
Senate Fiscal Agency
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SFA**BILL ANALYSIS**

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House Bills 4605 and 4606 (as reported by the Committee of the Whole)
Sponsor: Representative Valde Garcia
House Committee: Transportation
Senate Committee: Transportation and Tourism

CONTENT

House Bill 4605 would amend the Michigan Vehicle Code, and House Bill 4606 would amend Public Act 205 of 1941, which provides for the construction and maintenance of limited access highways, to allow logo signage on limited access highways. The bills specify that the Code's provisions prohibiting the display of goods, produce, and merchandise on the right-of way of a State trunk line highway, and the Act's provisions prohibiting certain commercial enterprises from being conducted on a limited access highway, would not prohibit the use of logo signage within the right-of-way of limited access highways. The bills would permit the Michigan Department of Transportation (MDOT) to enter into agreements to allow logo signage and would require that any revenue received by the Department under the Code's logo sign provisions be deposited into the State Trunkline Fund. Currently, the revenue must be deposited into the Michigan Transportation Fund. The bills also would delete provisions on the establishment and study of a logo signing pilot program, which allows logo signing at up to 60 interchanges. The bills are tie-barred to each other.

"Logo signage" would mean a sign containing the trademark or other symbol that identified a business in a manner and at locations approved by the MDOT.

MCL 257.676a (H.B. 4605)
252.52 (H.B. 4606)

Legislative Analyst: L. Arasim

FISCAL IMPACT

These bills would have no immediate fiscal impact on the State or local governments. Under the terms of the pilot "logo sign" project, these signs were provided by a private contractor who incurred the costs and generated revenue from the sale of advertising space. No State funds were used for sign construction and maintenance.

However, if the logo sign program expanded and became a source of revenue for the State, those revenues would be deposited in the State Trunkline Fund as specified in this bill. These funds would then be used to support construction and maintenance projects on the State trunkline road network.

Date Completed: 5-26-99

Fiscal Analyst: P. Alderfer