



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

BILL ANALYSIS



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

House Bill 6414 (Substitute H-1 as passed by the House)
Sponsor: Representative Hoon-Yung Hopgood
House Committee: Transportation
Senate Committee: Transportation

Date Completed: 11-10-08

CONTENT

The bill would amend the Michigan Vehicle Code to provide for the use of high-occupancy vehicle (HOV) lanes.

Specifically, when any lane had been designated as an HOV lane under Public Act 51 of 1951 (the Michigan Transportation Fund law) and had been appropriately marked with signs and pavement markings, the lane would be reserved during the periods indicated for the exclusive use of buses and HOVs.

The restrictions imposed on HOV lanes would not apply to any of the following:

- Emergency vehicles, including firefighting vehicles, ambulances, and rescue squad vehicles.
- Law enforcement vehicles.
- Motorcycles.
- Transit and commuter buses designed to transport people, including the driver.
- Vehicles of public utility companies that were responding to an emergency call.
- Vehicles that were using an HOV lane to make a lawful turn for a reasonable distance in advance of the turn or for purposes of entering or exiting a limited access highway.
- Taxicabs having two or more occupants, including the driver.
- Bicycles, if the HOV lane were the right-hand lane of a highway open to bicycles.

The bill would define "high-occupancy vehicle lane" or "HOV lane" as any designated lane or ramp on a highway designated for the exclusive or preferential use of a public transportation vehicle or private motor vehicles carrying not fewer than a specified number of occupants, including the driver. "High-occupancy vehicle" would mean any motor vehicle carrying not fewer than two occupants including the driver.

A violation of the section of the Code that the bill would amend is a civil infraction.

MCL 257.642 et al.

Legislative Analyst: Suzanne Lowe

FISCAL IMPACT

The bill could result in additional revenue to the State and local units of government. To the extent that there would be violations, the bill would result in additional civil fine revenue and potential court costs. Fine revenue from civil infractions under the Michigan Vehicle

Code is allocated to public libraries. Fines resulting from citations for violations of corresponding local ordinances are shared by the local unit of government and the court funding unit.

The amount of revenue is indeterminate as there currently are no data available on the number of potential infractions.

Fiscal Analyst: Joe Carrasco

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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.