



It's Macomb's Turn To Talk About Bad Roads

July 30, 2025

(CLINTON TOWNSHIP) – A Shelby Township road is so bad over a three-mile stretch, new land developments have been rejected and more than 250 car crashes have happened within four years, Township Supervisor Rick **STATHAKIS** told a House panel today.

"The ability of our firefighters and paramedics to serve our community is directly impaired by (the) very poor state of Ryan Road," Stathakis said. "This narrow country road, with no turn lanes and no shoulders, carries more than 20,000 vehicles daily with more than 1,000 heavy trucks per day."

Stathakis detailed his community's call for more road funding during a legislative committee meeting taking place today on Macomb Community College's center campus.

The meeting was held by the House Appropriations State and Local Transportation Subcommittee, which is chaired by Rep. [Donni STEELE \(R-Lake Orion\)](#).

She made calls for the Democratic-controlled Senate to move her chamber's road funding bills. The package aims to create \$3.1 billion in new yearly road funding by directing all state taxes paid at the gas pump to road repairs, as well as \$2.1 billion coming from Corporate Income Tax (CIT) collections.

It passed in the Republican-controlled House around mid-March, but hasn't moved in the Senate. Senate Majority Leader [Winnie BRINKS \(D-Grand Rapids\)](#) supports the concept of having state tax money spent on motor fuel to go toward roads. However, many Democrats want to ensure the state's other spending obligations – like public schools, Michigan's share of Medicaid spending and state-run welfare programs – are appropriately back-filled.

Many see the need to create new taxes as inevitable in today's road funding debate – something not included in House Republicans' legislation (See ["Brinks Supports Tax Money Collected At The Pump Going To Roads; Schools Growing More Anxious,"](#) 7/29/2025), (See ["Road Funding On A Road Trip To The Senate,"](#) 3/19/2025).

"Our goal is to add more money to the budget and to fund our roads for not only the safety, but for jobs and the prosperity of Michigan...I just encourage you to encourage your Senate to fund the roads through our big beautiful bills," Steele said, claiming the bills will allow legislators to "finish our budget to be able to allot more money to our roads."

Currently, legislators are 29 days behind their July 1 deadline to present a final budget deal to the Governor for the next Fiscal Year.

Today's event took place in one of the state's political toss-up counties, where expensive campaigns, up-and-down the ballot, run by Democrats and Republicans alike battle it out during election cycles. During today's meeting, the Republican-led panel was able to speak to Macomb County's roadway frustrations.

For example, Stathakis, who's supervised Shelby Township since after the 2008 elections, said it would take \$408 million to put the township's 212 miles of subdivision streets into a satisfactory condition.

If the township were to dedicate its entire general revenue, or about \$20 million per year, to fixing subdivision roads solely, Stathakis said it would take 21 years to complete the project. The calculation would involve shutting down the township's government functions outside of police and the fire department.

"And there's nothing worse than a business telling us...or for us to tell the business, 'no thank you to new jobs and wealth creation because Ryan Road is unsafe,'" Stathakis said. "Tragically, one of those crashes in 2021 resulted in a fatality, and if we don't act now, it won't be the last."

One of the other speakers was Amy **O'LEARY**, the executive director of the Southeast Michigan Council of Governments (SEMCOG), representing the greater Metro Detroit region.

Her organization noted that 31.8 percent of locally owned roads qualifying for federal aid are in poor condition. For locally owned bridges, SEMCOG noted how one of the two funding pots in the Michigan Transportation Fund (MTF) specifically for bridges has been stagnant at \$27 million for about two decades.

The Michigan Aggregate Association (MAA) described how the cost of aggregate to repair and build roads has skyrocketed. In his presentation, Doug **NEEDHAM**, the MAA's executive director, noted that for every American citizen born, a projected 1.35 million pounds of stone, sand and gravel will be needed.

"The cost of materials has increased and has experienced a rapid rise over the past few years. This is due to many factors . . . added transportation costs, along with aggregate availability being a large factor," Needham said. "We reuse as much as possible, but if we recycle and reuse 50 or even 75 percent of the existing road, we are still spending a substantial amount in added transportation costs amounting to millions of dollars."

According to Needham's presentation, the price-tag to transport one ton of aggregate is \$7.50 for 30 miles by truck, or \$375 per truck for 50 tons.

The road funding subject, and the Governor's statement that a state budget isn't done until road funding is, came up on this week's episode of the *MIRS Monday Podcast*.

Rick **BLOCKER**, a devout Democratic activist involved with the Oakland County Democratic Party's leadership, explained he's concerned about lost federal funding and possible effects on schools when it comes to other aspects of government budget-making.