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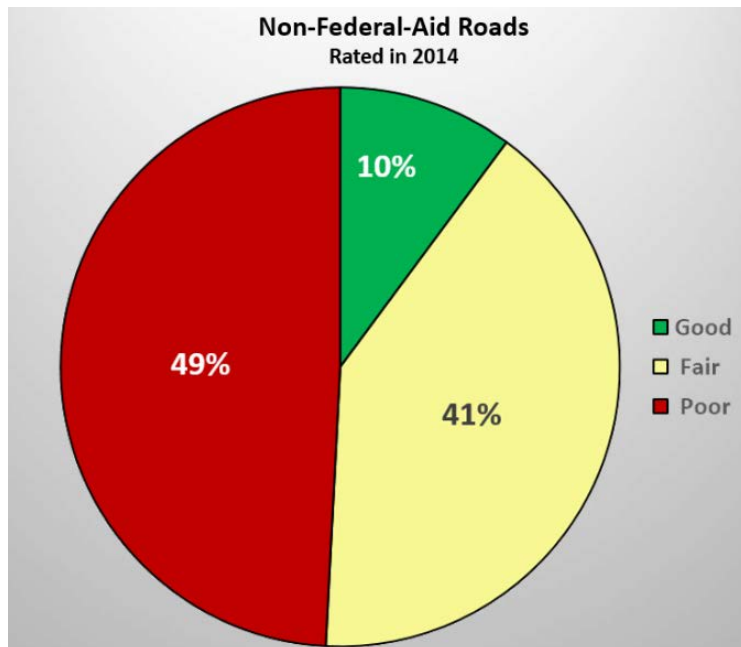
Data Reveals Alarming Trends for Roads Not Part of Highway System

Lansing, Mich. – New data released today by the state-run Michigan Transportation Asset Management Council (TAMC) reveals nearly half of local roads (non-federal aid) are in “poor” condition, and only 10 percent in “good” condition.

“This new data collected by county and municipal road agencies shows an alarming trend,” County Road Association of Michigan director, Denise Donohue said. “Nearly half of the paved local roads in Michigan rate below “5” on the standardized rating system.”

“That means they’re a “poor” road on the cusp of failure if immediate action is not taken. That kind of fix involves more than pothole patching, and ranges from a major rehab to complete reconstruction.”

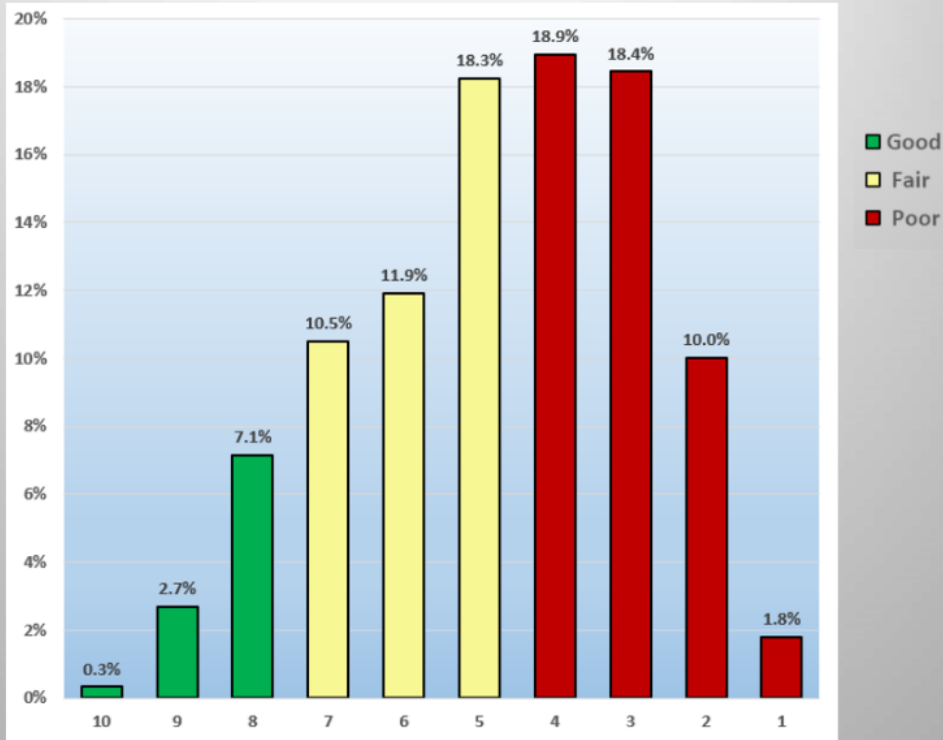
Experts believe recent harsh winters, unusually deep frost levels and the already-deteriorating condition of roads has led to these disturbing trends.



- Of the 41 percent of non-federal aid system roads rated “fair” last year **almost 20 percent are a “5”** on the standardized scale. This is the last rating before a road falls to “poor” where it is at least double the cost for repair.

- **37 percent** of these roads are rated 3 or 4 and **will fail soon**. Without immediate repair, these roads will fail and need complete and costly reconstruction.

Non-Federal-Aid Roads Rated in 2014



All Michigan road agencies rate paved roads using the PASER system, where a “10” is a brand new road and a “1” indicates a road has failed. Every dollar spent keeping a road in “good” or “fair” condition saves \$6 to \$14 later as the road falls to a more expensive state of repair.

“Applying preventative maintenance such as sealing the cracks and providing a new

surface would keep “fair” roads from falling to a more costly state of repair,” Donohue said. “We’ve seen a decade of decline in road conditions as road agencies have struggled to preserve what they can with available funds.”

Unlike the highly traveled state highways, expressways and routes essential to national security (National Highway System) that make up the majority of the federal-aid eligible road network, non-federal aid routes are entirely reliant on Michigan Transportation Fund (MTF) revenues (state gasoline tax and vehicle registration fees) and contributions from local governments.

The last increase in state road funding was a 4 cent gas tax in 1997. State revenue to local road agencies is at its lowest point in nearly 15 years, while costs for materials and equipment used by road agencies have dramatically increased.

State and local road agencies are only able to resurface a fraction of the roads each year that they could resurface a decade ago.

At a glance – Non-federal aid roads are...

- Approximately 2/3 of Michigan roads
- 80,000 miles, half of which are paved
- **Totally reliant on MTF revenues** (state fuel taxes and vehicle registration fees) and revenues generated by local governments.
- Lower traffic roads, but are a vital link for state and local economies. They are the roads that carry most residents home.

“Half of the non-federal aid system is in “poor” condition and another 40 percent is just a few years away unless voters support Proposal 1,” said Dan Gilmartin, CEO and executive director of the Michigan Municipal League. “Michigan’s economy will not move forward without improving our roads and bridges. Michigan can and must do better.”

Officials have warned for years that the cost of repairs will continue to grow as roads deteriorate. Figures from the TAMC estimate that Michigan loses \$3 million daily – \$1 billion annually – in asset value on our public roads and bridges.

“Passing Proposal 1 will allow state and local agencies to begin planning this summer for projects to begin as early as 2016,” Donohue said “The public has waited long enough. We simply can’t afford to let another construction season pass by.”

The County Road Association of Michigan represents the state’s 83 county road agencies that collectively maintain 73 percent of Michigan’s road system, representing more than 90,000 miles of roads and 5,700 bridges – the fourth largest local road system in the nation.

The Michigan Municipal League advocates on behalf of its member communities in Lansing, Washington, D.C., and the courts; provides educational opportunities for elected and appointed municipal officials; and assists municipal leaders in administering services to their communities through League programs and services.

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