



**Colorado  
Legislative  
Council  
Staff**

**SB17-213**

**FISCAL NOTE**

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

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**Drafting Number:** LLS 17-0707      **Date:** March 14, 2017  
**Prime Sponsor(s):** Sen. Hill; Moreno      **Bill Status:** Senate Transportation  
Rep. Winter; Bridges      **Fiscal Analyst:** Erin Reynolds (303-866-4146)

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**BILL TOPIC:** AUTOMATED DRIVING MOTOR VEHICLES

| Fiscal Impact Summary          | FY 2017-2018   | FY 2018-2019 |
|--------------------------------|--|--------------|
| <b>State Revenue</b>           | See State Revenue section.                                   |              |
| <b>State Expenditures</b>      | Potential workload impact.<br>See State Expenditure section. |              |
| <b>Appropriation Required:</b> | None.  |              |
| <b>Future Year Impacts:</b>    | Ongoing potential revenue reduction and workload impact.     |              |

### **Summary of Legislation**

The bill declares the regulation of automated driving systems a matter of statewide concern. As such, as long as these vehicles comply with state and federal laws, they may not be regulated by local authorities. Under the bill, the testing of vehicles not yet capable of complying with state and federal laws is required to be coordinated by the Colorado State Patrol in the Department of Public Safety (DPS) and the Colorado Department of Transportation (CDOT).

### **State Revenue**

In future years, the bill may reduce state cash fund revenue from traffic fines and court fees related to a reduction of traffic infractions resulting from human error. To the extent that a TABOR refund obligation is present, this reduction in state cash fund revenue will reduce the refund obligation from the General Fund by an equivalent amount.

### **State Expenditures**

Beginning in FY 2017-18, the bill may minimally increase workload for DPS and CDOT to the extent that these agencies are involved in coordinating vehicle testing. This workload increase is expected to be accomplished within the existing appropriations of each department. As no requirements are made in the bill for an alternate titling and registration model, no impact is expected for the Department of Revenue.

As discussed in the State Revenue section, the bill has the potential to reduce traffic infractions, which will reduce workload for the Judicial Department in future fiscal years.

### **Local Government Impact**

To the extent local governments need to adopt new ordinances and rules to comply with state laws regulating autonomous vehicles, workload will increase.

Similar to the state impact, future revenue and expenditure reductions may occur from a reduction in traffic infractions. To the extent these reductions occur, workload for district attorneys and county courts, including Denver County Court, as well as county jail costs will be reduced.

### **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       | County Clerks                    | District Attorneys |
| Human Services | Information Technology           | Judicial           |
| Law            | Local Affairs                    | Municipalities     |
| Public Safety  | Regional Transportation District | Revenue            |
| Sheriffs       | Special Districts                | Transportation     |