



**House
Legislative
Analysis
Section**

Washington Square Building, Suite 1025
Lansing, Michigan 48909
Phone 517/373-6466

COUNCIL TO REORGANIZE SEMTA

1977 05 1023

House Bill 5571
Sponsor: Rep. Curtis Hertel
Committee: Transportation

Complete to 4-26-88

A SUMMARY OF HOUSE BILL 5571 AS INTRODUCED 4-21-88

The Metropolitan Transportation Authorities Act establishes regional transportation authorities in major metropolitan areas of the state for the purpose of constructing and maintaining public transportation facilities. The bill would establish a council to reorganize the Southeastern Michigan Transportation Authority (SEMTA).

Councils. The bill would amend the act to require the chief executive officer of each city with a population of 750,000 or more, each county in which such a city was located and all other counties immediately contiguous to the city to form a council by written compact to establish and direct public transportation policy within a metropolitan area. The council could adopt public transportation plans for its metropolitan area and coordinate service overlap, rates, routing, scheduling, and like functions between operators of public transportation but would not have power to employ operating personnel or own operating assets of a public transportation service within the metropolitan area. The council could act by unanimous vote of their membership and would meet regularly but not less than quarterly. A council member could not designate another representative to serve in his or her place on the council. A county that withdrew from SEMTA and whose chief executive officer was eligible to be a member of the council could not contract for public transportation services with the Southeastern Michigan Transportation Authority.

Operating and capital assistance grants. The written compact forming the council would provide for the conduct of the affairs of the council, including provision for the appointment of a general secretary to the council and allocation between the city and any authority representing the counties of any grants applied for by the council. The council would be considered an authority under the act for the sole purpose of receiving transportation operating and capital assistance grants. Under the bill, the council would also be a "designated recipient" for the purposes of the Federal Urban Mass Transportation Act to apply for federal and state transportation operating and capital assistance grants. However, the city and the authority would also be eligible grantees to receive such federal and state transportation grants. The general secretary of the council would submit the council's application for such grants to the responsible federal and state agencies in a timely manner. The application would request that city and authority shares of any grant (as allocated under the compact) be paid directly to the city and authority to the extent permitted by federal or state law. If a grant was paid to the county, the general secretary would remit to the city and authority their allocated shares of the grant as soon as possible, but not more than ten business days after receipt of the grant by the general secretary.

Reorganization of SEMTA. At the earliest date practicable after the effective date of the bill, the board of SEMTA would be required to allocate

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and convey to a city with a population of 750,000 or more all assets and liabilities utilized by or attributable to the city in its present transportation activities at that date located within the city's service area and not pertaining presently to the transportation activities of any other entity. All other assets and liabilities not utilized by or attributable to the city would remain the property of SEMTA.

Under the act, SEMTA's governing board consists of fifteen members appointed on the basis of population according to the latest federal decennial census with certain exceptions. The bill would provide that the board be composed of the chief executive officers of each county in which a city having a population of 750,000 or more was located within the area served by SEMTA and all other counties immediately contiguous to the city. Council members could designate a representative to serve on the board. The board could change the name of the authority by unanimous vote. A change would be effective upon the filing of the resolution authorizing the change with the secretary of state and the clerk of each county that was a constituent unit of the authority. The bill would define the term "constituent unit" to mean each of the counties comprising a part of an authority or a council and each city having a population of 750,000 or more within such a county.

The act currently provides the duration of SEMTA's board members' terms. The bill would delete those sections of the act and other sections providing reimbursement for expenses incurred in the discharge of SEMTA's members duties. The bill would also delete sections of the act which provide per diems for SEMTA board members.

Other changes. The bill would exempt authorities from the Motor Bus Transportation Act in the exercise of their power within their geographical boundaries. The bill would also delete obsolete sections of the act.

MCL 124.402 et al.