

STATE TRUNK LINE HIGHWAY SYSTEM (EXCERPT)
Act 51 of 1951

***** 247.651j.added THIS ADDED SECTION IS EFFECTIVE APRIL 1, 2016 *****

247.651j.added Road innovation task force; purpose; report; availability of report to public; update of finalized report; deposit of amount into state treasury; roads innovation fund; creation; investment; interest and earnings; money remaining in fund at close of fiscal year; expenditure; 1-time concurrent resolution.

Sec. 1j. (1) No later than December 1, 2015, the department shall form a special internal task force specifically named the roads innovation task force. The purpose of the task force shall be to create a comprehensive public report that does all of the following:

(a) Evaluates road materials and construction methods that, when implemented, could allow the department to build high-quality roads in this state that last longer than those typically constructed by the department, with a goal of roads lasting at least 50 years, higher quality roads, and reduced maintenance costs.

(b) Focuses on materials and processes that may cost more in initial up-front spending but that still produce life-cycle construction and maintenance savings. The department shall strive to achieve a reduction of at least 50% in its net present value 50-year life cycle costs as compared to the commensurate net present value 50-year life cycle costs for road construction and maintenance costs from 2015, in a manner that results in no state roads being rated in poor condition and has no net degradation from overall 2015 level pavement surface evaluation and rating (PASER) scores within the plan's first 10 years.

(c) Focuses on longer-term time frames that seek to maximize value to the taxpayers of this state on a total cost basis, regardless of funding or financing considerations. The report shall not incorporate or reference plans or suggestions regarding bonding, refinancing, or financing innovations.

(2) Not later than March 1, 2016, the department shall finalize and make public the report described in subsection (1). The task force shall present that report at a public hearing before a joint committee hearing of the standing committees of the senate and house of representatives with primary responsibility for transportation issues called by the chairs.

(3) Not later than June 1, 2016, the task force shall update the finalized report described in subsection (2) to provide suggested boilerplate language which coincides with how the department would execute the plan and attempt to achieve the targets described in subsection (1). The plan shall include sufficient detail to allow the legislature to monitor and track progress, estimate how long it is expected to take to achieve targets, and project what the inflation adjusted reduction in annual spending will be once fully implemented as compared to the costs associated with 2015.

(4) Beginning in fiscal year 2016-2017 and each fiscal year thereafter, the first \$100,000,000.00 received and collected attributable to taxes imposed under section 8(1) of the motor fuel tax act, 2000 PA 403, MCL 207.1008, shall be annually deposited into the state treasury to the credit of the roads innovation fund created in subsection (5).

(5) The roads innovation fund is created within the state treasury. The state treasurer may receive money or other assets from any source for deposit into the roads innovation fund. The state treasurer shall direct the investment of the roads innovation fund. The state treasurer shall credit to the roads innovation fund interest and earnings from fund investments. Money in the roads innovation fund at the close of the fiscal year shall remain in the roads innovation fund and shall not lapse to the general fund. The department of treasury shall be the administrator of the fund for auditing purposes. The department shall expend money from the fund only after each house of the legislature approves a 1-time concurrent resolution on a record roll call vote to release money in the roads innovation fund. Once released by the 1-time concurrent resolution, money in the roads innovation fund shall be deposited in the Michigan transportation fund created in section 10 and distributed as provided in section 10. Once money is released by the 1-time concurrent resolution, the roads innovation fund shall no longer annually receive the amount described in subsection (4).

History: Add. 2015, Act 175, Eff. Apr. 1, 2016.

Popular name: McNitt Act

Popular name: Michigan Transportation Fund Act