



GOVERNOR'S OFFICE OF  
BUDGET AND PROGRAM PLANNING

## Fiscal Note 2025 Biennium

**Bill information:**

HB0076 - Generally revise transportation laws (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 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>
<b>Expenditures:</b>				
General Fund	\$0	\$0	\$0	\$0
<b>Revenue:</b>				
General Fund	\$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:** This bill has no fiscal impact to the Department of Transportation (MDT), but does have a minimal impact to city, towns, and counties.

### FISCAL ANALYSIS

**Assumptions:**

1. HB 76 replaces the statutory allocation to cities, towns, and counties, the BaRSAA allocation to cities, towns, and counties, and the Local Technical Assistance Transportation (LTAP) program allocation with a single allocation of fuel taxes.
2. The effect on cities, towns, and counties due to rounding will be of minimal impact on revenue and the revenue will increase long-term.
3. The bill removes the cities, towns, and counties match requirements for BaRSAA funding.

  
Sponsor's Initials

1-4-23  
Date

  
Budget Director's Initials

12-28-22  
Date