



Fiscal Note

S.B. 115

2016 General Session
Sustainable Transportation and Energy
Plan Act
by Adams, J.



General, Education, and Uniform School Funds

JR4-5-101

	Ongoing	One-time	Total
Net GF/EF/USF (rev.-exp.)	\$0	\$0	\$0

State Government

UCA 36-12-13(2)(b)

Enactment of this legislation could increase revenue to the Department of Environmental Quality by \$2,800 one-time in the form of dedicated credits, from charges to a regulated large-scale electric utility to modify a permit.

Revenues	FY 2016	FY 2017	FY 2018
Dedicated Credits	\$0	\$2,800	\$0
Total Revenues	\$0	\$2,800	\$0

Enactment of this legislation could increase expenditures for the Department of Environmental Quality by \$2,800 one-time in the form of dedicated credits, to make modifications to a permit. State agencies could experience an expenditure impact from this legislation as ratepayers. The impact on ratepayers cannot be quantified at this time: in addition to the uncertainty of changes in cost recovery percentages and specifics of negotiated energy supply contracts, the legislation includes multiple potential changes to both rates and incentives, without a clear cumulative direction and magnitude.

Expenditures	FY 2016	FY 2017	FY 2018
Dedicated Credits	\$0	\$2,800	\$0
Total Expenditures	\$0	\$2,800	\$0

Net All Funds	\$0	\$0	\$0
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Local Government

UCA 36-12-13(2)(c)

Local governments could experience an expenditure impact from this legislation as ratepayers. The impact on ratepayers cannot be quantified at this time: in addition to the uncertainty of changes in cost recovery percentages and specifics of negotiated energy supply contracts, the legislation includes multiple potential changes to both rates and incentives, without a clear cumulative direction and magnitude.

A large-scale electric utility could pay \$2,800 one-time to the Department of Environmental Quality to modify a permit. This utility could experience reduced financial risk based on forecasted versus actual power costs, from a move to 100 percent cost recovery from the current 70 percent; based on 2014 and 2015, the utility could pass on approximately \$13 million to ratepayers, but the actual amount would depend on forecast accuracy. For ten years, \$10 million annually collected by the utility would be allocated to the sustainable transportation and energy plan. Non-utility businesses could be eligible for certain incentives from the utility. The impact on ratepayers cannot be quantified at this time: in addition to the uncertainty of changes in cost recovery percentages and specifics of negotiated energy supply contracts, the legislation includes multiple potential changes to both rates and incentives, without a clear cumulative direction and magnitude.

Performance Note

JR4-2-404

Required of the Public Service Commission and due by February 02, 2016

Notes on Notes

Fiscal notes estimate the direct costs or revenues of enacting a bill. The Legislature uses them to balance the budget. They do not measure a bill's benefits or non-fiscal impacts like opportunity costs, wait times, or inconvenience. A fiscal note is not an appropriation. The Legislature decides appropriations separately.