

Legislative Analysis



USE OF FREEWAY LANES BY TRUCKS AND SEMIS

Phone: (517) 373-8080
<http://www.house.mi.gov/hfa>

House Bill 5304 (proposed substitute H-1)

Sponsor: Rep. William Bruck

Committee: Transportation, Mobility and Infrastructure

Complete to 4-23-24

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

SUMMARY:

House Bill 5304 would amend the Michigan Vehicle Code to modify provisions that address lane usage by certain trucks and semitrailers. The code currently *requires* the driver of a truck with a gross weight of more than 10,000 pounds, a truck tractor, or a combination of a vehicle and trailer or semitrailer to drive only in either of the two lanes farthest to the right, except for a reasonable distance when making a left turn or where a special hazard exists that requires the use of an alternative lane for safety reasons.

The bill would instead *prohibit* the driver of such a vehicle or combination from driving in the lane farthest to the left on a *freeway* with three or more lanes for travel in the same direction, except for a reasonable distance under any of the following circumstances:

- When making a left turn (e.g., using a freeway exit located on the left).
- Where a special hazard exists that requires the use of an alternative lane for safety reasons.
- If otherwise posted because of a closure to traffic for construction or repair.

Freeway means a divided arterial highway for through traffic with full control of access and with all crossroads separated in grade from pavements for through traffic.

In addition, if a freeway closes one or more lanes due to construction, resulting in only two usable lanes on the freeway, the driver of a truck, truck tractor, or vehicle combination described above would be *required* to drive in the rightmost lane, except for a reasonable distance under any of the circumstances listed above.

MCL 257.634

FISCAL IMPACT:

The bill 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(12) 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 no practical way to determine the number of violations that will occur under provisions of the bill, so there

is no way to estimate the amount of additional revenue that could be collected. The fiscal impact on local court systems would depend on how provisions of the bill affected court caseloads and related administrative costs

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