



## Fiscal Note

### Legislative Council Staff

Nonpartisan Services for Colorado's Legislature

## HB 26-1286: AUTOMATED DRIVING SYSTEM COMMERCIAL VEHICLES

**Prime Sponsors:**

Rep. Lieder; Richardson  
Sen. Kolker; Liston

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**Fiscal note status:** The revised fiscal note reflects the introduced bill, as amended by the House Business Affairs & Labor Committee.

### Summary Information

**Overview.** The bill refers a ballot measure to voters to create a penalty for an individual that uses an automated driving system to drive a commercial vehicle without meeting certain conditions.

**Types of impacts.** The bill is projected to conditionally affect the following areas on an ongoing basis:

- Minimal State Revenue
- State Expenditures
- Local Government

**Appropriations.** Conditional upon approval of the ballot measure in the bill, for FY 2026-27, the bill requires an appropriation of \$14,357 to the Department of Revenue.

**Table 1**  
**State Fiscal Impacts**

Type of Impact	Budget Year FY 2026-27	Out Year FY 2027-28
State Revenue	\$0	\$0
State Expenditures (Cash Funds)	\$14,357	\$0
Transferred Funds	\$0	\$0
Change in TABOR Refunds	\$0	\$0
Change in State FTE	0.0 FTE	0.0 FTE

Fund sources for these impacts are shown in the table below.

## Summary of Legislation

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The bill refers a ballot measure to voters at the November 2026 general election to prevent a person from using an automated driving system to drive a commercial vehicle with a gross vehicle weight rating of over 26,000 pounds on a highway unless an individual who holds a commercial driver's license is in the vehicle; is monitoring the performance of the vehicle; can intervene, if necessary; and is seated in the driver's seat if the vehicle is transporting hazardous materials. A violation of the bill is a class A traffic infraction, for which the penalty is—along with a \$150 surcharge—\$1,000 for a first offense, \$2,000 for a second offense, and double for each subsequent offense. The bill does not apply to a light-duty vehicle or a truck-mounted attenuator.

If the measure passes, the Colorado State Patrol is required to analyze the measure's effects on commercial vehicle safety on highways and, by November 1, 2030, report its recommendations to the General Assembly.

## Comparable Crime Analysis

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Legislative Council Staff is required to include certain analysis in the fiscal note for any bill that creates a new crime, or that either reclassifies or creates a new factual basis for an existing crime. This section identifies comparable crimes and discusses assumptions on future conviction rates resulting from the bill.

### Prior Conviction Data

This bill creates the new offense of using an automated driving system to drive a commercial vehicle without a licensed driver present in the vehicle, or using an automated driving system to drive a commercial vehicle transporting hazardous materials without a licensed driver in the driver's seat, a class A traffic infraction. To form an estimate on the prevalence of this new crime, the fiscal note analyzed the existing class B traffic infraction of failing to have a copy of a hazardous materials transportation permit in the cab of a vehicle transporting hazardous materials as a comparable crime. From FY 2022-23 to FY 2024-25, 4 have been convicted and sentenced for this existing offense. Of the persons convicted, all 4 were male. Demographically, 3 were White and 1 was Hispanic. Based on this, the fiscal note assumes that there will be minimal or no additional case filings or convictions for the new offense under the bill. Visit the [Fiscal Notes website](#) for more information about criminal justice costs in fiscal notes.

## **State Revenue**

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Conditional on passage of the measure, the bill may increase revenue from any fines and surcharges issued for the new traffic offense. Fine revenue is credited to the Highway Users Tax Fund, and revenue from surcharges is credited to Judicial Department cash funds. The fiscal note assumes the new offense will result in few additional case filings or convictions, and that any revenue impacts will be minimal. Fine revenue is subject to TABOR.

## **State Expenditures**

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Conditional on passage of the measure, the bill increases state expenditures in the Department of Revenue by about \$14,000 in FY 2026-27 only from the DRIVES Cash Fund, and minimally affects workload in the Department of Public Safety and the Judicial Department. The bill also creates election-related expenditures, which are paid from existing appropriations.

### **Department of Revenue**

In FY 2026-27 only, the bill increases state expenditures from the DRIVES Cash Fund in the DOR by \$14,357 to conduct DRIVES programming to create common codes for the new traffic offense. Programming costs assume 40 hours at a rate of \$260 per hour for a total cost of \$10,400. Testing and development support is estimated to require 39 hours at between \$41 and \$112 per hour for a total cost of \$2,337. Office of Information Technology (OIT) support requirements are estimated at 15 hours at a rate of \$108 per hour for a total cost of \$1,620, which will be allocated to DOR and paid to OIT via real time billing.

### **Department of Public Safety—Colorado State Patrol**

The bill increases workload for the Colorado State Patrol (CSP) in the Department of Public Safety to train state troopers on the new law and program the new offense into CSP software. Troopers may need more time on certain traffic stops to ensure commercial drivers are compliant with the bill. The CSP will also be required to analyze the bill's impacts on commercial vehicle safety on highways, and issue a report to the General Assembly by November 1, 2030. These workload impacts are absorbable with existing resources and no appropriation is required.

## **Judicial Department**

The bill may increase workload in the trial courts and financial services division of the Judicial Department to address any new traffic cases brought to the courts. The fiscal note assumes a high level of compliance and that any impact to the department will be minimal and absorbable with existing resources. There bill also minimally increases programming workload for the department to perform law table updates and auto-apply updates for new traffic offenses.

## **Election Expenditure Impact—Existing Appropriations**

This bill includes a referred measure that will appear before voters at the November 2026 general election. While no additional appropriation is required, certain election costs are incurred by the state when ballot measures are referred. These include reimbursing counties for increased election costs; publishing the text and title of the measure in newspapers across the state; and preparing and mailing the Blue Book.

## **Local Government**

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Similar to the state, any increase in revenue and workload from additional municipal court filings and traffic fines is expected to be minimal.

## **Effective Date**

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If approved by voters on the election held November 3, 2026, this measure takes effect upon proclamation of the Governor, no later than 30 days after the official canvass of the vote is completed. It applies to offenses committed on or after the effective date.

## **State Appropriations**

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Conditional on passage of the measure, for FY 2026-27, the bill requires an appropriation of \$14,357 from the DRIVES Cash Fund to the Department of Revenue.

## **State and Local Government Contacts**

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Counties	Public Safety
Judicial	Revenue
Municipalities	Transportation

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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](#).