483,979	1,081,531	128,768	1,210,299	150.1%
Estral Beach	98,733	220,636	42,464	263,100	166.5%
Evert	320,665	716,578	113,623	830,201	158.9%
Fairgrove	85,584	191,252	31,159	222,411	159.9%
Farmington	1,303,500	2,912,887	243,551	3,156,437	142.2%
Farmington Hills	11,788,409	26,343,148	2,211,811	28,554,959	142.2%
Farwell	163,112	364,502	58,623	423,125	159.4%
Fennville	227,425	508,219	48,406	556,625	144.8%
Fenton	1,807,900	3,921,505	405,217	4,326,722	139.3%
Ferndale	2,401,496	5,366,540	541,666	5,908,206	146.0%
Ferrysburg	489,857	1,094,666	136,739	1,231,405	151.4%
Fife Lake	97,175	217,154	48,623	265,777	173.5%
Flat Rock	1,244,031	2,779,994	232,391	3,012,385	142.1%
Flint	15,856,514	35,101,591	3,668,187	38,769,777	144.5%
Flushing	1,128,779	2,522,443	289,130	2,811,573	149.1%
Forestville	51,706	115,545	43,841	159,385	208.3%
Fountain	69,594	155,518	33,696	189,214	171.9%
Fowler	167,257	373,763	56,304	430,067	157.1%
Fowlerville	441,447	986,487	104,855	1,091,342	147.2%
Frankenmuth	724,827	1,619,747	213,116	1,832,863	152.9%
Frankfort	248,832	556,056	102,174	658,230	164.5%
Franklin	483,779	1,081,085	209,130	1,290,216	166.7%
Fraser	1,633,467	3,650,252	310,290	3,960,541	142.5%
Freeport	115,109	257,229	42,681	299,910	160.5%
Freesoil	60,902	136,096	24,928	161,023	164.4%
Fremont	758,424	1,660,661	212,971	1,873,632	147.0%
Fruitport	212,161	474,108	83,841	557,949	163.0%
Gaastra	123,398	275,752	58,261	334,013	170.7%
Gagetown	93,129	208,112	42,464	250,576	169.1%
Gaines	88,909	198,681	36,449	235,130	164.5%
Galesburg	269,978	603,311	53,188	656,499	143.2%
Galien	100,357	224,264	40,362	264,627	163.7%
Garden	35,407	79,123	18,768	97,891	176.5%
Garden City	3,434,566	7,675,105	732,029	8,407,133	144.8%
Gaylord	635,840	1,420,889	202,826	1,623,715	155.4%
Gibraltar	619,479	1,384,329	113,261	1,497,589	141.7%
Gladstone	958,145	2,141,132	340,072	2,481,205	159.0%
Gladwin	517,108	1,155,562	186,812	1,342,374	159.6%
Gobles	144,269	322,393	41,812	364,204	152.4%
Goodrich	267,438	597,633	80,725	678,358	153.7%
Grand Beach	132,153	295,318	85,000	380,318	187.8%
Grand Blanc	1,036,109	2,251,130	226,739	2,477,869	139.2%
Grand Haven	1,635,555	3,654,918	427,609	4,082,526	149.6%
Grand Ledge	971,919	2,171,914	233,985	2,405,900	147.5%
Grand Rapids	29,650,317	66,062,093	4,425,868	70,487,961	137.7%
Grandville	2,259,822	5,049,945	536,956	5,586,902	147.2%
Grant	149,027	333,025	42,609	375,633	152.1%
Grass Lake	192,917	431,105	59,058	490,163	154.1%
Grayling	296,582	662,761	107,609	770,369	159.7%

**Estimated Distributions to Cities and Villages in FY 2025-26  
Under the House-Passed Transportation Funding Package**

City/Village	Current Law	Proposed			Percent Change
		Under PA51 Provisions	Under NRF	Total	
Greenville	1,368,409	3,057,937	406,087	3,464,024	153.1%
Grosse Pointe	695,688	1,554,629	134,058	1,688,687	142.7%
Grosse Pointe Farms	1,267,726	2,832,944	277,174	3,110,118	145.3%
Grosse Pointe Park	1,393,719	3,114,496	264,420	3,378,916	142.4%
Grosse Pointe Shore	351,777	786,103	99,855	885,958	151.9%
Grosse Pointe Wood	1,946,649	4,350,110	401,377	4,751,486	144.1%
Hamtramck	3,034,798	6,781,758	266,377	7,048,135	132.2%
Hancock	684,012	1,526,489	238,768	1,765,257	158.1%
Hanover	96,562	215,783	30,507	246,290	155.1%
Harbor Beach	258,137	576,850	78,913	655,763	154.0%
Harbor Springs	293,322	655,477	126,449	781,927	166.6%
Harper Woods	1,740,853	3,890,224	324,493	4,214,717	142.1%
Harrietta	56,223	125,640	30,507	156,147	177.7%
Harrison	358,688	801,547	145,145	946,692	163.9%
Harrisville	86,879	194,146	34,348	228,493	163.0%
Hart	314,402	702,584	101,159	803,743	155.6%
Hartford	380,576	850,459	108,913	959,372	152.1%
Hastings	1,119,512	2,501,734	342,536	2,844,270	154.1%
Hazel Park	1,895,698	4,236,251	432,391	4,668,643	146.3%
Hersey	88,875	198,606	46,087	244,693	175.3%
Hesperia	191,109	427,064	75,362	502,427	162.9%
Highland Park	1,386,542	3,098,456	332,826	3,431,282	147.5%
Hillman	144,207	322,255	66,739	388,994	169.7%
Hillsdale	1,236,294	2,760,995	321,739	3,082,734	149.4%
Holland	5,693,343	12,527,301	1,083,985	13,611,286	139.1%
Holly	742,916	1,660,169	163,768	1,823,937	145.5%
Homer	247,067	552,112	81,377	633,489	156.4%
Honor	71,027	158,722	27,101	185,823	161.6%
Hopkins	108,864	243,274	39,638	282,911	159.9%
Houghton	1,066,662	2,383,632	257,246	2,640,879	147.6%
Howard City	348,717	779,265	138,406	917,671	163.2%
Howell	1,294,030	2,891,724	277,464	3,169,188	144.9%
Hubbardston	100,876	225,425	43,043	268,468	166.1%
Hudson	398,214	889,875	121,014	1,010,890	153.9%
Hudsonville	1,049,616	2,345,539	224,203	2,569,742	144.8%
Huntington Woods	829,155	1,852,884	179,348	2,032,231	145.1%
Imlay City	559,963	1,225,366	123,985	1,349,352	141.0%
Inkster	3,156,009	7,052,624	684,420	7,737,044	145.2%
Ionia	1,445,975	3,231,269	192,101	3,423,371	136.8%
Iron Mountain	1,343,020	3,001,200	514,493	3,515,692	161.8%
Iron River	800,338	1,774,823	302,464	2,077,286	159.6%
Ironwood	1,134,113	2,534,364	466,232	3,000,595	164.6%
Ishpeming	1,021,969	2,246,863	340,942	2,587,805	153.2%
Ithaca	530,013	1,184,402	169,493	1,353,895	155.4%
Jackson	5,098,095	11,361,789	1,136,304	12,498,093	145.2%
Jonesville	360,599	805,818	103,478	909,296	152.2%
Kalamazoo	11,464,308	25,149,484	1,999,130	27,148,614	136.8%
Kaleva	149,736	334,609	72,319	406,928	171.8%
Kalkaska	401,882	880,648	134,493	1,015,141	152.6%
Keego Harbor	314,395	702,568	64,275	766,843	143.9%
Kent City	183,287	409,586	45,435	455,021	148.3%
Kentwood	7,129,802	15,932,721	1,091,811	17,024,532	138.8%
Kinde	84,216	188,194	28,841	217,035	157.7%
Kingsford	906,809	2,026,415	333,043	2,359,458	160.2%
Kingsley	209,698	468,606	65,435	534,040	154.7%
Kingston	66,308	148,177	25,870	174,047	162.5%
L'Anse	329,422	736,148	141,232	877,380	166.3%
Laingsburg	230,717	515,575	75,435	591,010	156.2%
Lake Ann	72,939	162,995	31,159	194,155	166.2%
Lake City	149,797	334,746	68,696	403,442	169.3%
Lake Isabella	397,169	887,540	190,869	1,078,409	171.5%
Lake Linden	171,871	384,075	70,797	454,872	164.7%
Lake Odessa	301,916	674,682	87,319	762,000	152.4%
Lake Orion	350,313	782,831	83,985	866,817	147.4%
Lakeview	217,994	487,144	81,377	568,521	160.8%
Lakewood Club	256,500	573,191	153,623	726,814	183.4%
Lansing	17,551,983	39,130,907	3,020,941	42,151,847	140.2%
Lapeer	1,361,782	3,003,839	314,927	3,318,767	143.7%

**Estimated Distributions to Cities and Villages in FY 2025-26  
Under the House-Passed Transportation Funding Package**

City/Village	Current Law	Proposed			Percent Change
		Under PA51 Provisions	Under NRF	Total	
Lathrup Village	614,120	1,372,352	209,783	1,582,135	157.6%
Laurium	265,412	593,107	86,449	679,556	156.0%
Lawrence	195,971	437,929	63,043	500,972	155.6%
Lawton	329,798	736,988	117,101	854,089	159.0%
Lennon	83,090	185,678	27,536	213,214	156.6%
Leonard	83,827	187,326	27,391	214,718	156.1%
Leroy	96,456	215,547	45,580	261,127	170.7%
Leslie	300,860	672,322	90,652	762,974	153.6%
Lexington	135,350	302,462	45,797	348,259	157.3%
Lincoln	114,015	254,786	57,464	312,250	173.9%
Lincoln Park	5,148,645	11,505,498	837,753	12,343,251	139.7%
Linden	524,203	1,171,419	126,232	1,297,651	147.5%
Litchfield	229,250	512,297	71,812	584,109	154.8%
Livonia	13,160,749	29,409,869	2,707,318	32,117,186	144.0%
Lowell	568,515	1,270,441	146,956	1,417,397	149.3%
Ludington	1,153,003	2,576,577	364,203	2,940,779	155.1%
Luna Pier	212,846	475,639	82,754	558,392	162.3%
Luther	128,773	287,765	80,290	368,055	185.8%
Lyons	161,030	359,847	67,826	427,674	165.6%
Mackinac Island	103,819	232,000	44,420	276,420	166.3%
Mackinaw City	286,338	614,247	140,725	754,971	163.7%
Madison Heights	3,557,036	7,948,784	693,550	8,642,334	143.0%
Mancelona	219,601	490,735	90,797	581,532	164.8%
Manchester	344,833	770,587	116,014	886,601	157.1%
Manistee	1,095,854	2,448,867	356,956	2,805,823	156.0%
Manistique	486,520	1,087,210	161,884	1,249,094	156.7%
Manton	236,198	510,743	84,275	595,018	151.9%
Maple Rapids	97,821	218,597	36,304	254,901	160.6%
Marcellus	153,208	342,369	49,203	391,571	155.6%
Marine City	550,840	1,230,944	140,362	1,371,306	148.9%
Marion	184,451	378,023	65,290	443,313	140.3%
Marlette	306,077	683,980	94,493	778,473	154.3%
Marquette	2,974,672	6,528,508	658,333	7,186,841	141.6%
Marshall	1,044,422	2,333,933	291,667	2,625,599	151.4%
Martin	79,335	177,287	22,029	199,316	151.2%
Marysville	1,371,439	3,064,707	346,739	3,411,446	148.7%
Mason	1,076,963	2,406,651	233,696	2,640,347	145.2%
Mattawan	470,857	1,052,207	158,913	1,211,120	157.2%
Maybee	127,360	284,608	42,826	327,434	157.1%
Mayville	160,486	358,632	62,391	421,024	162.3%
McBain	142,102	317,551	50,072	367,623	158.7%
McBride	37,259	83,261	15,725	98,986	165.7%
Mecosta	89,332	199,628	47,464	247,092	176.6%
Melvin	59,412	132,767	19,565	152,332	156.4%
Melvindale	1,379,715	3,083,201	213,623	3,296,824	138.9%
Memphis	164,853	368,392	43,116	411,508	149.6%
Mendon	167,983	375,385	60,362	435,747	159.4%
Menominee	1,390,501	3,107,304	452,101	3,559,405	156.0%
Merrill	121,814	272,213	45,000	317,213	160.4%
Mesick	99,709	222,817	40,000	262,817	163.6%
Metamora	96,809	216,336	28,913	245,249	153.3%
Michiana	99,949	223,352	61,159	284,511	184.7%
Middleville	566,085	1,265,010	136,812	1,401,822	147.6%
Midland	7,939,264	17,733,056	1,703,912	19,436,968	144.8%
Milan	825,204	1,844,054	196,087	2,040,141	147.2%
Milford	807,874	1,805,328	185,435	1,990,763	146.4%
Millersburg	69,866	156,127	42,319	198,445	184.0%
Millington	146,566	327,526	50,797	378,323	158.1%
Minden City	55,869	124,849	30,435	155,284	177.9%
Monroe	2,859,484	6,274,175	599,348	6,873,523	140.4%
Montague	482,979	1,079,296	179,783	1,259,079	160.7%
Montgomery	100,454	224,480	47,391	271,871	170.6%
Montrose	242,783	542,539	64,058	606,597	149.9%
Morenci	360,344	805,248	103,333	908,581	152.1%
Morley	98,483	220,076	47,029	267,105	171.2%
Morrice	166,214	371,432	51,957	423,388	154.7%
Mount Clemens	1,930,229	4,313,416	388,768	4,702,184	143.6%
Mt. Morris	429,777	960,407	98,768	1,059,175	146.4%

**Estimated Distributions to Cities and Villages in FY 2025-26  
Under the House-Passed Transportation Funding Package**

City/Village	Current Law	Proposed			Percent Change
		Under PA51 Provisions	Under NRF	Total	
Mt. Pleasant	2,736,835	6,115,909	550,217	6,666,127	143.6%
Muir	110,816	247,638	39,565	287,203	159.2%
Mulliken	91,530	204,539	32,391	236,930	158.9%
Munising	372,111	831,544	139,275	970,820	160.9%
Muskegon	6,477,324	14,389,242	1,353,478	15,742,720	143.0%
Muskegon Heights	1,568,673	3,505,459	491,377	3,996,835	154.8%
Nashville	254,067	567,755	87,754	655,509	158.0%
Negaunee	737,063	1,647,089	264,638	1,911,727	159.4%
New Baltimore	1,359,993	3,039,129	294,855	3,333,983	145.1%
New Buffalo	383,346	856,650	191,087	1,047,737	173.3%
New Era	180,492	331,510	42,464	373,974	107.2%
New Haven	681,549	1,523,035	121,449	1,644,484	141.3%
New Lothrop	101,133	225,997	34,275	260,273	157.4%
Newaygo	436,643	975,750	138,188	1,113,938	155.1%
Newberry	263,554	588,955	100,870	689,825	161.7%
Niles	1,706,042	3,780,662	471,594	4,252,256	149.2%
North Adams	81,954	183,140	24,420	207,561	153.3%
North Branch	164,834	368,348	46,014	414,363	151.4%
North Muskegon	588,065	1,314,127	152,609	1,466,736	149.4%
Northport	125,272	279,941	59,565	339,506	171.0%
Northville	754,932	1,687,021	181,014	1,868,035	147.4%
Norton Shores	4,113,624	9,192,572	1,078,405	10,270,977	149.7%
Norway	610,901	1,365,158	267,029	1,632,187	167.2%
Novi	8,581,821	19,177,498	1,445,941	20,623,439	140.3%
Oak Park	3,453,484	7,717,380	610,362	8,327,742	141.1%
Oakley	73,459	164,157	30,435	194,591	164.9%
Olivet	227,727	508,893	50,725	559,618	145.7%
Omer	63,809	142,591	36,087	178,678	180.0%
Onaway	181,140	404,788	85,362	490,150	170.6%
Onkama	81,403	181,909	40,072	221,981	172.7%
Onsted	152,763	341,374	39,855	381,229	149.6%
Ontonagon	351,409	763,076	161,812	924,887	163.2%
Orchard Lake	306,196	684,246	122,174	806,419	163.4%
Ortonville	199,000	444,699	51,304	496,004	149.2%
Otisville	129,359	289,074	41,667	330,741	155.7%
Otsego	600,484	1,341,881	154,710	1,496,592	149.2%
Otter Lake	95,883	214,267	43,261	257,528	168.6%
Ovid	224,871	502,512	67,319	569,831	153.4%
Owendale	69,942	156,297	37,246	193,544	176.7%
Owosso	2,072,583	4,631,529	527,608	5,159,138	148.9%
Oxford	476,433	1,064,668	115,072	1,179,740	147.6%
Parchment	270,551	604,591	79,203	683,794	152.7%
Parma	119,630	267,334	36,232	303,566	153.8%
Paw Paw	497,290	1,111,277	146,739	1,258,016	153.0%
Peck	86,110	192,427	32,609	225,036	161.3%
Pellston	167,409	374,104	93,985	468,089	179.6%
Pentwater	305,782	616,701	126,449	743,150	143.0%
Perrinton	79,188	176,958	30,507	207,465	162.0%
Perry	278,912	623,275	75,870	699,145	150.7%
Petersburg	186,931	417,729	54,855	472,584	152.8%
Petoskey	849,085	1,897,421	242,029	2,139,450	152.0%
Pewamo	108,089	241,543	38,985	280,528	159.5%
Pierson	51,175	114,359	22,101	136,460	166.7%
Pigeon	190,144	424,909	52,464	477,372	151.1%
Pinckney	313,406	700,357	82,391	782,748	149.8%
Pinconning	203,979	455,824	65,290	521,114	155.5%
Plainwell	546,487	1,221,215	144,565	1,365,780	149.9%
Pleasant Ridge	326,101	728,726	62,971	791,696	142.8%
Plymouth	1,114,769	2,491,135	233,768	2,724,903	144.4%
Pontiac	9,087,261	20,306,987	1,656,086	21,963,073	141.7%
Port Austin	117,344	262,224	52,174	314,398	167.9%
Port Hope	63,864	142,714	32,536	175,251	174.4%
Port Huron	4,493,351	10,041,136	957,681	10,998,817	144.8%
Port Sanilac	102,791	229,704	49,203	278,907	171.3%
Portage	7,660,766	17,119,248	1,625,072	18,744,320	144.7%
Portland	669,513	1,452,067	184,058	1,636,125	144.4%
Posen	62,458	139,574	26,522	166,096	165.9%
Pottsville	363,505	812,312	76,159	888,471	144.4%

**Estimated Distributions to Cities and Villages in FY 2025-26  
Under the House-Passed Transportation Funding Package**

City/Village	Current Law	Proposed			Percent Change
		Under PA51 Provisions	Under NRF	Total	
Powers	95,607	213,649	36,232	249,881	161.4%
Prescott	94,150	210,394	44,638	255,032	170.9%
Quincy	239,336	534,836	62,609	597,445	149.6%
Ravenna	253,585	566,677	80,145	646,822	155.1%
Reading	171,675	383,635	47,174	430,809	150.9%
Reed City	419,793	911,792	114,420	1,026,212	144.5%
Reese	217,458	485,946	73,116	559,062	157.1%
Richland	115,011	257,010	29,203	286,213	148.9%
Richmond	696,135	1,555,628	135,942	1,691,570	143.0%
River Rouge	898,623	2,008,122	198,840	2,206,962	145.6%
Riverview	1,362,337	3,044,366	250,580	3,294,946	141.9%
Rochester	1,496,291	3,343,710	308,623	3,652,333	144.1%
Rochester Hills	10,117,084	22,538,944	1,924,637	24,463,581	141.8%
Rockford	737,326	1,647,677	167,029	1,814,706	146.1%
Rockwood	369,863	826,520	79,638	906,158	145.0%
Rogers City	520,065	1,162,171	193,478	1,355,649	160.7%
Romeo	413,430	923,879	93,623	1,017,502	146.1%
Romulus	4,062,754	9,078,894	842,101	9,920,995	144.2%
Roosevelt Park	506,665	1,132,227	102,029	1,234,256	143.6%
Roscommon	184,087	411,374	77,899	489,272	165.8%
Rose City	131,206	293,203	54,710	347,913	165.2%
Rosebush	73,864	165,061	23,551	188,612	155.4%
Roseville	6,098,178	13,627,387	934,782	14,562,169	138.8%
Rothbury	97,897	218,766	44,058	262,824	168.5%
Royal Oak	8,147,111	18,206,065	1,538,912	19,744,977	142.4%
Saginaw	8,454,841	18,893,739	2,018,332	20,912,071	147.3%
Saline	1,164,643	2,602,587	254,927	2,857,514	145.4%
Sand Lake	107,198	239,552	36,884	276,436	157.9%
Sandusky	429,689	960,211	144,638	1,104,849	157.1%
Sanford	151,522	338,601	58,478	397,079	162.1%
Saranac	206,126	460,622	53,841	514,463	149.6%
Saugatuck	180,520	403,403	92,899	496,301	174.9%
Sault Ste Marie	2,092,108	4,675,160	641,521	5,316,682	154.1%
Schoolcraft	261,356	584,042	84,783	668,825	155.9%
Scottville	237,602	513,879	71,232	585,111	146.3%
Sebewaing	289,938	647,915	106,739	754,655	160.3%
Shelby	387,303	802,973	98,551	901,524	132.8%
Shepherd	221,304	494,541	63,623	558,164	152.2%
Sheridan	123,665	276,350	53,333	329,684	166.6%
Sherwood	74,609	166,726	27,826	194,552	160.8%
Shoreham	93,401	208,720	19,855	228,575	144.7%
South Haven	771,222	1,723,424	271,377	1,994,801	158.7%
South Lyon	1,236,812	2,763,861	202,391	2,966,253	139.8%
South Range	122,504	258,724	41,014	299,738	144.7%
South Rockwood	269,549	602,352	91,304	693,656	157.3%
Southfield	11,084,949	24,771,149	1,791,448	26,562,598	139.6%
Southgate	3,548,126	7,928,874	606,739	8,535,613	140.6%
Sparta	531,194	1,187,041	123,261	1,310,302	146.7%
Spring Lake	362,157	809,300	90,217	899,518	148.4%
Springfield	865,242	1,931,477	256,304	2,187,781	152.9%
Springport	106,482	237,952	23,768	261,720	145.8%
St. Charles	327,548	731,959	116,594	848,554	159.1%
St. Clair	763,473	1,706,107	213,840	1,919,947	151.5%
St. Clair Shores	7,232,856	16,163,013	1,355,652	17,518,664	142.2%
St. Ignace	444,391	993,065	175,580	1,168,645	163.0%
St. Johns	1,129,741	2,524,593	310,652	2,835,245	151.0%
St. Joseph	1,104,989	2,469,281	312,029	2,781,310	151.7%
St. Louis	844,713	1,887,650	175,652	2,063,302	144.3%
Standish	260,407	581,922	93,116	675,038	159.2%
Stanton	210,373	470,113	81,232	551,345	162.1%
Stanwood	37,121	82,954	16,304	99,258	167.4%
Stephenson	178,782	399,518	68,043	467,561	161.5%
Sterling	137,383	307,005	57,826	364,831	165.6%
Sterling Heights	16,101,727	35,981,970	2,567,028	38,548,997	139.4%
Stevensville	220,776	493,360	72,029	565,389	156.1%
Stockbridge	166,571	372,229	44,710	416,940	150.3%
Sturgis	1,570,355	3,509,217	406,014	3,915,231	149.3%
Sunfield	90,633	202,535	31,159	233,695	157.8%



**Estimated Distributions to Cities and Villages in FY 2025-26  
Under the House-Passed Transportation Funding Package**

City/Village	Current Law	Proposed			Percent Change
		Under PA51 Provisions	Under NRF	Total	
Suttons Bay	121,003	270,402	56,449	326,851	170.1%
Swartz Creek	814,140	1,808,057	175,000	1,983,057	143.6%
Sylvan Lake	228,658	510,974	63,333	574,307	151.2%
Tawas City	336,668	752,339	125,145	877,484	160.6%
Taylor	8,208,798	18,326,493	1,416,304	19,742,797	140.5%
Tecumseh	1,238,326	2,767,244	327,681	3,094,925	149.9%
Tekonsha	164,972	368,656	66,739	435,396	163.9%
Thompsonville	127,449	284,805	80,217	365,022	186.4%
Three Oaks	210,115	469,537	77,246	546,784	160.2%
Three Rivers	1,139,756	2,546,972	342,753	2,889,726	153.5%
Traverse City	2,256,464	5,042,442	568,116	5,610,558	148.6%
Trenton	2,113,890	4,723,836	425,724	5,149,561	143.6%
Troy	11,467,009	25,624,925	2,376,955	28,001,881	144.2%
Turner	54,796	122,450	33,043	155,494	183.8%
Tustin	59,203	132,300	22,971	155,271	162.3%
Twining	42,834	95,719	18,841	114,560	167.5%
Ubly	133,559	298,461	52,536	350,997	162.8%
Union City	276,885	618,745	93,985	712,730	157.4%
Unionville	86,584	193,486	40,870	234,356	170.7%
Utica	607,300	1,357,112	121,594	1,478,706	143.5%
Vandalia	74,879	167,330	34,348	201,678	169.3%
Vanderbilt	135,476	302,743	68,985	371,729	174.4%
Vassar	434,436	970,819	138,261	1,109,080	155.3%
Vermontville	138,408	309,296	50,000	359,296	159.6%
Vernon	135,969	303,844	46,667	350,511	157.8%
Vicksburg	544,592	1,216,981	157,971	1,374,952	152.5%
Wakefield	521,522	1,165,426	274,493	1,439,919	176.1%
Waldron	106,966	239,032	36,884	275,916	157.9%
Walker	4,675,789	10,444,723	865,797	11,310,520	141.9%
Walkerville	82,227	183,750	36,449	220,199	167.8%
Walled Lake	803,400	1,795,330	131,087	1,926,417	139.8%
Warren	18,333,121	40,968,388	2,987,028	43,955,415	139.8%
Watervliet	259,814	580,596	84,638	665,234	156.0%
Wayland	619,897	1,385,263	141,449	1,526,712	146.3%
Wayne	2,089,330	4,668,953	413,623	5,082,576	143.3%
Webberville	199,191	445,125	54,275	499,400	150.7%
West Branch	373,155	833,878	106,956	940,834	152.1%
Westland	10,078,726	22,522,579	1,532,753	24,055,332	138.7%
Westphalia	143,784	321,309	52,464	373,773	160.0%
White Cloud	260,937	583,108	93,043	676,151	159.1%
White Pigeon	248,237	554,727	71,377	626,104	152.2%
Whitehall	548,963	1,226,748	189,420	1,416,168	158.0%
Whittemore	77,694	173,620	30,507	204,127	162.7%
Williamston	513,090	1,146,585	107,826	1,254,412	144.5%
Wixom	1,930,093	4,313,112	360,435	4,673,546	142.1%
Wolverine	103,934	232,259	52,319	284,577	173.8%
Wolverine Lake	548,634	1,226,014	140,290	1,366,304	149.0%
Woodhaven	1,392,612	3,112,022	257,609	3,369,631	142.0%
Woodland	62,637	139,973	17,464	157,437	151.3%
Wyandotte	3,221,989	7,200,067	675,797	7,875,864	144.4%
Wyoming	10,788,574	24,108,852	1,804,854	25,913,706	140.2%
Yale	253,181	565,774	70,870	636,643	151.5%
Ypsilanti	2,471,598	5,523,195	387,101	5,910,296	139.1%
Zeeland	832,087	1,859,437	220,000	2,079,437	149.9%
Zilwaukee	262,892	587,476	86,884	674,360	156.5%
<b>Total</b>	<b>\$742,412,778</b>	<b>\$1,656,062,836</b>	<b>\$155,390,507</b>	<b>\$1,811,453,343</b>	<b>144.0%</b>

Prepared by: Senate Fiscal Agency

4/16/25