



**Senate Fiscal Agency**  
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**BILL ANALYSIS**

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Senate Bill 1011 (as introduced 2-21-96)  
Sponsor: Senator Philip E. Hoffman  
Committee: Appropriations

Date Completed: 5-20-96

**CONTENT**

Senate Bill 1011 would amend Public Act 51 of 1951. The Act currently does the following:

- Creates and provides for the distribution and uses of the Michigan Transportation Fund.
- Creates the State Trunk Line Fund.
- Creates and provides for the distribution of the Comprehensive Transportation Fund.
- Defines public transportation functions and criteria.
- Provides for powers and duties of certain State and local commissions and agencies.
- Provides for local contributions to certain State Trunk Line improvements.
- Provides for ongoing review of transportation needs.
- Authorizes the State Transportation Commission and local road authorities to borrow money and issue bonds for transportation purposes.
- Provides for conditions and limitations regarding bonds and pledges.
- Authorizes contributions by townships for county roads.
- Authorizes joint agreements between governmental units for road improvements.
- Provides for annual reports.

The bill would remove provisions from the Act that specify the distribution of funding and conditions on expenditures. The bill also would update dated provisions in the Act.

MCL 247.651-247.675

**FISCAL IMPACT**

Public Act 51 of 1951 provides for the distribution of constitutionally and statutorily dedicated revenue for transportation purposes. The fiscal year (FY) 1996-97 revenue estimate for the Michigan Transportation Fund (MTF) is \$1,401,140,000. Public Act 51 of 1951 also controls the distribution of Comprehensive Transportation Fund revenue, which includes MTF and other revenue sources.

The fiscal impact of this bill would depend on the provisions that would be continued in other legislation (i.e., annual appropriation bill).

(For more detailed information, a section-by-section analysis of the bill is available from the Senate Fiscal Agency.)

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