

**Remarks Given to the Transportation Subcommittee on *Roads in Michigan: Quality, Funding, and Recommendations***

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## **Road Conditions**

The condition of Michigan's roads depends on the type of road. The state of the trunklines, roads with an I, US, or M designation, is relatively good. Seventy-five percent of the lane-miles on these roads are rated as being in "fair" or better condition. The concern with these roads is that their condition is deteriorating over time. MDOT projects that the pavement condition of these roads peaked in 2008 and that by 2024, only one-third of their lane miles will be in "fair" or better condition. This is a concern since these roads carry 55 percent of passenger car traffic and 75 percent of commercial truck traffic. These roads are vital for Michigan's economy.

The immediate problem is at the county and local level. Nearly half of these roads are rated as being in "poor" condition with the condition worsening over time. If action isn't taken, Michigan's trunkline roads will look like our county and local roads in about six years.

## **Options for Additional Road Funding**

User fees should be utilized for road funding, as they link usage of the road to payment for it. One option for additional road funding is to increase the gas and diesel tax. Fuel taxes brought in roughly \$1.4 billion in revenue to the Michigan Transportation Fund in 2018. Doubling the gas tax would roughly double this revenue, as drivers are largely not able to reduce their fuel consumption in response to higher prices, at least in the short-run. Tripling the fuel tax,