

A Resolution Requesting Comprehensive Road and Transit Funding

The council recognizes the following facts:

1. The Michigan Transportation Funding Task Force (TF2) issued a report in November 2008 that provides that Michigan must double its state and local funding for transportation infrastructure if the state is to have a good transportation system.
2. The TF2 included a series of recommendations that would create a comprehensive transportation funding package that addresses the immediate transportation needs in Michigan.
3. A “good” level of investment will sustain 126,000 Michigan jobs, attract new business, and open new global markets for Michigan products and services, and \$41 billion in additional economic benefits can be generated for all sectors of Michigan’s economy.
4. Michigan’s transportation infrastructure is dependent upon long-term planning and ongoing maintenance, both of which are dependent upon adequately funded revenue sources.
5. Although the Michigan Department of Transportation (MDOT) has met its goal of having 90 percent of the state-maintained roads in good condition by 2007, the most recent MDOT Five-Year Transportation Plan anticipates that future revenue will not be sufficient to maintain the progress made.
6. Transportation analysts estimate that Michigan will be approximately \$105 million short of the necessary match to receive its share of federal transportation funding. This shortfall will result in the loss of \$576 million in federal transportation dollars beginning in FY 2011.
7. Michigan drivers will pay \$7 billion annually in costs related to traffic accidents, lost time, and wasted fuel as a result of traffic congestion and inadequate roads.
8. The Road Information Program (TRIP) estimates that the average cost of inadequate roadways, annually, is \$1,671 per driver in the Detroit metro area; \$1,085 per driver in Grand Rapids; \$866 per driver in Lansing; and \$785 per driver elsewhere in the state.
9. The quality of a region’s transportation system is an important factor in where many businesses and industries may decide to locate, expand, or downsize.
10. A modern transportation system is critically important if Michigan is to take advantage of economic development opportunities.
11. Recently, a package of bills was introduced in the state Legislature that will gradually, over the course of five to seven years, achieve the recommended TF2 investment level.

Accordingly, the council moves that:

1. The Michigan Legislature enact and Governor Jennifer M. Granholm sign legislation providing a comprehensive transportation funding package to address our immediate needs, that include:
 - A bill to allow for the use of public-private partnerships
 - A bill to expand the Asset Management Program to include all public roads, pavement, ancillary elements, utility locations, and transit programs.
 - A bill to allow for the use of toll revenues.
 - A bill to enable tax increment financing authorities (TIFA) for any transportation purpose.
 - A bill to allow for private investment infrastructure funding (PIIF).
 - A bill to enable county funding options on driver licenses up to \$25 on all operator's licenses and allow local capture of these funds for local transportation projects.
 - A bill to change motor fuel taxes from a flat-tax to an ad valorem rate.
 - A bill to increase vehicle registrations over a five year period.

2. A copy of this resolution be sent to Governor Jennifer Granholm, to the State Senate, the State House of Representatives, and the Michigan Municipal League.