



**Colorado  
Legislative  
Council  
Staff**

**SB17-213**

**REVISED  
FISCAL NOTE**

(replaces fiscal note dated March 14, 2017)

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

**Drafting Number:** LLS 17-0707 **Date:** March 27, 2017  
**Prime Sponsor(s):** Sen. Hill; Moreno **Bill Status:** House Transportation  
 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>TABOR Impact</b>	See State Revenue section.	
<b>Appropriation Required:</b> None.		
<b>Future Year Impacts:</b> Ongoing potential revenue reduction and workload impact.		

**Summary of Legislation**

The *reengrossed* bill declares the regulation 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.

Automated driving system vehicles 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).

**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 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

**Research Note Available**

An LCS Research Note for SB17-213 is available online and through the iLegislate app. Research notes provide additional policy and background information about the bill and summarize action taken by the General Assembly concerning the bill.