



**Fiscal Note**  
**S.B. 71 4th Sub. (Pumpkin)**  
 2018 General Session  
 Road Tolls Provisions  
 by Niederhauser, W. (Schultz, Mike.)



**General, Education, and Uniform School Funds**

JR4-5-101

	Ongoing	One-time	Total
Net GF/EF/USF (rev.-exp.)	\$0	\$(18,000)	\$(18,000)

**State Government**

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

Enactment of this bill could generate approximately \$720,000 ongoing beginning in FY 2019 to the Tollway Special Revenue Fund from individuals who would pay tolls and penalties for unauthorized use of tollways. The amount of revenue would be determined by the number of unauthorized tollway users and the amount of the toll and penalty associated with the unauthorized use.

Revenues	FY 2018	FY 2019	FY 2020
Tollway Special Revenue Fund	\$0	\$720,000	\$720,000
<b>Total Revenues</b>	<b>\$0</b>	<b>\$720,000</b>	<b>\$720,000</b>

Enactment of this bill could lead to costs from the Tollway Special Revenue Fund for the Department of Transportation as follows: approximately \$2,100,000 one-time in FY 2019 to acquire and install tollway monitoring equipment and systems; and approximately \$36,000 ongoing beginning in FY 2019 to operate equipment and manage systems. Costs would be determined by the options implemented by UDOT. Enactment of this bill could lead to costs of approximately \$18,000 one-time in FY 2019 from the General Fund for the Tax Commission to update systems and processes to share information with the Department of Transportation and to ensure that owners could not register vehicles for which tolls or penalties are due. The Tax Commission has indicated that it can absorb these costs within existing budgets as part of its annual update process.

Expenditures	FY 2018	FY 2019	FY 2020
General Fund, One-Time	\$0	\$18,000	\$0
Tollway Special Revenue Fund	\$0	\$2,136,000	\$36,000
<b>Total Expenditures</b>	<b>\$0</b>	<b>\$2,154,000</b>	<b>\$36,000</b>

<b>Net All Funds</b>	<b>\$0</b>	<b>\$(1,434,000)</b>	<b>\$684,000</b>
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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 could lead to aggregate costs of approximately \$720,000 annually beginning in FY 2019 to individuals who would pay tolls and penalties for unauthorized use of tollways.

**Regulatory Impact**

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

Enactment of this legislation likely will not change the regulatory burden for Utah residents or businesses.

**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.