



**Fiscal Note**  
**H.B. 142**  
 2021 General Session  
 Cyclist Traffic Amendments  
 by Moss, C.



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

JR4-4-101

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

**State Government**

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

Revenues	FY 2021	FY 2022	FY 2023
Total Revenues	\$0	\$0	\$0

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

Expenditures	FY 2021	FY 2022	FY 2023
Total Expenditures	\$0	\$0	\$0

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

Net All Funds	FY 2021	FY 2022	FY 2023
	\$0	\$0	\$0

**Local Government**

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

To the extent that cyclists no longer are cited for not coming to a stop at stop signs or red traffic signals, local governments could avoid an unknown amount of Justice Court costs for time saved by not processing citations for infractions, and local governments would forgo revenue of \$120 per instance.

**Individuals & Businesses**

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

To the extent that cyclists no longer are cited, cyclists could avoid fines of \$120 per instance.

**Regulatory Impact**

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

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.