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Senate Bill 829 (Substitute S-1 as reported by the Committee of the Whole)
Senate Bill 830 (Substitute S-1 as reported by the Committee of the Whole)
Senate Bill 831 (Substitute S-1 as reported by the Committee of the Whole)
Senate Bill 832 (Substitute S-1 as reported by the Committee of the Whole)
Sponsor: Senator Jason E. Allen
Committee: Transportation

CONTENT

Senate Bill 829 (S-1) would amend Public Act 13 of 1966 (which provides for the issuance and sale of bonds for the purpose of refunding bonds issued by the Mackinac Bridge Authority) to repeal a section transferring the operation of the Mackinac Bridge to the State Highway Department upon the repayment of refunding bonds issued by the Mackinac Bridge Authority (MBA). The bill is tie-barred to Senate Bill 830 and House Bills 5333 and 5339.

Senate Bill 830 (S-1) would amend the Executive Organization Act to authorize the MBA to exercise its statutory powers, duties, and functions independently of the Director of the Michigan Department of Transportation (MDOT). The bill also would remove a provision that identified the transfer of the MBA to MDOT as a type I transfer. The bill is tie-barred to Senate Bill 829 and House Bills 5333 and 5339.

Senate Bill 831 (S-1) would amend the Mackinac Bridge Authority law to specify that the MBA would be an entity within MDOT; require that MBA funds be deposited in a separate bank account, and allow money to be paid out of the account only upon requisition of the MBA chairperson or as authorized by the MBA board; require MDOT to provide the MBA with sufficient personnel to perform its duties and functions; authorize the MBA to contract for various services related to the operation, maintenance, and repair of the Mackinac Bridge; authorize the MBA in its sole discretion to employ legal and financial services necessary to consummate the financing of the bridge and the issuance of bonds; and require the MDOT Director, in consultation with the MBA, to appoint the executive secretary of the MBA, who would become an MDOT employee and would have to report to the MBA board; and delete a provision allowing the Governor to remove a member of the board for malfeasance or other causes. The bill is tie-barred to Senate Bills 829 and 830 and House Bill 5333.

Senate Bill 832 (S-1) would amend Public Act 214 of 1952 (which authorized the MBA to acquire a bridge connecting the Upper and Lower Peninsulas of Michigan) to repeal Sections 3 and 14. (Section 3 authorized the MBA to make preliminary investigations for the planning of the bridge. Section 14 authorized the MBA to employ engineering services in connection with the construction of the bridge, to employ legal and financial services for the financing of the bridge and the issuance and sale of bonds, and to employ other personnel to operate and maintain the bridge.) The bill is tie-barred to Senate Bills 829 and 830 and House Bill 5339.

(House Bill 5333 would amend Public Act 214 of 1952 to allow the MBA to contract with any agency for business and related management functions. House Bill 5339 would amend the Mackinac Bridge Authority law to require the MBA board to elect a member to serve as treasurer, and require the MBA to determine the manner of investing funds.)

MCL 16.357 (S.B. 830)
MCL 254.302 (S.B. 831)
MCL 254.313 & 254.324 (S.B. 832)

FISCAL IMPACT

The bills would have no fiscal impact on State or local government. As a historical note, Mackinac Bridge bonds issued by the State were repaid in 1986.

Date Completed: 11-30-05

Fiscal Analyst: Craig Thiel

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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.