

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

SFA**BILL ANALYSIS**

Telephone: (517) 373-5383
Fax: (517) 373-1986
TDD: (517) 373-0543

Senate Bill 392 (as introduced 2-25-99)
Sponsor: Senator Loren Bennett
Committee: Transportation and Tourism

Date Completed: 11-9-99

CONTENT

The bill would amend the Michigan Vehicle Code's provisions on school zone speed limits to delete from the definition of "school" the exemption for "an educational institution containing only grades above eighth grade". Currently, "school" means an educational institution operated by a local school district or by a private, denominational, or parochial organization, except an educational institution containing only grades above eighth grade.

(Generally under the Code, the speed limit in a school zone is 25 miles an hour, which must be in force 30 minutes before the first regularly scheduled school session until school begins and from dismissal until 30 minutes after the last regularly scheduled school session, as well as during a lunch period when students are permitted to leave the school. This is contingent upon the school superintendent's requesting that permanent signs designating the school zone and the speed limit in the zone be posted. The signs must conform to the Michigan Manual of Uniform Traffic Control Devices.)

MCL 257.627a

Legislative Analyst: L. Arasim

FISCAL IMPACT

This bill would have an indeterminate fiscal impact on the State and local units of government.

Under current law, drivers who violate the Michigan Vehicle Code's provisions on school zone speed limits are guilty of a civil infraction and subject to fine. The 1998 Michigan Court Administration Reference Guide fee schedule suggests a fine of \$96-\$111 for violations of this statute. This comprises of a \$52 fine, \$15 in statutory penalties, and variable court costs. If drivers are ticketed for violating the Michigan Vehicle Code, the fines collected are distributed to local units of government for support of local libraries.

However, drivers who exceed posted speed limits in a school zone might be found guilty of violating a local ordinance. These drivers would then be subject to local civil penalties, but those fees are determined, collected, and distributed, by local units of government.

If this bill resulted in additional violations of either the Michigan Vehicle Code or local ordinances, it would generate additional revenues for local libraries or local units of government. However, the marginal increase in fines collected under this bill or the costs to issue additional speeding tickets cannot be determined.

Fiscal Analyst: P. Alderfer

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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.