



Senate Fiscal Agency
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Senate Bill 521 (as introduced 9-12-19)
Sponsor: Senator Roger Victory
Committee: Transportation and Infrastructure

Date Completed: 10-22-19

CONTENT

The bill would amend Public Act 51 of 1951, the Michigan Transportation Fund law, to prohibit the Michigan Department of Transportation (MDOT) from approving an addition to the county primary road system or the county local road system, or an addition to the major street system or the local street system, unless that county road commission, city, or village developed certain estimates of cost and identified certain funding sources.

Currently, roads may be included in or deleted from the county primary system of any county by selection of the county road commission and approval of MDOT. Similarly, streets may be included or deleted from the major street system of any municipality by selection by the governing body of that municipality and approval of MDOT.

Under the bill, beginning October 1, 2020, MDOT could not approve an addition to the county primary road system or the county local road system, or an addition to the major street system or the local street system, unless that county road commission, city, or village (as applicable) did the following as determined by MDOT:

- Developed an estimate of the lifetime cost for maintenance and capital needs for that new construction or extension.
- Identified all funding sources for that new construction or extension, including one or more of the following: a local millage, special assessment, or another funding mechanism approved by MDOT.

MCL 247.653 et al.

Legislative Analyst: Tyler VanHuyse

FISCAL IMPACT

The bill would have a minimal, negative impact on local units of government, specifically county road commissions and cities and villages who received Michigan Transportation Fund money under Public Act 51 of 1951. The bill would not affect the Department of Transportation.

The bill would add informational requirements to the documents local agencies must submit to MDOT when those local agencies wish to add road miles to their primary or local road systems. Local units already are required to get approval from MDOT when making additions or deletions to their primary or local road systems. The bill would add requirements to those

requests, which could create additional administrative costs for those local units of government; however, because of the infrequency of those requests, the costs likely would be minimal.

Fiscal Analyst: Michael Siracuse

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This analysis was prepared by nonpartisan Senate staff for use by the Senate in its deliberations and does not constitute an official statement of legislative intent.