



## HOUSE COMMITTEE ON APPROPRIATIONS

# FISCAL NOTE

HOUSE BILL NO. 9

PRINTERS NO. 1812

PRIME SPONSOR: Watson

### COST / (SAVINGS)

FUND	FY 2010/11	FY 2011/12
Motor License Fund	\$0	\$0
Child Passenger Restraint Fund	\$0	\$10,125
Local Funds	\$0	\$0

**SUMMARY:** Creates primary enforcement of the seat belt law for drivers and passengers under age 18; limits the number of passengers under age 18 who can ride in a vehicle driven by a junior driver (under age 18); and increases the number of hours of practical driving experience that are required before a minor who holds a learner's permit can apply for a junior driver's license. This legislation would take effect in 60 days.

**ANALYSIS:** This legislation amends Section 4581 of Title 75 (relating to restraint systems) to extend the primary offense enforcement of the seat belt law to apply to any person in the car under the age of 18. This means that the junior driver and all passengers under 18 must wear a properly adjusted and fastened safety seat belt system, or be safely secured in a child passenger restraint system. The legislation would make it a primary offense if children eight years old and younger are not securely fastened in a booster seat and if children four years old and younger are not securely fastened in a child passenger restraint system.

This legislation amends Section 1503 of Title 75 (relating to junior driver's license) to limit to one the number of passengers under the age of 18 who can ride in a vehicle driven by a junior driver (under age 18), regardless of whether a parent or guardian is present in the vehicle or not. An exception is made for siblings of the junior driver, who live in the same dwelling as the junior driver, provided a parent or guardian approves.

This legislation amends Section 1505 (relating to learner's permits) to increase from 50 to 65 the number of hours of practical driving experience that are required before a minor who holds a learner's permit can apply for a junior driver's license. The bill stipulates that 10 of those hours must be logged after dark, and five must be logged during inclement weather.

The legislation would reduce the fine for failure to fasten a child under 4 in a child passenger restraint system as well as a child 4 to 8 with a seatbelt in a booster seat. That fine would be reduced from \$100 to \$75.

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**FISCAL IMPACT:** This legislation would result in the loss of \$10,125 in fine revenue annually to the Child Passenger Restraint Fund. This calculation is based on the average fine revenue received over the past 4 completed fiscal years. This legislation will have no adverse impact on the Motor License Fund. This legislation will have no adverse impact on local funds. The State Police and local police forces currently enforce routine traffic law; therefore the contents of this legislation will not require any additional staffing at either the state or local level.

**PREPARED BY:** Tim Rodrigo  
House Appropriations Committee (R)

**DATE:** May 9, 2011

*Estimates are calculated using the best information available. Actual costs and revenue impact incurred may vary from estimates.*