

# SENATE BILL NO. 379

June 18, 2019, Introduced by Senators VICTORY, HORN, DALEY, LAUWERS, BUMSTEAD, BARRETT and SCHMIDT and referred to the Committee on Transportation and Infrastructure.

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 promote safe and efficient travel for motor vehicle drivers, bicyclists, pedestrians, and other legal users of roads, streets, and highways; 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, local bridge fund, comprehensive transportation fund, and certain other funds; to provide for the deposits in the state trunk line fund, critical bridge fund, comprehensive 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 11a.

**THE PEOPLE OF THE STATE OF MICHIGAN ENACT:**

**1        Sec. 11a. (1) As provided in this section, the department must**  
**2        implement a pilot program on the use of organic additives to**  
**3        control ice on public roads, highways, and bridges in this state to**  
**4        reduce application of salt and chemicals that contribute to the**  
**5        deterioration of public roads, highways, and bridges and to**  
**6        chloride pollution in lakes, rivers, and groundwater in this state.**

(2) At a minimum, the pilot program described in subsection (1) must do all of the following:

(a) Identify and utilize methods to reduce the application of salt and chemicals through expanded use of organic additives, including, but not limited to, liquid sugar beet by-products, that promote surface adhering and reduce the freezing point of applied substances.

(b) Examine results from expanded use of organic additives, including, but not limited to, potential environmental and fiscal impacts.

(c) Develop best practices and technical guidelines to expand the use of organic additives.

(d) Convey program information and guidance to local road agencies.

(e) Use organic additives in at least 5 test locations, each containing public roads, highways, and bridges that are likely to experience deterioration from application of salt and chemicals and a body of water at high risk of chloride pollution.

(f) Include collaboration with at least 1 local road agency.

(3) Not later than December 31, 2022, the department must submit a report on the pilot program to the members of the house of representatives and senate committees with jurisdiction over transportation. At a minimum, the report must summarize all of the following:

(a) Pilot program activity.

(b) Review results.

(c) Steps for increasing statewide use of organic additives.