

**SUBSTITUTE FOR
SENATE BILL NO. 563**

A bill to amend 1951 PA 51, entitled

"An act to provide for the classification of all public roads, streets, and highways in this state, and for the revision of that classification and for additions to and deletions from each classification; to set up and establish the Michigan transportation fund; to provide for the deposits in the Michigan transportation fund of specific taxes on motor vehicles and motor vehicle fuels; to provide for the allocation of funds from the Michigan transportation fund and the use and administration of the fund for transportation purposes; to set up and establish the truck safety fund; to provide for the allocation of funds from the truck safety fund and administration of the fund for truck safety purposes; to set up and establish the Michigan truck safety commission; to establish certain standards for road contracts for certain businesses; to provide for the continuing review of transportation needs within the state; to authorize the state transportation commission, counties, cities, and villages to borrow money, issue bonds, and make pledges of funds for transportation purposes; to authorize counties to advance funds for the payment of deficiencies necessary for the payment of bonds issued under this act; to provide for the limitations, payment, retirement, and security of the bonds and pledges; to provide for appropriations and tax levies by counties and townships for county roads; to authorize contributions by townships for county roads; to provide for the establishment and administration of the state trunk line fund, critical bridge fund, comprehensive transportation fund, and certain other funds; to provide for the deposits in the state trunk line fund, critical bridge fund, comprehensive

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transportation fund, and certain other funds of money raised by specific taxes and fees; to provide for definitions of public transportation functions and criteria; to define the purposes for which Michigan transportation funds may be allocated; to provide for Michigan transportation fund grants; to provide for review and approval of transportation programs; to provide for submission of annual legislative requests and reports; to provide for the establishment and functions of certain advisory entities; to provide for conditions for grants; to provide for the issuance of bonds and notes for transportation purposes; to provide for the powers and duties of certain state and local agencies and officials; to provide for the making of loans for transportation purposes by the state transportation department and for the receipt and repayment by local units and agencies of those loans from certain specified sources; and to repeal acts and parts of acts,"

(MCL 247.651 to 247.675) by adding section 1i.

THE PEOPLE OF THE STATE OF MICHIGAN ENACT:

1 SEC. 1I. (1) NOTWITHSTANDING SECTION 1H, THE DEPARTMENT MAY
2 CONDUCT NOT MORE THAN 4 PAVEMENT DEMONSTRATION PROJECTS EACH YEAR
3 TO EVALUATE NEW CONSTRUCTION METHODS, MATERIALS, OR DESIGN. THE
4 DEPARTMENT MAY OFFER OR CONDUCT A PAVEMENT DEMONSTRATION PROJECT
5 THAT MAY BE ALL OR A PORTION OF THAT PROJECT USING EITHER CON-
6 CRETE OR ASPHALT AS DETERMINED BY THE DEPARTMENT. EACH DEMON-
7 STRATION PROJECT SHALL INCLUDE MEASURABLE GOALS AND OBJECTIVES
8 FOR DETERMINING THE SUCCESS OF THAT PROJECT. THE DEPARTMENT
9 SHALL MAKE A FINAL REPORT FOR EACH DEMONSTRATION PROJECT FOLLOW-
10 ING THE DEMONSTRATION LIFE OF THE PROJECT, WHICH MAY BE SHORTER
11 THAN THE ACTUAL PAVEMENT LIFE OF THE MATERIAL USED FOR THE
12 PROJECT, THAT ASSESSES THE COST-EFFECTIVENESS OF THAT PROJECT.

13 (2) DEMONSTRATION PROJECTS SHALL BE SELECTED USING ANY OF
14 THE FOLLOWING CRITERIA:

15 (A) PAVEMENT DESIGNS INTENDED TO INCREASE PAVEMENT LIFE
16 EXPECTANCY.

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1 (B) PAVEMENT DESIGNS INTENDED TO IMPROVE PERFORMANCE,
2 INCLUDING, BUT NOT LIMITED TO, FRICTION, SURFACE STRESS, REDUC-
3 TION OF NOISE, AND IMPROVEMENT OF RIDE QUALITY.

4 (C) COMPARISONS OF PERFORMANCE OF VARIOUS TYPES OF
5 PAVEMENT.

6 (3) THE TOTAL COST OF CONTRACTS AWARDED FOR DEMONSTRATION
7 PROJECTS UNDER THIS SECTION USING ASPHALT AND CONCRETE SHALL NOT
8 EXCEED A DIFFERENCE OF MORE THAN 20% BETWEEN THE RESPECTIVE
9 PAVING MATERIALS IN ANY 2-YEAR PERIOD. AS USED IN THIS SUBSEC-
10 TION, "TOTAL COSTS" MEANS THE INITIAL ENGINEER'S ESTIMATED COSTS
11 OF THE PAVEMENT DESIGN PORTION OF THE PROJECT.

12 (4) THE DIRECTOR SHALL PROVIDE AN ANNUAL REPORT, NOT LATER
13 THAN FEBRUARY 1 OF EACH YEAR, TO THE SENATE AND HOUSE OF REPRE-
14 SENTATIVES TRANSPORTATION STANDING COMMITTEES AND THE SENATE AND
15 HOUSE OF REPRESENTATIVES APPROPRIATIONS SUBCOMMITTEES ON TRANS-
16 PORTATION REGARDING THE STATUS OF EACH DEMONSTRATION PROJECT.