
Senate Fiscal Agency
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SFA

BILL ANALYSIS

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Senate Bills 1019, 1020, 1025, 1050, and 1052 to 1057 (as introduced 1-30-02)
Sponsor: Senator Thaddeus G. McCotter (Senate Bills 1019, 1025, & 1052-1057)
Senator Dianne Byrum (Senate Bill 1020)
Senator Bob Emerson (Senate Bill 1050)
Committee: Government Operations

Date Completed: 2-6-02

CONTENT

The bills would repeal various acts or delete parts of acts, as described below.

Senate Bill 1019 would amend Public Act 213 of 1962 (which governs the raising of started pullets) to repeal a section that authorizes the Director of the Michigan Department of Agriculture to promulgate rules and regulations setting forth the sanitary conditions and other disease control requirements under which certified started pullets must be grown and handled; and requires the Director to establish fees, including 20% above actual costs, necessary to carry out the Act.

Senate Bill 1020 would amend Public Act 74 of 1917 (which sets standards for baskets and other containers for fruit and vegetables) to delete a requirement that the Dairy and Food Commissioner establish and promulgate rules and regulations allowing reasonable tolerances and variations for the baskets and containers.

Senate Bill 1025 would repeal Public Act 165 of 1865, which requires banks and bankers to stamp the word "counterfeit", "altered", or "worthless" on any bank bill that is counterfeit, altered, or worthless.

Senate Bill 1050 would amend Public Act 123 of 1893, which provides for the maintenance of the Michigan School for the Blind, to delete a requirement that the school be located in Lansing.

Senate Bill 1052 would repeal Public Act 340 of 1976, which provided for a municipal fire insurance rate classification advisory board and expired on December 31, 1982. (On the same date, Public Act 494 of 1982 was enacted to amend the statute, but did not take effect until March 30, 1983.)

Senate Bill 1053 would amend the Michigan Vehicle Code to delete provisions that govern the calculation of vehicle registration taxes in 1983 and 1984, and that establish fees for trucks and vans not over 5,000 pounds until October 1, 1997. In addition, the bill would revise the weight categories in a schedule of fees for trucks based on elected gross weight. Currently, the schedule sets a fee of \$558 for trucks weighing 24,001 to 26,000 pounds, and the same fee for trucks weighing 26,001 to 28,000 pounds. The bill would combine those into one category of trucks weighing 24,001 to 28,000 pounds, which would remain subject to the \$558 fee.

Senate Bill 1054 would amend the General Property Tax Act to delete a requirement that the State Treasurer promulgate rules and regulations governing the preparation of delinquent tax statements by township, city, and village treasurers.

Senate Bill 1055 would amend the revenue Act to delete a requirement that the Department of Treasury promulgate rules necessary to implement Section 30a, which requires a taxpayer's refund to be applied to certain liabilities before being refunded or credited to the taxpayer.

Senate Bill 1056 would repeal Public Act 191 of 1955, which authorizes negotiations for a bridge across the Menominee River between Menominee, Michigan, and Marinette, Wisconsin.

Senate Bill 1057 would repeal Section 2 of Public Act 12 of 1925, which provides for the widening and alteration of State trunkline highways. Section 2 requires the State Highway Commissioner to prepare detailed maps showing proposed highway improvements and submit the maps to the State Administrative Board for approval.

MCL 287.174 (S.B. 1019)

Legislative Analyst: Suzanne Lowe

290.134 (S.B. 1020)

487.651 & 487.652 (S.B. 1025)

393.101 (S.B. 1050)

28.651-28.656 (S.B. 1052)

257.801 (S.B. 1053)

211.57 (S.B. 1054)

205.30a (S.B. 1055)

254.131 (S.B. 1056)

250.112 (S.B. 1057)

FISCAL IMPACT

Senate Bills 1019 and 1020 would have no fiscal impact on State or local government associated with the repeal of rule-making authority.

Senate Bills 1025, 1050, and 1052 would have no fiscal impact on State or local government.

Senate Bill 1053 would have no fiscal impact on the registration fees collected by the Secretary of State, but it would pose complications for local enforcement officers. According to the Michigan Department of Transportation, trucks under 26,000 pounds are exempt from Federal regulations. Combining the two weight classes of 24,001 to 26,000 pounds and 26,001 to 28,000 pounds would create one weight class that straddles the Federal minimum. The State-issued stickers identifying a truck's weight class would not differentiate between the trucks that are subject to Federal regulations and those that are not. Local enforcement officers would have difficulty in carrying out Federal regulations as a result.

Senate Bills 1054 and 1055 would have no fiscal impact on State or local government.

Senate Bill 1056 would have no fiscal impact on State or local government. The bridge in question has been constructed.

Senate Bill 1057 would have no fiscal impact on State or local government.

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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.