

Legislative Analysis



AMBER LIGHTS BETWEEN SNOW REMOVAL JOBS AND SNOWPLOW BLADE WIDTH

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House Bill 5766 (proposed substitute H-1)
Sponsor: Rep. Triston Cole
Committee: Transportation and Infrastructure
Complete to 4-23-18

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

SUMMARY:

House Bill 5766 would amend the Michigan Vehicle Code to allow a commercial snow removal vehicle to activate its flashing, rotating, or oscillating amber lights when traveling between snow or ice removal jobs. The bill would also allow for snowplow blades that are up to ten feet wide without requiring a special permit for the extra width. The bill would take effect 90 days after being enacted.

Currently under the Code, commercial snow removal vehicles are required to be operated with at least one flashing, rotating, or oscillating yellow or amber light that is clearly visible through an arc of 360 degrees from a distance of 500 feet when in use. HB 5766 would amend the Code to allow a commercial snow removal vehicle to activate those flashing, rotating, or oscillating yellow or amber lights when the vehicle is traveling between locations where it will be used for snow or ice removal.

Further, Section 717 of the Code specifies that the total outside width of a vehicle or the load on a vehicle shall not exceed 96 inches (eight feet), except as otherwise provided under the section. HB 5766 would amend Section 717 to allow a person to operate or move a truck with a snowplow blade that is up to 120 inches (ten feet) wide without obtaining a special permit for an extra wide vehicle or load under Section 725 of the Code. This provision would only apply between October 1 and May 1 of each year.

MCL 257.698 and 257.717

FISCAL IMPACT:

The bill's amendment of Section 698 of the Michigan Vehicle Code regarding lights used by snow removal vehicles has no apparent fiscal impact. The bill's amendment of Section 717 would exempt, within limits, snowplow blades from the section's normal 96-inch width limitation as well as permitting requirements under Section 725. The amendment could reduce permit fee revenue of some local road agencies, although the amount of revenue loss and the specific agencies affected cannot be predicted. We do not believe the amount of revenue loss would be significant.¹

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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.

¹ For additional information on permitting requirements, see the House Fiscal Agency publication [Fiscal Focus – Transport Permits and the Regulation of Vehicle Size, Weight, and Load](#), February 6, 2018.