



**Colorado  
Legislative  
Council  
Staff**

**SB17-059**

**FISCAL NOTE**

**FISCAL IMPACT:**  State  Local  Statutory Public Entity  Conditional  No Fiscal Impact

**Drafting Number:** LLS 17-0481  
**Prime Sponsor(s):** Sen. Lundberg

**Date:** January 26, 2017  
**Bill Status:** Senate Transportation  
**Fiscal Analyst:** Ryan Long (303-866-2066)

**BILL TOPIC:** ROUNDABOUT TURN AND LANE CHANGE SIGNAL

Fiscal Impact Summary	FY 2017-2018	FY 2018-2019
<b>State Revenue</b> Cash Funds	Minimal decrease.	
<b>State Expenditures</b>	Minimal workload impact. See State Expenditures Section.	
<b>TABOR Impact</b>	Minimal decrease.	
<b>Appropriation Required:</b> None.		
<b>Future Year Impacts:</b> Ongoing minimal state revenue and workload decrease.		

**Summary of Legislation**

This bill exempts a person from using their turn signal when entering, navigating, or exiting a roundabout, unless otherwise posted. Failing to use a turn signal in a roundabout is currently a Class A traffic infraction punishable by a fine of \$70 and a surcharge of \$10.

**Comparable Crime**

Legislative Council Staff is required to include certain information in the fiscal note for any bill that creates a new crime, changes the classification of an existing crime, or changes an element of the existing crime that creates a new factual basis for the offense. It is currently a Class A traffic infraction for failing to use a turn signal in a roundabout, punishable by a fine of \$70 and a surcharge of \$10. Between January 2014 and January 2017, there were 6,576 convictions for failing to use a turn signal. Of this number, there were 138 males, 2,404 females, and 34 for which gender information was not available; 5,522 were Caucasian, 597 were African American, 236 were Hispanic, 100 were Asian, 3 were Native American, and 118 were classified as other/unknown. This fiscal note assumes that a minimal number of these violations occurred in a roundabout.

**State Revenue**

Beginning in FY 2017-18, this bill may minimally decrease county court fee revenue to the Judicial Department and state traffic fine revenue to the Highway Users Tax Fund (HUTF), of which the State Highway Fund in the Colorado Department of Transportation receives 65 percent.

## **TABOR Impact**

This bill may minimally reduce state cash fund revenue from fines, which may reduce the amount of money required to be refunded under TABOR for FY 2017-18 and FY 2018-19. TABOR refunds are paid out of the General Fund. Since the bill may reduce the TABOR refund obligation without a corresponding change in General Fund revenue, the amount of money available in the General Fund for the budget will minimally increase by an identical amount.

## **State Expenditures**

Beginning in FY 2017-18, workload in the Judicial Department will minimally decrease. In FY 2017-18 only, this bill will minimally increase workload in the Department of Revenue.

**Judicial Department.** Workload in the Judicial Department may minimally decrease beginning in FY 2017-18 to hear fewer cases related to turn signals. The department's workload model estimates that one county court judicial officer can process 30,207 infractions in a year. This fiscal note assumes that the failure to use a turn signal in a roundabout accounts for a minimal number of turn signal infractions, therefore, this workload impact will be minimal and no change in appropriations is required.

**Department of Revenue.** In FY 2017-18 only, the Department of Revenue will have a minimal workload increase to notify its employees and third party schools who conduct driving tests of the changes from this bill. However, the need to use turn signals in roundabouts is not included in the department's Driver Handbook; therefore, there is no need to change the print version of the manual.

## **Local Government Impact**

Beginning in FY 2017-18, this bill may minimally decrease local government revenues and workloads, as discussed below.

**HUTF fine revenue.** This bill may minimally decrease local government HUTF revenue beginning in FY 2017-18. HUTF revenue generated by traffic fines is distributed to counties (26 percent) and municipalities (9 percent) for transportation needs.

**District attorneys.** District attorneys may experience a minimal workload decrease, as fewer individuals may be cited for this Class A traffic infraction under this bill.

**Denver County Court.** The Denver County Court, which is managed and funded by Denver City and County, may experience a minimal revenue and workload decrease for traffic cases.

**Municipal courts.** The bill may also result in a minimal revenue and workload decrease for municipal courts, to the extent these courts have adopted the model traffic code.

**Effective Date**

The bill takes effect August 9, 2017, if the General Assembly adjourns on May 10, 2017, as scheduled, and no referendum petition is filed.

**State and Local Government Contacts**

Counties  
Municipalities  
Transportation

Information Technology  
Public Safety

Judicial  
Revenue