



GOVERNOR'S OFFICE OF  
BUDGET AND PROGRAM PLANNING

## Fiscal Note 2023 Biennium

**Bill #** HB0301

**Title:** Require additional illumination at rail crossings

**Primary Sponsor:** Schillinger, Jerry

**Status:** As Introduced

- 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 2022</u><br><u>Difference</u> | <u>FY 2023</u><br><u>Difference</u> | <u>FY 2024</u><br><u>Difference</u> | <u>FY 2025</u><br><u>Difference</u> |
|---|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|
| <b>Expenditures:</b>                    |                                     |                                     |                                     |                                     |
| General Fund                            | \$0                                 | \$0                                 | \$0                                 | \$0                                 |
| State Special Revenue                   | \$0                                 | \$0                                 | \$0                                 | \$0                                 |
| Federal Special Revenue                 | \$0                                 | \$0                                 | \$0                                 | \$0                                 |
| <b>Revenue:</b>                         |                                     |                                     |                                     |                                     |
| General Fund                            | \$0                                 | \$0                                 | \$0                                 | \$0                                 |
| State Special Revenue                   | \$0                                 | \$0                                 | \$0                                 | \$0                                 |
| Federal Special Revenue                 | \$0                                 | \$0                                 | \$0                                 | \$0                                 |
| <b>Net Impact-General Fund Balance:</b> | <u>\$0</u>                          | <u>\$0</u>                          | <u>\$0</u>                          | <u>\$0</u>                          |

**Description of fiscal impact:** HB 301 does not have a fiscal impact for the Montana Department of Transportation.

### FISCAL ANALYSIS

**Assumptions:**

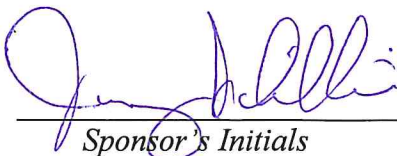
1. The MDT would use existing federal funds for any costs associated with this bill.

**Effect on County or Other Local Revenues or Expenditures:**

1. Annual maintenance costs would be borne by the entity (city, county, state or tribal) having maintenance responsibility for the roadway which the rail crossing is located.

**Technical Notes:**

1. MDT’s Maintenance Division estimates that annual maintenance would be \$250.00 per luminaire.
2. Since there is not a current prioritized list, the Maintenance Division cannot determine the annual maintenance costs for Montana Department of Transportation.
3. There is a conflict between Section 1(1)(a) and Section 1(2). Due to the limitations of federal funding noted in Section 1(2), MDT could not achieve the Section 1(1)(a) as written.
4. The Highway Safety Improvement Program (HSIP) is a core federal-aid program with the purpose to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned roads and roads on tribal land. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads with a focus on performance.
5. In accordance with 23 CFR 924.9(a)(4)(ii), States shall use State-specific, data-driven processes for managing their Rail-Highway Crossing Programs where it considers the relative risk of public railway-highway grade crossings based on a risk analysis and onsite reviews.
6. HB 301 is interpreted to require illumination or luminaires be installed at Railroad (R/R) crossings.

  
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 Sponsor's Initials

2-8-21  
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 Date

KL  
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 Budget Director's Initials

2/7/21  
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 Date