

# HOUSE BILL No. 4440

April 14, 2015, Introduced by Rep. Canfield and referred to the Committee on Appropriations.

A bill to amend 1987 PA 231, entitled

"An act to create a transportation economic development fund in the state treasury; to prescribe the uses of and distributions from this fund; to create the office of economic development and to prescribe its powers and duties; to prescribe the powers and duties of the state transportation department, state transportation commission, and certain other bodies; and to permit the issuance of certain bonds,"

by amending section 11 (MCL 247.911), as amended by 2014 PA 302.

**THE PEOPLE OF THE STATE OF MICHIGAN ENACT:**

1           Sec. 11. (1) Bonds may be issued as authorized by the  
2   commission for the purpose of funding projects under this act in  
3   the manner provided in sections 18b and 18k of 1951 PA 51, MCL  
4   247.668b and 247.668k, and in accordance with the adopted  
5   policies of the commission. Bonds shall not be committed for any  
6   project under this act until the requirements under section 3(1)  
7   have been satisfied.

1 (2) After the payment of interest and principal on bonds  
2 issued under this act and the appropriation for costs of  
3 administration of the fund as provided under this act, fund  
4 revenue shall be annually appropriated as follows:

5 (a) The first \$5,000,000.00 for a forest roads program.  
6 Forest roads program funds shall be distributed each fiscal year  
7 to each qualified county in a percentage amount equal to the same  
8 percentage amount that the number of acres of commercial forest,  
9 national park, and national lakeshore land in each qualified  
10 county bears to the total number of acres of commercial forest,  
11 national park, and national lakeshore land in all qualified  
12 counties in this state. Revenue distributed under this  
13 subdivision shall be used for the construction or reconstruction  
14 of roads.

15 (b) The next \$2,500,000.00 of the fund shall be distributed  
16 each fiscal year for improvements to roads and streets that are  
17 eligible for federal aid in cities and villages having a  
18 population of 5,000 or greater within rural counties.

19 (3) Of the balance remaining after funding projects pursuant  
20 ~~to~~ **UNDER** subsection (2), projects shall be funded in the  
21 categories described in section 9 based on the following  
22 percentages:

23 (a) Except as otherwise provided in subsection (4), 50% for  
24 economic development road projects in any of the targeted  
25 industries.

26 (b) 25% for projects to reduce congestion on county primary  
27 and city major streets within urban counties including advanced

1 traffic management systems. The funds shall be distributed to  
 2 counties with populations in excess of 400,000 in accordance with  
 3 the following formula:

4	<u>Population</u>	<u>Percentage of Funds</u>
5	1,750,000 or more	16%
6	1,000,000 to 1,749,999	40%
7	650,001 to 999,999	20%
8	400,000 to 650,000	24%

9 When 2 or more counties occupy the same category, the funds  
 10 shall be divided equally.

11 Projects funded under this category shall be used for the  
 12 widening of county primary roads or city major streets or for  
 13 advanced traffic management systems in eligible counties.

14 (c) 25% for development projects within rural counties.  
 15 These revenues shall be distributed for the improvement of rural  
 16 primary roads in rural counties and major streets in cities and  
 17 villages with a population of 5,000 or less. Funds distributed  
 18 under this subdivision shall be allocated by the commission to  
 19 the regional rural task force areas defined in section 12a in the  
 20 same proportion that the rural primary mileage of the regional  
 21 rural task force area bears to the total rural primary mileage of  
 22 all counties. Each rural county shall be credited with an  
 23 allocation in the proportion that the county's rural primary  
 24 mileage is to the total rural primary mileage of those rural  
 25 counties within the same regional rural task force area. Projects  
 26 funded under this subdivision shall be limited to upgrading rural

1 primary roads and major streets to create an all-season road  
2 network.

3 (4) For the fiscal years ending September 30, 2011,  
4 September 30, 2012, September 30, 2013, ~~and~~ September 30, 2014,  
5 **AND SEPTEMBER 30, 2016** only, there is appropriated \$12,000,000.00  
6 from the fund for credit to the state trunk line fund established  
7 in section 11 of 1951 PA 51, MCL 247.661, for the purposes of  
8 matching available federal-aid highway funds, and the  
9 distribution to targeted industries under subsection (3)(a) shall  
10 be reduced accordingly.

11 (5) The obligation authority for any federal funds allocated  
12 under section 10 of 1951 PA 51, MCL 247.660, shall be distributed  
13 equally among urban task forces and regional rural task forces  
14 according to the distribution formula outlined in subsection  
15 (3)(b) and (c). An additional 1.5% of the obligation authority  
16 for federal funds identified in section 10 of 1951 PA 51, MCL  
17 247.660, shall be distributed among the regional rural task  
18 forces according to the distribution formula outlined in  
19 subsection (3)(c). These funds shall be obligated and used  
20 consistent with section 10 of 1951 PA 51, MCL 247.660.

21 Enacting section 1. This amendatory act takes effect 90 days  
22 after the date it is enacted into law.