



HOUSE BILL 1199: The Seatbelt Act.

2025-2026 General Assembly

Committee:	House Judiciary 1. If favorable, re-refer to Appropriations. If favorable, re-refer to Rules, Calendar, and Operations of the House	Date:	June 9, 2026
Introduced by:	Reps. Schietzelt, Chesser, Reeder, Paré	Prepared by:	Robert Ryan Staff Attorney
Analysis of:	PCS to First Edition H1199-CSCE-37		

OVERVIEW: *The Proposed Committee Substitute (PCS) for House Bill 1199 would do the following:*

- *Create a new requirement that drivers install an "intelligent speed assistance system" on their vehicle after certain speeding convictions.*
- *Modify multiple laws in Chapter 20 to expand the use of ignition interlock devices related to impaired driving cases.*
- *Authorize the use of "traffic safety monitoring systems" within school zones.*
- *Appropriate nine million dollars (\$9,000,000) in nonrecurring funds in the 2026-2027 fiscal year for the recordation of district court proceedings.*

CURRENT LAW AND BILL ANALYSIS:

PART II

Section 2.1 would create a new law, G.S. 20-17.10, which would require drivers to install an "intelligent speed assistance system" on their vehicle after being convicted of certain offenses.

An Intelligent Speed Assistance system (ISA system) is defined as the following: An aftermarket system that uses location based technology to automatically regulate vehicle acceleration or speed in accordance with the applicable speed limit.

This law would apply to a person whose license was revoked, or whose driving privilege was limited, pursuant to G.S. 20-16.1 (mandatory suspension for excessive speeding), or a violation of any of the following:

- G.S. 20-140 (reckless driving)
- G.S. 20-141 (speed restrictions)
- G.S. 20-141.1 (speed limits in school zones)
- G.S. 20-141.3 (unlawful racing on streets and highways)
- G.S. 20-141.4 (felony and misdemeanor death by vehicle)
- G.S. 20-141.5 (speeding to elude arrest)
- G.S. 20-141.6 (aggressive driving)
- G.S. 20-141.10 (street takeover)

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When the Division of Motor Vehicles (Division) restores the license of, or grants a limited driving privilege, to a person subject to the above the Division would be required to also require the person to only operate a vehicle with an ISA system installed.

This restriction would remain in effect for one year from the date of restoration, and violation of this condition would be punished as the offense of driving while license revoked pursuant to G.S. 20-28.

Data collected by an ISA system would be restricted and is not authorized to be sold, licensed, or used for commercial use.

Any person who tampered with an ISA system would be guilty of a Class 1 misdemeanor.

Section 2.1 would also create a new statute, G.S. 20-17.11, which would address liability related to an ISA system. Generally, a manufacturer, distributor, or retailer of a motor vehicle would not have liable for any loss, injury, or damages caused by the design, manufacture, installation, improper installation, use, or misuse of an ISA system.

Section 2.2 would modify G.S. 20-179.5, which governs the costs of ignition interlock systems. Under current law, generally the driver is responsible for the costs incurred in order to comply with the ignition interlock system requirements contained in Chapter 20. However, if a person meets certain income criteria showing that the person would not be able to afford an ignition interlock system the person is entitled to a reduced cost. Section 2.2 would modify this law to also make this law applicable to the newly-created ISA system laws discussed above.

The above changes would become effective December 1, 2027. Other provisions requiring the Division to create rules and to contract with two qualified vendors would become effective when the bill becomes law.

PART III

Part III would make multiple changes to the laws in Chapter 20 related to the use of ignition interlock devices – expanding the application of the laws and use of ignition interlock devices in cases of impaired driving. This is generally accomplished by lowering the threshold for the required use of ignition interlock devices from an alcohol concentration of 0.15 to 0.08 for limited driving privileges and restoration of licenses related to impaired driving cases.

G.S. 20-16.2 contains the law related to implied consent in cases of impaired driving and the related procedure related to chemical analysis in impaired driving cases.

Section 3.1 would modify G.S. 20-16.2(c1) (procedure for reporting results and refusal to division) so that the specific notification procedure in that statute would apply to a person who commits an impaired driving offense with an alcohol concentration of 0.08, instead of 0.15 as provided in current law.

Section 3.2 would modify G.S. 20-16.2(e1) (limited driving privilege after six months in certain instances) so that a person whose drivers license was revoked under this section, in addition to the listed conditions, would also be required to have an ignition interlock device on all vehicles that the person would be authorized to drive.

G.S. 20-16.5 provides for the license revocation for persons charged with implied-consent offenses.

Section 3.3 would modify G.S. 20-16.5(p) so that a person whose drivers license was revoked under this section, in addition to the listed conditions, would also be required to have an ignition interlock device on all vehicles that the person would be authorized to drive.

G.S. 20-17.8 provides that when a drivers license has been restored after being revoked after certain offenses, an ignition interlock device is required to be installed on the driver's vehicle. Relevant to this

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bill, if a person had an alcohol concentration of 0.15 or more the person would be required to have an ignition interlock installed. There is no requirement that a person convicted of a violation of G.S. 20-138.3, driving by person less than 21 years old after consuming alcohol or drugs, would be required to have an ignition interlock installed upon restoration of the persons license.

Section 3.4 would modify G.S. 20-17.8 to require the installation of an ignition interlock if: i) a person had an alcohol concentration of 0.08, instead of 0.15, or ii) if a person was convicted under G.S. 20-138.3, driving by person less than 21 years old after consuming alcohol or drugs.

Section 3.5 would then modify G.S. 20-138.3, driving by person less than 21 years old after consuming alcohol or drugs, to require an ignition interlock device as a condition for issuing a conditional driving privilege after a violation of that statute.

G.S. 20-179.3 provides the law for the granting of limited driving privileges generally. This statute establishes the laws for obtaining a limited driving privilege after a drivers license has been revoked. It allows eligible individuals to drive for essential purposes, under certain listed conditions. If a person has been convicted of impaired driving and had an alcohol concentration of 0.15 or more, the person would be required to have an ignition interlock installed.

Section 3.6 would modify G.S. 20-179.3 by requiring the installation of a ignition interlock device as a condition for the granting of an limited driving privilege after a conviction for impaired driving if a person had an alcohol concentration of 0.08 or more, instead of 0.15 or more.

This Part becomes effective December 1, 2027, and applies to offenses committed on or after that date.

PART IV

Part IV would authorize the use of "traffic safety monitoring systems" instead of "electronic speed measuring systems" within school zones, allowing for the electronic monitoring of traffic violations beyond speeding violations.

Section 4.1 would modify G.S. 8-50.4 which applies to the use of results of an "electronic speed measuring system" to make the statue apply to a "traffic safety monitoring system" instead.

Section 4.2 makes a conforming change and then Section 4.3 updates the definition of an "electronic speed measuring system" to a "traffic safety monitoring system." The main change in this definition is that the system would now be able to detect violations of G.S. 20-158 (vehicle control signs and signals) and G.S. 20-173 (pedestrians' right-of-way at crosswalks) in addition to speeding violations.

Section 4.4 would modify G.S. 160A-300.4, the use of electronic speed measuring systems in school zones, to expand the statue to authorize the use of traffic safety monitoring systems. This would allow for the enforcement of not only speeding within school zones, but also other traffic violations.

This Part becomes effective December 1, 2026, and applies to offenses committed on or after that date.

PART V

Part V would appropriate to the Administrative Office of the Courts nine million dollars (\$9,000,000) in nonrecurring funds in the 2026-2027 fiscal year to be used for the recordation of district court proceedings. This Part becomes effective July 1, 2026.

EFFECTIVE DATE: Except as otherwise provided, this act is effective when it becomes law.