



Senate Fiscal Agency
P.O. Box 30036
Lansing, Michigan 48909-7536



Telephone: (517) 373-5383
Fax: (517) 373-1986

Senate Bill 771 (Substitute S-1 as passed by the Senate)

Sponsor: Senator Kevin Hertel

Committee: Local Government

Date Completed: 7-24-24

CONTENT

The bill would amend the Michigan Vehicle Code to increase, from 30,000 to 65,000, the population threshold at which a city, village, or township could not allow for the operation of golf carts on its streets.

Generally, the Code allows a village, city, or township with a population of fewer than 30,000 individuals based on the 2010 census to allow, by resolution, drivers to operate golf carts on local streets. The bill would increase the population threshold to 65,000 individuals based on the most recent census.

Additionally, the bill would specify that the Michigan Department of Transportation (MDOT) could only authorize a legislative body of a local unit of government to adopt an ordinance authorizing the operation of golf carts on a State trunk line highway, other than an interstate, located within the local unit of government if the local unit of government had a population of 30,000 individuals or less based on the most recent census.¹

MCL 257.657a

BRIEF RATIONALE

St. Clair Shores, Michigan, borders communities that are authorized to drive golf carts on public roads but has a population greater than 30,000 and so may not authorize golf carts on its roads. According to testimony, St. Clair Shores also contains a large marina district called the Nautical Mile through which people like to drive golf carts; however, knowing it is illegal to drive on roads within the Nautical Mile, drivers instead drive down sidewalks and endanger pedestrians. To promote safety, the bill should be passed so communities like St. Clair Shores could authorize golf carts to drive on select roads instead of sidewalks.

Legislative Analyst: Alex Krabill

FISCAL IMPACT

The bill would have a negative fiscal impact on the State and local units of government. It would increase the number of cities and villages that can allow golf carts on streets. This could reduce vehicle registrations and gasoline tax if people used a golf cart to travel rather than a car or truck which would result in less money for MDOT and local units of government.

Fiscal Analyst: Bobby Canell

¹ Michigan's State trunkline highway system is the network of roads posted with Interstate-, US-, or M-numbered route designations. The system is the responsibility of MDOT.

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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.