

**SUBSTITUTE FOR
SENATE BILL NO. 967**

A bill to amend 1951 PA 51, entitled

"An act to provide for the classification of all public roads, streets, and highways in this state, and for the revision of that classification and for additions to and deletions from each classification; to set up and establish the Michigan transportation fund; to provide for the deposits in the Michigan transportation fund of specific taxes on motor vehicles and motor vehicle fuels; to provide for the allocation of funds from the Michigan transportation fund and the use and administration of the fund for transportation purposes; to promote safe and efficient travel for motor vehicle drivers, bicyclists, pedestrians, and other legal users of roads, streets, and highways; to set up and establish the truck safety fund; to provide for the allocation of funds from the truck safety fund and administration of the fund for truck safety purposes; to set up and establish the Michigan truck safety commission; to establish certain standards for road contracts for certain businesses; to provide for the continuing review of transportation needs within the state; to authorize the state transportation commission, counties, cities, and villages to borrow money, issue bonds, and make pledges of funds for transportation purposes; to authorize counties to advance funds for the payment of deficiencies necessary for the payment of bonds issued under this act; to provide for the limitations, payment, retirement, and security of the bonds and pledges; to provide for appropriations and tax levies by counties and townships for county roads; to

authorize contributions by townships for county roads; to provide for the establishment and administration of the state trunk line fund, local bridge fund, comprehensive transportation fund, and certain other funds; to provide for the deposits in the state trunk line fund, critical bridge fund, comprehensive transportation fund, and certain other funds of money raised by specific taxes and fees; to provide for definitions of public transportation functions and criteria; to define the purposes for which Michigan transportation funds may be allocated; to provide for Michigan transportation fund grants; to provide for review and approval of transportation programs; to provide for submission of annual legislative requests and reports; to provide for the establishment and functions of certain advisory entities; to provide for conditions for grants; to provide for the issuance of bonds and notes for transportation purposes; to provide for the powers and duties of certain state and local agencies and officials; to provide for the making of loans for transportation purposes by the state transportation department and for the receipt and repayment by local units and agencies of those loans from certain specified sources; and to repeal acts and parts of acts,"

by amending section 1 (MCL 247.651), as amended by 2008 PA 303.

THE PEOPLE OF THE STATE OF MICHIGAN ENACT:

1 Sec. 1. (1) The state trunk line highway system of this state
 2 ~~shall consist~~ **CONSISTS** of all roads, streets, and highways, either
 3 located within or outside the limits of incorporated cities and
 4 villages, now or hereafter constituted state trunk line highways
 5 under the laws of this state. The director of the ~~state~~
 6 ~~transportation department~~ may, ~~from time to time~~, make and
 7 establish ~~such~~ subordinate classifications or groupings of state
 8 trunk line highways as the ~~state transportation department~~ deems
 9 necessary or desirable for proper administration of the state trunk
 10 line highway system. Additions to and deletions from the state
 11 trunk line highway system may be made ~~from time to time~~ in the
 12 manner prescribed by law. All roads, streets, and highways included
 13 in the state trunk line highway system shall be known and may be
 14 referred to for all purposes as state trunk line highways.

15 (2) ~~Beginning on the effective date of the amendatory act that~~

~~1 added this subsection and continuing to December 31, 2010, the
2 state transportation department may designate 1 or more lanes of
3 highway US 12 in a city of over 700,000 population as high-
4 occupancy vehicle lanes, referred to as HOV lanes. Subject to the
5 Michigan vehicle code, 1949 PA 300, MCL 257.1 to 257.923, when
6 lanes have been designated and marked as HOV lanes, as the state
7 transportation department may prescribe, lanes may be reserved
8 during periods determined by the state transportation department
9 for the exclusive use of buses and high occupancy vehicles.~~

~~10 Pursuant to the Michigan vehicle code, 1949 PA 300, MCL 257.1 to
11 257.923, HOV lanes may be reserved for high occupancy vehicles
12 carrying no fewer than 2 occupants including the driver.~~THE

**13 DEPARTMENT OR A LOCAL ROAD AGENCY MAY ENTER INTO AN OPERATING
14 LICENSE AGREEMENT WITH A REGIONAL TRANSIT AUTHORITY TO OPERATE A
15 PUBLIC TRANSIT SYSTEM ON THE STREETS AND HIGHWAYS OF THIS STATE AS
16 PROVIDED FOR IN STATE LAW ENACTED AFTER JANUARY 1, 2012. AS PART OF
17 SUCH AN AGREEMENT, THE DEPARTMENT OR LOCAL ROAD AGENCY MAY
18 DESIGNATE 1 OR MORE LANES OF A STREET OR HIGHWAY AS A DEDICATED
19 PUBLIC TRANSIT LANE. A DEDICATED PUBLIC TRANSIT LANE MAY BE
20 RESERVED FOR THE EXCLUSIVE USE OF PUBLIC TRANSIT VEHICLES OPERATED
21 BY A REGIONAL TRANSIT AUTHORITY DURING PERIODS DETERMINED BY THE
22 DEPARTMENT OR THE LOCAL ROAD AGENCY, EXCEPT THAT A DEDICATED PUBLIC
23 TRANSIT LANE SHALL BE MADE AVAILABLE AT ALL TIMES TO EMERGENCY
24 SERVICES VEHICLES. LANES DESIGNATED AND MARKED AS DEDICATED PUBLIC
25 TRANSIT LANES BY THE DEPARTMENT OR A LOCAL ROAD AGENCY UNDER AN
26 OPERATING LICENSE AGREEMENT WITH A REGIONAL TRANSIT AUTHORITY ARE
27 SUBJECT TO THE SAME PROVISIONS AS HIGH-OCCUPANCY VEHICLE LANES**

1 UNDER THE MICHIGAN VEHICLE CODE, 1949 PA 300, MCL 257.1 TO 257.923.

2 Enacting section 1. This amendatory act does not take effect
3 unless Senate Bill No. 909 of the 96th Legislature is enacted into
4 law.