



**Colorado  
Legislative  
Council  
Staff**

**SB17-213**

**FINAL  
FISCAL NOTE**

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

**Drafting Number:** LLS 17-0707 **Date:** August 3, 2017  
**Prime Sponsor(s):** Sen. Hill; Moreno **Bill Status:** Signed into Law  
 Rep. Winter; Bridges **Fiscal Analyst:** Erin Reynolds (303-866-4146)

**BILL TOPIC:** AUTOMATED DRIVING MOTOR VEHICLES

<b>Fiscal Impact Summary</b>	<b>FY 2017-2018</b>	<b>FY 2018-2019</b>
<b>State Revenue</b> Cash Funds	Potential revenue reduction. See State Revenue section.	
<b>State Expenditures</b>	Potential workload impact. 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 defines "automated driving system" and declares the regulation of the use of automated driving systems a matter of statewide concern. A state agency or political subdivision of the state must not adopt or enforce a policy, rule, or ordinance that sets standards for an automated driving system that are different from the standards set for a human driver.

A person may use an automated driving system if it complies with applicable state and federal laws. Automated driving systems that are not yet capable of complying with all state and federal laws cannot be tested unless approved by the Colorado State Patrol in the Department of Public Safety (DPS) and the Colorado Department of Transportation (CDOT). Any violation of this testing requirement is punishable by a class B traffic infraction. CDOT must report to the Transportation Legislation Review Committee each year concerning the testing of these systems in the state.

Finally, liability for a crash involving an automated driving system controlling a motor vehicle is determined in accordance with applicable state, federal, or common law.

**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 approving 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 was signed into law by the Governor on June 1, 2017, and takes effect August 9, 2017, assuming 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