



HOUSE COMMITTEE ON APPROPRIATIONS

FISCAL NOTE

HOUSE BILL NO. 1536

PRINTERS NO. 3206

PRIME SPONSOR: B. Miller

COST / (SAVINGS)

FUND	FY 2019/20	FY 2020/21
Motor License Fund	\$0	\$0
Judicial Computer System Augmentation Account	See "Fiscal Impact"	See "Fiscal Impact"

SUMMARY: Amends Title 75 (Vehicle Code) to define "vulnerable highway user" and increases the penalty for careless driving resulting in the death, serious bodily injury, or bodily injury of a vulnerable highway user. Also requires drivers to provide at least four feet of space when passing a vulnerable highway user at a careful and reduced speed. This legislation would take effect in 120 days.

ANALYSIS: This legislation creates new penalties, including driver's license suspensions, for careless driving resulting in the death, serious bodily injury, or bodily injury of a vulnerable highway user (VHU).

Enhanced Penalties: If a motorist is cited for careless driving and causes the death of or injures a VHU, the individual would be subject to the following enhanced penalties:

- Death involving a VHU:
 - o 1-year license suspension.
 - o \$500 - \$5,000 fine.
- Serious bodily injury to a VHU:
 - o 6-month license suspension.
 - o \$250 - \$2,500 fine.
- Bodily injury to a VHU:
 - o No license suspension.
 - o \$25 - \$500 fine.

Increased Pedalcycle Penalty: The fine for a violation of laws regarding the operation of a pedalcycle (bicycle) is increased from \$10 to \$25.

Overtaking a VHU: A motorist overtaking a VHU, other than a pedestrian, proceeding in the same direction is required to provide at least four feet in space when passing. For a motorist overtaking a pedestrian, proceeding in the same or opposite direction, the motorist is required to provide at least four feet in space, but they are not required to exit the laned roadway or yield to the pedestrian to achieve the four feet requirement.

FISCAL IMPACT: This legislation could result in some additional revenue for the Judicial Computer System Augmentation Account as higher fines would be established for violations against the newly defined “vulnerable highway user”. Any such estimate of this revenue is indeterminable at this point.

This legislation would have no adverse fiscal impact on the Motor License Fund.

PREPARED BY: Tim Rodrigo
House Appropriations Committee (R)

DATE: January 31, 2020

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