



## Fiscal Note

### Legislative Council Staff

Nonpartisan Services for Colorado's Legislature

## HB 26-1318: TRAFFIC SAFETY NEAR SCHOOLS

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**Prime Sponsors:**

Rep. Nguyen; Froelich

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**Fiscal note status:** This revised fiscal note reflects the introduced bill, as amended by the House Transportation, Housing, and Local Government Committee.

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### Summary Information

**Overview.** The bill modifies school traffic regulations by changing the definition of school zones, permitting the use of AVIS systems along safe routes to schools, and establishing school streets.

**Types of impacts.** The bill is projected to affect the following areas on an ongoing basis starting in FY 2026-27:

- Minimal State Workload
- Local Government

**Appropriations.** No appropriation is required.

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**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

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The bill modifies school traffic regulations by expanding the definition of school zones, permitting the use of automated vehicle identification systems (AVIS) along newly created safe routes to school, and creating a new school street designation. These modifications are discussed below.

### School Zones

School zone areas are currently designated by the government having jurisdiction through signage placed indicating the particular roadway is a school zone. The bill makes all roadways within 1,000 feet of a school a school zone, except for state highways unless designated by the Colorado Department of Transportation (CDOT) or a local government with permission from CDOT. Existing school zones that are between 200 and 1,000 feet are also excepted.

Additionally, a local government may reduce a school zone to less than 1,000 feet, but not less than 200 feet, and only after holding a public hearing. A local government can also designate a school zone greater than 1,000 feet. Governments with jurisdiction must place signage in this 1,000-foot area indicating it is a school zone, and a local government may raise revenue through bonding to finance increased school zone signage.

### AVIS Use Along Safe Routes to School

Under current law, a state or local government cannot issue a citation or civil penalty assessment notice for a violation detected through an AVIS unless the violation occurred in specified areas, such as within a school zone or on a roadway by a park. This bill allows the use of AVIS to include violations along a safe route to school and permits the use of AVIS on these routes, which are defined as roadways frequented by pedestrians and bicyclists for going to school.

### School Streets

The bill establishes regulations regarding a "school street," defined as portions of roadways that are immediately adjacent to a school property. A local government may designate school streets, except for state highways and roadways directly connected to a state highway unless CDOT approves.

Local government may close school streets to vehicles, and vehicles must yield to pedestrians, bicyclists, and micromobility users along a school street. A state or local government with jurisdiction over a school street must post conspicuous signage indicating the roadway is a school street. The maximum speed limit along school streets is set at ten miles per hour. Certain traffic regulations generally applicable to pedestrians on roadways do not apply to school

streets. Finally, a local government may suspend additional traffic regulations that endanger pedestrians, bicyclists, and micromobility users as needed.

## Background

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The [Legislative Council Staff Motor Vehicle Handbook](#) outlines current permissible uses of AVIS and AVIS-related penalties.

## State Revenue

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Starting in FY 2026-27, if the traffic regulation modifications lead to more traffic violations, state traffic offense fines and related court fees will increase to the Highway Users Tax Fund (HUTF) and the Judicial Department. Revenue increases will depend on the use of AVIS in school routes, and cannot be estimated. Traffic offense fine and court fee revenue is subject to TABOR.

## State Expenditures

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Starting in FY 2026-27, the bill affects workload in CDOT, the Judicial Department, and the Department of Revenue, as discussed below.

### Department of Transportation

Workload and costs in CDOT may increase if any additional state highways are designated as school zones, either independently by CDOT or upon CDOT approval of a local government request. Workload will also increase if more AVIS systems are installed along safe routes to school, and to approve any roadways that directly connect to state highways as school streets. Given the permissive authority for CDOT to independently designate new school zones along state highways and an unknown amount of local government activity on AVIS systems and school streets, the fiscal note estimates that no appropriation is required at this time.

### Judicial Department and Department of Revenue

Starting in FY 2026-27, workload will increase in the trial courts of the Judicial Department and the Department of Revenue if more traffic offense violations occur, and result in additional required court appearances, or administrative actions by the Department of Revenue. It is assumed that most drivers will follow the law, and that any increase in workload will be minimal. No change in appropriations is required.

## Local Government

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Similar to the state, workload and costs will increase for local governments to assess current school zone areas, and relocate or install additional signage where necessary. Workload and costs will vary by jurisdiction. Additionally, workload and costs will increase if a local government chooses to install an AVIS system on a safe route to school or designate a roadway as a school street. Finally, to the extent additional traffic fine revenue is collected to the HUTF, revenue will increase; HUTF revenue generated by traffic fines is distributed to counties (26 percent) and municipalities (9 percent) for transportation needs.

## Effective Date

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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

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Judicial	Revenue
Local Affairs	Transportation
Public Safety	

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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](#).