

NORTH CAROLINA GENERAL ASSEMBLY

LEGISLATIVE FISCAL NOTE

BILL NUMBER: HB 147 (Second Edition)

SHORT TITLE: Left Turn on Red

SPONSOR(S): Rep. Gulley

FISCAL IMPACT					
	Yes (X)	No ()	No Estimate Available ()		
	<u>FY 2003-04</u>	<u>FY 2004-05</u>	<u>FY 2005-06</u>	<u>FY 2006-07</u>	<u>FY 2007-08</u>
REVENUES					
EXPENDITURES					
Municipal Governments	\$36,000				
POSITIONS: (cumulative)					
PRINCIPAL DEPARTMENT(S) & PROGRAM(S) AFFECTED:	Municipal Governments				
EFFECTIVE DATE:	October 1, 2003				

BILL SUMMARY: The bill would amend G.S. 20-158(b) to permit a vehicle, unless prohibited by an appropriate sign, to make a left turn on red where the vehicle is in the leftmost lane of travel on a one-way street that intersects with another one-way street with traffic moving from the vehicle's right to left.

ASSUMPTIONS AND METHODOLOGY: Expenditures would be for signs at intersections where a left turn on red would be permitted by the bill but is prohibited for reasons of sightlines, heavy pedestrian traffic, etc. These signs would be the responsibility of the Department of Transportation (DOT) on state-maintained roads and of municipal government on city streets. DOT has indicated that the number of such locations on their roads would be limited and the costs of signage minimal. For the cost to municipalities, only a very rough estimate is possible. The City of Raleigh Transportation Department estimates that about one hundred intersections would qualify for left turn on red under the bill and that perhaps 10% to 20% (or 10 to 20) would not be suitable and would require a sign prohibiting left turn on red. Each sign costs approximately \$150 for labor and materials. If we assume that 15% of qualifying intersections in Raleigh would need signs, the cost to Raleigh would be 15 signs multiplied by \$150, or \$2,250. Raleigh receives about 6.3% of the State Street Aid to Municipalities. If we assume that this is a reasonable proxy for Raleigh's street needs as a percentage of total municipality street needs in the state, then Raleigh's cost of \$2,250 would equate to a total state need of approximately \$36,000 (\$2,250 divided by .063 equals \$35,714). This would occur in the first year.

SOURCES OF DATA: North Carolina Department of Transportation; City of Raleigh Transportation Department.

TECHNICAL CONSIDERATIONS: None

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DATE: March 30, 2003



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