



Fiscal Note

H.B. 129

2016 General Session
Towing Surcharge Amendments
by Stratton, K.



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 likely will not materially impact state revenue.

Revenues	FY 2016	FY 2017	FY 2018
Total Revenues	\$0	\$0	\$0

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

Expenditures	FY 2016	FY 2017	FY 2018
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 likely will not result in direct, measurable costs for local governments.

Individuals & Businesses

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

Enactment of this bill allows tow truck operators, tow truck motor carriers, and impound yards to charge a credit card processing fee in an amount equal to the lesser of the actual cost to process the credit card or three percent of the transaction total. A typical one day non-consent tow is \$215. When using the three percent of the transaction total, businesses may receive an additional \$6.45 per transaction. Subsequently, individuals may pay \$6.45 more per typical one day non-consent transaction. The annual estimate for one day non-consent tows is approximately 50,000, meaning a net impact of \$322,500 annually to businesses and individuals. The actual amount will vary based on the actual number of tows, additional fees based on storage or location, actual costs to process credit cards, etc.

Performance Note

JR4-2-404

No performance note required for this bill

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.

2016/01/22 14:54, Lead Analyst: Angela J. Oh Attorney: SCH