



Fiscal Note
H.B. 362 4th Sub. (Green)
 2015 General Session
 Transportation Infrastructure Funding
 by Anderson, J. (Greene, Brian.)



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 converts the gasoline and diesel taxes into a sales tax, which could increase revenue to the Transportation Fund. Currently projected gasoline prices do not have both fuel types seeing a tax increase until FY 2025, when the tax increase is \$18.8 million. The elimination of the cap on the Off-Highway Vehicle Account may shift revenue from the Transportation Fund to the Off-Highway Vehicle Account by \$281,700 in FY 2016 and \$301,700 in FY 2017.

Revenues	FY 2015	FY 2016	FY 2017
Transportation Fund	\$0	\$(301,700)	\$(301,700)
General Fund Restricted	\$0	\$281,700	\$301,700
Transportation Fund, One-time	\$0	\$20,000	\$0
Total Revenues	\$0	\$0	\$0

Enactment of this legislation likely will not materially impact state expenditures.

Expenditures	FY 2015	FY 2016	FY 2017
Total Expenditures	\$0	\$0	\$0

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

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

Enactment of this legislation increases the available sales tax cap to local governments by up \$145.7 million in FY 2017.

Individuals & Businesses

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

Due to the potential expansion of the local sales and use tax, enactment of this legislation increases the potential sales tax liability of individuals and businesses by \$145.7 million in FY 2017. The bill also shifts the gasoline tax to a sales tax, which could increase the gasoline tax burden of individuals and businesses over time should the rack price rise above \$2.45 per gallon. In FY 2025, a rack price of \$2.49 could result in a gas tax increase of \$5.1 million and a diesel fuel tax increase of \$13.8 million.

Performance Note

JR4-2-404

No performance note required for this bill

2015/03/09 20:06, Lead Analyst: Thomas E. Young Attorney: SCH

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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.