

Senate Bill 516 (as introduced 9-12-19)
Sponsor: Senator Tom Barrett
Committee: Transportation and Infrastructure

Date Completed: 11-7-19

CONTENT

The bill would amend Public Act 51 of 1951, the Michigan Transportation Fund law, to do the following:

- **Before March 1 of each year, require the Michigan Department of Transportation (MDOT) to provide the Legislature, the State Budget Director, and the House and Senate Fiscal Agencies its rolling five-year plan, and specify the information that would have to be included in the plan.**
- **Beginning January 1, 2020, require MDOT to issue a 20-year plan that showed MDOT's plan for road construction every 10 years, and provide a copy of the plan to the Legislature, the State Budget Director, and the House and Senate Fiscal Agencies.**
- **Modify the period, from at least three years to at least six years, that a local road agency's asset management plan would have to cover when submitted to the Transportation Asset Management Council.**

Under the bill, before March 1 of each year, MDOT would have to provide to each member of the Legislature, the State Budget Director, and the House and Senate Fiscal Agencies its rolling five-year plan. The report would have to be posted on MDOT's website, and would have to include all of the following:

- A listing by county or by county road commission all highway construction projects for the upcoming fiscal year and all expected projects for the ensuing fiscal years.
- The estimated cost of the project for the upcoming fiscal year.
- An explanation of how the projects contained in the five-year plan would contribute toward the projects contained in the 20-year plan described below.

In addition, beginning January 1, 2020, MDOT would have to issue a 20-year plan that showed MDOT's plan for road construction strategy every 10 years. The 20-year plan could be the same plan as required under 23 CFR subpart B. The Department would have to post a copy of the plan on its website and would have to provide a copy of the plan to each member of each house of the Legislature, the State Budget Director, and the House and Senate Fiscal Agencies.

(Under 23 CFR Part 450 subpart B, each state must develop a long-range statewide transportation plan, with a minimum 20-year forecast period that provides for the development and implementation of that state's multimodal transportation system. Among other things, the plan must include capital, operations, and management strategies, investments, procedures, and other measures to ensure the preservation and most efficient

use of existing transportation infrastructure. Currently, Michigan has a plan as prescribed above, the MI Transportation Plan: 2040 State Long-Range Transportation Plan.)

Under the law, beginning October 1, 2020, each local road agency responsible for 100 or more certified miles of road must begin submitting an asset management plan to the Transportation Asset Management Council according to the three-year schedule prescribed by the law. The asset management plan must cover a period of at least three years. Under the bill, instead, the asset management plan would have to cover a period of at least six years.

MCL 247.659a et al.

Legislative Analyst: Tyler VanHuysse

FISCAL IMPACT

The bill likely would have minimal, negative fiscal impacts on the Department and on local road agencies because of the increased administrative costs associated with changing, or adding information to, their respective asset management plans. A long-term positive fiscal impact related to longer asset management planning could be possible, but is not quantifiable.

Fiscal Analyst: Michael Siracuse

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This analysis was prepared by nonpartisan Senate staff for use by the Senate in its deliberations and does not constitute an official statement of legislative intent.