Transportation from page 10B

state. Yes, Michigan doss allocate

state. Yes, Michigan does allocate local units more money than an "average" state. But MDOT has jurisdiction over only 8 percent of the reads in Michigan. (Only the state of Kanasa has a smaller pertine of its reads under state jurisdiction).

Local roads in Michigan represent 92 percent of Michigan's total road system. What MDOT does get is 75 percent of the foder all funds and about 40 percent of the state funds to care for 8 percent of the roads.

MDOT also indicates that it gives local agencies more foderal funds than moet attack. It should give locals more. In this country, only California has more local road miles on the foderal add system than Michigan.

Without question, today's more statem than Michigan.

Without question, today's more statem than Kindigan.

Without question, today's more strengtherms. The result has been a tremendous growth in traffic on county roads and city streets. So, if anything, a case can be made for the increased use of local roads.

As you can see, everybody can

roeth.

As you can see, everybody can have fun with numbers. Something you might rightly sak is.

"What good is a freeway system if you can't get from your driveway to the highway?"

I do not disputs MDOU's need for funding. But both state and local roads need attention and the curves of prevention or even occa-

ounce of prevention or even occa-sional pound of cure needed today must come from the Michigan

must come from the Michigan paolinester. The problem of the party of t

a person driving 12,000 miles a year in a vehicle getting 20 miles

a person driving 12,000 miss a pars in a vehicle getting 20 miles per gallen.

Or, they can continue to pay mechanics an average of \$107.85 for every 12,000 miles they drive on Michigan's dilapidated roads . over and above routine main-tenance. . for things like time, alignments, bent wheels, CV joints, shock absorbers and a whole hoat of other driveline com-ponents. Insurance rates also go up.

whose neat of other envelues components. Insurance rates also go up.

Compare that with fillinois drivers who pay \$83, Ohlo drivers at \$78 or Wisconsin drivers at \$56. No question. Bad roads, repair shops and higher insurance premiums go together like three Musketors.

We all will pey much, much more for the seventual construction of measive amounts of roads. If we will much longer, Public safety has always been my first priority. It is intolerable that we are continuing to play Russian Rouletts with the safety of the drivers who use these roads.

The sheolute least expensive option is to increase road funding now. In public appearances, interviews and on radio talk shows, I have found that many people are initially, and understandably, concerned about any tax increase. But their concern diminishes after they:

What is the same of the safety risks are that it heard to be after the grant roads.

Fermine our roads.

Fermine our roads.

Fermine that the grat ax is really a road user fee.

Have that it heard been increased in almost it 2 years.

Bearn about the aafety risks.

creased in almost 12 years

B learn about the safety risks

they face

B recognize that even a modest
increase would only put Michigan
in an average position, essentially
in line with all our neighboring

in line with all our neignoung states.

If understand that they're already paying more for read-caused repairs and finally.

If appreciate that thanks to more fuel efficient whicles, they've actually been driving more and paying less in gas taxes than they did 10 vers are.

Its a go
Today, I've tried to state the case for our roads, Michigan's for-gotten priority. I've tried to demonstrate that we have problems

on all our roads. I've sitempted to show why the distribution of funding must remain unchanged. Your road commissions, cities, townships and villeges are, and have been, operating as efficiently as they can with long limited resources. Are there any businesses you know of which have not raised their rates or prices in the last 12 years?

And remember, the bulb of the work that needs to be done on our roads will be performed by the lowest bidding private contractor. Now I'd like you to concider the funding proposal initiated by the County Road Association of Michigan and now endorsed and supported by the Michigan Municipal League, the Michigan Municipal League, the Michigan Municipal League, the Michigan Association of Counties, the Michigan Townships Association and more than 50 road commissioners, cities, townships and villages.

This proposal calls for a 12 cent increase in the gasoline tax, a 20 cent increase in the gasoline tax a 20 cent increase in the gasoline tax is called a gas "tax," it is really a user fee, and the most equitable user fee we have, since the amount we pay is ited directly to read usaga.

If passed by the legislature, Michigan would still be only in the middle of the 50 stress in precapits spending.

capita spending.
Today's crying need for increased road funding is not new.
Each year, for 11 years, we have
sought relief. And yet, each year,
for 11 years, our proposals have
been rejected.

been rejected.
But this year, because matters have reached near crisis proportions, and because I have never before witnessed such widespread support and solidarity between and among so many organizations and units of government, I have hopes that finally we may succeed in having the chance to do our job the way it was intended.

If we are allowed to do that job, the kind of transportation system we have . . and will have . . . can begin to return to being something of which we can all be proud.



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