



LEGISLATIVE FISCAL OFFICE  
Fiscal Note

Fiscal Note On: **HB 499** HLS 25RS 554

Bill Text Version: **REENGROSSED**

Opp. Chamb. Action:

Proposed Amd.:

Sub. Bill For.:

<b>Date:</b> May 7, 2025	2:10 PM	<b>Author:</b> BAMBURG
<b>Dept./Agy.:</b> Corrections and Sheriffs		
<b>Subject:</b> Penalties - Exceeding Speed Limits and Construction Zones		<b>Analyst:</b> Daniel Druilhet

TRAFFIC/VIOLATIONS RE SEE FISC NOTE LF EX Page 1 of 1  
Establishes penalties for persons exceeding the speed limit or breaching construction zones and utility work safety zones under active construction with workers on site

Current law specifies that with exceptions, a first violation of exceeding the speed limit or any regulation of the department is punishable by a fine of no more than \$175, or by imprisonment of no more than 30 days, or both, and on a subsequent violation, a fine of no more than \$500, imprisonment for no more than 90 days, or both; specifies that if a person is operating a motor vehicle exceeding the speed limit on the portion of the highway under active construction and construction workers are on site, the fine is double the standard fine imposed, and if on the area of highway designed as a highway safety corridor, the fine is double the standard fine. Proposed law excludes the standard imposed fine from applying to persons operating a vehicle and exceeding the speed limit or breaching a construction or utility safety zone on portions of the highway under active construction or maintenance and construction or utility workers are on site; specifies that if exceeding the speed limit or breaching a construction or utility safety zone under active construction or maintenance or in the process of being repaired, and construction or utility workers are on site, the fine is changed from no less than \$500 to no more than \$1,000; changes the fine imposed from the double standard fine to no less than \$750 nor more than \$1,000, or no more than 30 days of imprisonment, or both, for a motor vehicle operator who violates speed limit while on a highway safety corridor.

EXPENDITURES	2025-26	2026-27	2027-28	2028-29	2029-30	5 -YEAR TOTAL
State Gen. Fd.	\$0	\$0	\$0	\$0	\$0	<b>\$0</b>
Agy. Self-Gen.	\$0	\$0	\$0	\$0	\$0	<b>\$0</b>
Ded./Other	\$0	\$0	\$0	\$0	\$0	<b>\$0</b>
Federal Funds	\$0	\$0	\$0	\$0	\$0	<b>\$0</b>
Local Funds	SEE BELOW	SEE BELOW	SEE BELOW	SEE BELOW	SEE BELOW	
Annual Total						

REVENUES	2025-26	2026-27	2027-28	2028-29	2029-30	5 -YEAR TOTAL
State Gen. Fd.	\$0	\$0	\$0	\$0	\$0	<b>\$0</b>
Agy. Self-Gen.	\$0	\$0	\$0	\$0	\$0	<b>\$0</b>
Ded./Other	\$0	\$0	\$0	\$0	\$0	<b>\$0</b>
Federal Funds	\$0	\$0	\$0	\$0	\$0	<b>\$0</b>
Local Funds	SEE BELOW	SEE BELOW	SEE BELOW	SEE BELOW	SEE BELOW	
Annual Total						

EXPENDITURE EXPLANATION

Proposed law may result in an indeterminable increase in Local Funds expenditures for local governing authorities if a person is convicted of exceeding the speed limit or breaching construction and utility work safety zones under active construction with workers on site. The proposed law has the effect of expanding the circumstances under which persons may be convicted for violation of current law. The exact fiscal impact of this legislation to local governing authorities is indeterminable, as the sentence of imprisonment associated with current law is optional, and is not known how many people will be convicted and incarcerated in local facilities, nor the length of the sentences assessed with those convictions as a result of its potential enactment. The maximum imprisonment term at the local level is no more than ninety days.

There is no anticipated direct material effect on state governmental expenditures as a result of this measure because this legislation creates a misdemeanor offense; therefore, these offenders will not be sentenced to the Department of Public Safety & Corrections - Corrections Services (DPS&C-CS).

REVENUE EXPLANATION

Proposed law may result in an indeterminable increase in Local revenues, to the extent that those persons convicted of exceeding the speed limit, or breaching construction and utility work safety zones under active construction with workers on site, or operating a motor vehicle on the portion of a highway designated as a highway safety corridor are assessed fines in excess of those currently assessed under current law. Proposed law has the effect of increasing the fine assessed from twice the standard fine imposed to not less than \$500 nor more than \$1,000, for those convicted of exceeding the speed limit, or breaching construction and utility work safety zones under active construction with workers on site. Additionally, the proposed law has the effect of increasing the fine assessed from twice the standard fine imposed to not less than \$750 nor more than \$1,000, for those convicted of operating a motor vehicle on the portion of a highway designated as a highway safety corridor. The exact fiscal impact of the proposed law to revenue is indeterminable, as the fines assessed against those convicted are optional, and the amount of the fines, if imposed, may vary. The revenues will accrue to the local governing authority.

Senate

Dual Referral Rules

House

☐ 13.5.1 >= \$100,000 Annual Fiscal Cost {S & H}

☐ 6.8(F)(1) >= \$100,000 SGF Fiscal Cost {H & S}

☐ 13.5.2 >= \$500,000 Annual Tax or Fee Change {S & H}

☐ 6.8(G) >= \$500,000 Tax or Fee Increase or a Net Fee Decrease {S}

Patrice Thomas  
Deputy Fiscal Officer