



Action

Trans4M would like to educate Michigan Legislators on the need to fund our complete transportation system.

Issue

Transportation funding is important to Michigan's economic future.

Transportation infrastructure will have a long-term impact on Michigan's economic vitality. Funding our complete transportation system with a real increase of state funding will allow Michigan to:

- ❑ [Attract new talent](#) and create new jobs ([up to 12,000](#)) by establishing a 21st century transportation system.
- ❑ Match more [federal funds](#) for transportation projects, which would bring in even more money for the state.
- ❑ More fully support our transit systems with increased funding to buses, rail, and nonmotorized options and receive the [associated benefits](#) such as the \$4 return on every \$1 invested.

But it's also important to each Michigander.

Everyone depends on our complete transportation system to move around. Without a stronger, long-term investment from the state, we all will end up paying the cost.

- ❑ The Governor is citing [a report](#) stating that personal automotive repair costs due to the poor condition of our roads can be as much as \$539.
- ❑ [Safety](#) on the road is negatively impacted as our roads and bridges are underfunded. Approximately $\frac{1}{3}$ of all fatal accidents occur due to roadway features.

What are the current options being considered by the MI Legislature?

There are two sets of bills that would change the way our transportation system is funded for the foreseeable future. These include the Senate package passed on 11/13 and the House package passed on 12/4. Here are some of the major differences:

Senate Package	House Package
Raises up to \$1.5 billion in new revenue annually by 2019 for the complete transportation system, which would go a long way towards meeting the anticipated need of our transportation system.	Transfers up to \$1.2 billion in revenue annually by 2020 from schools, local government and public transit to fund roads and bridges
Converts the current cent-per-gallon fuel tax (\$0.19) to a wholesale tax	Repeals the current sales tax (6%) on gas at a rate of 1% per year
Gradually increases the wholesale tax at a rate of 2% over the next four years to 15.5%	Converts the current cent-per-gallon fuel tax to a wholesale tax and increases it 1% per year over the next six years to 13.5%
Puts all increased revenue through the full Act 51 Formula, which funds roads, bridges, bus agencies, rail, and nonmotorized options	Puts all transferred money through one part of the Act 51 Formula only, which funds roads and bridges
Adds a minimum of approximately \$10 per month to each user in gas tax	Doesn't add any new tax, but directly takes money from public education (\$888 million), local government (\$121 million) and public transit (\$56 million) annually in 2023. Depends on projected Michigan economic growth to replace these funds

What happens if we don't increase funding for our complete transportation system now?

Michigan is regularly rated among the lowest states in regards to our transportation infrastructure. In fact, Michigan [spends less money](#) per capita on its roads and bridges than any other state in the nation. If we don't begin to seriously invest now, Michigan will continue to fall behind other states in providing safe transportation options. Without adequate funding now, Michigan will see more:

- ❑ Crumbling bridges, of which 27% are currently in need of repair, improvement or replacement.
- ❑ Pothole-ridden urban roads, which already bring [Michigan's state ranking to an abysmal 45th](#).
- ❑ Lost money to reconstruction costs - [\\$6 to reconstruct versus \\$1 for maintenance](#).
- ❑ Decrease in funding to public transportation, which is seeing increased ridership and need throughout Michigan in both our rural and urban areas.
- ❑ Threats to jobs as money is taken away from operating costs for transit agencies which directly employ more than 5,800 workers in Michigan.
- ❑ Michiganders who are unable to get to work, doctor's appointments, and elsewhere without the funding to support the public transportation options for the 1 in 3 Michiganders are too old, too young, or physically or financially unable to drive.