

Legislative Analysis



SPEED LIMIT IN A POLITICAL SUBDIVISION THAT GENERALLY PROHIBITS MOTOR VEHICLES

Phone: (517) 373-8080
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Senate Bill 682 (S-3) as passed by the Senate

Sponsor: Sen. John Damoose

House Committee: Transportation, Mobility and Infrastructure

Senate Committee: Transportation and Infrastructure

Complete to 5-10-24

Analysis available at
<http://www.legislature.mi.gov>

SUMMARY:

Senate Bill 682 would amend the Michigan Vehicle Code to prohibit operating a vehicle, bicycle, or other device at a speed greater than 15 miles an hour on a highway in a political subdivision that prohibits the operation of nonemergency motor vehicles by ordinance, regulation, or resolution—or, in a business district in such a political subdivision, at a speed greater than 10 miles an hour.

An individual found in violation would be responsible for a civil infraction.

Proposed MCL 257.628b

FISCAL IMPACT:

Senate Bill 682 would have an indeterminate fiscal impact on the state and on local units of government. The number of individuals that would be responsible for a civil infraction under provisions of the bill is not known. Under section 909(1) of the Michigan Vehicle Code, civil fine revenue would be applied to the support of public and county law libraries. In addition, under section 907(13) of the Michigan Vehicle Code, for any civil fines ordered to be paid, the judge or district court magistrate is required to order the defendant to pay a justice system assessment of \$40 for each civil infraction determination, except for parking violations. Revenue deposited into the state's Justice System Fund supports various justice-related endeavors in the judicial branch, the Departments of State Police, Corrections, Health and Human Services, and Treasury, and the Legislative Retirement System. There is not a practical way to determine the number of violations that will occur under provisions of the bill, so there is not a way to estimate the amount of additional revenue that would be collected. The fiscal impact on local court systems would depend on how provisions of the bill affected court caseloads and related administrative costs. It is difficult to project the actual fiscal impact to courts due to variables such as law enforcement practices, prosecutorial practices, judicial discretion, case types, and complexity of cases.

Legislative Analyst: E. Best

Fiscal Analyst: Robin Risko

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