
Senate Fiscal Agency
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SFA**BILL ANALYSIS**

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House Bill 4391 (Substitute H-4 as discharged)
Sponsor: Representative Gerald Law
House Committee: Transportation
Senate Committee: Transportation and Tourism

CONTENT

The bill would create the "Electric Patrol Vehicle Act" to allow a political subdivision to authorize law enforcement, emergency service, and parking enforcement employees to operate an "electric patrol vehicle" on a street or highway within the political subdivision. Except as allowed in the bill, an electric patrol vehicle could not be operated on a Michigan street or highway. "Political subdivision" would mean a Michigan county, city, township, village, or university. "Electric patrol vehicle" would mean an electrically powered motor vehicle designed to carry up to four persons, at a speed of up to 25 miles per hour, having at least four wheels and an unloaded weight of not more than 1,300 pounds. The bill is tie-barred to House Bill 4766.

An electric patrol vehicle would be limited to a street or highway with a speed limit of not more than 25 miles per hour, or crossing a street or highway with a speed limit of not more than 50 miles per hour. Each electric patrol vehicle would be required to have brakes adequate to control the vehicle's movement and to stop and hold it; at least two head lamps that would enable the operator to see a person at least 100 feet to the front of the vehicle; at least two rear lamps that complied with the Michigan Vehicle Code's requirements for signal and stop lamps; a windshield of "safety glass" as that term is defined in the Vehicle Code (i.e., made to prevent shattering and flying when struck or broken); a "horn" as that term is defined in the Vehicle Code (i.e., capable of emitting sound audible under normal conditions from a distance of not less than 200 feet); safety belts designed and installed with brackets and of sufficient strength to hold a passenger during a collision; a parking brake sufficient to hold the vehicle in a stopped position; and amber or red reflectors as required for motor vehicles under the Vehicle Code.

A person operating or riding in an electric patrol vehicle would have to wear a crash helmet that met the requirements promulgated by the Department of State Police under the Michigan Vehicle Code for use by a person operating or riding on a motorcycle. This provision would not apply, however, either to a person who operated or rode in an electric patrol vehicle that was equipped with a roof that met or exceeded the Federal standards for roof-crush resistance or to an incapacitated person being transported to a place of safety.

Legislative Analyst: P. Affholter

FISCAL IMPACT

The bill would have no fiscal impact on State or local government.

Date Completed: 6-11-97

Fiscal Analyst: R. Ross

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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.