

# SENATE BILL NO. 871

February 10, 2022, Introduced by Senators SCHMIDT and BULLOCK and referred to the Committee on Transportation and Infrastructure.

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; to investigate and study the tolling of roads, streets, highways, or bridges; and to repeal acts and parts of acts,"

by amending section 10r (MCL 247.660r), as added by 2020 PA 140.

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

- 1           Sec. 10r. (1) The department shall engage an outside
- 2 consulting firm to conduct a feasibility study and strategic
- 3 implementation plan on tolling highways of this state, including
- 4 revenue projections based on an analysis of optimal tolling rates,
- 5 vehicle counts and types by state of registration, and traffic

1 diversion.

2 (2) The feasibility study described in subsection (1) must  
3 consider all of the following:

4 (a) The economic impact and feasibility of tolling particular  
5 highways of this state.

6 (b) The ability to provide discounts or credits or otherwise  
7 lessen the impact of tolling on local, commuter, and in-state  
8 operators.

9 (c) Information related to the number and impact of out-of-  
10 state operators expected to use highways of this state.

11 (d) The rationale for the federal authorization of any tolling  
12 plan that may be submitted by this state to the United States  
13 Department of Transportation.

14 (e) The optimal levels at which tolls may reasonably be  
15 expected to be set for passenger vehicles and other vehicles.

16 (f) Appropriate tolling rules regarding population center  
17 local traffic.

18 (g) This state's ability to enter into monetization agreements  
19 or long-term contracts for initial construction, long-term  
20 maintenance, installation, and operation of tolling facilities.

21 (h) Any estimates of which highway facilities would be  
22 conducive to tolling operations.

23 (i) Ways to maximize the use of Michigan workers and products  
24 made in this state.

25 (3) A written report on the feasibility study and strategic  
26 implementation plan shall be delivered not later than ~~24 months~~  
27 ~~after the effective date of the amendatory act that added this~~  
28 ~~section~~ **January 31, 2023** to the governor, the senate majority  
29 leader, the senate minority leader, the speaker of the house of

1 representatives, the minority leader of the house of  
2 representatives, the chairpersons of the senate and house of  
3 representatives standing committees on transportation, and the  
4 senate and house of representatives appropriations subcommittees on  
5 transportation.

6 (4) It is the intent of the legislature that this state become  
7 qualified to apply to the United States Federal Highway  
8 Administration under the Interstate System Rehabilitation and  
9 Reconstruction Pilot Program, 23 USC 101 to 170, or any successor  
10 program that may be authorized in federal law.