



## **2020-2021 TRANSPORTATION & INFRASTRUCTURE PLATFORM**

### **TRANSPORTATION DEVELOPMENT ISSUES**

#### **MAC supports:**

- The logical development, interconnection and sustained maintenance of all transportation designs and infrastructures within our state.

### **FEDERAL FUNDING ISSUES**

#### **MAC supports:**

- Provisions in the Fixing America's Surface Transportation (FAST) Act that raise Michigan's return on federal highway dollars and transit funds to full funding.
- The Michigan Department of Transportation (MDOT) continuing to implement the Fixing America's Surface Transportation Act to ensure the equitable treatment of all Michigan's counties.
- The federal government releasing all obligated state and local funding, including the Federal Highway and Airport Development Trust Funds.
- The Michigan Legislature increasing federal bridge funds directed to the Michigan Local Bridge Fund.
- Full funding from the federal government for any mandates and procedures related to airport security so county-run airports can best meet the rigorous demands of these mandates and provide the highest security for our citizens.
- Planning for autonomous vehicles development and implementation.
- The creation of a federal transportation safety grant program that would allow for the instillation of grade separations at rail crossings, effectively eliminating the safety risks and traffic congestion caused by at-grade crossings. MAC supports a federal contribution of 90 percent, with the remaining 10 percent match coming from the state and/or local level.

### **STATE INFRASTRUCTURE ISSUES**

#### **MAC supports:**

- A comprehensive, independent, statewide study being completed prior to any major changes in the Michigan Transportation Fund (MTF) distribution formula.
- MDOT constantly reviewing the development/use of road salt alternatives.
- All unexpended MDOT dollars within MTF being returned and applied to MDOT's bonding debt in order to decrease debt service costs to the state.

- Local Program Fund dollars being returned to the MTF for distribution among county road commissions, cities, and villages.
- Debt service for the Transportation Economic Development Fund program being changed to reflect the true proportional share of debt held by local road agencies.
- A robust, durable, and well-maintained transportation network is the hallmark of a great economy throughout the state.
- Continued research into experimental methods for road surfacing regardless of a warranty available.
- Removing sales tax on gas and replacing it with excise tax, so long as revenue is generated to make the General Fund whole.
- Excise tax revenue generated at the pump being allocated to local roads: 64.2% for county roads and 35.8% to city/village roads.
- The retention of registration fees in the county in which they originated, as long as the revenue derived from the fees positively impact every county in the state.

**MAC opposes:**

- Any efforts to divert the 2015 road plan funding level for other than currently prescribed Public Act 51 uses: MDOT 39.1% (8% of miles), County Road Agencies 39.1% (74% of miles), Cities & Villages 21.8% (18% of miles).
- The transfer of MTF dollars to other state departments.
- Any state legislation requiring counties to levy property taxes to fund roads.
- Local option gas taxes.

**COUNTY INFRASTRUCTURE ISSUES**

**MAC supports:**

- The provisions in PA 51
- Any new revenue generated for roads, excluding the excise tax at the pump adopted by the Legislature during the 2019-2020 legislative session to be allocated to both the PA 51 distribution model and a new distribution model focused on funding roads in the most highly traveled areas and the roads in the worst condition for a period of no more than 10 years before revisiting this distribution model.
- Returning emergency status authority to county road commissioners.
- State legislation to give county boards of commissioners the option to limit the term of county road commissioners to four years.
- Continued encouragement to the Michigan State Police to work with local units of government, such as, but not limited to, county road commissions, county boards of commissioners and city and village officials, during the establishment of speed limits on local roads.
- Flexibility in county spending on non-motorized transportation.

**MAC opposes:**

- Any reductions of state funding to county road agencies.
- Altering the PA 51 formula to miles driven.

### **RIGHT-OF-WAY ISSUES**

#### **MAC supports:**

- Road rights-of-way (ROW) existing for transportation purposes.
- Allowing utilities to place necessary infrastructure within the ROW, provided there is proper oversight by local road agencies through the permitting process.
- The consideration of modern communications infrastructure as an ancillary user that may place infrastructure in the ROW, with the proper oversight through the local road agency's permitting process.
- Holding county road commissions and road departments harmless from costs incurred from negligence, incomplete work or unapproved work by other users of the ROW. This includes holding other users of the ROW liable for any damage to road commission or road department improvements or infrastructure.
- Allowing local road agencies sufficient authority to regulate placement of infrastructure in the ROW in such a way that the safety of the motoring public is maintained.
- Such ROW transportation being utilized to provide proper drainage for the road and act as a safe recovery area for vehicles leaving the road surface, among other things.

#### **MAC opposes:**

- Limiting permit fees in such a way that actual costs of local road agencies overseeing the placement of infrastructure in the ROW cannot be recovered.

### **PUBLIC TRANSIT**

#### **MAC supports:**

- The creation/operation of regional transit authorities.
- The expansion of specialized transportation services so senior citizens and the disabled can maintain independent, healthy and fulfilling lifestyles.
- Legislation that provides adequate revenues and/or funding mechanisms for the development, operation, maintenance and expansion of public transportation, provided all local governments of proposed transit systems have equal input in planning and realized benefits in alignment with the level of taxation.

### **RAIL**

#### **MAC supports:**

- Continued state subsidies for all Michigan Amtrak services, provided that those subsidies are matched by Amtrak's enhanced marketing efforts to increase ridership and promote Michigan tourism.

- The promotion and development of freight rail and encouraging state policy to avoid abandonment of short-line freight rails.
- The retention of rail ROW for future use in situations where rail lines are abandoned.
- A federal, state and local partnership to develop a user-funded, high-speed rail corridor from Chicago to Detroit, with connecting routes to Grand Rapids, Ann Arbor, Flint, Saginaw and Lansing.
- The development of rails-to-trails assets to support tourism and economic development and to encourage communities to cooperate in forming an integrated trail system without disturbing the rail corridor.
- Efforts to make rail corridors a public ROW to maintain the accessibility for public use and industry.
- A long-term study of proposed rail abandonments by MDOT with results of the study presented to the House Transportation Committee.
- Legislation changing the Michigan Rail Loan Assistance Program (MiRLAP) by converting MiRLAP from a budgetary to a statutory program, ensuring this important economic development tool has permanence and stability.
- An MDOT review of: railroad crossing fatalities and related liability, particularly at crossings without a signal where the use of such measures as reflectors on the back of crossbucks would greatly reduce accidents; and the transport of solid and hazardous waste materials.

## **PORT AUTHORITY DEVELOPMENT**

### **MAC supports:**

- Legislative initiatives to encourage the development of port authorities that give local units of government control over property tax exemptions.
- State provisions that Michigan's ballast rules for freight shipping are consistent with neighboring states and countries.

## **COUNTY AIRPORTS**

### **MAC supports:**

- Sufficient state funds to match federal dollars.
- The Michigan Bureau of Aeronautics adequately funding the growing needs of Michigan air service.

## **OFF-ROAD VEHICLES(ORVs)/OFF-HIGHWAY VEHICLES (OHVs)**

### **MAC supports:**

- Legislation expanding the use of ORVs on state and federal forest roads.
- Promotion of the connection of existing ORV trails.

### **MAC opposes:**

- The use of any future increases in ORV permit fees for purposes other than maintaining and building trails and offering law enforcement grants for local governments.