

REQUIRE CERTAIN DISTANCE BEHIND A SNOWPLOW

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Senate Bill 465 (S-2) as passed by the Senate

Sponsor: Sen. Sam Singh

House Committee: Transportation, Mobility and Infrastructure

Senate Committee: Transportation and Infrastructure

Complete to 4-22-24

Analysis available at
<http://www.legislature.mi.gov>

SUMMARY:

Senate Bill 465 would amend the Michigan Vehicle Code to prohibit the operator of a vehicle from following more closely than 200 feet behind a *snowplow*, except when legally overtaking or passing it. In addition, when a snowplow is stopped at or in an intersection, the operator of a vehicle who approaches it from behind would have to stop at least 20 feet away, unless the operator's vehicle is another snowplow. A person violating the bill would be responsible for a civil infraction and would have to be ordered to pay a civil fine of up to \$100.

Snowplow would mean a vehicle that is all the following:

- Operating on behalf of the state, a county, a county road commission, or a municipality.
- Actively engaging in snow and ice removal, snowplowing, salting, or sanding.
- Operating flashing, rotating, or oscillating amber or green lights that are placed in a position to be continuously visible from all sides.

Proposed MCL 257.643b

FISCAL IMPACT:

Senate Bill 465 would have an indeterminate fiscal impact on the state and on local units of government. The number of individuals that would be responsible for a civil infraction under provisions of the bill is not known.

Under section 909(1) of the Michigan Vehicle Code, civil fine revenue would be applied to the support of public and county law libraries. In addition, under section 907(13) of the Michigan Vehicle Code, for any civil fines ordered to be paid, the judge or district court magistrate is required to order the defendant to pay a justice system assessment of \$40 for each civil infraction determination, except for parking violations. Revenue deposited into the state's Justice System Fund supports various justice-related endeavors in the judicial branch, the Departments of State Police, Corrections, Health and Human Services, and Treasury, and the Legislative Retirement System. There is not a practical way to determine the number of violations that will occur under provisions of the bill, so there is not a way to estimate the amount of additional revenue that would be collected.

The fiscal impact on local court systems would depend on how provisions of the bill affected court caseloads and related administrative costs. It is difficult to project the actual fiscal impact

to courts due to variables such as law enforcement practices, prosecutorial practices, judicial discretion, case types, and complexity of cases.

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■ This analysis was prepared by nonpartisan House Fiscal Agency staff for use by House members in their deliberations and does not constitute an official statement of legislative intent.