



GOVERNOR'S OFFICE OF
BUDGET AND PROGRAM PLANNING

Fiscal Note 2027 Biennium

Bill#/Title: SB0067: Provide for the use of autonomous vehicles

Primary Sponsor: Denley Loge Status: As Introduced

- Included in the Executive Budget Needs to be included in HB 2 Significant Local Gov Impact
- Significant Long-Term Impacts Technical Concerns Dedicated Revenue Form Attached

FISCAL SUMMARY

| | <u>FY 2026 Difference</u> | <u>FY 2027 Difference</u> | <u>FY 2028 Difference</u> | <u>FY 2029 Difference</u> |
|-----------------------------|-------------------------------|-------------------------------|-------------------------------|-------------------------------|
| Expenditures | | | | |
| State Special Revenue (02) | \$231,000 | \$0 | \$0 | \$0 |
| Revenues | | | | |
| State Special Revenue (02) | \$0 | \$0 | \$0 | \$0 |
| Net Impact | <u>\$0</u> | <u>\$0</u> | <u>\$0</u> | <u>\$0</u> |
| General Fund Balance | <u>\$0</u> | <u>\$0</u> | <u>\$0</u> | <u>\$0</u> |

Description of fiscal impact

SB 67 allows for autonomous vehicles on Montana public highways and provides Montana Department of Transportation (MDT) with rulemaking authority. The costs associated with rulemaking and stakeholder outreach can be absorbed within existing resources.

FISCAL ANALYSIS

Assumptions

Department of Transportation

- SB 67 allows autonomous vehicles on public highways but must be regulated by MDT rulemaking.
- MDT anticipates the hiring of a consultant to assist in the rulemaking process and stakeholder outreach.
- Consultant hours necessary to coordinate stakeholder outreach and assist with the rulemaking process are estimated to be 1,100 hours.
- The anticipated costs associated with consultant work on rulemaking are anticipated to be \$231,000.
- Consultant work and MDT efforts to administer the consultant contract and finalize proposed rulemaking will be absorbed in existing staff duties and division budgets.

Department of Justice

- SB 67 will not have an impact on the number of drivers licenses issued.
 - There is no fee implemented for using an automated system outside the prescribed manner.

Fiscal Analysis Table

| Department of Transportation | | | | |
|---|-------------------------------|-------------------------------|-------------------------------|-------------------------------|
| | FY 2026 Difference | FY 2027 Difference | FY 2028 Difference | FY 2029 Difference |
| Fiscal Impact | | | | |
| Expenditures | | | | |
| Operating Expenses | \$231,000 | \$0 | \$0 | \$0 |
| TOTAL Expenditures | \$231,000 | \$0 | \$0 | \$0 |
| Funding of Expenditures | | | | |
| State Special Revenue (02) | \$231,000 | \$0 | \$0 | \$0 |
| TOTAL Funding of Expenditures | \$231,000 | \$0 | \$0 | \$0 |
| Revenues | | | | |
| Net Impact to Fund Balance (Revenue minus Funding of Expenditures) | | | | |
| State Special Revenue (02) | (\$231,000) | \$0 | \$0 | \$0 |

NO SPONSOR SIGNATURE

1/8/25

Sponsor's Initials

Date



Budget Director's Initials

1/7/2025

Date