

HOUSE BILL No. 6157

September 9, 2004, Introduced by Rep. Kolb and referred to the Committee on Transportation.

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 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,"

by amending section 10 (MCL 247.660), as amended by 2003 PA 151, and by adding section 10p.

THE PEOPLE OF THE STATE OF MICHIGAN ENACT:

1 Sec. 10. (1) A fund to be known as the Michigan
2 transportation fund is established and shall be set up and
3 maintained in the state treasury as a separate fund. Money
4 received and collected under the motor fuel tax act, 2000 PA 403,
5 MCL 207.1001 to 207.1170, except a license fee provided in that
6 act, and a tax, fee, license, and other money received and
7 collected under sections 801 to 810 of the Michigan vehicle code,
8 1949 PA 300, MCL 257.801 to 257.810, except a truck safety fund
9 fee provided in section 801(1)(k) of the Michigan vehicle code,
10 1949 PA 300, MCL 257.801, and money received under the motor
11 carrier act, 1933 PA 254, MCL 475.1 to 479.43, shall be deposited
12 in the state treasury to the credit of the Michigan
13 transportation fund. In addition, income or profit derived from
14 the investment of money in the Michigan transportation fund shall
15 be deposited in the Michigan transportation fund. Except as

1 provided in this act, no other money, whether appropriated from
2 the general fund of this state or any other source, shall be
3 deposited in the Michigan transportation fund. Except as
4 otherwise provided in this section, the legislature shall
5 appropriate funds for the necessary expenses incurred in the
6 administration and enforcement of the motor fuel tax act, 2000 PA
7 403, MCL 207.1001 to 207.1170, the motor carrier act, 1933 PA
8 254, MCL 475.1 to 479.43, and sections 801 to 810 of the Michigan
9 vehicle code, 1949 PA 300, MCL 257.801 to 257.810. Funds
10 appropriated for necessary expenses shall be based upon
11 established cost allocation methodology that reflects actual
12 costs. Appropriations for the necessary expenses incurred by the
13 department of state in administration and enforcement of sections
14 801 to 810 of the Michigan vehicle code, 1949 PA 300, MCL 257.801
15 to 257.810, shall be made from the Michigan transportation fund
16 and from funds in the transportation administration collection
17 fund created in section 810b of the Michigan vehicle code, 1949
18 PA 300, MCL 257.810b. Appropriations from the Michigan
19 transportation fund for the necessary expenses incurred by
20 department of state in administration and enforcement of sections
21 801 to 810 of the Michigan vehicle code, 1949 PA 300, MCL 257.801
22 to 257.810, shall not exceed \$20,000,000.00 per state fiscal
23 year. All money in the Michigan transportation fund is
24 apportioned and appropriated in the following manner:

25 (a) Not more than \$3,000,000.00 as may be annually
26 appropriated each fiscal year to the state trunk line fund for
27 subsequent deposit in the rail grade crossing account.

1 (b) Not less than \$3,000,000.00 each year to the critical
2 bridge fund established in section 11b for the purpose of payment
3 of the principal, interest, and redemption premium on any notes
4 or bonds issued by the state transportation commission under
5 section 11b.

6 (c) Revenue from 3 cents of the tax levied under section ~~8~~
7 **8(1)(a)** of the motor fuel tax act, 2000 PA 403, MCL 207.1008, to
8 the state trunk line fund, county road commissions, and cities
9 and villages in the percentages provided in subdivision (i).

10 (d) Revenue from 1 cent of the tax levied under section ~~8~~
11 **8(1)(a)** of the motor fuel tax act, 2000 PA 403, MCL 207.1008, to
12 the state trunk line fund for repair of state bridges under
13 section 11.

14 (e) \$43,000,000.00 to the state trunk line fund for debt
15 service costs on state of Michigan projects.

16 (f) Except as provided in subsection (4), 10% to the
17 comprehensive transportation fund for the purposes described in
18 section 10e.

19 (g) \$36,775,000.00 to the state trunk line fund for
20 subsequent deposit in the transportation economic development
21 fund, and, as of September 30, 1997, with first priority for
22 allocation to debt service on bonds issued to fund transportation
23 economic development fund projects. In addition, beginning
24 October 1, 1997, \$3,500,000.00 is appropriated from the Michigan
25 transportation fund to the state trunk line fund for subsequent
26 deposit in the transportation economic development fund to be
27 used for economic development road projects in any of the

1 targeted industries described in section 9(1)(a) of 1987 PA 231,
2 MCL 247.909.

3 (h) Not less than \$33,000,000.00 as may be annually
4 appropriated each fiscal year to the local program fund created
5 in section 11e.

6 (i) Not less than \$1,000,000.00 as may be annually
7 appropriated each fiscal year to the demand management fund
8 created in section 10p.

9 (j) ~~-(i)-~~ The balance of the Michigan transportation fund as
10 follows, after deduction of the amounts appropriated in
11 subdivisions (a) through ~~-(h)-~~ (i) and section 11b:

12 (i) 39.1% to the state trunk line fund for the purposes
13 described in section 11.

14 (ii) 39.1% to the county road commissions of the state.

15 (iii) 21.8% to the cities and villages of the state.

16 (2) The money appropriated pursuant to this section shall be
17 used for the purposes as provided in this act and any other
18 applicable act. Subject to the requirements of section 9b, the
19 department shall develop programs in conjunction with the
20 Michigan state chamber of commerce and the Michigan minority
21 business development council to assist small businesses,
22 including those located in enterprise zones and those located in
23 empowerment zones as determined under federal law, as defined by
24 law in becoming qualified to bid.

25 (3) Thirty-one and one-half percent of the funds appropriated
26 to this state from the federal government pursuant to 23 ~~U.S.C.~~
27 USC 157, commonly known as minimum guarantee funds, shall be

1 allocated to the transportation economic development fund, if
2 such an allocation is consistent with federal law. These funds
3 shall be distributed 16-1/2% for development projects for rural
4 counties as defined by law and 15% for capacity improvement or
5 advanced traffic management systems in urban counties as defined
6 by law. Federal funds allocated for distribution under this
7 section shall be eligible for obligation and use by all
8 recipients as defined by the transportation equity act for the
9 21st century, Public Law 105-178, 112 Stat. 107.

10 (4) For the fiscal year beginning October 1, 2003 only, the
11 apportionment of 10% of Michigan transportation fund money to the
12 comprehensive transportation fund as provided in subsection
13 (1)(f) shall be reduced by \$10,000,000.00 and the \$10,000,000.00
14 shall be transferred to the state trunk line fund for capacity
15 improvements to state trunk line highways.

16 **Sec. 10p. The demand management fund shall be set up and**
17 **maintained in the state treasury as a separate fund. The demand**
18 **management fund shall be used to administer the demand management**
19 **program of the state transportation department in accordance with**
20 **this section. The state transportation department shall**
21 **implement the demand management program to reduce the usage of**
22 **state trunk line highways by considering and implementing**
23 **alternative means of transportation, including, but not limited**
24 **to, car pooling and the use of carpool lanes. The goal of the**
25 **demand management program shall be to reduce cost, construction,**
26 **and congestion on state trunk line highways.**