



Senate Fiscal Agency
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BILL



ANALYSIS

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Senate Bill 120 (Substitute S-1 as reported)
Sponsor: Senator Tom Casperson
Committee: Transportation

CONTENT

The bill would amend the Michigan Vehicle Code to increase the maximum allowable length of a stinger-steered combination that may be operated on a highway in the State; and establish a maximum allowable length for a towaway trailer transporter combination transporting two trailers or semitrailers.

Section 719 of the Code prohibits operation on a Michigan highway of vehicles and vehicle combinations that exceed prescribed "normal length maximums". A person who violates Section 719 is responsible for a civil infraction.

For a combination of a truck and semitrailer or trailer, or a truck tractor, semitrailer, and trailer, or a truck tractor and semitrailer or trailer designed and used to transport boats from the manufacturer, or a stinger-steered combination, the normal length maximum is 75 feet. The load on these combinations of vehicles may extend an additional three feet beyond the front and four feet beyond the rear of the combinations of vehicles. The bill would increase the normal length maximum for a stinger-steered combination to 80 feet, and would allow the load on such a combination to extend an additional four feet beyond the front and six feet beyond the rear of the combination.

(The Code defines "stinger-steered combination" as a truck tractor and semitrailer combination in which the fifth wheel is located on a drop frame located behind and below the rearmost axle of the power unit.)

Additionally, the bill would create a normal length maximum of 82 feet for a towaway trailer transporter combination transporting two trailers or semitrailers.

MCL 257.719

Legislative Analyst: Drew Krogulecki

FISCAL IMPACT

The bill would have no fiscal impact on the State and a minimal fiscal impact on local government. The provisions of the bill could reduce the number of civil infractions for violations of the normal length maximum, although there is no way to know if that would be the case. A reduction in civil infraction revenue would reduce revenue dedicated to public libraries. Conversely, an increase in civil infraction revenue would increase revenue dedicated to public libraries.

Date Completed: 3-10-17

Fiscal Analyst: Ryan Bergan