



**Fiscal Note**  
**S.B. 72**

2019 General Session  
Transportation Governance and Funding  
Revisions  
by Harper, W.



**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)

Revenues	FY 2019	FY 2020	FY 2021
Transportation Fund	\$0	\$26,000	\$26,000
Transportation Fund, One-Time	\$0	\$(19,000)	\$0
<b>Total Revenues</b>	<b>\$0</b>	<b>\$7,000</b>	<b>\$26,000</b>

Enactment of this legislation could lead to increased revenue to the Transportation Fund of approximately \$7,000 in FY 2020 and \$26,000 in FY 2021 due to higher tax rates for compressed natural gas, liquid natural gas, and hydrogen. Enactment could lead to unknown changes in revenues to the Transportation Fund due to owners of alternative fuel vehicles opting to participate in a road usage charge program or to pay an additional registration fee for their vehicles.

Expenditures	FY 2019	FY 2020	FY 2021
Transportation Fund	\$0	\$115,000	\$115,000
Transportation Fund, One-Time	\$0	\$755,000	\$0
Federal Funds	\$0	\$120,000	\$120,000
Federal Funds, One-Time	\$0	\$(120,000)	\$0
<b>Total Expenditures</b>	<b>\$0</b>	<b>\$870,000</b>	<b>\$235,000</b>

Enactment of this legislation could cost the Department of Transportation \$870,000 from the Transportation Fund in FY 2020 to establish a road usage charge (RUC) program. Enactment could cost the department \$115,000 ongoing from the Transportation Fund beginning in FY 2021 to pay a private vendor to manage RUC accounts, and it could cost the department \$120,000 ongoing from federal funds beginning in FY 2021 to operate the RUC program. The department indicates that it can absorb the operating costs.

	FY 2019	FY 2020	FY 2021
<b>Net All Funds</b>	<b>\$0</b>	<b>\$(863,000)</b>	<b>\$(209,000)</b>

**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 legislation could cost owners of alternative fuel vehicles approximately \$7,000 in FY 2020 and \$26,000 in FY 2021 due to higher tax rates for compressed natural gas, liquid natural gas, and hydrogen. Enactment could lead to unknown costs for owners of alternative fuel vehicles who would be required to either opt to participate in a road usage charge program or to pay an additional registration fee for their vehicles.

**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.