

STATE OF MICHIGAN
DEPARTMENT OF ATTORNEY GENERAL



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DANA NESSEL
ATTORNEY GENERAL

March 28, 2019

Gretchen Whitmer
Governor
P.O. Box 30013
Lansing, MI 48909

Liesl Eichler Clark
Director
Department of Environmental Quality
Constitution Hall
P.O. Box 30473
Lansing, MI 48909

Daniel Eichinger
Director
Department of Natural Resources
P.O. Box 30028
Lansing, MI 48909

Re: Tunnel Agreement dated December 19, 2018 between the Mackinac Straits Corridor Authority and Enbridge Energy Limited Partnership and Third Agreement dated December 19, 2018 between the State of Michigan, the Michigan Department of Environmental Quality, and the Michigan Department of Natural Resources ("State") AND Enbridge Energy, Limited Partnership, Enbridge Energy Company, Inc., formerly known as Lakehead Pipe Line Company, Inc., and Enbridge Energy Partners, L.P. ("Enbridge")

Dear Governor Whitmer, Director Clark, and Director Eichinger:

As you know, on December 19, 2018, in the final days of the administration of former governor Snyder, state officials signed two separate, but explicitly "mutually dependent," agreements with Enbridge Energy Limited Partners and related Enbridge entities involving the Line 5 pipelines at the Straits of Mackinac.

First, the Mackinac Straits Corridor Authority entered into the "Tunnel Agreement" with Enbridge Energy Limited Partnership. That Agreement and the Corridor Authority itself were premised upon the very recently enacted 2018 PA 359. Under the Tunnel Agreement, Enbridge was to design, construct, operate, and maintain a "utility tunnel" beneath the Straits of Mackinac intended to eventually accommodate a replacement for the existing dual pipelines.

Second, former governor Snyder (on behalf of “the State of Michigan”), and the former directors of the Departments of Environmental Quality and Natural Resources signed the “Third Agreement” with three Enbridge entities. This “Third Agreement” followed two prior agreements between the same parties dated November 27, 2017 (“First Agreement”) and October 3, 2018 (“Second Agreement”). Among other things, the Third Agreement provided, that subject to certain conditions, Enbridge could continue to operate the existing dual pipelines at the Straits, pending completion of a replacement pipeline in the proposed “utility tunnel.”

Article 3 of the Third Agreement specifies its relationship to the Tunnel Agreement as follows:

3.1 Agreements Mutually Dependent - This Third Agreement *is premised upon the existence, continued effectiveness of, and Enbridge’s compliance with the Tunnel Agreement*, under which Enbridge is required to design, construct, and operate and maintain the Tunnel to accommodate the Straits Line 5 Replacement Segment that will replace the Dual Pipelines. [Emphasis added].

Thus, if the Tunnel Agreement does not exist, or it is not effective, the Third Agreement cannot exist or remain effective.

As you also know, on January 1, 2019, Governor Whitmer requested that this office issue a formal legal opinion addressing several questions regarding the constitutionality of the statute that created the Corridor Authority, 2018 PA 359.

In response to the request, Attorney General Nessel today issued a formal opinion on that subject, and this office transmitted it to the members of the Mackinac Straits Corridor Authority Board. A copy of that transmittal is enclosed for your information. The opinion concludes that certain provisions of Act 359, including those transferring all authorities related to a utility tunnel from the Mackinac Bridge Authority to the Straits Corridor Authority and requiring the Corridor Authority to enter into an agreement for the construction of a tunnel if a proposed agreement was presented by a specific date and met listed criteria, are unconstitutional because they violate article 4, § 24 of the Michigan Constitution, often referred to as the Title-Object Clause.

Among other things, the opinion of the Attorney General concludes:

Gretchen Whitmer, Liesl Eichler Clark, and Daniel Eichinger

Page 3

March 28, 2019

Any court determination that 2018 PA 359 is unconstitutional would likely apply that decision retroactively, and conclude that *the Mackinac Straits Corridor Authority, its Board, and any action taken by the Board are void from their inception.* [Emphasis added].

Thus, under the legal analysis of the opinion, the Tunnel Agreement is likely to be found void.

Accordingly, given the complete dependence of the Third Agreement upon the Tunnel Agreement, we respectfully advise you to refrain from any further action to implement the Third Agreement.

Because of its subject matter, we are providing copies of this correspondence to Enbridge Energy, Limited Partnership and its legal counsel.

If you have questions regarding this matter, you may contact Assistant Attorneys General S. Peter Manning or Daniel Bock at (517) 335-7664.

Sincerely,



Kelly Keenan
Deputy Attorney General

Enc.

cc: Bradley F. Shamlal, Enbridge Energy
Lisa D. Wilson, Enbridge Energy

STATE OF MICHIGAN
DEPARTMENT OF ATTORNEY GENERAL



P.O. Box 30755
LANSING, MICHIGAN 48909

DANA NESSEL
ATTORNEY GENERAL

March 28, 2019

Via: 1st Class Mail and Email

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Re: Mackinac Straits Corridor Authority

Gentlemen:

I write to you in your capacity as members of the Board of the Mackinac Straits Corridor Authority appointed by former governor Snyder in December 2018 and as the Director of the Michigan Department of Transportation, the agency within which the Authority was created.

As you are probably aware, on January 1, 2019, Governor Whitmer requested that this office issue a formal legal opinion addressing several questions regarding the constitutionality of the statute that created the Corridor Authority, 2018 PA 359. A copy of the Governor's request is enclosed for your information.

In response to that request, Attorney General Nessel today issued a formal opinion, a copy of which is also enclosed. The opinion concludes that certain provisions of Act 359, including those transferring all authorities related to a utility tunnel from the Mackinac Bridge Authority to the Straits Corridor Authority and requiring the Corridor Authority to enter into an agreement for the construction of a tunnel if a proposed agreement was presented by a specific date and met listed criteria, are unconstitutional because they violate article 4, § 24 of the Michigan Constitution, often referred to as the Title-Object Clause.

The conclusions of the opinion are summarized as follows:

Sections 14d(1), (4), and (5) of 2018 PA 359 violate article 4, § 24 of the Michigan Constitution because the substance of these provisions exceeds the scope of what is generally reflected in the title of 1952 PA 214, as amended by Act 359.

Sections 14d(1), (4), and (5) of 2018 PA 359, which are unconstitutional under article 4, § 24 of the Constitution, cannot be severed from the remainder of Act 359 because doing so would be inconsistent with the intent of the Legislature.

Any court determination that 2018 PA 359 is unconstitutional would likely apply that decision retroactively, and conclude that the Mackinac Straits Corridor Authority, its Board, and any action taken by the Board are void from their inception.

While attorney general opinions are not legally binding precedents for courts, they may be considered persuasive by them. See, for example *Michigan Educ. Ass'n v. Secretary of State*, 241 Mich. App. 432, 441-442 (2000). Attorney general opinions have been deemed binding on state agencies. *Id*; *Traverse City School District v Attorney General*, 384 Mich 390, 410 (1971).

Accordingly, we respectfully advise you to refrain from any further action to implement 2018 PA 359 and the December 19, 2018 Tunnel Agreement between the Authority and Enbridge Energy, Limited Partnership based upon that statute.

Because of its subject matter, we are providing copies of this correspondence to Enbridge Energy, Limited Partnership and its legal counsel.

If you have questions regarding this matter, you may contact Assistant Attorneys General S. Peter Manning or Daniel Bock at (517) 335-7664.

Sincerely,



Kelly Keenan
Deputy Attorney General

Enc.

cc: Bradley F. Shamla, Enbridge Energy
Lisa D. Wilson, Enbridge Energy



STATE OF MICHIGAN
OFFICE OF THE GOVERNOR
LANSING

GRETCHEN WHITMER
GOVERNOR

GARLIN GILCHRIST II
LT. GOVERNOR

January 1, 2019

The Honorable Dana Nessel
Attorney General
Department of Attorney General
G. Mennen Williams Building
Lansing, Michigan 48933

Dear General Nessel:

Today I subscribed to the constitutional oath of office as governor and assumed the duty to take care that the laws be faithfully executed. As you know, Michigan's appellate courts have indicated that governors have no less a solemn obligation than the judiciary to consider the constitutionality their every action.

As I assume these new obligations, I write pursuant to MCL 14.32 seeking your opinion as Michigan's new attorney general on six questions of law relating to Public Act 359 of 2018 ("Act 359"), the Mackinac Bridge Authority (the "Bridge Authority"), and the new Mackinac Straits Corridor Authority (the "Corridor Authority") provided for by the new law.

The Bridge Authority was originally created by Public Act 21 of the Extra Session of 1950 ("Act 21"), in part to determine the physical and financial feasibility of a bridge connecting the Upper and Lower Peninsulas. Two years later, a separate new law—Public Act 214 of 1952 ("Act 214")—was enacted to authorize and empower the Bridge Authority to construct, operate, maintain, improve, and repair the bridge. Section 7 of Act 214 permitted the Bridge Authority to construct as a part of the bridge telephone, telegraph, or other utility lines and mechanical equipment not inconsistent with the appropriate use of the bridge and to lease the right to use them. All such equipment had to be part of the bridge and could not be inconsistent with the appropriate use of the bridge. Section 18 of Act 214 restricted the Bridge Authority from constructing or operating any tunnel, bridge or ferry service competitive with the bridge and required the Bridge Authority to prohibit the construction or operation of any other tunnel, bridge, or ferry service affording facilities for vehicular traffic to cross the straits of Mackinac. The Bridge Authority operated under this statutory structure for more than 65 years.

On November 8, 2018, Senate Bill 1197 ("SB 1197") was introduced in the Michigan Senate seeking to amend Act 214 and expand the powers of the Bridge Authority to authorize it, separate and apart from the bridge, to acquire, construct, operate, maintain, improve, repair, and manage a utility tunnel for the purpose of accommodating utility

infrastructure, including pipelines, electric transmission lines, facilities for the transmission of data and telecommunications, all useful and related facilities, equipment, and structures, and all necessary tangible or intangible real and personal property, licenses, franchises, easements, and rights-of-way. After introduction, SB 1197 was amended on its passage through the Michigan Senate on December 3, 2018 to add additional purposes, including the creation of the Corridor Authority as a separate new state authority and authorizing the operating of the tunnel by the Bridge Authority or the Corridor Authority. The bill was further amended on its passage through the Michigan House of Representatives.

As amended, SB 1197 was approved by the legislature, signed by the governor, and became Act 359 on December 12, 2018. Under Act 359, the Bridge Authority, separate and apart from its authorized activities relating to the bridge, is authorized, among other things, to acquire, construct, operate, maintain, improve, repair, and manage a utility tunnel, determine the rates charged for services offered by the utility tunnel, and enter into contracts or agreements necessary to perform its duties under Act 214. Act 359 provides for a single tunnel joining and connecting the Upper and Lower Peninsulas at the straits of Mackinac.

Act 359 also creates the Corridor Authority as a state institution within the Department of Transportation, provides for the Corridor Authority to exercise its duties through a new corridor board composed of appointed members serving for terms of six years or until a successor is appointed. The Corridor Authority is to exercise its duties independently of the Department of Transportation and the Bridge Authority. Act 359 provides for the transfer of all duties, responsibilities, authorities, and powers of the Bridge Authority related to the utility tunnel to the Corridor Authority upon the appointment of the members of the board. The initial members of the board were appointed on December 12, 2018. Before amendment by Act 359, Act 214 did not embrace the creation or membership of the Mackinac Bridge Authority or any other governmental authority. The Bridge Authority was established by a separate state law, Act 21, which has not been amended since 2009.

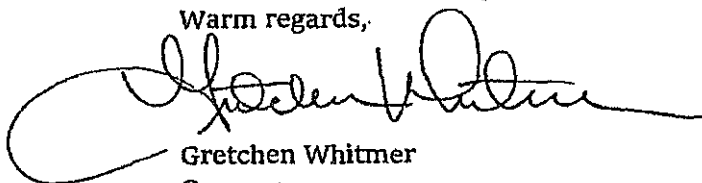
In addition, Act 359 requires the Corridor Authority (but not the Bridge Authority) to enter into an agreement or series of agreements for the construction, maintenance, operation, and decommissioning of a utility tunnel by December 31, 2018, if a proposed tunnel agreement is supplied by the governor to the Corridor Authority before December 21, 2018, or if the governor does not supply a proposed tunnel agreement by that date, the Corridor Authority is required to act on a proposed agreement within 45 days after presentation. Act 359 also creates a new fund within the state treasury, imposes duties upon the state treasurer, provides that if the attorney general declines to represent the Corridor Authority in a matter related to the utility tunnel, the attorney general would be required to provide for the costs of representation by an attorney chosen by the Corridor Authority.

Based upon the foregoing, I seek your legal opinion on the following questions:

1. Does Act 359 violate the Title-Object Clause (Const 1963, art 4, § 24) because it embraces more than one object, the object embraced is not stated in the law's title, or because SB 1197 was altered or amended on its passage through the legislature so as to change its original purpose?
2. Does the requirement that members of the board of the Corridor Authority serve for six years or more violate the constitutional mandate under section 3 of article 5 of the Michigan Constitution of 1963 that the terms of office of any board or commission created or enlarged after January 1, 1964 must not exceed four years?
3. Does Act 359 revise, alter, or amend other sections of law, including any restrictions on the construction or operation of a tunnel included in section 18 of Public Act 214 of 1952, in a manner that violates section 25 or article 4 of the Michigan Constitution of 1963?
4. In contrast to general acts providing for the creation of authorities (see, for example, the Regional Transit Authority Act of 2012, the Regional Convention Facility Authority Act, and Chapter 6A of the Aeronautics Code of the State of Michigan), is Act 359 a special or local act prohibited by the Michigan Constitution of 1963 because a general act could have been made applicable instead?
5. Does the Corridor Authority possess any power not constitutionally and explicitly granted to it by Act 359?
6. If the Corridor Authority was not created in a manner that conforms with the Michigan Constitution of 1963, is the Authority, its board, and action taken by the board void?

I would appreciate your attention to these questions of law. An oil spill in the Great Lakes would be absolutely devastating to our environment and our economy. Resolving any legal uncertainty regarding Act 359, the Corridor Authority, and activities of the Corridor Authority is necessary to assure that we can take all action necessary to protect the Great Lakes, protect our drinking water and protect Michigan jobs. Thank you in advance for your attention to this request.

Warm regards,



Gretchen Whitmer
Governor

STATE OF MICHIGAN

DANA NESSEL, ATTORNEY GENERAL

CONSTITUTIONAL LAW: Constitutionality of 2018 PA 359.

CONST 1963, ART 4, § 24:

Sections 14d(1), (4) and (5) of 2018 PA 359 violate article 4, § 24 of the Michigan Constitution because the substance of these provisions exceeds the scope of what is generally reflected in the title of 1952 PA 214, as amended by Act 359.

Sections 14d(1), (4), and (5) of 2018 PA 359, which are unconstitutional under article 4, § 24 of the Constitution, cannot be severed from the remainder of Act 359 because doing so would be inconsistent with the intent of the Legislature.

Any court determination that 2018 PA 359 is unconstitutional would likely apply that decision retroactively, and conclude that the Mackinac Straits Corridor Authority, its Board, and any action taken by the Board are void from their inception.

Opinion No. 7309

March 28, 2019

The Honorable Gretchen Whitmer
Governor
The Capitol
Lansing, MI 48909

You have asked several questions regarding the constitutionality of 2018 PA 359 (Act 359), which amended the Mackinac Bridge Authority Law, 1952 PA 214, MCL 254.311 *et seq.*¹ Principally, the amendments authorized the Mackinac Bridge

¹ This office received comments regarding your request from Andrene Dabaghi and Margrethe Kearney, on behalf of the Environmental Law & Policy Center; Andy Buchsbaum, Benjamin Muth, Oday Salim, Mike Shriberg, Beth Wallace, and Bruce Wallace, on behalf of the National Wildlife Federation; Gary Gordon, on behalf of the Michigan Chamber of Commerce; Scott W. Howard, Ross A. Hammersley, William C. Rastetter, and Rebecca L. Millican, on behalf of the Straits of Mackinac Alliance, the Grand Traverse Band of Ottawa and Chippewa Indians, and the City of Mackinac

Authority (Bridge Authority) to acquire a “utility tunnel”² connecting the Upper and Lower Peninsulas of Michigan, created the Mackinac Straits Corridor Authority (Corridor Authority), and authorized the Bridge Authority or the Corridor Authority to operate a utility tunnel. 2018 PA 359.

History of 2018 PA 359

Act 359 was introduced as Senate Bill 1197 on November 8, 2018.³ As introduced, the Act amended 1952 PA 214 to allow the Bridge Authority to acquire, construct, operate, maintain, improve, repair, and manage a utility tunnel; to purchase or otherwise acquire at a fair and reasonable price property and property rights in connection with the construction of the tunnel; to enter on any land, water, or premises to make a survey, sounding, or examination in connection with the tunnel; to perform any acts necessary to secure consent from any state entity necessary for the construction and operation of the tunnel; to specify that the Authority’s purposes were a public purpose and its performance was an essential government function; to specify that all property owned by the Authority related to

Island; James Olson and Elizabeth Kirkwood, on behalf of For Love of Water; and law student Blaise Ryan.

² Act 359 defines the term “utility tunnel” to mean:

[A] tunnel joining and connecting the Upper and Lower Peninsulas of this state at the Straits of Mackinac for the purpose of accommodating utility infrastructure, including, but not limited to, pipelines, electric transmission lines, facilities for the transmission of data and telecommunications, all useful and related facilities, equipment, and structures, and all necessary tangible or intangible real and personal property, licenses, franchises, easements, and rights-of-way. [2018 PA 359, § 14(e), MCL 254.324(e).]

³ SB 1197 (as introduced), <http://www.legislature.mi.gov/documents/2017-2018/billintroduced/Senate/pdf/2018-SIB-1197.pdf> (last accessed March 28, 2019).

the tunnel would be exempt from all taxes levied by the State and all of its political subdivisions; and to define the term utility tunnel.⁴ The bill accomplished these changes by amending the title to Public Act 214 and adding a new § 14.⁵

Senate Bill 1197 was referred to committee and was reported out as Substitute S-1 on November 29, 2018.⁶ Substitute S-1 added amendments to § 5 of Public Act 214, which relates to bonds issued to finance the Mackinac Bridge construction, and specified that § 5 did not apply to the “utility tunnel” authorized in § 14.⁷ Substitute S-1 was referred to committee on December 5, 2018 and was reported out as Substitute S-2 on the same day.⁸

Substitute S-2 made significant changes in that it authorized the creation of the Corridor Authority, headed by the Corridor Authority Board. Upon appointment of members to the Corridor Authority Board, all duties, responsibilities, authorities, and powers of the Bridge Authority related to a “utility tunnel” would transfer to the Corridor Authority Board. Substitute S-2 required

⁴ SFA Analysis, SB 1197, November 27, 2018, <http://www.legislature.mi.gov/documents/2017-2018/billanalysis/Senate/pdf/2017-SFA-1197-G.pdf> (last accessed March 28, 2019).

⁵ SB 1197 (as introduced), <http://www.legislature.mi.gov/documents/2017-2018/billintroduced/Senate/pdf/2018-SIB-1197.pdf> (last accessed March 28, 2019).

⁶ SB 1197, Substitute S-1, [http://www.legislature.mi.gov/\(S\(444g3owbfsb5t43re4gf1umt\)\)/documents/2017-2018/billcurrentversion/Senate/PDF/2018-SCVBS-1197-16398.PDF](http://www.legislature.mi.gov/(S(444g3owbfsb5t43re4gf1umt))/documents/2017-2018/billcurrentversion/Senate/PDF/2018-SCVBS-1197-16398.PDF) (last accessed March 28, 2019).

⁷ SFA Analysis, December 3, 2018, <http://www.legislature.mi.gov/documents/2017-2018/billanalysis/Senate/pdf/2017-SFA-1197-F.pdf> (last accessed March 28, 2019).

⁸ SB 1197, Substitute S-2, [http://www.legislature.mi.gov/\(S\(444g3owbfsb5t43re4gf1umt\)\)/documents/2017-2018/billcurrentversion/Senate/PDF/2018-SCVBS-1197-17081.PDF](http://www.legislature.mi.gov/(S(444g3owbfsb5t43re4gf1umt))/documents/2017-2018/billcurrentversion/Senate/PDF/2018-SCVBS-1197-17081.PDF) (last accessed March 28, 2019).

the Corridor Authority to enter into an agreement or series of agreements for the construction, maintenance, operation, and decommissioning of a utility tunnel if the Corridor Authority made certain findings regarding the proposed agreements. If a proposed tunnel agreement were supplied by the governor to the Corridor Authority before December 21, the Corridor Authority was required to enter into the agreement(s) by December 31, 2018. If the governor did not supply a proposed tunnel agreement by that date, the Corridor Authority would have to act on a proposed agreement within 45 days after one was presented.

Substitute S-2 also created the Straits Protection Fund, which could accept money or assets from any source, and the Corridor Authority Board could use the fund for oversight of the proposed utility tunnel. Substitute S-2 also added a provision to require the attorney general to provide for the costs of representation by an attorney chosen by the Bridge Authority or the Corridor Authority if the attorney general declined to represent either body in a matter related to the utility tunnel.⁹ Substitute S-2 accomplished these changes by amending the title to Public Act 214, amending §§ 1 and 5, and adding new §§ 14, 14a, 14b, 14c, 14d, and 14e.¹⁰

⁹ House Fiscal Analysis, December 10, 2018, <http://www.legislature.mi.gov/documents/2017-2018/billanalysis/House/htm/2017-HLA-1197-92EC0B0A.htm> (last accessed March 28, 2019).

¹⁰ SB 1197, Substitute S-2, [http://www.legislature.mi.gov/\(S\(444g3owbfsb5t43re4gflumt\)\)/documents/2017-2018/billcurrentversion/Senate/PDF/2018-SCVBS-1197-17081.PDF](http://www.legislature.mi.gov/(S(444g3owbfsb5t43re4gflumt))/documents/2017-2018/billcurrentversion/Senate/PDF/2018-SCVBS-1197-17081.PDF) (last accessed March 28, 2019).

The same day it was reported out of committee, Substitute S-2 was approved by the Senate by a vote of 25 to 13, and sent to the House of Representatives.¹¹

On December 11, 2018, Senate Bill 1197, as substituted, was reported from committee as House Substitute H-2, but H-2 was not adopted.¹² House Substitute H-1 was then adopted.¹³ The House approved an amendment to H-1, requiring that a tunnel agreement include a plan for engaging the State's labor pool in the project, and passed SB 1197 by a vote of 74 to 34.¹⁴ Senate Bill 1197, as substituted by H-1, was then returned to the Senate the same day and the Senate concurred in Substitute H-1, passed the bill on a 25 to 12 vote, and gave it immediate effect.¹⁵

¹¹ Senate Journal No. 75, pp 1975-1978, [http://www.legislature.mi.gov/\(S\(444g3owbfsb5t43re4gf1umt\)\)/documents/2017-2018/Journal/Senate/pdf/2018-SJ-12-05-075.pdf](http://www.legislature.mi.gov/(S(444g3owbfsb5t43re4gf1umt))/documents/2017-2018/Journal/Senate/pdf/2018-SJ-12-05-075.pdf) (last accessed March 28, 2019).

¹² House Journal No. 78, pp 2527, 2535, [http://www.legislature.mi.gov/\(S\(444g3owbfsb5t43re4gf1umt\)\)/documents/2017-2018/Journal/House/pdf/2018-HJ-12-11-078.pdf](http://www.legislature.mi.gov/(S(444g3owbfsb5t43re4gf1umt))/documents/2017-2018/Journal/House/pdf/2018-HJ-12-11-078.pdf). (last accessed March 28, 2019). See also House Fiscal Analysis, December 11, 2018, <http://www.legislature.mi.gov/documents/2017-2018/billanalysis/House/pdf/2017-HLA-1197-0E74E78E.pdf> (last accessed March 28, 2019).

¹³ *Id.*

¹⁴ *Id.*, pp 2536-2537. SB 1197 was also given immediate effect.

¹⁵ Senate Journal No. 77, pp 2118-2119, [http://www.legislature.mi.gov/\(S\(444g3owbfsb5t43re4gf1umt\)\)/documents/2017-2018/Journal/Senate/pdf/2018-SJ-12-11-077.pdf](http://www.legislature.mi.gov/(S(444g3owbfsb5t43re4gf1umt))/documents/2017-2018/Journal/Senate/pdf/2018-SJ-12-11-077.pdf) (last accessed March 28, 2019).

Senate Bill 1197 was presented to former Governor Rick Snyder on December 11, 2018 and he signed it the same day. It was filed with the Secretary of State on December 12, 2018 and became immediately effective¹⁶ as Public Act 359 of 2018.¹⁷

In the days that followed, Governor Snyder appointed members to the Corridor Authority Board, who held a public meeting on December 19, 2018, and approved a tunnel agreement.¹⁸

Legal principles

When addressing a constitutional challenge to a statute, the statute is “presumed to be constitutional” and there is a “duty to construe [the] statute as constitutional unless its unconstitutionality is clearly apparent.” *Taylor v Smithkline Beecham Corp.*, 468 Mich 1, 6 (2003). Indeed, every “reasonable presumption or intendment must be indulged in favor of the validity of an act, and it is only when invalidity appears so clearly as to leave no room for reasonable doubt that it violates some provision of the Constitution” that the statute’s validity will not be sustained. *Phillips v Mirac, Inc*, 470 Mich 415, 423 (2004) (quotation marks and citations omitted).

¹⁶ See

[http://www.legislature.mi.gov/\(S\(444g3owbfsb5t43re4gf1umt\)\)/mileg.aspx?page=getObject&objectName=2018-SB-1197](http://www.legislature.mi.gov/(S(444g3owbfsb5t43re4gf1umt))/mileg.aspx?page=getObject&objectName=2018-SB-1197) (last accessed March 28, 2019).

¹⁷ 2018 PA 359, <http://www.legislature.mi.gov/documents/2017-2018/publicact/pdf/2018-PA-0359.pdf>, (last accessed March 28, 2019).

¹⁸ The tunnel agreement between the Mackinac Straits Corridor Authority and Enbridge Energy, as well as other related documents, may be found at <https://mipetroleumpipelines.com/document/mackinac-straits-utility-corridor> (last accessed March 28, 2019).

Title-Object Clause

You ask whether Act 359 violates article 4, § 24 of the Michigan Constitution, often referred to as the Title-Object Clause. Const 1963, art 4, § 24.

A. Title-Object Clause Framework

Article 4, § 24 of Michigan's Constitution provides that "[n]o law shall embrace more than one object, which shall be expressed in its title. No bill shall be altered or amended on its passage through either house so as to change its original purpose as determined by its total content and not alone by its title." Michigan's two previous Constitutions contained the same language set forth in the first sentence of § 24. See Const 1908, art 5, § 21, Const 1850, art 4, § 20. The second sentence, prohibiting a change of purpose, was new to the 1963 Constitution.

Not long after its initial adoption, Justice Cooley described the purpose of the Title-Object Clause:

The history and purpose of this constitutional provision are too well understood to require any elucidation at our hands. The practice of bringing together into one bill subjects diverse in their nature, and having no necessary connection, with a view to combine in their favor the advocates of all, and thus secure the passage of several measures, no one of which would succeed upon its own merits, was one both corruptive of the legislator and dangerous to the state. It was scarcely more so, however, than another practice, also intended to be remedied by this provision, by which, through deleterious management, clauses were inserted in bills of which the titles gave no intimation, and their passage secured through legislative bodies whose members were not

generally aware of their intention and effect. [*People ex rel. Drake v Mahaney*, 13 Mich 481, 494–495 (1865).]¹⁹

Justice Cooley clarified, however, that the intent of the clause was not to unnecessarily hinder the passage of legislation:

There was no design by this clause to embarrass legislation by making laws unnecessarily restrictive in their scope and operation, and thus multiplying their number; but the framers of the constitution meant to put an end to legislation of the vicious character referred to, which was little less than a fraud upon its own merits, and that the legislature should be fairly notified of its design when required to pass upon it. [*Id.*]

Generally, three types of challenges may be brought under the Title-Object Clause: (1) a title-body challenge, (2) a multiple-object challenge, and (3) a change-of-purpose challenge. *People v Kevorkian*, 447 Mich 436, 453 (1994). Your request raises all three with respect to the enactment of Public Act 359. But because the title-body challenge is dispositive, it is unnecessary to address the multiple-object and change-of-purpose challenges.

1. Title-body review

A title-body challenge contends that “the title of the act does not adequately express the content of the law.” *Kevorkian*, 447 Mich at 453; *Twp of Ray v B & BS Gun Club*, 226 Mich App 724, 728–729 (1997). Relevant to this analysis, article 4, §24 provides that “[n]o law shall embrace more than one object, which shall be expressed in its title.” Const 1963, art 4, § 24. “The ‘object’ of a law is defined as its

¹⁹ The Supreme Court has continued to rely on this passage when considering Title-Object Clause challenges. See *People v Kevorkian*, 447 Mich 436, 454–455 (1994).

general purpose or aim,” and this “one object” provision “must be construed reasonably, not in so narrow or technical a manner that the legislative intent is frustrated.” *Pohutski v City of Allen Park*, 465 Mich 675, 691 (2002) (citations omitted). Regarding the title, “the constitutional requirement is not that the title refer to every detail of the act; rather, ‘[i]t is sufficient that “the act centers to one main general object or purpose which the title comprehensively declares, though in general terms, and if provisions in the body of the act not directly mentioned in the title are germane, auxiliary, or incidental to that general purpose[.]” ’ ” *Id.* (citations omitted).

The Michigan Supreme Court applied these principles in holding a statute unconstitutional in *Rohan v Detroit Racing Ass’n*, and that decision is instructive here. 314 Mich 326 (1946). In *Rohan*, the Court addressed a title-body challenge to 1933 PA 199: “The precise question is whether [] the provision of section 9 of Act No. 199 authorizing the leasing of State-owned land for ‘the conduct of horse racing,’ embraces an object no[t] express[e]d in the title of the act. In other words, is this leasing provision germane, auxiliary or incidental to the general object of the act as expressed in its title[.]” 314 Mich at 354. The title to Public Act 199 provided:

“An Act to provide, regulate and license the conducting of racing meets in the state of Michigan; to create the office of Michigan racing commissioner, to prescribe his powers and duties and to provide for []his salary and expenses; to legalize and permit auction pools, the pari-mutuel or certificate method of wagering on the result of races at licensed race meetings in the state of Michigan; to appropriate the funds derived therefrom; to render inapplicable all acts or parts of acts in conflict therewith, and to provide penalties for the violation thereof.” [*Rohan*, 314 Mich at 354, quoting 1933 PA 199, title (emphasis added).]

Section 9 of Public Act 199 authorized the state department of agriculture “to lease on behalf of the state, *for the conduct of horseracing* and other lawful purposes, any lands subject to the control of the said department of agriculture, said lease to be subject to the approval of the state administrative board.” 1933 PA 199, § 9 (emphasis added).

After noting these provisions and existing precedents, the Court restated the question as whether “the title of the act g[ave] the legislature and the public, fair notice that the act contain[ed] a provision delegating to the department of agriculture authority to lease State-owned land, such as the Detroit fair grounds, for ‘the conduct of horse racing[.]’ ” *Id.* at 356. The Court concluded it did not:

We are convinced that the wording of the title of the act does not give notice of, or call attention to, or in any way express or indicate, the object or purpose of delegating authority to the department of agriculture to lease State-owned land for the conduct of horse racing. [*Id.* at 356-357 (citations omitted).]

The Court further stated that the provision in § 9 “authorizing the department of agriculture to lease State-owned land under its control [was] not germane, auxiliary or incidental to the general object and purpose of the act as expressed in its title, which was to regulate horse-racing meets and betting on horse races.” *Id.* at 357 (citations omitted). In other words, the language in the title regarding the provision, regulation, and conduct of horse-racing meets did not adequately reflect the leasing provision in the body of the act. Accordingly, the Court held § 9 of Public Act 199 unconstitutional. *Id.*

Similarly, in *Maki v East Tawas*, the Supreme Court noted that § 24 “was not a hollow formality” and sustained a title-body challenge to § 7 of 1964 PA 170 because the title provided for governmental immunity for injuries arising from negligence, but the body, in § 7 of the statute, provided for governmental immunity from *all* tort liability. 385 Mich 151, 156–159 (1971) (superseded by subsequent statutory amendment to cure the Title-Object Clause violation). See also *Alan v Wayne County*, 388 Mich 210, 269, 364–381 (1972) (Black J., concurring specially); *Knott v City of Flint*, 363 Mich 483 (1961); *Klatt v Durfee*, 159 Mich 203 (1909); *Blades v Board of Water Commr’s of Detroit*, 122 Mich 366 (1899); and *City of Birmingham v Oakland County*, 49 Mich App 299 (1973) (finding title-body violations).

Turning to Act 359, an amendatory act, the question is whether the title to 1952 PA 214, as amended by Act 359, adequately expresses the content of the law. See *Knott*, 363 Mich at 495 (“As a general proposition the title of an act must be sufficiently broad so that one reading it may reasonably expect to find in the body of the act provisions of the character that the legislature has seen fit to insert, either in the original enactment or by amendment.”); *Black v Powell*, 248 Mich 150, 151 (1929) (observing that amended sections of the act were within the title as amended). See also Sutherland Statutory Construction, § 22:8, pp 272–273 (“Amendatory provisions that are not germane to the subject expressed in the title of the original act are unconstitutional, unless the title of the original act can be and is amended without violating the rule against dual subject matter.”).

The title to Act 214, as amended by Act 359, provides in full:

[1]An act authorizing the Mackinac bridge authority to acquire a bridge *and a utility tunnel* connecting the Upper and Lower Peninsulas of Michigan, including causeways, tunnels, roads and all useful related equipment and facilities, including park, parking, recreation, lighting, and terminal facilities; [2] extending the corporate existence of the authority; [3] authorizing the authority to enjoy and carry out all powers incident to its corporate objects; [4] authorizing the appropriation and use of state funds for the preliminary purposes of the authority; [5] providing for the payment of the cost of the bridge and authorizing the authority to issue revenue bonds payable solely from the revenues of the bridge; [6] granting the right of condemnation to the authority; [7] granting the use of state land and property to the authority; [8] making provisions for the payment and security of bonds and granting certain rights and remedies to the holders of bonds; [9] authorizing banks and trust companies to perform certain acts in connection with the payment and security of bonds; [10] authorizing the imposition of tolls and charges; [11] authorizing the authority to secure the consent of the United States government to the construction of the bridge and to secure approval of plans, specifications, and location of the bridge; [12] authorizing employment of engineers regardless of whether those engineers have been previously employed to make preliminary inspections or reports with respect to the bridge; [13] authorizing the state transportation department to operate and maintain the bridge or to contribute to the bridge and enter into leases and agreements in connection with the bridge; [14] exempting bonds and the property of the authority from taxation; [15] prohibiting competing traffic facilities; [16] authorizing the operation of ferries by the authority; [17] *authorizing the creation of the Mackinac Straits corridor authority*; [18] *authorizing the operation of a utility tunnel by the authority or the Mackinac Straits corridor authority*; [19] providing for the construction and use of certain buildings^[20]; [20] and making an appropriation. [2018 PA 359, title (Emphasis added; bracketed numbering added.)]

²⁰ This clause was added by 1992 PA 120, which also amended Public Act 214 to add § 32, MCL 254.332, permitting the expenditure of money for the construction of a building to be leased by the Michigan State Police.

The italicized language represents the most relevant amendments to the title. While a title need not serve as an index to all the provisions of an act, *Rohan*, 314 Mich at 355; *Twp of Ray*, 226 Mich App at 728–729, it must “ ‘comprehensively declare[], though in general terms’ ” the “ ‘main general object or purpose’ ” of the act. *Pohutski*, 465 Mich at 691 (citations omitted) (emphasis added). The title need not directly mention other provisions in the body of the act if those provisions “ ‘are germane, auxiliary, or incidental to [the] general purpose[.]’ ” *Id.*

Here, the amendatory language in the title of Act 359 reflects that its main object or purpose is the acquisition of a utility tunnel at the Straits of Mackinac by the Bridge Authority and the operation of such a tunnel by either the Bridge Authority or a newly created Corridor Authority.

2. Section 14d of Act 359 fails title-body review

While Act 359 added several sections to Public Act 214, the “invalidity” of § 14d “appears so clearly as to leave no room for reasonable doubt” that it violates article 4, § 24 and cannot be sustained. *Phillips*, 470 Mich at 423. Because the analysis of § 14d is ultimately dispositive, it is unnecessary to address in this Opinion the legality of the other sections.

a. Subsection 14d(1)

Section 14d transfers all the Bridge Authority’s duties and powers relating to a utility tunnel under § 14a, and any money in the Straits Protection Fund created

by § 14c, to the new Corridor Authority Board created by § 14b upon that Board's appointment, to be exercised without any oversight by the Bridge Authority:

All liabilities, duties, responsibilities, authorities, and powers related to a utility tunnel as provided in section 14a and any money in the straits protection fund shall transfer to the corridor authority board upon the appointment of the members of the corridor authority board under section 14b(2). The transfer of duties, responsibilities, authorities, powers, and money described in this subsection does not require any action by the Mackinac bridge authority or any other entity. The corridor authority board shall exercise its duties independently of the state transportation department and the Mackinac bridge authority. [2018 PA 359, § 14d(1), MCL 254.324d(1).]

Under § 14d(1), the Bridge Authority's initial authority to acquire the utility tunnel, and all that comes with it, is transferred to the Corridor Authority Board. This transfer comes without fair notice and is a surprise since clause 1 of the amended title "authori[z]es the Mackinac bridge authority *to acquire . . . a utility tunnel* connecting the Upper and Lower Peninsulas of Michigan[.]" (Emphasis added). Clause 17 of the amended title simply advises of the "creation of the Mackinac Straits corridor authority." And clause 18 thereafter "authoriz[es] *the operation of* a utility tunnel by the authority *or* the Mackinac Straits corridor authority[.]" (Emphasis added). Clause 18 suggests that at some point the Corridor Authority may operate a utility tunnel. But, of course, the body of Act 359 reveals that *all* authority with respect to the utility tunnel – from its acquisition, construction, and operation, to the purchase of property and rights in property, and the securing of permits, etc. – is automatically transferred from the Bridge

Authority to the Corridor Authority upon the appointment of its Board members.

The Bridge Authority retains no duties or oversight of the utility tunnel.

Neither clauses 1, 17, and 18 nor any other clause in the amended title adequately encompass, or can be construed to encompass, the complete transfer of rights and duties relating to the acquisition, construction, and operation of a utility tunnel to the Corridor Authority. This transfer of authority was not

“comprehensively declare[d], though in general terms” in the amended title.

Pohutski, 465 Mich at 691–692. The constitutionality of § 14d(1) thus hinges on whether it may be considered germane, auxiliary, or incidental to the general purpose of Act 359 such that it need not have been mentioned in the amended title.

Id.

An amendment or a substitute is germane if it falls within the general purpose of a bill or is an extension of the general purpose. *Anderson v Oakland Cty Clerk*, 419 Mich 313, 328 (1984). Again, the title of Act 359 reflects that its main object or purpose is to authorize the Bridge Authority to acquire a utility tunnel, which tunnel will then be operated by the Bridge Authority or the Corridor Authority. Here, the transfer of all powers and duties relating to the acquisition of a utility tunnel from the Bridge Authority to the Corridor Authority is not simply an extension of the main purpose reflected in the title. Rather, it is plain from the body of Act 359 that this transfer is a component of the central, and significantly different, purpose of the body of the Act—authorizing the Corridor Authority to almost immediately enter into a specific type of agreement with a private party to

acquire and operate a utility tunnel. And as part of the core purpose of Act 359, the content of § 14d(1) must be reflected in the title. Because it was not, § 14d(1) is unconstitutional. Like the title in *Rohan*, the amended title to Act 359 does not provide “fair notice” of the automatic power transfer from the Bridge Authority to the newly created, and independent, Corridor Authority, nor is § 14d(1) germane, auxiliary, or incidental to the amended title. See *Rohan*, 314 Mich at 356–357.

b. Subsection 14d(4)

After receiving the transfer of powers and duties under § 14d(1), § 14d(4) required the Corridor Authority to enter into an agreement for the construction of a tunnel if an agreement was presented by a specific date and contained specific criteria:

Except as provided in subdivision (a), no later than December 31, 2018, the Mackinac Straits corridor authority shall enter into an agreement or a series of agreements for the construction, maintenance, operation, and decommissioning of a utility tunnel, if the Mackinac Straits corridor authority finds all of the following:

(a) That the governor has supplied a proposed tunnel agreement to the Mackinac Straits corridor authority on or before December 21, 2018. If the governor has not supplied a proposed tunnel agreement to the Mackinac Straits corridor authority on or before December 21, 2018, the Mackinac Straits corridor authority shall act on the proposed tunnel agreement no later than 45 days after the date the proposed agreement is presented. [2018 PA 359, § 14d(4), MCL 254.324d(4).]

Subsection 14d(4) goes on to identify ten specific criteria that the Corridor Authority, through its Board, must find to exist in a proposed tunnel agreement before entering into an agreement. 2018 PA 359, § 14d(4)(b)–(k) (b) (allow use of

tunnel by multiple utilities); (c) (require gathering of geotechnical information); (d) (build tunnel to specifications); (e) (no obligation of funds inconsistent with the act); (f) (no use of eminent domain); (g) (permits or approvals still required for construction and use of tunnel); (h) (entities using utility tunnel not exempt from taxes); (i) (tunnel agreement does not require Corridor Authority to bring or defend a legal claim); (j) (reimbursement of Bridge Authority for loss of profits due to leasing of tunnel for the transmission of data and telecommunications); and (k) (agreement to include plan to engage state's labor pool).

Requiring the Corridor Authority to enter into a tunnel agreement, as provided by the Governor and by a certain date, to construct and operate a tunnel so long as it meets statutory criteria is a central, substantive piece of this legislation. Like the power transfer in § 14d(1), it is a component of the main purpose of the body of Act 359 that was required to be reflected in the amended title in a comprehensive yet general way. *Pohutski*, 465 Mich at 691. But none of the clauses in the amended title generally reflect this purpose or can be construed to reflect this purpose. As a result, the amended title does not provide “fair notice” of an imminent tunnel agreement authorizing the construction of a utility tunnel, nor is § 14d(4) germane, auxiliary, or incidental to the amended title. *Rohan*, 314 Mich at 356–357. Subsection 14d(4) is thus unconstitutional.

c. Subsection 14d(5)

Finally, § 14d(5) provides that if the “attorney general declines to represent” the Bridge Authority or the Corridor Authority in a “matter related to the utility

tunnel,” the “attorney general shall provide for the costs of representation by an attorney . . . chosen by” the Bridge Authority or the Corridor Authority. PA 359, § 14d(5), MCL 254.324d(5). None of the clauses in the amended title adequately encompass, or can be construed to encompass, the Legislature’s imposition of these unusual requirements on the office of attorney general. Thus, to be constitutional the provision must be germane, incidental or auxiliary to the purpose of PA 359 identified in its title. *Pohutski*, 465 Mich at 691. But this stricture concerning a sitting Attorney General’s decision-making regarding the legal representation of the Bridge Authority or the Corridor Authority cannot reasonably be considered an extension of the main purpose of Act 359 as evidenced in its title. Nor is it incidental or auxiliary to that main purpose. As a result, § 14d(5) is also unconstitutional.

Michigan law is clear that where the body of an act exceeds the general scope of what is expressed in the title, the offending provisions violate article 4, § 24. Here, §§ 14d(1), (4) and (5) of Act 359 violate article 4, § 24 because the amended title does not declare in comprehensive yet general terms the purpose of these sections, and the provisions are not otherwise germane, incidental, or auxiliary to Act 359’s main purpose as stated in its title.

It is my opinion, therefore, that subsections 14d(1), (4) and (5) of 2018 PA 359 violate article 4, § 24 of the Michigan Constitution because the substance of these provisions exceeds the scope of what is generally reflected in the title of 1952 PA 214, as amended by Act 359.

B. Severability of unconstitutional provisions

Having concluded that §§ 14d(1), (4) and (5) of Act 359 violate article 4, § 24, it is necessary to determine whether the offending provisions may be severed, leaving the remainder of Act 359 intact and operative, or whether the invalidation of these sections is fatal to the Act as a whole.

The Legislature has provided for the severability of invalid statutes in MCL 8.5, which states that “[i]f any portion of an act . . . shall be found to be invalid . . . such invalidity shall not affect the remaining portions . . . of the act which can be given effect without the invalid portion . . . provided such remaining portions are not determined . . . to be inoperable[.]” But, even if this test can be met, invalid provisions will not be severed if severing would be inconsistent with the “manifest intent of the Legislature.” *In re request for Advisory Opinion Regarding Constitutionality of 2011 PA 38*, 490 Mich 295, 346 (2011); *People v McMurchy*, 249 Mich 147, 158 (1930) (When one part of a statute is held unconstitutional, the remainder of the statute remains valid unless all parts of the statute are so interconnected that the Legislature would likely not have passed the one part without the other).

With respect to title-body violations, as here, the Michigan Supreme Court has applied severability principles to strike the offending provisions while leaving the remainder of the acts intact. See *Rohan*, 314 Mich at 357–358; *Maki*, 385 Mich at 159. The question then is whether the remainder of Act 359 can operate without §§ 14d(1), (4), and (5). Arguably, § 14d(5), concerning legal representation by the

Attorney General, could be severed from the Act, leaving the remainder of the Act operable. The answer is less clear regarding §§ 14d(1) and (4). Severing these provisions would essentially leave the Bridge Authority with the power to acquire a utility tunnel under § 14a, but without any of the parameters imposed under § 14d(4), and leave the Corridor Authority in existence under § 14b, but without any of the powers or duties transferred under § 14d(1). Various other provisions would have to be construed in light of the severing of §§ 14d(1) and (4).

Even if it is technically possible to sever §§ 14d(1) and (4), doing so would be inconsistent with the “manifest intent of the Legislature.” *In re request for Advisory Opinion re 2011 PA 38*, 490 Mich at 346; *McMurchy*, 249 Mich at 158. As noted above, the central purpose of the body of Act 359 was that the Corridor Authority almost immediately enter into a specific type of agreement to acquire and operate a utility tunnel. Without §§ 14d(1) and 14d(4), the remaining provisions of Act 359 could not achieve that objective. Given the significance of §§ 14d(1) and 14d(4), it cannot be concluded that the Legislature “would have passed [Act 359] had it been aware that [these sections] would be declared to be invalid and, consequently, excised from the act.” *Pletz v Secretary of State*, 125 Mich App 335, 375 (1983); see also *Eastwood Park Amusement Co v Stark*, 325 Mich 60, 73 (1949) (stating general rule that unconstitutional provisions may be severed if, among other conditions, “it is clear from the [law] itself that it was the intent of the legislature to enact these provisions irrespective of the others”) (citation and quotation marks omitted).

Because §§ 14d(1) and (4) cannot be severed from the remainder of Act 359, it must be concluded that the entire Act is unconstitutional.

It is my opinion, therefore, that sections 14d(1), (4), and (5) of 2018 PA 359, which are unconstitutional under article 4, § 24 of the Constitution, cannot be severed from the remainder of the Act 359 because doing so would be inconsistent with the intent of the Legislature. Because 2018 PA 359 is unconstitutional under article 4, § 24, it is unnecessary to address your additional questions regarding the validity of the statute.²¹

Effect of unconstitutional statute

Finally, you ask whether, “[i]f the Corridor Authority was not created in a manner that conforms with the [Constitution], is the Authority, its board, and action by the board void.” As noted above, after Act 359 took effect on December 12, 2018, former Governor Snyder appointed members to the Corridor Authority Board, and the Board met on December 19, 2018, and approved a tunnel agreement.

²¹ With respect to your second question, regarding whether the six-year terms of office provided for members of the Corridor Authority Board violate article 5, § 3 of the Constitution, that question was recently answered in a March 8, 2019 decision by Court of Claims Judge Stephen Borello in *A Felon's Crusade for Equality, Honesty, and Truth v State of Michigan, et al.*, Court of Claims Case No. 18-000269-MM. In his decision, Judge Borello concluded that the six-year terms of the Corridor Authority members violated Const 1963, art 5, § 3's four-year limit of the terms for state board members. Nevertheless, he found the provision to be severable from the balance of Act 359 and, thus, did not find the Act to be unconstitutional. This result was in accord with the conclusion reached in OAG, 2005-2006, No. 7178, p 44 (August 2, 2005).

As discussed above, this Opinion concludes that certain sections of Act 359 violate article 4, § 24 of the Constitution, that the offending sections cannot be severed, and that, as a result, Act 359 is unconstitutional in its entirety.

In general, an unconstitutional statute is void ab initio; it is void for any purpose and is as ineffective as if it had never been enacted. *Stanton v Lloyd Hammond Produce Farms*, 400 Mich 135, 144–145 (1977); *Dullam v Wilson*, 53 Mich 392, 409–410 (1884); *People v Gallagher*, 4 Mich 244, 280–282 (1856). Under this rule, judicial decisions declaring statutes unconstitutional have been given full retroactive application. See, e.g., *Stanton* 400 Mich at 144–145; *Briggs v Campbell, Wyant & Cannon Foundry Co*, 379 Mich 160 (1967); *Horrigan v Klock*, 27 Mich App 107 (1970). Doing so in this context would be consistent with another general rule that judicial decisions are normally given complete retroactive effect. *Michigan Ed Employees Mut Ins Co v Morris*, 460 Mich 180, 189 (1999). “However, these rules are not blindly followed without concern for principles of justice and fairness.” *Johnson v White*, 261 Mich App 332, 336 (2004).

As the Court of Appeals explained:

In recent decades, Michigan has adopted a flexible approach to determining whether a decision should be applied retroactively or prospectively, which involves the threshold question of

whether that decision is establishing a new principle of law, either by overruling clear past precedent on which the parties have relied or by deciding an issue of first impression where the result would have been unforeseeable to the parties. If the decision does not announce a new principle of law, then full retroactivity is favored. [*Michigan Ed Employees*, 460 Mich 190–191.] *Johnson* at 336.

Here, the conclusion of this opinion that Act 359 is unconstitutional does not rest upon a new principle of law. On the contrary, it is based upon the application of long-standing precedent such as *Rohan, supra*, concerning the interpretation of article 4, § 24 of the Constitution. While the question presented as to Act 359 specifically is one of first impression, the conclusion that Act 359 is unconstitutional is foreseeable in light of that precedent. Thus, as a threshold matter, one would expect full retroactivity of a determination that Act 359 is unconstitutional.

Moreover, Michigan caselaw regarding retroactive application of new decisions supports full retroactive application of this opinion to the date of the enactment of Act 359:

Where the decision does reflect a new principle of law, our Supreme Court has acknowledged that resolution of the retrospective-prospective issue ultimately turns on considerations of fairness and public policy, and has employed a three-part test to determine to what extent, if any, a decision should receive retroactive application. Under this test, the Court weighs (1) the purpose to be served by the new rule, (2) the extent of reliance on the old rule, and (3) the effect of retroactivity on the administration of justice. [*Johnson* at 336, internal quotations and citations omitted]

Here, the purpose of the decision is to ensure adherence to the requirements of article 4, § 24 of the Constitution as long interpreted by Michigan courts. As such, this weighs in favor of retroactive application.

With respect to the second factor, no party who may be affected by retroactive application here could have extensively and reasonably relied upon the assumed validity of Act 359 or agreements premised upon it. Even as this legislation rapidly advanced through the Legislature in December 2018, and the proposed tunnel

agreement was being considered with abbreviated public notice²², the validity of both the legislation and the proposed agreement was subject to intense public and legal scrutiny, foreshadowing likely legal challenges.²³ And on January 1, 2019, your request for this opinion publicly and specifically identified several potential constitutional defects in Act 359, including the violation of the Title-Object Clause of article 4, § 24 of the Constitution. Under these circumstances, any reliance upon assumed validity of the statute was inherently very limited in time and occurred with the understanding that any action might be subsequently invalidated.

Finally, retroactive application of the determination that Act 359 is unconstitutional can have no adverse effect on the administration of justice by Michigan courts. As noted above, there is no pending litigation addressing the validity of Act 359 under article 4, § 24 of the Constitution.

It is my opinion, therefore, that any court determination that Act 359 is unconstitutional would likely apply that decision retroactively, and conclude that the Mackinac Straits Corridor Authority, its Board, and any action taken by the Board are void from their inception.



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²² See e.g., <https://www.mlive.com/news/grand-rapids/2018/12/gov-snyder-gives-public-five-days-to-comment-on-draft-line-5-tunnel-agreements.html> (last accessed March 28, 2019).

²³ See e.g., <http://flowforwater.org/wp-content/uploads/2018/12/FLOW-Public-Comment-12-18-18.pdf> (last accessed March 28, 2019).