



Senate Fiscal Agency
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House Bill 4352 (as reported without amendment)
House Bill 4353 (Substitute H-3 as reported without amendment)
Sponsor: Representative Nate Shannon (H.B. 4352)
Representative Sharon MacDonell (H.B. 4353)
House Committee: Transportation, Mobility, and Infrastructure
Senate Committee: Transportation and Infrastructure

CONTENT

House Bill 4353 (H-3) would amend Public Act 51 of 1951, the Michigan Transportation Fund law, to allow the Michigan Department of Transportation (MDOT) to designate a newly constructed highway lane built using Federal funds as a high-occupancy vehicle (HOV) lane by following specified procedures.

House Bill 4352 would amend the Michigan Vehicle Code to exempt from HOV lane restrictions motorcycles and any other class of vehicle as determined by the agency with jurisdiction over the roadway.

MCL 257.642 (H.B. 4352)
247.651 (H.B. 4353)

BRIEF RATIONALE

High-occupancy vehicle lanes are useful traffic reduction tools. By reserving a lane for cars with more than one occupant, they add capacity to roads and encourage carpooling. As part of the Modernize I-75 project, MDOT planned a northbound and a southbound HOV lane between north of 12 Mile Road to South Boulevard; however, according to testimony, MDOT currently does not have the authority to close a lane to any class of legal user, which would prevent the opening of the HOV lane on I-75 as intended. If not given the authority, MDOT may have to reimburse Federal funds that were used to construct the lane. Accordingly, it has been suggested that MDOT be granted the authority to designate HOV lanes.

PREVIOUS LEGISLATION

(Please note: This section does not provide a comprehensive account of previous legislative efforts on this subject matter.)

House Bills 4352 and 4353 are reintroductions of Senate Bills 139 and 140, as well as House Bills 4179 and 4178, of the 2021-2022 Legislative Session.

Legislative Analyst: Abby Schneider

FISCAL IMPACT

The bills would not have any fiscal impact on the State or local units of government. According to MDOT, the costs of traffic devices were included in the original funding of the I-75 project, so this bill would not introduce any new costs.

Date Completed: 9-21-23

Fiscal Analyst: Bobby Canell