



Senate Fiscal Agency
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Senate Bill 706 (Substitute S-1 as reported)
Sponsor: Senator Ken Horn
Committee: Economic and Small Business Development

CONTENT

The bill would amend the Michigan Vehicle Code to do the following:

- Allow the Michigan Council of Future Mobility to conduct, or contract with a third-party vendor to conduct, a study to analyze the impact that the development, construction, or implementation of an automated vehicle roadway, automated vehicle roadway system, or related infrastructure would have on the State in the location that the roadway, system, or other infrastructure was deployed.
- Allow the Michigan Department of Transportation (MDOT) to designate a segment of a roadway under its jurisdiction as an automated vehicle roadway, to require a user fee for the use of the roadway or a lane within it, and to enter into an agreement with an automated vehicle roadway system provider for construction and operation of an automated vehicle roadway system.
- Specify that the bill would supersede all local ordinances that regulated automated vehicle roadway systems, automated vehicle roadways, automated vehicle roadway lanes, or automated vehicle roadway system providers, except specified local ordinances.
- Specify that, if MDOT designated a segment of roadway as an automated vehicle roadway, or a lane or ramp of an automated vehicle roadway as an automated vehicle roadway lane, the roadway could be subject to requirements established as a condition for use and that the roadway could be reserved for the exclusive use of motor vehicles as determined by MDOT.
- Specify that, if MDOT designated a segment of roadway as an automated vehicle roadway, or a lane or ramp of an automated vehicle roadway as an automated vehicle roadway lane, any user fees established as a condition for use would have to be paid, and the vehicle would have to comply with the exclusive use requirements.
- Allow MDOT to promulgate rules to implement the mechanisms to monitor a segment of roadway that had been designated as an automated vehicle roadway and to enforce compliance with user fee payments and other requirements of the bill.
- Require a motor vehicle operator or an automated motor vehicle to comply with the bill's requirements and specify that a person that violated the requirements would be responsible for a civil infraction and could be fined as prescribed by the Code.
- Delete language providing for the creation of the Michigan Council on Future Mobility.

MCL 257.2b et al.

Legislative Analyst: Tyler VanHuyse

FISCAL IMPACT

The bill would not mandate a fiscal impact on MDOT because its language is permissive. The Department could incur costs and expenses to designate or create new highway lanes for automated vehicles; however, it would not have to if it took no action.

Otherwise, the bill could have a positive fiscal impact on State and local government. The bill would allow for the imposition of civil fines for various violations. Revenue collected from civil fines is used to support local libraries. Additionally, \$10 of any civil fine would be deposited into the State Justice System Fund. The Fund supports justice-related activities across State government in the Departments of Corrections, Health and Human Services, State Police, and Treasury. The Fund also supports justice-related issues in the Legislative Retirement System and the Judiciary. The amount of revenue to the State or for local libraries is indeterminate and would depend on the actual number of violations (provided the basis for those violations was established).

Date Completed: 12-13-21

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