



Fiscal Note

Legislative Council Staff

Nonpartisan Services for Colorado's Legislature

HB 26-1237: TRANSPORTATION SAFETY MODIFICATIONS

Prime Sponsors:

Rep. Smith; Taggart
Sen. Lindstedt

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Published for: House Trans., Hous. & Local Gov.**Drafting number:** LLS 26-0658**Version:** Initial Fiscal Note**Date:** March 5, 2026**Fiscal note status:** The fiscal note reflects the introduced bill.

Summary Information

Overview. The bill makes various changes to statute regarding transportation safety, and makes stopping, standing, or parking on a portion of roadway designated as a bike lane a class B traffic infraction.

Types of impacts. The bill is projected to affect the following areas on an ongoing basis:

- Minimal State Revenue
- Minimal State Workload
- Local Government

Appropriations. No appropriation is required.

Table 1
State Fiscal Impacts

Type of Impact	Budget Year FY 2026-27	Out Year FY 2027-28
State Revenue	\$0	\$0
State Expenditures	\$0	\$0
Transferred Funds	\$0	\$0
Change in TABOR Refunds	\$0	\$0
Change in State FTE	0.0 FTE	0.0 FTE

Summary of Legislation

The bill makes various changes to statute regarding transportation safety. These changes include:

- clarifying tire, chain, and alternate traction device requirements on a state highway by removing references to four-wheel and all-wheel drive vehicles;
- prohibiting an individual from stopping, standing, or parking on a portion of roadway designated as a bike lane, and making it a class B traffic infraction to do so;
- clarifying language regarding abandoned motor vehicles; and,
- updating statutory references relating to vehicle or traffic collisions or collisions involving other transportation devices.

Comparable Crime Analysis

Legislative Council Staff is required to include certain analysis in the fiscal note for any bill that creates a new crime, or that either reclassifies or creates a new factual basis for an existing crime. This section identifies comparable crimes and discusses assumptions on future conviction rates resulting from the bill.

Prior Conviction Data

This bill creates a new factual basis for the existing offense of stopping, standing, or parking in a specified or prohibited place, a class B traffic infraction, by adding a bike lane as a specified place. From FY 2022-23 to FY 2024-25, 419 individuals have been convicted and sentenced for this offense. Of the persons convicted, 122 were male, 37 were female, and 260 did not have a gender identified. Demographically, 94 were White, 21 were Black/African American, 9 were Hispanic, 2 were Asian, 72 were classified as "Other," and 221 did not have a race identified. The fiscal note assumes most cases of stopping, standing, or parking in a bike lane will continue to be enforced by local law enforcement, and there will be minimal or no additional case filings or convictions for the new offense under the bill. Visit the [Fiscal Notes website](#) for more information about criminal justice costs in fiscal notes.

State Revenue and Expenditures

The bill may increase workload for trial courts in the Judicial Department if the bill results in more traffic infraction cases, which could also lead to increased revenue from fines and fees, which are subject to TABOR. The fiscal note assumes the bill will result in few additional cases compared to current law, and that any workload or revenue impacts will be minimal.

Local Government

Similar to the state, any increase in revenue and workload from additional class B traffic infractions and municipal court filings is expected to be minimal.

Effective Date

The bill takes effect 90 days following adjournment of the General Assembly sine die, assuming no referendum petition is filed.

State and Local Government Contacts

Judicial - Criminal

Revenue

Local Affairs

Transportation

Public Safety

The revenue and expenditure impacts in this fiscal note represent changes from current law under the bill for each fiscal year. For additional information about fiscal notes, please visit the [General Assembly website](#).