

SENATE BILL No. 712

February 6, 1992, Introduced by Senator ARTHURHULTZ and referred to the Committee on Transportation and Tourism.

A bill to amend section 10a of Act No. 51 of the Public Acts of 1951, entitled as amended

"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 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, and comprehensive transportation fund; to provide for the deposits in the state trunk line fund, critical

bridge fund, and comprehensive transportation fund 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 certain acts and parts of acts,"

being section 247.660a of the Michigan Compiled Laws.

THE PEOPLE OF THE STATE OF MICHIGAN ENACT:

1 Section 1. Section 10a of Act No. 51 of the Public Acts of
2 1951, being section 247.660a of the Michigan Compiled Laws, is
3 amended to read as follows:

4 Sec. 10a. (1) Annually the STATE TRANSPORTATION department
5 ~~of transportation~~ shall determine the miles of state trunk line
6 highways, county primary and local roads, and city and village
7 major and local streets transferred to and from state, county,
8 city, or village jurisdiction during the preceding period of July
9 1 to June 30. In each year after that determination, the trans-
10 ferred mileage shall be accumulated and added to the mileage
11 transferred in each subsequent July 1 to June 30 period.

12 (2) The current average revenue worth per mile of a county
13 primary road and a county local road shall be determined annually
14 by dividing the total county primary and local road mileages
15 respectively as of the first day of the preceding July 1 to June
16 30 period into the total amount of Michigan transportation funds

1 returned to counties pursuant to this act for use on county
2 primary and local roads respectively during that period, except
3 money returned to counties pursuant to section 12(2) and (3).

4 (3) The total amount of money to be transferred from and to
5 the state trunk line fund, the counties, cities, and villages
6 shall be determined annually by multiplying the current revenue
7 worth per mile of a county primary road and a county local road
8 respectively by the number of accumulated miles in each category
9 transferred from and to state, county, city, or village
10 jurisdiction. If the transferred facility becomes classified as
11 part of the local road or street system of the receiving juris-
12 diction, the transfer of money shall be calculated on the basis
13 of the revenue worth per mile of a county local road. In any
14 other category of jurisdictional transfer, the transfer of money
15 shall be calculated on the basis of the revenue worth per mile of
16 a county primary road.

17 (4) FOR JURISDICTIONAL TRANSFERS MADE FROM THE STATE TO A
18 COUNTY, CITY, OR VILLAGE AFTER JULY 1, 1992, THE AMOUNT IN THE
19 STATE TRUNKLINE FUND TO BE TRANSFERRED SHALL BE TRANSFERRED TO
20 THE COUNTY, CITY, OR VILLAGE RECEIVING JURISDICTION. IF THE
21 TRANSFERRED HIGHWAY IS THEN CLASSIFIED AS PART OF THE LOCAL ROAD
22 OR STREET SYSTEM OF THE RECEIVING JURISDICTION, THE TRANSFER OF
23 MONEY TO THE RECEIVING JURISDICTION SHALL BE CALCULATED ON THE
24 BASIS OF THE REVENUE WORTH PER MILE OF A COUNTY LOCAL ROAD AS
25 DETERMINED IN SUBSECTION (2). IF THE TRANSFERRED HIGHWAY IS THEN
26 CLASSIFIED AS PART OF THE PRIMARY ROAD OR MAJOR STREET SYSTEM OF
27 THE RECEIVING JURISDICTION, THE TRANSFER OF MONEY TO THE

1 RECEIVING JURISDICTION SHALL BE CALCULATED ON THE BASIS OF THE
2 REVENUE WORTH PER MILE OF A COUNTY PRIMARY ROAD AS DETERMINED IN
3 SUBSECTION (2).

4 (5) IN CITIES AND VILLAGES WITH A POPULATION OF 25,000 OR
5 MORE, TRUNKLINE MILEAGE THAT IS TRANSFERRED TO LOCAL JURISDICTION
6 AFTER JULY 1, 1992 AND IS THEN CLASSIFIED AS A MAJOR STREET SHALL
7 BE CERTIFIED AT TWICE ITS MEASURED LENGTH.

8 (6) ~~-(4)-~~ The transfer of funds under this section shall be
9 included each year in the October appropriation of the Michigan
10 transportation fund.