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

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Senate Bill 484 (as reported by the Committee of the Whole)  
Sponsor: Senator John J.H. Schwarz, M.D.  
Committee: Transportation and Tourism

### **CONTENT**

The bill would amend the Michigan Vehicle Code to increase from 30 to 100 the number of interchanges to be included in a pilot program for logo signing.

The bill also would require that any revenue received by the State Transportation Department from the logo-signing program, be deposited in the Michigan Transportation Fund. Currently, the revenue must be deposited in the State Trunkline Fund.

(The pilot program currently is part of a three-year study to evaluate the potential benefit to the traveling public of logo signing within the right-of-way of limited access highways.)

MCL 257.676a

Legislative Analyst: G. Towne

### **FISCAL IMPACT**

The bill would have a minimal fiscal impact on the State. Under the terms of this pilot project, highway logo signs are provided by a private contractor that incurs costs and generates revenue from their sale. No State money is used for sign construction or maintenance. It is estimated that the State would incur only minimal additional administrative costs by broadening the scope of this pilot study.

The amendment to change the distribution of revenues collected under the logo sign pilot program would shift revenues from the State Trunkline Fund to the Michigan Transportation Fund, in the event that the logo sign program becomes a source of revenue for the State. As a result of this amendment approximately 10% of collected revenues would be directed to local transit authorities. The remainder of these funds would be divided between local road authorities and the State Trunkline Fund. Local road authorities would receive approximately 60% of the remainder and the State Trunkline Fund would receive approximately 40%.

Date Completed: 12-9-97

Fiscal Analyst: P. Alderfer

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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.