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BILL ANALYSIS

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House Bill 4999 (Substitute H-1 as reported without amendment)
Sponsor: Representative Jeff Mayes
House Committee: Energy and Technology
Senate Committee: Transportation

CONTENT

The bill would amend the Michigan Vehicle Code to include subcontractors in provisions exempting public utility vehicles from seasonal weight limits.

The Code prescribes reduced maximum axle loads and gross vehicle weight limits during the months of March, April, and May, but makes an exception to those seasonal restrictions for public utility vehicles that are owned and operated by public utilities under the jurisdiction of the Michigan Public Service Commission (MPSC), or are subcontracted by public utilities to perform electrical emergency public utility work, under certain circumstances.

The bill, instead, would make an exception to the seasonal restrictions for vehicles owned and operated by a public utility or operated by a subcontractor on behalf of a public utility, under the same circumstances. ("Public utility" would mean a public utility under the jurisdiction of the MPSC or a transmission company.)

The Code requires a public utility to notify the county road commission of the location of emergency utility work and provide a statement that the vehicles used to perform the work may have exceeded the loading maximums and gross vehicle weight requirements reduced by the seasonal restrictions, if the county road commission requires this notification. For nonemergency public utility work on restricted roads, a public utility must apply to the county road commission annually for a seasonal truck permit for roads under its authority before seasonal weight restrictions are effective, if required by the county road commission. If the county road commission requires notification of nonemergency public utility work on restricted roads, a public utility must notify the road commission at least 24 hours before the intended travel. The bill would extend these requirements to subcontractors.

A seasonal truck permit for a subcontractor would be valid only while the subcontractor vehicle was being operated in the performance of public utility work, and a subcontractor vehicle or vehicle configuration would have to display signage on the outside of the vehicle to identify it as operating on behalf of the utility.

MCL 257.722

Legislative Analyst: Curtis Walker

FISCAL IMPACT

The bill would have no fiscal impact on State or local government.

Date Completed: 10-7-09

Fiscal Analyst: David Zin

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Analysis available @ <http://www.michiganlegislature.org>

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.