

*The House Transportation Committee looked at numerous issues during the past 21 months. After meeting with Sen. Kahn, I have selected two categories from our overall strategic plan that should fit into the goals of this committee.*

## **REFORMS & EFFICIENCIES ACCOMPLISHED**

1. Authorized MDOT to conduct ACT 51 audits of local road agencies. (HB 5007)
2. Encouraged local road agencies to utilize "Asset Management" concepts in their 5 year plans. (HB 5302)
3. Made it easier to combine transit agencies for combined services. (HB 4366 & 4367)
4. If local agencies can provide 20% match, MDOT must cooperate. (HB 4739)
5. Require local road agencies to adopt best practices like schools and municipalities do. (HB 5302)
6. Allowed County Commissioners to dissolve County Road Commissions. (HB 5125 & 5126)
7. Eased wetland mitigation issues between road agencies and EPA & DEQ. (HB 4303)
8. Provided for county road agencies to not exceed design standards set forth by the American Association of State Highway & Transportation Officials unless the township agrees. (HB 4790)
9. Determine true need for additional road funding. (Rep. Olson & Rep. Schmidt sub-committee)

## **REFORMS STILL NEEDED**

1. Unfunded retirement healthcare cost
  - a. \$1 to \$1 ratio in some road agencies.
2. Administrative cost
  - a. Is it 7.5% or 20%?
3. A new funding formula for transit.
4. Funding increase.
5. Pilot projects for new materials.

## **CONCLUSION**

1. Condition of the state trunk system is in good to very good shape.
2. Condition of the local road system is in poor shape.
3. We need to come up with a funding mechanism for transit.
4. Control unfunded retirement healthcare issues.
5. Avoid authorities or corridor improvement authorities that can levy taxes or fees.
6. Determine administrative overhead which is 18-20% in many agencies.