



Fiscal Note
S.B. 136 3rd Sub. (Ivory)
2018 General Session
Transportation Governance Amendments -
As Amended
by Harper, W. (Harper, Wayne.)



General, Education, and Uniform School Funds

JR4-5-101

	Ongoing	One-time	Total
Net GF/EF/USF (rev.-exp.)	\$(5,182,314)	\$5,182,314	\$0

Enactment of this legislation could generate \$50.9 million in FY 2019 and \$88.8 million in FY 2020 to the Transit Transportation Investment Fund, decrease deposits into the General Fund by \$5.2 million in FY 2020 and decrease deposits into the Transportation Investment Fund by approximately \$50.9 million in FY 2019 and \$83.6 million in FY 2020 due to the changes in earmarks for the Transportation Investment Fund and the Transit Transportation Investment Fund. If enacted this legislation could generate \$960,300 in FY 2019 and \$3.9 million in FY 2020 to the Transportation Fund, and \$41.8 million in FY 2019 and \$84.9 million FY 2020 to the Transportation Investment Fund as a result of the increases in motor vehicle registration fees that includes a CPI adjustment for motor vehicle registration fees on specified light vehicles under 12,000 lbs.

Revenues	<i>FY 2018</i>	<i>FY 2019</i>	<i>FY 2020</i>
General Fund	\$0	\$(5,182,314)	\$(5,182,314)
General Fund, One-Time	\$0	\$5,182,314	\$0
Transportation Fund	\$0	\$3,871,857	\$3,871,857
Transportation Fund, One-Time	\$0	\$(2,911,552)	\$0
Transportation Investment Fund of 2005	\$0	\$(9,181,124)	\$1,353,596
New Account Created By Legislation	\$0	\$50,971,344	\$88,778,813
Total Revenues	\$0	\$42,750,525	\$88,821,952

Enactment of this legislation could cost the Department of Transportation \$1.23 million ongoing from the Transportation Fund for an additional 10 FTEs to carry out the additional work required by the bill. This includes an additional deputy director and assistant, 2 new FTEs for Planning and Investment Division, 5 new FTEs for Strategic Initiatives, and 1 new FTE for Transit Project Development and \$850,000 one-time from the Transportation Fund in FY 2019 for rules and standards development. Over time UDOT could need an additional 6 FTEs to fully implement the changes required by this bill. The impact for the additional FTEs could be \$819,500. Enactment of this legislation could lead to efficiencies due to coordination between stakeholders and projects.

Expenditures	<i>FY 2018</i>	<i>FY 2019</i>	<i>FY 2020</i>
Transportation Fund	\$0	\$1,230,000	\$1,230,000
Transportation Fund, One-Time	\$0	\$850,000	\$0
Total Expenditures	\$0	\$2,080,000	\$1,230,000

Net All Funds	\$0	\$40,670,525	\$87,591,952
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Local Government

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

Enactment of this legislation could impact revenues for local governments that choose to impose the new county, city, or town option sales and use tax to fund public transit or highways of up to 0.25% tax on non-food taxable sales. Enactment would also allow cities or towns of second class counties to impose the County option sales and use tax for highways and public transit of 0.1% if the county has not already imposed this tax. If enacted this legislation could cost large transportation districts that currently have volunteer board members \$1.2 million to hire three permanent board members and support staff. There may be costs associated with renaming large public transit districts in existence to Transit District Utah. There may be costs associated with the feasibility studies mentioned in the bill.

Individuals & Businesses

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

Enactment of this legislation would create a new local option sales tax of 0.25% on non-grocery taxable sales. This increase would amount to an additional \$2.50 for every \$1,000 spent on non-grocery taxable sales. Impacts of this new local option tax would depend on when and which localities impose this tax and at what rate. Individuals and businesses could pay an additional \$144.4 in FY 2020 due to the increased tax rate. Businesses and individuals could pay an additional \$42.8 million in FY 2019 and \$88.8 million in FY 2020 in motor vehicle registration fees with the potential of future fee adjustments based on a Consumer Price Index.

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.