



Senate Fiscal Agency
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Senate Bill 871 (as enacted)
Sponsor: Senator Wayne A. Schmidt
Senate Committee: Transportation and Infrastructure
House Committee: Transportation

PUBLIC ACT 73 of 2022

Date Completed: 8-15-22

RATIONALE

Public Act 140 of 2020 amended the Michigan Transportation Fund law to require the Michigan Department of Transportation (MDOT) to conduct a feasibility study and strategic implementation plan on tolling highways of the State. The Act requires MDOT to prepare a written report on the feasibility study and strategic implementation and deliver it to the Governor and certain leaders in the Michigan Senate and House of Representatives within two years, no later than July 8, 2022. However, some people believe that traffic patterns have changed during the COVID-19 pandemic. Accordingly, it has been suggested that the deadline for delivery of the report be delayed to account for potential changes in traffic patterns because of the pandemic.

CONTENT

The bill amended the Michigan Transportation Fund law to extend, from July 8, 2022, to January 31, 2023, the date by which MDOT must deliver a written report on a feasibility study and strategic implementation plan concerning the tolling of highways in the State.

The law requires MDOT to engage an outside consulting firm to conduct a feasibility study and strategic implementation plan on tolling highways of the State, including revenue projections based on an analysis of optimal tolling rates, vehicle counts and types by state of registration, and traffic diversion. Previously, the Department had to deliver a written report on the feasibility study and strategic implementation plan by July 8, 2022, to the Governor, the Senate Majority Leader, the Senate Minority Leader, the Speaker of the House of Representatives, the Minority Leader of the House of Representatives, the chairpersons of the Senate and House standing committees on transportation, and the Senate and House appropriations subcommittees on transportation. Instead, the bill requires MDOT to deliver the written report by January 31, 2023.

The bill took effect May 5, 2022.

MCL 247.660r

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

According to the Bureau of Transportation Statistics, during the last week of August 2020, 36.3% of people ages 18 and older nationally were in a household in which at least one person worked from home instead of in-person because of COVID-19. That percentage continued to increase slightly until the middle of March 2021. The Bureau of Transportation Statistics also reports that

this metric in Michigan was similar to the national average.¹ The change in location of work during the COVID-19 pandemic, among other factors such as less frequent trips to stores, changed drivers' habits and Michigan's traffic patterns in 2020 and 2021. Although the increase in work from home and infrequent travel occurred because of the pandemic, the extent to which the pandemic permanently affected these patterns and habits remains to be seen. The feasibility study and strategic implementation plan on tolling highways of the State has relied significantly upon traffic data from 2019, pre-pandemic data. Changing the delivery date of the report will allow it to rely on more recent data and make certain that the study represents current driver habits and traffic patterns.

Legislative Analyst: Tyler P. VanHuyse

FISCAL IMPACT

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

Fiscal Analyst: Michael Siracuse

¹ "Effects of COVID-19 on Travel Behavior," www.bts.gov. Retrieved 5-17-22.

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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.