

ELECTRIC PATROL VEHICLES

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Senate Bill 589 as reported from House committee
Sponsor: Sen. Peter MacGregor
House Committee: Transportation and Infrastructure
Senate Committee: Transportation
Complete to 3-6-18

Analysis available at
<http://www.legislature.mi.gov>

SUMMARY:

Senate Bill 589 would amend the Electric Patrol Vehicle Act to allow a political subdivision to operate an electric patrol vehicle on a sidewalk within its boundaries and to remove the requirement that such a vehicle have at least four wheels.

Currently under the Act, an electric patrol vehicle is a four-wheeled, electrically powered motor vehicle designed to carry up to four persons at a speed of not more than 25 miles an hour. Electric patrol vehicles are limited to streets or highways with a posted speed limit of 25 miles per hour or less, but may cross a street or highway with a posted speed limit of up to 50 miles per hour. The Act also requires an electric patrol vehicle to have certain specific equipment, including brakes, a windshield, a horn, a parking brake, safety belts, red and amber reflectors, and at least two headlights in front and two rear (brake) lights.

The bill would allow an electric patrol vehicle to have fewer than four wheels. The bill would retain the current equipment requirements for four-wheeled patrol vehicles, but an electric patrol vehicle with three or fewer wheels would not be required to have a windshield or safety belts and could be equipped with only one headlight and one rear (brake) light, as long as the headlight still enables the driver to see a person 100 feet away.

Further, under the bill, a political subdivision could authorize its law enforcement, emergency service, and parking enforcement employees to operate electric patrol vehicles on sidewalks within its jurisdiction, in addition to the streets and highways where they may be authorized under current law.

The bill would take effect 90 days after enactment.

MCL 257.1572 et al.

FISCAL IMPACT:

Senate Bill 589 would result in potential cost savings to villages, cities, townships, counties, local law enforcement agencies, and state universities by providing additional, and possibly less expensive, options for electric patrol vehicles that may be operated under the Electric Patrol Vehicle Act. There would be no direct fiscal impact on state government.

HOUSE COMMITTEE ACTION:

The House Committee on Transportation and Infrastructure reported the Senate-passed version of the bill without amendment.

POSITIONS:

The Department of Michigan State Police indicated support for the bill. (2-20-18)

The City of Grand Rapids indicated support for the bill. (2-20-18)

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■ This analysis was prepared by nonpartisan House Fiscal Agency staff for use by House members in their deliberations, and does not constitute an official statement of legislative intent.