

Legislative Analysis



PA 51 OF 1951 AMENDMENT – MOVABLE BRIDGES

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House Bill 4779

Sponsor: Rep. Joseph Rivet

Committee: Transportation

Complete to 9-21-04

SUMMARY OF HOUSE BILL 4779 AS INTRODUCED 5-28-03

Public Act 51 of 1951 (Act 51) governs the distribution of Michigan Transportation Fund (MTF) revenue. Act 51 directs MTF revenue to various state funds and programs, and to local road agencies (county road commissions, cities and villages). House Bill 4779 would amend Section 10 of Act 51 to create a new \$6.5 million annual earmark from the MTF to the State Trunkline Fund (STF) *“for the operation, maintenance, and rehabilitation of movable bridges in this state.”*

It is our understanding that there are 13 movable bridges on the state trunkline network, with 12 movable bridges under the jurisdiction of 9 separate local road agencies (county road commissions or cities). We also understand that there is one movable bridge under private ownership.

There is currently no specific earmark for movable bridges in Act 51; each road agency that owns a movable bridge pays for the cost of that bridge from its Act 51 distribution of MTF or STF funds. With regard to state trunkline bridges, the Michigan Department of Transportation currently operates, maintains, and rehabilitates its movable bridges from its STF funds as distributed by Act 51 and appropriated in the state transportation budget. The 9 local road agencies which have movable bridges pay for the costs those bridges from their share of MTF revenue as distributed by Act 51.

FISCAL IMPACT:

HB 4779 would not provide new revenue for the Act 51 distribution of MTF revenue; it would redistribute existing revenue and restrict the use of \$6.5 million in MTF funds to the operation, maintenance, and rehabilitation of movable bridges. It is not clear how the \$6.5 million earmark would be allocated between state and local road agency owners of movable bridges. Using these funds for locally-owned bridges would appear to conflict with Section 11 of Act 51 which provides for the priority of distribution STF funds. Section 11 restricts the use of STF funds to the state trunkline system.

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