



## Fiscal Note

### S.B. 51

2022 General Session  
Transportation Amendments  
by Harper, W.



#### General, Education, and Uniform School Funds

JR4-4-101

	Ongoing	One-time	Total
Net GF/EF/USF (rev.-exp.)	\$0	\$(24,600)	\$(24,600)

#### State Government

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

Revenues	FY 2022	FY 2023	FY 2024
Transportation Fund	\$0	\$(279,000)	\$(279,000)
Transportation Investment Fund of 2005	\$0	\$255,000	\$255,000
Dedicated Credits Revenue	\$0	\$250,800	\$250,800
Dept. of Public Safety Rest. Acct.	\$0	\$8,000	\$8,000
Motor Vehicle Safety Impact Restricted Account	\$0	\$8,000	\$8,000
Spinal Cord & Brain Injury Rehab Fund	\$0	\$100	\$100
<b>Total Revenues</b>	<b>\$0</b>	<b>\$242,900</b>	<b>\$242,900</b>

Enactment of this bill could impact the ongoing revenue to the following funds beginning in FY 2023 as follows: 1. Transportation Fund - (\$279,000); 2. Public Safety Restricted Account - \$8,000; 3. Transportation Investment Fund - \$255,000; 4. Motor Vehicle Safety Impact Restricted Account - \$8,000; and 5. Traumatic Spinal Cord and Brain Injury Rehabilitation Fund - \$100. This bill could also generate \$250,800 in ongoing dedicated credits revenue for the Attorney General's Internal Service Fund to cover the prosecution costs of motor vehicle enforcement.

Expenditures	FY 2022	FY 2023	FY 2024
General Fund, One-time	\$24,600	\$0	\$0
Dedicated Credits Revenue	\$0	\$250,800	\$250,800
MV Enforcement Temp Permit Acct (GFR)	\$0	\$250,800	\$250,800
<b>Total Expenditures</b>	<b>\$24,600</b>	<b>\$501,600</b>	<b>\$501,600</b>

Enactment of this bill could cost the Division of Motor Vehicles \$250,800 ongoing in FY 2023 from the Motor Vehicle Enforcement Division Temporary Permit Restricted Account paid to the Attorney General's Internal Service Fund for prosecution costs of motor vehicle enforcement. This could also cost the Division of Motor Vehicles \$24,600 one-time in FY 2022 from the General Fund for enhancements to the state motor vehicle system. The Tax Commission states it can absorb these General Fund costs.

	<i>FY 2022</i>	<i>FY 2023</i>	<i>FY 2024</i>
<b>Net All Funds</b>	<b><u>\$(24,600)</u></b>	<b><u>\$(258,700)</u></b>	<b><u>\$(258,700)</u></b>

**Local Government**

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

Enactment of this bill could result in \$47,800 ongoing statewide revenues to counties beginning in FY 2023 from additional fees for emissions. This bill could also save local prosecutors statewide \$218,800 ongoing beginning in FY 2023 from motor vehicle fraud cases being prosecuted by the Attorney General's Office.

**Individuals & Businesses**

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

Enactment of this bill could cost individuals statewide \$557,400 ongoing beginning in FY 2023 with the following impacts: 1. \$7,900 in savings from modifications to registration fees for vintage vehicles; 2. \$517,500 in additional costs for emissions fees to private inspection companies; and 3. \$47,800 in additional costs for emissions fees paid to counties.

**Regulatory Impact**

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

Enactment of this legislation could result in a medium increase in the regulatory burden for Utah residents or businesses.

**Performance Evaluation**

JR1-4-601

This bill does not create a new program or significantly expand an existing program.

**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.