



Senate Fiscal Agency  
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BILL ANALYSIS

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House Bill 5104 (Substitute H-5 as passed by the House)

Sponsor: Representative Bruce Caswell

House Committee: Transportation

Senate Committee: Transportation

Date Completed: 1-18-06

### **CONTENT**

**The bill would amend the Michigan Vehicle Code to increase from 55 to 60 miles per hour the speed limit for a truck or truck-tractor being operated on a freeway on which the maximum speed is 70 miles per hour; and revise the speed limit for a person operating a passenger vehicle towing another vehicle or trailer.**

The bill would take effect nine months after it was enacted. It is described below.

#### Truck or Truck-Tractor on Freeway

Under the Code, a truck with a gross weight of at least 10,000 pounds, a truck-tractor with a trailer, or a combination of those vehicles may not exceed a speed of 55 miles per hour on highways, streets, or freeways, and may not exceed a speed of 35 miles per hour during the period when reduced loadings are being enforced. The bill would make an exception to this provision for a truck or truck-tractor traveling on a freeway with a maximum speed limit of 70 miles per hour. In that case, the truck or truck-tractor could not exceed a speed of 60 miles per hour.

#### Passenger Vehicle Towing another Vehicle or Trailer

Currently, a person operating a passenger vehicle towing another vehicle or trailer may not exceed a speed of 55 miles per hour, unless the vehicle or trailer has a maximum of two wheels and does not exceed the combined weight of 750 pounds for the trailer and load, or a trailer coach not more than 26 feet long with brakes on each wheel and attached to the passenger vehicle with an equalizing or stabilizing coupling unit. The bill would delete this language and, instead, prohibit a person operating a passenger vehicle towing another vehicle or trailer from exceeding the posted speed limit.

MCL 257.627

Legislative Analyst: Julie Koval

### **FISCAL IMPACT**

The bill would result in additional costs to the Michigan Department of Transportation for any necessary changes to signage on highways regarding truck speed limits.

Fiscal Analyst: Craig Thiel

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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.