

Legislative Report
March 2018

In Governor Rick Snyder's first budget proposal for the 2011-12 fiscal year he focused on what was the most significant change in taxes and financial structures in nearly two decades. Governor Snyder's 2018 budget proposal took a completely different approach, stressing more the need for improving services for the state and its people. Snyder contends that every dollar spent in the budget request reflects services aimed at making citizen's lives better.

Governor Snyder includes one of the largest increases in per pupil funding in the state's history, a small increase in general welfare benefits which itself is the first such increase in a decade, more funding for the state's highways and an increased effort to boost technical training. Snyder took a strict tone towards the state's debt status. He pointed out that several of his proposals did not incur any new debt in Michigan. The Governor urged legislators to continue paying Michigan's debt down at the same schedule they are now doing so that the person who is elected Governor in 2018 will not have to address a state with debt. Snyder proposed the state pay cash and bond \$112 million for ongoing renovations at the Capitol and new veterans homes. Governor Snyder's budget included some items he unveiled last week. Snyder proposed an increase in the tipping fee to replace the soon to be depleted Clean Michigan Initiative bond monies approved in 1998 and a fee on water system users to provide a source for water infrastructure needs and another \$26 million for Flint, mostly to pay for the replacement of lead service lines.

SB 763, sponsored by Senator Tom Casperson, R-Escanaba modifies allowable expenditures relative the Michigan Natural Resources Trust Fund. The bill has received one hearing by the Senate Natural Resources Committee as did companion Senate Joint Resolution "O". All testifying on behalf of the bill and resolution registered positions of support or neutral, no opposition was registered.

HB 4464, sponsored by Rep. Triston Cole, R-Mancelona was signed into law by Governor Rick Snyder on February 13. The measure is now Public Act 17 of 2018. The law allows a multiple trip permit for all commodity haulers and was tailored after Wisconsin law. We experienced many hurdles with navigating the bill through the legislative process, but we stayed focused and kept inching it forward until it competed legislative action and was signed into law.

SB 97, sponsored by Senator Mike Kowall, R-White Lake remains on the House calendar for final action. The bill allows public private partnerships and is a key priority of Governor Rick Snyder. The bill would allow a public authority to issue bonds, notes or other obligations for the purpose of funding an eligible project and authorizes user fees for repayments of those obligations. The bill allegedly does not authorize a public authority to charge or collect tolls on a transportation project. The possibility of toll roads are a key point that kept the bill bottled up in committee for so long and now on the House floor.

The Senate and House Transportation Committees held a joint meeting and heard testimony on the impact of federal regulations on the trucking industry in Michigan. All testified commented on the additional costs and burdens the new ELD's have on haulers and that the situation creates a less safe environment as truckers are pushing to get their daily "haul schedule" done in the mandatory 14 hour requirement. Mike Elenz, member of the Michigan Association of Timbermen and a log hauler shared with the committee the burdens the new ELD's have on his business including making his business less profitable. Ralph Bailey, Michigan Septic Tank Association board member testified how the additional requirements hurt small haulers across the state and emphasized concern about driver and public

safety. A representative for 12 Grand Rapids area commodity haulers testified about the huge burden the LED's put on their businesses. Committee Chairmen Senator Tom Casperson, R-Escanaba and Rep. Triston Cole, R-Mancelona are preparing a resolution to forward to the Michigan congressional delegation and President Donald Trump outlining opposition to the new ELD's regulations. Casperson and Cole continue to investigate and research ways to minimize the impact of the regulations.

MSTA continues to work to defeat HB 4438, legislation to allow farmers to provide and transport porta johns and bypass a licensed septic hauler or become a licensed septic hauler. The bill passed the House at record speed and has received one hearing by the Senate Natural Resources Committee. Senator Tom Casperson, R-Escanaba is under intense pressure by the Speaker of the House to report the bill to the full Senate for final consideration. Speaker Tom Leonard, R-DeWitt is a close friend of bill sponsor Rep. Tom Barrett, R-Potterville who is running for the Senate to replace term limited Senator Rick Jones. MSTA has been actively working with the Michigan Environmental Council and the Michigan Immigrant Rights Center to defeat the bill. MSTA has written letters to the entire Senate, the Senate Natural Resources Committee and letters have been sent to the Lansing State Journal editorial page. We have testified against the bill at every committee meeting. It is important that you contact your senator to urge him/her to oppose the bill ASAP!!!