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BILL ANALYSIS

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Senate Bill 1375 (as introduced 6-12-08)  
Sponsor: Senator Jim Barcia  
Committee: Transportation

Date Completed: 12-3-08

### **CONTENT**

**The bill would amend the Michigan Transportation Fund (MTF) law to permit up to \$12.0 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.**

Under the law, money deposited in the State Trunkline Fund is appropriated to the Michigan Department of Transportation (MDOT) for specific purposes, identified in the law in order of priority. These include the transfer of up to \$3.0 million for deposit in the Fund's railroad grade crossing account for expenditure for rail grade crossing improvement purposes at rail grade crossings on public roads and streets under the jurisdiction of the State, counties, cities, or villages.

The bill would add, as the next priority of the Fund, the transfer of up to \$12.0 million appropriated to the grade crossing surface account for expenditure for rail grade crossing surface improvement purposes at rail grade crossings on public roads and streets under the jurisdiction of the State, counties, cities, or villages. Projects would have to be selected for funding based on the criteria described below.

Not more than 40% of the funds could be spent for projects on State trunklines.

In prioritizing projects on State trunklines, MDOT would have to consider vehicular traffic volumes, relative crossing surface condition, and the availability of funding.

In prioritizing projects on roadways under the jurisdiction of counties, cities, or villages, MDOT would have to consider the same criteria and the ability of the railroad and local road authority to make coordinated improvements.

For projects on roadways under the jurisdiction of counties, cities, or villages, the grade crossing surface account would have to fund 60% of the project cost, with the remaining 40% funded by the railroad company.

For projects on State trunklines, the grade crossing surface account would have to fund up to 100% of the project cost.

For projects under the jurisdiction of counties, cities, or villages, 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.

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 \$12.0 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.

Fiscal Analyst: Debra Hollon

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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.