

# SPEED LIMIT PROCESS - INPUT BY TOWNSHIPS



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FISCAL ANALYSIS

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**HOUSE BILL 5990 (H-2)**

**ANALYSIS - 5/09/02**

**Sponsor:** Rep. Ruth Ann Jamnick

**House Committee:** Transportation

**FLOOR ANALYSIS - 5/9/02 FLOOR**

**Analyst(s):** William Hamilton

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## SUMMARY

Subsection (1) of Section 628 of the Michigan Vehicle Code (MCL 257.628) now provides a process for setting speed limits on state trunkline highways and county roads. HB 5990 would break out this section into 4 subsections. Amended subsection (1) would retain the current process for setting speed limits on state trunklines and county roads "except as provided in [new] subsection (2)". New subsection (2) would provide a process by which an "eligible township" could be part of the process of setting speed limits on county roads. New subsection (3) would require the Department of State Police in conjunction with the county road commissions of the eligible townships, and Michigan Township Association, to prepare a report concerning the determination of speed limits under subsection (2). Subsection (4) provides a process for setting speed limits on roads within 1000 feet of a school. Except for being broken out in a new subsection, the language of subsection (4) is substantially the same as current law.

HB 5990 is similar to HB 4022, which was recently vetoed by the Governor, with the following exceptions: 1). HB 5990 limits the definition of "eligible township" to "a township in any of 6 counties, selected by the Michigan Department of Transportation in consultation with the Michigan Township Association". The bill directs the Michigan Department of Transportation to "consider the larger counties in population and counties from a geographic cross-section of the state and [to] include at least 1 county from the upper peninsula". 2). HB 5990 would sunset two years after the effective date of the proposed act. 3). The bill establishes a reporting requirement in new subsection (3).

New subsection (2) would make a substantive change in the process of setting speed limits on county roads by allowing township boards in the designated "eligible townships", along with the county road commission, and the director of the Michigan State Police, to participate in the process of establishing a reasonable and safe maximum or minimum speed limit. This provision has no apparent direct fiscal impacts. To the extent that the reporting requirement established in subsection (3) would cause additional work by the Department of State Police, it would result in an increase in state costs.