

STRENGTHENING AND SUSTAINING MICHIGAN'S LOCAL ROADS AND BRIDGES

THE PROBLEM

With the economic downturn caused by the COVID-19 pandemic, investing in infrastructure has become more urgent to Michigan's prosperity than ever before. Pre-COVID-19, Michigan's crumbling roads and bridges were dangerous, costing drivers hundreds of dollars per year on vehicle repairs and hurting businesses. Michigan drivers were spending \$645 per year from driving on roads in need of repair. As of 2019, 39 percent of Michigan-owned roads were rated in poor condition, 51 percent of all non-federal aid paved roads in the state, according to the Transportation Asset Management Council.

PROGRESS

Fortunately, the pandemic has not stopped us from moving dirt. Last year, the Governor announced the Rebuilding Michigan plan, a \$3.5 billion bond plan to rebuild state highways and bridges, without an increase at the pump. The program includes expanding hundreds of major new road projects over the next five years. In September, the state closed on the first \$800 million bond to cover the cost of rebuilding some of Michigan's most highly traveled freeways, including the \$60 million I-496 project. In 2020, we invested a total of \$1.984 billion in our roads. In 2021, that number is anticipated to reach \$3.57 billion.

GOVERNOR WHITMER'S PLAN

Partner with the Michigan Legislature and local communities to expand local road funding options.

- Improvements to highly traveled freeways are in progress
- The state primarily controls the mechanisms for funding Michigan roads, leaving local communities with very few options to raise money for their own roads
- Michigan is one of few states with a restrictive local road funding structure
- Last session, a bipartisan group of legislators introduced legislation to provide local communities more options to improve local roads and bridges.

The governor looks forward to working with the legislature to provide local communities more options to improve local roads and bridges.