



Fiscal Note

S.B. 92

2020 General Session
Statewide Comprehensive Rail Plan
by Anderegg, J.



General, Education, and Uniform School Funds

JR4-5-101

	Ongoing	One-time	Total
Net GF/EF/USF (rev.-exp.)	\$0	\$(2,100,000)	\$(2,100,000)

State Government

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

Revenues	FY 2020	FY 2021	FY 2022
Total Revenues	\$0	\$0	\$0
Enactment of this legislation likely will not materially impact state revenue.			
Expenditures	FY 2020	FY 2021	FY 2022
General Fund, One-time	\$0	\$2,100,000	\$0
Beginning Nonlapsing	\$0	\$0	\$1,050,000
Closing Nonlapsing	\$0	\$(1,050,000)	\$0
Total Expenditures	\$0	\$1,050,000	\$1,050,000
Enactment of this legislation could cost the Department of Transportation \$2,100,000 one-time from the General Fund over two fiscal years beginning in FY 2021 to develop a statewide comprehensive rail plan.			
Net All Funds	FY 2020	FY 2021	FY 2022
	\$0	\$(1,050,000)	\$(1,050,000)

Local Government

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

The Utah Transit Authority could incur costs of about \$7,200 for staff time to participate in the development of a statewide comprehensive rail plan. Other local governmental entities could incur unknown costs for participating in development of the plan.

Individuals & Businesses

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

Enactment of this legislation likely will not result in direct expenditures from tax or fee changes for Utah residents and businesses.

Regulatory Impact

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

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

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.