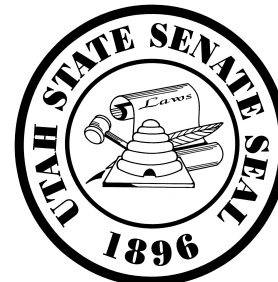




**Fiscal Note**  
**S.B. 51 3rd Sub. (Ivory)**  
 2022 General Session  
 Transportation Amendments  
 by Harper, W. (Christofferson, Kay.)



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

JR4-4-101

	Ongoing	One-time	Total
Net GF/EF/USF (rev.-exp.)	\$0	\$(9,000)	\$(9,000)

**State Government**

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

Revenues	FY 2022	FY 2023	FY 2024
Transportation Fund	\$0	\$115,000	\$115,000
Transportation Fund, One-time	\$0	\$(66,000)	\$0
Transportation Investment Fund of 2005	\$0	\$(8,000)	\$(15,000)
Dedicated Credits Revenue	\$0	\$250,800	\$250,800
<b>Total Revenues</b>	<b>\$0</b>	<b>\$291,800</b>	<b>\$350,800</b>

Enactment of this bill could impact ongoing revenue to the following funds in FY 2023 and FY 2024: 1. Transportation Fund - \$49,000 in FY 2023 and \$115,000 in FY 2024; and 2. Transportation Investment Fund - (\$8,000) in FY 2023 and (\$15,000) in FY 2024. Enactment of 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	\$0	\$9,000	\$0
Transportation Fund	\$0	\$6,000	\$6,000
Transportation Fund, One-time	\$0	\$(3,000)	\$0
Dedicated Credits Revenue	\$0	\$250,800	\$250,800
County of First Class Highway Projects Fund	\$0	\$2,300,000	\$2,300,000
MV Enforcement Temp Permit Acct (GFR)	\$0	\$250,800	\$250,800
<b>Total Expenditures</b>	<b>\$0</b>	<b>\$2,813,600</b>	<b>\$2,807,600</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 have the following costs on the Division of Motor Vehicles: 1. \$9,000 one-time in FY 2023 from the General Fund for enhancements to the state motor vehicle system; and 2. \$3,000 ongoing in FY 2023 and \$6,000 ongoing in FY 2024 from the Transportation Fund for costs of enforcing and administering the provisions of this bill. The Tax Commission states it can absorb the General Fund costs. This bill could result an ongoing transfer of \$2,300,000 from the County of the First Class Highway Projects

Fund balances to three cities in a county of the first class. This bill could also result in reduced costs to the Transportation Investment Fund and increased costs to other unspecified funds for construction of the interchange on Bangerter Highway at 13400 South.

	FY 2022	FY 2023	FY 2024
Net All Funds	\$0	\$(2,521,800)	\$(2,456,800)

Local GovernmentUCA 36-12-13(2)(c)

Enactment of this bill could result in additional ongoing statewide revenues for counties of \$9,700 in FY 2023 and \$19,400 in FY 2024 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. The bill could result in allocation of \$2,300,000 from the County of the First Class Highway Projects Fund to three cities in a county of the first class.

Individuals & BusinessesUCA 36-12-13(2)(c)

Enactment of this bill could cost individuals statewide \$159,200 ongoing in FY 2023 and \$336,500 ongoing in FY 2024 with the following impacts: 1. \$41,000 in FY 2023 and \$100,000 in FY 2024 from modifications to registration fees for vintage vehicles; 2. \$108,500 in FY 2023 and \$217,100 in FY 2024 for additional costs for emissions fees to private inspection companies; and 3. \$9,700 in FY 2023 and \$19,400 in FY 2024 in additional costs for emissions fees paid to counties.

Regulatory ImpactUCA 36-12-13(2)(d)

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

Performance EvaluationJR1-4-601

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.