



**Senate Fiscal Agency**  
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BILL



ANALYSIS

**Telephone: (517) 373-5383**  
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House Bill 4458 (as reported without amendment)  
Sponsor: Representative Jim Runestad  
House Committee: Transportation and Infrastructure  
Senate Committee: Transportation

Date Completed: 11-6-15

### **RATIONALE**

The Complete Streets Advisory Council was created by Public Act 135 of 2010 to advise the State Transportation Commission, county road commissions, municipalities, interest groups, and the public on the topic of "complete streets" and report each year to the Governor, State Transportation Commission, and the Legislature on the status of complete street policies. Additionally, the Council was supposed to assist the State Transportation Commission on the development of complete streets models. According to a January 15, 2015, letter from the Council to the Governor and others, the Council believed that it had fulfilled its responsibilities, and requested that it officially be dissolved.

### **CONTENT**

**The bill would amend the Michigan Transportation Fund law to delete provisions concerning the Complete Streets Advisory Council.**

The Complete Streets Advisory Council was created 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, as well as to advise the State Transportation Commission on the adoption of model policies for complete streets. The Council was required to report, by December 30, 2011, and each calendar year thereafter, to the Governor, the State Transportation Commission, and the Legislature on the status of complete streets policies in the State.

"Complete streets" is defined as roadways planned, designed, and constructed to provide appropriate access to all legal users in a manner that promotes safe and efficient movement of people and goods whether by car, truck, transit, assistive device, foot, or bicycle.

The bill would take effect 90 days after its enactment.

MCL 247.660p

### **ARGUMENTS**

*(Please note: The arguments contained in this analysis originate from sources outside the Senate Fiscal Agency. The Senate Fiscal Agency neither supports nor opposes legislation.)*

#### **Supporting Argument**

As of December 4, 2014, the Complete Streets Advisory Council reported that 97 communities had passed their own local complete streets policies, and there were many success stories and positive activities statewide related to complete streets. According to the Council's January 2015 letter to the Governor, Senate Majority Leader, Speaker of the House, and Chair of the State Transportation Commission, the members of the Council believed that they had fulfilled their mission. The letter also expressed their belief that MDOT, local road agencies, and municipalities are capable of

continuing the complete streets effort without the Council's assistance. Any implementation of complete streets or road building projects must be decided by local communities, and does not require any action from the Council. With its duties now complete, the Council should be dissolved.

Legislative Analyst: Drew Krogulecki

### **FISCAL IMPACT**

The bill would have no fiscal impact on State or local government.

Fiscal Analyst: Glenn Steffens

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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.