

Joint Infrastructure Committee

Needs & Funding at MDOT

February 14, 2013



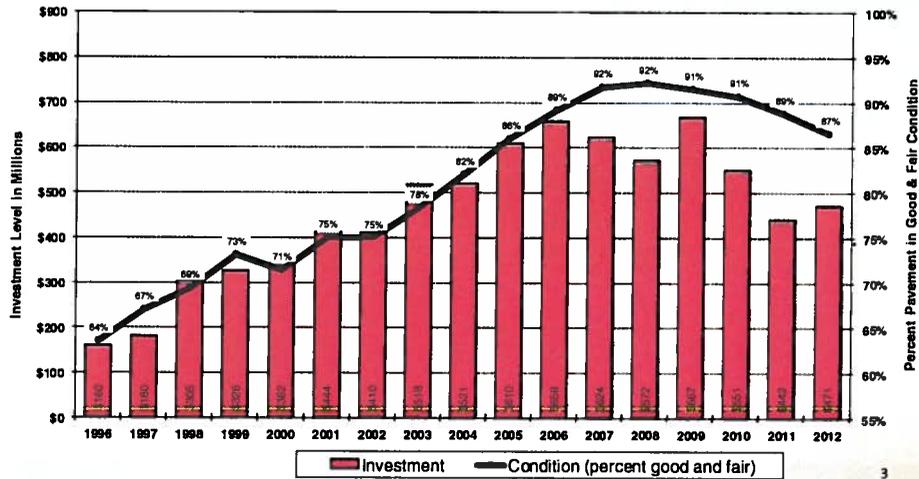
Michigan Department of Transportation

Transportation is Michigan's Economic Lifeline

- 35% of US/Canada trade flows through Michigan
- \$520 billion in freight is moved each year on Michigan's highways, rail and water ports
- Trucking accounts for 67% of all freight tonnage moved in Michigan

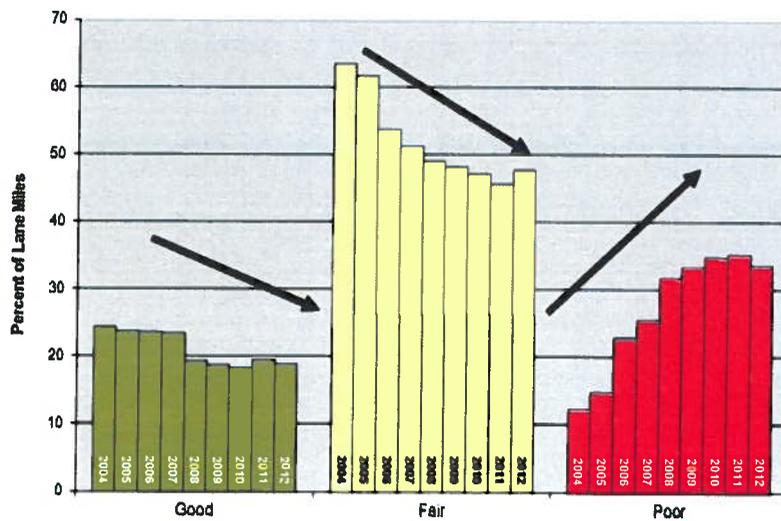


Trunkline Pavement Condition has Peaked



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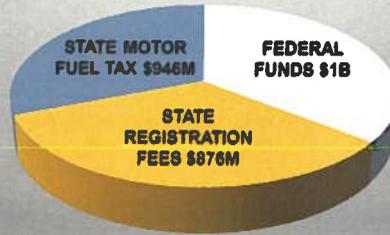
Conditions are Getting Worse



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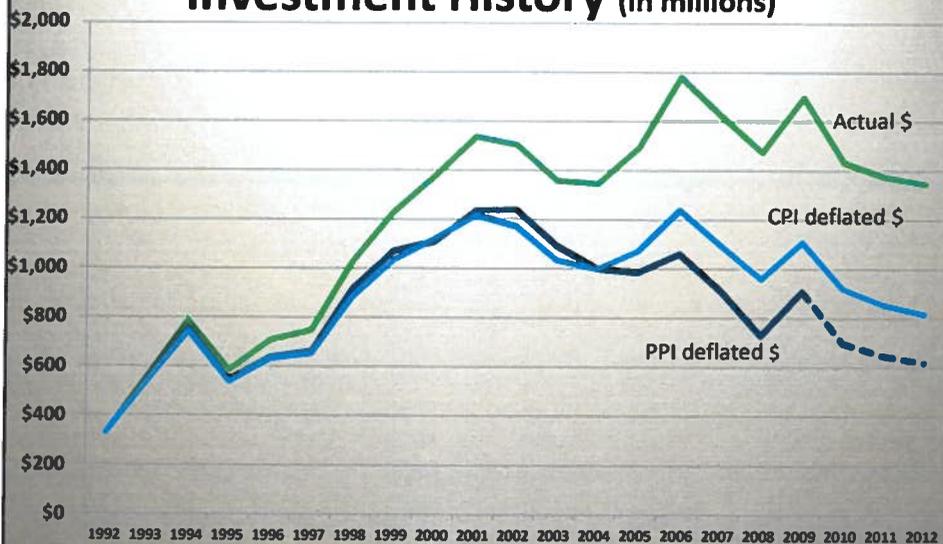
Transportation Funding

- Roads and Bridges
 - Federal funds: \$1 billion
 - Includes \$250 m to local agencies
 - State motor fuel taxes: \$946 million
 - State registration fees: \$876 million

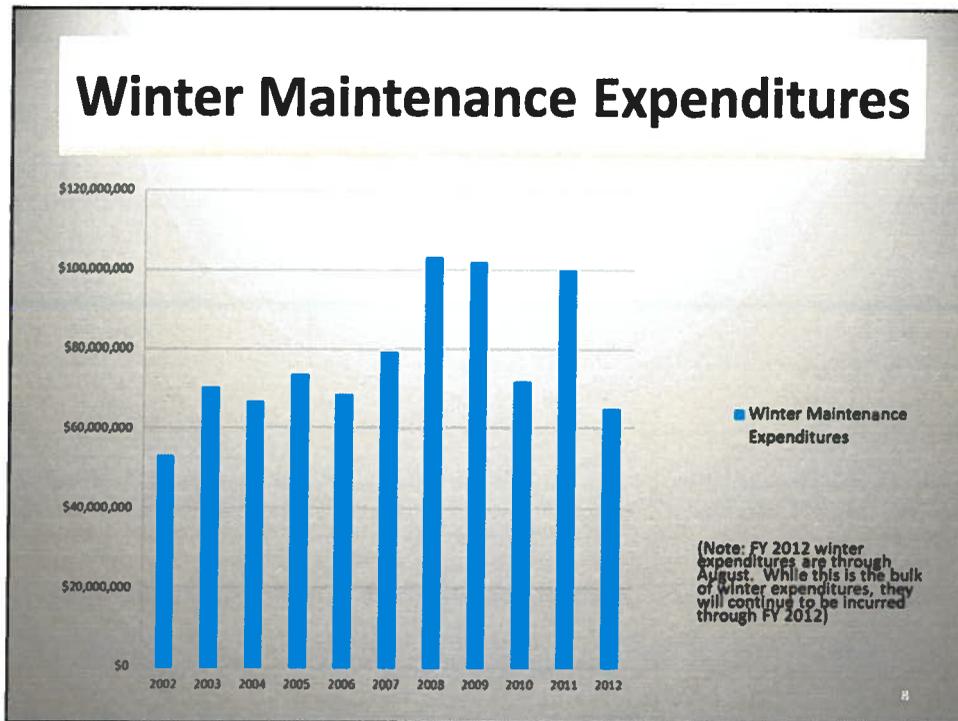
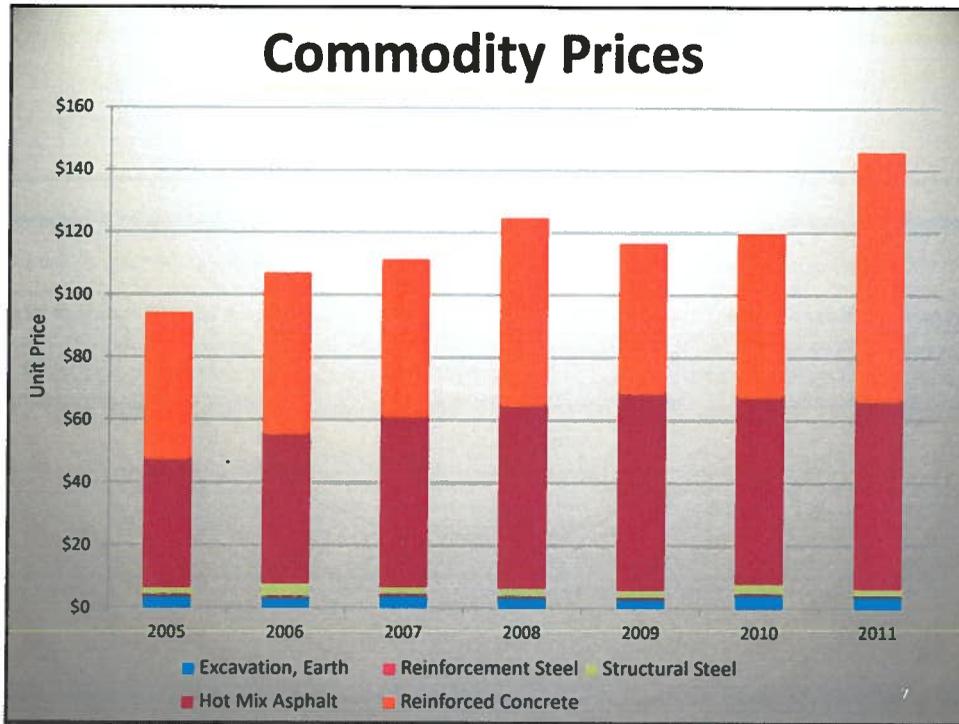


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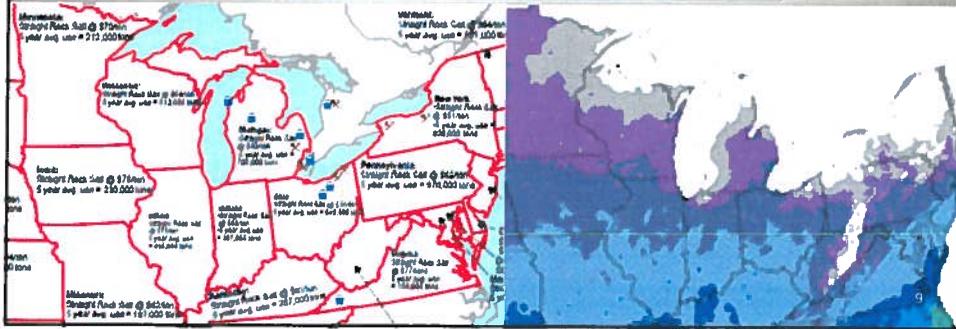
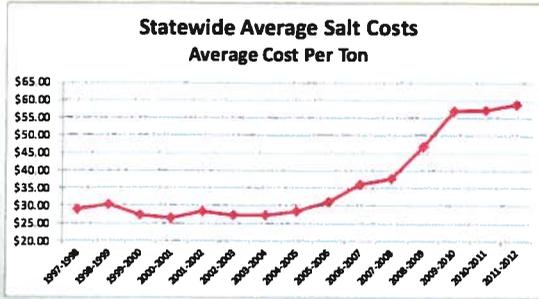
State Highway & Bridge Investment History (in millions)



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Statewide Average Salt Costs



Time to Act

...creating a disincentive for big employers, especially those who rely on highway infrastructure to do business, to locate here..” 2008, *Kalamazoo Gazette*

“If we are going to reinvent Michigan’s economy, we have to reinvest in Michigan’s infrastructure.” 2011, *Special Message on Infrastructure*

“You get what you pay for.” 2013, *Michigan Farm Bureau*

“Michigan’s roads continue to deteriorate at an increasingly rapid rate...” 2010, *Transportation Asset Management Council Report*

“Investing money in our roads and bridges today saves money in the long run.” 2013, *Gov. Rick Snyder*

“The Pure Michigan campaign is driving thousands of families to visit our state, but if our roads and bridges aren’t repaired, many won’t be coming back.” 2012, *Michigan Lodging and Tourism Association*

“...Michigan had the eighth worst road system in the nation based on overall performance. Grinding all of our roads back into the stone age is not an acceptable alternative.” 2009, *Muskegon Chronicle*

“Transportation infrastructure must become a priority. ...” 2011, *Lansing State Journal Editorial*

“If we are going to reinvent Michigan’s economy, we have to reinvest in Michigan’s infrastructure.” 2011, *Special Message on Infrastructure*

“Raising taxes isn’t easy in a bad economy, but this is one case where, if the money is properly managed, it would offer a worthwhile return on the investment...” 2009, *Detroit News*

“Investments in infrastructure will grow the economy.” 2012, *Business Leaders for Michigan*

“...families will save on vehicle repair costs, our state will save \$13 billion over the long run...we will save 100 lives each year... what’s more, we’ll create over 12,000 jobs...” 2013, *Gov. Rick Snyder*

“Time is not on our side...The time to address this problem is now.” 2012, *Michigan Roads Crisis report by House Transportation Working Group*

The Cost of Doing Nothing

Costs of an inadequate system

- \$11.6 billion annually – lost time, wasted fuel, crashes, etc.
 - \$3,014 annually per driver
 - \$370 per driver per year for auto repairs due to poor roads
- Safety impacts of an inadequate system
 - Total crashes in 2011: 284,049
 - Total cost of crashes: \$8.25 billion
 - Total fatalities: 489
 - Total injuries: 72,790

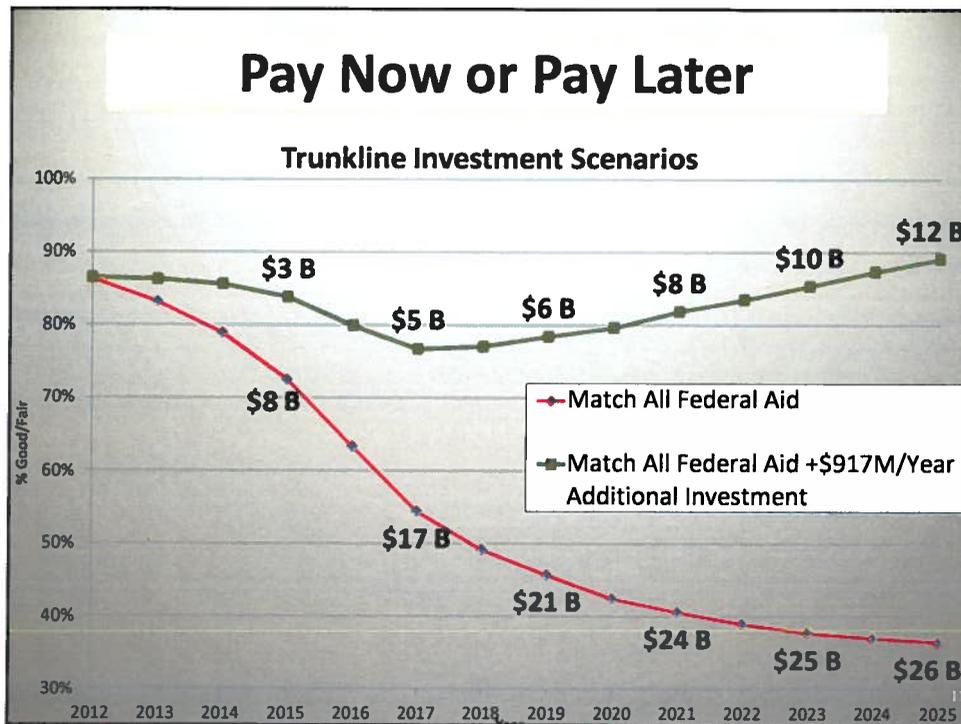


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Benefits of Acting Now

- The economic impacts in the first two years:
 - 12,000 jobs each year
 - \$1.598 B in personal income
 - \$2.92 B in Gross State Product
- In the next 10 years, this \$1.2 billion/year investment will generate:
 - Over \$10 billion in real personal income
 - More than \$20 billion in Gross State Product
- Plus, better roads & transit, greater efficiency, improved safety

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Impact Could Be Felt in 2013

- If action is swift, work can begin this summer
 - If not, real progress will be delayed to next summer
- Transportation agencies and contractors are eager to do the work
 - MDOT’s program and lettings are 1/3 less in 2013 than what they were 4-5 years ago (\$650M vs. \$930M)



Questions?



**“Providing the highest quality
integrated transportation services for
economic benefit and improved
quality of life.”**

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