

HOUSE OF REPRESENTATIVES STAFF ANALYSIS

BILL #: HB 609 CS Traffic Safety
SPONSOR(S): Hukill and others
TIED BILLS: **IDEN./SIM. BILLS:** HB 165

REFERENCE	ACTION	ANALYST	STAFF DIRECTOR
1) Transportation Committee	10 Y, 3 N, w/CS	Thompson	Miller
2) Local Government Council	7 Y, 1 N, w/CS	Dominguez	Hamby
3) State Infrastructure Council			
4)			
5)			

SUMMARY ANALYSIS

Current law restricts persons from riding outside the passenger compartment of a motor vehicle, or on any portion not designed or intended for the use of passengers, unless occupying a seat securely affixed to the vehicle's exterior, or in a space within a truck body intended for carrying merchandise, except for employees acting in their employment duties.

HB 609 prohibits persons from riding on the exterior of a motor vehicle except employees of a fire department, a governmentally operated solid waste disposal department, a contracted waste disposal service, or volunteer firefighters acting in the line of duty, or persons being transported by a public agency in response to an emergency.

Furthermore, the bill prohibits a minor 18 years of age and under from riding on the bed of a pickup or flatbed truck on limited access facilities unless the truck has been modified to include secure seating and safety restraints and the minor is properly restrained. This provision does not apply if the truck is operated on a farm or off public roads, or in the case of a medical emergency, if the minor is accompanied in the truck by an adult.

The bill allows local governments to adopt ordinances authorizing persons to ride on the bed of a pickup or flatbed truck, notwithstanding the bill's provisions.

The bill does not appear to have a substantial fiscal impact on state or local government.

FULL ANALYSIS

I. SUBSTANTIVE ANALYSIS

A. HOUSE PRINCIPLES ANALYSIS:

Provide Limited Government—The bill increases the regulation of motor vehicle passengers traveling on public roads by further restricting who may ride on those portions of vehicles not specifically designed to carry passengers.

Safeguard Individual Liberty—The bill reduces the freedom some passengers have in riding on the exterior of motor vehicles and in the beds of pickup and flatbed trucks.

Empower Families—The bill restricts certain minors from riding on the beds of pickup or flatbed trucks. To the extent that some families rely solely on pickup trucks for personal transportation, the bill arguably reduces the ability of some families to provide personal transportation for their children.

B. EFFECT OF PROPOSED CHANGES:

Background

Pursuant to s. 316.2015, F.S., current law prohibits the operator of a passenger vehicle from allowing passengers to ride outside of the passenger compartment of the motor vehicle unless the passenger occupies a seat that has been securely affixed to the vehicle's exterior. This infraction is a moving violation punishable by a fine of \$60 plus applicable court costs and fees. The fees and court costs vary county by county, but the total paid for each citation would range from \$112.50 to \$118.50 and an assessment of 3 points against the driver's license.

In addition, the law prohibits a passenger from riding on any portion of a vehicle that is not designed or intended for the use of passengers, except for employees doing so as part of employment duties, or persons riding within truck bodies in space intended for merchandise. This infraction is a non-moving violation punishable by a fine of \$30 plus applicable court costs and fees. The fees and court costs vary county by county, but the total paid for each citation would range from \$68.50 to \$74.50.

These prohibitions do not apply to a performer engaging in, or preparing for, an exhibition or parade.

Proposed Changes

Under this bill, an operator of a passenger vehicle will no longer be able to allow any person to ride outside the compartment in a seat that has been securely affixed to the vehicle's exterior. The operator could be cited for a moving violation for violating this requirement.

This prohibition would not apply to the following individuals:

- Employees of a fire department;
- Volunteer firefighters when engaged in the necessary discharge of a duty;
- A person being transported in response to an emergency by a public agency;
- An employee of a solid waste or recyclable collection service while in the course of employment collecting solid waste or recyclables on designated routes to ride on the vehicle's exterior.

A passenger would also no longer be allowed to ride within a truck body in the space intended for merchandise. Violation of these provisions would be a non-moving violation for which the passengers could be issued a citation.

The bill will prohibit minors 18 years and under from riding on limited access facilities within the body of an open pickup truck or flatbed truck unless the truck has been modified to include secure seating and safety restraints and the minor is properly restrained. The truck's operator could be cited for a moving violation for violating this requirement. These provisions do not apply if the truck is operated on a farm or off public roads, or in the case of a medical emergency, if the minor is accompanied in the truck by an adult.

The bill amends s. 316.008, F.S., to allow local governments to adopt an ordinance authorizing persons to ride on the bed of a pickup or flatbed truck, notwithstanding the bill's provisions.

C. SECTION DIRECTORY:

Section 1: Amends s. 316.2015, F.S., to revise provisions regulating carrying motor vehicle passengers on the exterior of a vehicle and in the body of open pickup trucks or flatbed trucks.

Section 2: Amends s. 316.008, F.S., to give local governments the option of authorizing persons to ride on the bed of a pickup or flatbed truck.

Section 3: Provides an effective date of July 1, 2005.

II. FISCAL ANALYSIS & ECONOMIC IMPACT STATEMENT

A. FISCAL IMPACT ON STATE GOVERNMENT:

1. Revenues:

None.

2. Expenditures:

None.

B. FISCAL IMPACT ON LOCAL GOVERNMENTS:

1. Revenues:

This bill does not appear to have a substantial impact on local government revenues.

2. Expenditures:

None.

C. DIRECT ECONOMIC IMPACT ON PRIVATE SECTOR:

This bill does not appear to have a significant direct economic impact on the private sector. However, to the extent that some families rely solely on pickup trucks for personal transportation of minor children, they may be impacted by the provisions of this bill.

D. FISCAL COMMENTS:

None.

III. COMMENTS

A. CONSTITUTIONAL ISSUES:

1. Applicability of Municipality/County Mandates Provision:

Not applicable because this bill does not appear to: require cities or counties to spend funds or take actions requiring the expenditure of funds; reduce the authority that cities or counties have to raise revenues in the aggregate; or reduce the percentage of a state tax shared with cities or counties.

2. Other:

None.

B. RULE-MAKING AUTHORITY:

None.

C. DRAFTING ISSUES OR OTHER COMMENTS:

None.

IV. AMENDMENTS/COMMITTEE SUBSTITUTE & COMBINED BILL CHANGES

On **February 22, 2005** the Committee on Transportation adopted 1 amendment to HB 609.

Amendment # 1 by Rep. Hukill—Clarifies exemptions related to riding on the exterior of vehicles. Includes fire fighters, persons transported in an emergency situation and solid waste workers.

The bill was reported favorably with a committee substitute.

On **April 20, 2005**, the Local Government Council adopted 1 amendment to HB 609.

The amendment removed from the bill the words “the public roads” and inserted, “limited access facilities”. The change limits the roads where the provisions of this act may apply.