



Senate Fiscal Agency
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BILL ANALYSIS

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Senate Bill 1375 (Substitute S-1 as reported)
Sponsor: Senator Jim Barcia
Committee: Transportation

CONTENT

The bill would amend the Michigan Transportation Fund (MTF) law to permit up to \$3.0 million, as appropriated each fiscal year, to be transferred from the MTF to the State Trunkline Fund for deposit into the grade crossing surface account for surface improvement projects at rail grade crossings on public roads and streets under the jurisdiction of counties, cities, or villages. Projects would have to be selected for funding based on the criteria described below.

In prioritizing projects, the Michigan Department of Transportation (MDOT) would have to consider vehicular traffic volumes, relative crossing surface condition, the ability of the railroad and local road authority to make coordinated improvements, and the availability of funding.

The grade crossing surface account would have to fund 60% of the project cost, with the remaining 40% funded by the railroad company. Funding under the grade crossing surface account would be limited to those items of work normally the responsibility of the railroad under the Railroad Code. Maintenance of the roadway approaches to the crossing would continue to be the responsibility of the party with jurisdiction over that roadway.

The bill is tie-barred to House Bill 6749, which would eliminate the 19-cent-per-gallon motor fuel tax on gasoline and the 15-cent-per-gallon tax on diesel fuel, and remove a provision permitting a supplier, in computing the tax, to deduct 1.5% of the quantity of gasoline removed, to allow for the cost of remitting the tax.

MCL 247.660 & 247.661

Legislative Analyst: Curtis Walker

FISCAL IMPACT

The bill would amend the statutory distribution for the Michigan Transportation Fund to allow not more than \$3.0 million to be set aside for railroad grade crossing surface improvements. As a result, transfers from the MTF to the Comprehensive Transportation Fund for public transit and to the State Trunkline Fund, cities, and counties for road and bridge repair would be reduced by an equal amount.

Date Completed: 12-4-08

Fiscal Analyst: Debra Hollon