



Senate Fiscal Agency
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BILL



ANALYSIS

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Senate Bill 997 (Substitute S-2 as reported)

Sponsor: Senator Rebekah Warren

Committee: Economic Development and International Investment

CONTENT

The bill would amend the Michigan Vehicle Code to exclude a road that was under the control of a mobility research center from provisions of the Code applicable to private roads that are open to the general public, regardless of whether a private research entity or a corporation was using the road under an agreement with the mobility research center.

The Code allows a county, city, township, or village to contract with a person who owns or is in charge of a private road that is open to the general public, at that person's request or with that person's consent, to enforce provisions of the Code on that private road. Subject to that provision and Section 906 (which allows a police officer to enter on a private road to enforce the Code), a peace officer may enter on a private road that is open to the general public to enforce provisions of the Code if signs meeting the requirements of the Michigan Manual of Uniform Traffic Control Devices are posted on the private road. The owner or person in charge of a private road open to the general public who enters into a contract as described above is responsible for the cost and the posting of signs.

The bill specifies that "private road that is open to the general public" would not include a road that was under the control of a mobility research center, regardless of whether a private research entity or a corporation was using the road under an agreement with the mobility center.

The bill would define "mobility research center" as a facility operated under an agreement between the State, a local unit of government, and a Michigan university that has the ability to receive and accept from any Federal, State, or municipal agency, foundation, public or private agency, entity, or individual a grant, contribution, or loan for or in aid of the planning, construction, operation, upgrade, or financing of a facility for testing advanced transportation systems, including connected or automated technology, automated driving systems, or automated motor vehicles to increase mobility options.

MCL 257.2b et al.

Legislative Analyst: Drew Krogulecki

FISCAL IMPACT

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

Date Completed: 9-1-16

Fiscal Analyst: Michael Siracuse