



GOVERNOR'S OFFICE OF
BUDGET AND PROGRAM PLANNING

Fiscal Note 2025 Biennium

Bill information:

HB0339 - Establish laws for autonomous vehicles (Loge, Denley M)

Status: As Amended in House Committee

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

FISCAL SUMMARY

	<u>FY 2024 Difference</u>	<u>FY 2025 Difference</u>	<u>FY 2026 Difference</u>	<u>FY 2027 Difference</u>
Expenditures:				
General Fund	\$0	\$0	\$0	\$0
State Special Revenue	\$202,416	\$0	\$0	\$0
Revenue:				
General Fund	\$0	\$0	\$0	\$0
State Special Revenue	\$0	\$0	\$0	\$0
Net Impact-General Fund Balance:	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>

Description of fiscal impact: As amended, HB 339 requires the Montana Department of Transportation (MDT) to consult with stakeholders and adopt rules regulating the use of fully autonomous vehicles and platooning.

FISCAL ANALYSIS

Assumptions:

- As amended, MDT shall adopt rules regulating the use of vehicles equipped with level 4 and level 5 automated driving systems, and MDT shall propose these rules no later than January 30, 2024.
- MDT anticipates the hiring of a consultant in the Construction Program to assist in the rulemaking process and stakeholder outreach.
- The anticipated costs associated with consultant work on rulemaking from July 1 thru January 30, 2024 are anticipated to be \$202,416.
- MDT anticipates using other state rules to aid in rulemaking.
- Personal services costs in the Construction program costs will be covered by existing division resources.
- The proposed rulemaking will involve staff from other MDT divisions and these costs will be covered by existing resources.

7. Rulemaking may require a permit under 61-10-124, MCA. If a permit is required by future rule making, there would be a cost to update permitting systems.
8. Motor Carrier Services (MCS) Officers may need authority under 61-10-154, MCA, and 61-10-141, MCA, for autonomous and platooning Commercial Motor Vehicles (CMV). Penalty for violation would be 61-8-711, MCA.
9. Revenue may be generated by future permit requirements for autonomous and platooning CMVs.

	<u>FY 2024</u> <u>Difference</u>	<u>FY 2025</u> <u>Difference</u>	<u>FY 2026</u> <u>Difference</u>	<u>FY 2027</u> <u>Difference</u>
<u>Fiscal Impact:</u>				
<u>Expenditures:</u>				
Personal Services	\$0	\$0	\$0	\$0
Operating Expenses	\$202,416	\$0	\$0	\$0
TOTAL Expenditures	<u>\$202,416</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
<u>Funding of Expenditures:</u>				
General Fund (01)	\$0	\$0	\$0	\$0
State Special Revenue (02)	\$202,416	\$0	\$0	\$0
TOTAL Funding of Exp.	<u>\$202,416</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
<u>Revenues:</u>				
General Fund (01)	\$0	\$0	\$0	\$0
State Special Revenue (02)	\$0	\$0	\$0	\$0
TOTAL Revenues	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
<u>Net Impact to Fund Balance (Revenue minus Funding of Expenditures):</u>				
General Fund (01)	\$0	\$0	\$0	\$0
State Special Revenue (02)	(\$202,416)	\$0	\$0	\$0



 Sponsor's Initials

2-24-23

 Date



 Budget Director's Initials

2-23-23

 Date