



Safe Roads *Now!*

Michigan's roads: From bad to unsafe

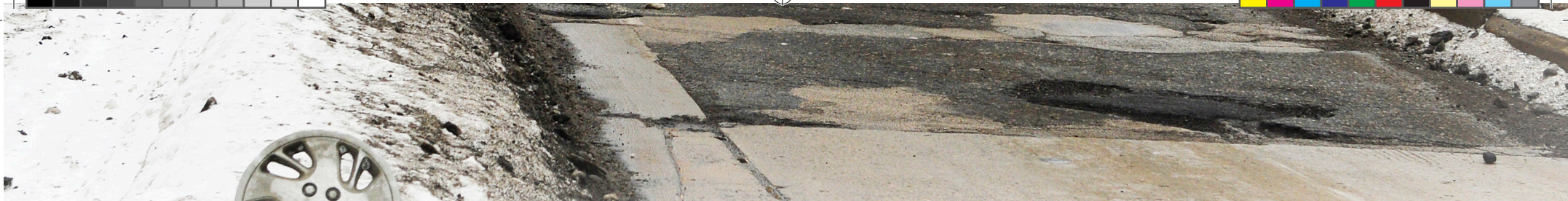
Michigan's roads are awful – and getting worse fast. First responders – police officers, firefighters, EMS personnel – say the roads are unsafe. School bus drivers are concerned.

We have one chance to make our roads safe again: Proposal 1

There is no alternative proposal to provide the dollars needed to fix Michigan's crumbling and dangerous roads and bridges.

Proposal 1 is supported by a wide variety of groups: Public Safety, business and labor, education, cities and counties, road construction and road safety

An extraordinarily diverse group has come together to back Proposal 1, including the Michigan Association of School Boards, Michigan Association of School Administrators, Tri-County Alliance for Public Education, and the Michigan Education Association – along with groups representing sheriffs and police, firefighters and cities. Chambers of commerce around the state are joining with labor groups to support Proposal 1.



Questions and answers about **Proposal 1** on the May 5 ballot

WHAT IS PROPOSAL 1?

Proposal 1 asks Michigan voters to change how the state pays for safe roads and bridges and for public schools, and to add new taxpayer guarantees into state law. **If Proposal 1 passes, the state's 6-percent sales tax would be removed from each gallon of gas we buy at the pump.** To pay for roads in the future, the state's per-gallon gas tax would be increased for the first time in 18 years on Oct. 1, 2015. Under our constitution, all state gas taxes we pay at the pump must go to transportation/roads/bridges. **No longer will the politicians in Lansing be able to divert taxes we pay on gas to non-transportation purposes.**

WHY DOES PROPOSAL 1 INVOLVE SCHOOLS?

A large portion of the sales tax on fuel is dedicated to school funding. Proposal 1 will prevent the loss of revenue to schools when the sales tax is removed from the gas we buy at the pump. The 1 cent state sales tax increase will generate **\$300 million more for K-12 education.** More important is the constitutional guarantee the School Aid Fund can only go to K-12 and community colleges, ending the legislature's ability to shift funds from school children to other priorities in the state budget. No longer will K-12 funding go to four-year universities that annually raise tuition and have billion dollar endowments.

WHAT HAPPENS IF VOTERS APPROVE IT?

The sales tax would increase to 7 percent on Oct. 1, 2015. (Sales tax is not charged on groceries or prescriptions.) Starting Oct. 1, 2015, transportation programs would start to

receive additional fuel tax and registration fee revenue, and \$300 million more would be put into the School Aid Fund earmarked for K-12 schools. And for the first time, road builders would have to offer warranties on local road projects. If a warranty is violated, the road builder — not taxpayers — will pay to fix the road.

WHAT HAPPENS IF VOTERS REJECT IT?

The sales tax remains at 6 percent and fuel taxes and truck registration fees do not increase. **There would be no new money to fix Michigan's dangerous and crumbling roads and bridges.** We will still pay the state sales tax on gasoline, and the politicians will spend those revenues on non-transportation purposes. **The Legislature can still steal from the School Aid Fund.**

WHAT HAPPENS TO THE ROADS?

If it is not approved, Michigan's roads and bridges will continue to decline at a rapid rate. The state will continue to use plywood and wire mesh beneath bridges to prevent concrete chunks from falling onto our freeways and cars. Today 38 percent of Michigan's urban roads and 32 percent of rural roads are rated in poor condition by the national transportation research organization TRIP. More than one of every four bridges in Michigan needs to be repaired, improved or replaced. There is not enough money available without Proposal 1 to get ahead of expected additional deterioration, experts say, meaning more roads will become unsafe.