

Legislative Analysis



ELIMINATE COMPLETE STREETS ADVISORY BOARD

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<http://www.house.mi.gov/hfa>

House Bill 4458 as passed by the House
Sponsor: Rep. Jim Runestad
Committee: Transportation and Infrastructure
Complete to 9-9-15

Analysis available at
<http://www.legislature.mi.gov>

REVISED SUMMARY:

House Bill 4458 would amend Section 10p of the Public Act 51 of 1951, the act which governs the distribution of funding for most transportation programs in the state, to eliminate the Complete Streets Advisory Council.

Section 10p of PA 51, which was added to the act as a new section in 2010b, required the State Transportation Commission to adopt a Complete Streets policy for the department and a model Complete Streets policy for municipalities and counties, by August 2012 (which was accomplished). It also required the Michigan Department of Transportation, local road agencies, and municipalities that receive appropriations under the act to cooperate on Complete Streets policies in transportation planning. "Complete streets," generally speaking, are those that are designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists, and transit riders of all ages and abilities.

A Complete Streets Advisory Council, made up of 16 voting and 2 non-voting members, was established by the 2010 legislation to provide education and advice to the State Transportation Commission, county road commissions, municipalities, interest groups, and the public on the development and implementation of Complete Streets policies. It was required to report by December 30, 2011, and each year thereafter, to the Governor, State Transportation Commission, and the Legislature, on the status of Complete Streets policies in Michigan. For its latest report, see:

http://www.michigan.gov/documents/mdot/2014_Final_Annual_Report_475992_7.pdf

The Advisory Council consists of the following members appointed by the Governor: the directors of the MDOT, the Department of Community Health, and the Department of State Police (or their designees); and one individual each representing the State Transportation Commission, environmental organizations, planning organizations, organizations of disabled persons, road commissions, public transit user organizations, a licensed professional engineer or traffic engineer, the Michigan Municipal League, the Michigan Townships Association, AARP, the League of Michigan Bicyclists, a pedestrian organization, the Public Transit Association. Also serving as nonvoting members are the directors (or their designees) of the Department of Natural Resources and Environment and the Michigan State Housing Development Authority, and other department and agency heads as the Governor considers appropriate. The Council is subject to both the Open Meetings Act and the Freedom of Information Act.

FISCAL IMPACT:

On January 29, 2015, the Chair of the Complete Streets Advisory Council, on behalf of the Advisory Council, submitted a letter to the Governor, the Chair of the State Transportation Commission, the Senate Majority Leader, and the Speaker of the House of Representatives, requesting that the provision of Act 51 establishing the Complete Streets Advisory Council be sunset. The letter indicated that the two primary charges to the council, to "provide education and advice to the state transportation commission, county road commissions, municipalities, interest groups, and the public on the development, implementation, and coordination of complete streets policies" and to "advise the state transportation commission on the adoption of model policies..." had been accomplished.

http://www.michigan.gov/documents/mdot/FINALSignedSunsetLetter_January_29_2015_491920_7.pdf

The department has indicated that eliminating the statutory Complete Streets language would have a minimal fiscal impact. The department had provided staff support to the Complete Streets Advisory Council from existing budgetary resources.

POSITIONS:

Department of Transportation supports the bill. (5-5-15)

Michigan Municipal League supports the bill. (5-5-15)

Legislative Analyst: E. Best
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■ This analysis was prepared by nonpartisan House Fiscal Agency staff for use by House members in their deliberations, and does not constitute an official statement of legislative intent.