

# Fiscal Analysis

## SPEED LIMITS – AUTHORITY OF TOWNSHIP BOARDS



**Bill/Sponsor** HOUSE BILL 4224 as introduced, Rep. Ruth Ann Jamnick

**House Committee** Transportation

### Analysis

#### 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 4224 would break out this section into 3 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. Eligible townships, as defined in the bill, would mean a township in Kent, Lapeer, Marquette, Washtenaw, or Wayne County. The bill indicates that subsection (2) would "not apply beginning 2 years after the effective date of the 2003 amendatory act which added this sentence."

Language regarding speed limits on roads within 1000 feet of a school, currently within subsection (1), would be moved to new subsection (3).

The principal substantive change to the current subsection (1) would appear to be the inclusion of eligible township boards in the process of setting speed limits. Under current law township boards are not among the officials with authority to set speed limits. In addition, the officials with authority to set speed limits per subsection (2) would establish speed limits by majority vote, rather than "jointly" as under currently law.

The bill would also amend subsection (9) to designate the maximum speed limit on freeways as 70 miles per hour. The bill would permit the state transportation department to designate no more than 170 freeway miles on which the speed limit may be less than 70 miles per hour. The bill would strike language from current law which allowed a provisional 70 mile per hour speed limit on freeways pending a study of the effect of changing freeway speed limits from 65 to 70 miles per hour. The study, conducted by the Michigan State University College of Engineering, was issued on December 9, 1996.

#### Fiscal Impact

The bill has no apparent direct fiscal impact.

#### Analyst(s)

William Hamilton

COMMITTEE ANALYSIS - 3/12/03

Mitchell Bean, Director – House Fiscal Agency  
124 N. Capitol Avenue, Lansing, MI 48909  
Phone: (517)373-8080, Fax: (517)373-5874  
<http://www.house.mi.gov/hfa>