



GOVERNOR'S OFFICE OF
BUDGET AND PROGRAM PLANNING

Fiscal Note 2027 Biennium

Bill#/Title: HB0731.01: Revise laws related to airports and light aircraft

Primary Sponsor: Shane Klakken

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</u> <u>Difference</u> | <u>FY 2027</u> <u>Difference</u> | <u>FY 2028</u> <u>Difference</u> | <u>FY 2029</u> <u>Difference</u> |
|-----------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|
| Expenditures | | | | |
| State Special Revenue (02) | \$20,000 | \$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 | | | | |

Description of fiscal impact

HB 731 requires airports receiving public funding to provide certain services to light aircraft at no cost. The Montana Department of Transportation (MDT) Aeronautics division would be required to purchase supplies for two airports in order to provide these services.

FISCAL ANALYSIS

Assumptions

Department of Transportation (MDT)

1. There are 14 airports in Montana that receive public funding.
2. Of the 14 airports that receive public funding, 12 airports have the necessary supplies to provide all the required services at no additional cost.
3. The remaining two airports do not have the supplies necessary to provide all the services required in HB 731.
4. The MDT Aeronautics Division would be required to hire a contractor to purchase and install tie downs at these two airports in order to allow light aircraft to park with tie downs for up to 3 days.
5. The estimated cost for installing tie-downs is \$10,000 per airport, for a total one-time cost of \$20,000.

Fiscal Analysis Table

Department of Transportation

| | <u>FY 2026 Difference</u> | <u>FY 2027 Difference</u> | <u>FY 2028 Difference</u> | <u>FY 2029 Difference</u> |
|--|-------------------------------|-------------------------------|-------------------------------|-------------------------------|
| <u>Fiscal Impact</u> | | | | |
| <u>Expenditures</u> | | | | |
| Operating Expenses | \$17,000 | \$0 | \$0 | \$0 |
| Equipment | \$3,000 | \$0 | \$0 | \$0 |
| TOTAL Expenditures | \$20,000 | \$0 | \$0 | \$0 |
| <u>Funding of Expenditures</u> | | | | |
| State Special Revenue (02) | \$20,000 | \$0 | \$0 | \$0 |
| TOTAL Funding of Expenditures | \$20,000 | \$0 | \$0 | \$0 |
| <u>Revenues</u> | | | | |
| <u>Net Impact to Fund Balance (Revenue minus Funding of Expenditures)</u> | | | | |
| State Special Revenue (02) | (\$20,000) | \$0 | \$0 | \$0 |

NOT SIGNED BY SPONSOR

Sponsor's Initials

Date

Budget Director's Initials

3/2/2025

Date