2026-27 TRANSPORTATION AND INFRASTRUCTURE PLATFORM

TRANSPORTATION DEVELOPMENT

MAC supports:

- The logical development, interconnection and sustained maintenance of all transportation designs and infrastructures within our state.
- Investment in the infrastructure and policies necessary to support automated vehicles.
- State and federal investments and policies that ensure Michigan's transportation network is prepared to accommodate other fuel source vehicles in a time and manner that reflects steps taken by the auto industry.

FEDERAL FUNDING

MAC supports:

- Additional federal infrastructure funding above the current year allocation.
- The state adopting a formula that more heavily appropriates the federal funds to local roads, bypassing the PA 51 funding formula.
- The Infrastructure Investments Jobs Act and the grant programs contained therein to assist counties in financing infrastructure and transportation projects.
- The timely release of all obligated state and local funding, including the Federal Highway and Airport Development Trust Funds, by the federal government.
- The 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 safety and security so county-run airports can best meet the rigorous demands of these mandates and provide the highest safety and security for our citizens.

STATE INFRASTRUCTURE

MAC supports:

- A comprehensive, independent, statewide study being completed before any significant changes are made in the Michigan Transportation Fund (MTF) distribution formula.
- The Michigan Department of Transportation (MDOT) constantly reviewing the development and use of road salt alternatives and dust suppressants.
- All unexpended MDOT dollars within the MTF being returned and applied to MDOT's bonding debt to decrease debt service costs to the state.
- Local Program Fund dollars being returned to the MTF for distribution among county road departments and commissions, as well as 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.
- Funding and maintenance of a robust, durable and well-maintained transportation network, both urban and rural.
- Continued research into experimental road surfacing and reconstruction methods, regardless of warranty availability.
- Excise tax revenue generated at the pump being allocated to county roads at the current formula or greater.
- The retention of registration fees in the county they originated in, as long as the fees' revenue positively impacts every county in the state.
- Exploring alternative methods for generating revenue dedicated toward road funding.

MAC opposes:

- Any efforts to divert the current 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 fuel taxes.

COUNTY INFRASTRUCTURE

MAC supports:

- The provisions in Public Act 51.
- Any new state and federal revenue generated for roads be allocated under the current PA 51 distribution model, a new distribution model focused on funding roads in the most highly traveled areas.
- 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 government units, such as, but not limited to, county road agencies, sheriffs, county boards of commissioners, city officials and village officials, during the establishment of speed limits on local roads.
- Flexibility in county spending of up to 1% of MTF dollars on non-motorized transportation.
- Fair and equitable registration fees on electric vehicles to adequately compensate for the lack of revenue generated by the gas tax to support road funding.
- Increasing Category E funds to reflect inflation.
- Additional state funding for local transportation related infrastructure to encourage more economic activity.
- State investment through a dedicated funding source to address stormwater management in order to protect and preserve the investment and the integrity of our roads.
- Requiring the Department of Natural Resources to pay their share of drainage assessments so that the road agencies, residents and local municipalities do not have to subsidize the state's responsibility.

MAC opposes:

- Any reductions of state funding to county road agencies.
- Altering road funding revenue sources unless there is a demonstrated need and evidence that the change will result in an increase for all counties.
- Any effort by the State to give drain commissioner responsibilities or oversight of drainage projects to the road agencies.

RIGHT-OF-WAY ISSUES

MAC supports:

- Requiring MDOT to allow for the placement of utility infrastructure in their right-of-way.
- Allowing broadband and utility providers to place necessary infrastructure within the ROW, provided there is proper compensation and oversight by local road agencies through the planning and 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 the 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, at a minimum, proper line of sight, drainage for the road and space for a safe recovery area for vehicles leaving the road surface.

MAC opposes:

- Limiting permit fees so 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, veterans and the disabled can maintain independent, healthy and fulfilling lifestyles.
- Legislation that provides adequate revenues and 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.
- Public transit authority contributions to the MTF either through continued payment of the gas tax or enhanced fees on electric vehicles

RAIL

MAC supports:

- Continued state subsidies for all Michigan Amtrak services, provided 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, Holland, Muskegon, Saginaw, Lansing and Northern Michigan.
- The development of rails-to-trails assets to support tourism and economic development and 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 accessibility for public use and industry.
- Required notification of proposed rail abandonments to the county.
- Legislation changing the Michigan Rail Loan Assistance Program (MiRLAP) by converting MiRLAP from a budgetary to a statutory program, ensuring this essential economic development tool has permanence and stability.
- The creation of a federal transportation safety grant program that would allow for the installation of grade separations at rail crossings, effectively eliminating the safety risks and traffic congestion caused by at-grade crossings, with a federal contribution of 90 percent, with the remaining 10 percent match coming from the state and local levels.
- Efforts to improve rail safety standards to ensure safer transportation of toxic materials through counties.

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.
- A comprehensive approach to integrating port, rail and roadway systems to maximize the efficiency of the movement of materials across the state.
- State provisions that Michigan's ballast rules for freight shipping are consistent with those of 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.
- Federal government financial responsibility for cleaning up PFAS contamination in and around airports in Michigan.

OFF-ROAD VEHICLES (ORVs)/OFF-HIGHWAY VEHICLES (OHVs)
MAC supports:

- Legislation expanding the use of ORVs on state and federal forest roads, providing the allocation of additional state dollars to county road agencies for DNR designated ORV trail routes on county 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.

BROADBAND INFRASTRUCTURE

MAC supports:

- Broadband buildout programs that allow county guidance on public/private partnerships regarding the buildout of fiber networks.
- Collaboration with the Michigan High-Speed Internet (MIHI) office to ensure counties are at the forefront of broadband deployment decision-making.