



Fiscal Note
H.B. 63
 2023 General Session
 Office of Rail Safety
 by Schultz, M.



General, Income Tax, and Uniform School Funds

JR4-4-101

	Ongoing	One-time	Total
Net GF/ITF/USF (rev.-exp.)	\$0	\$(259,500)	\$(259,500)

State Government

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

Revenues	FY 2023	FY 2024	FY 2025
New Account Created By Bill (FN Only)	\$0	\$0	\$259,500
Total Revenues	\$0	\$0	\$259,500

Enactment of this legislation could result in increased revenue from fees set for certain investigation and enforcement activities by the Department of Transportation that must total an amount not less than the amount required to regulate railroads and carry out the duties of the new Office of Rail Safety. The Department of Transportation indicated at least 2.0 Rail Safety Inspector FTEs would be needed at a cost of \$259,500 in fiscal years 2024 and 2025. It is assumed the Department of Transportation will collect at least \$259,500 in fee revenue beginning in fiscal year 2025. The total amount of fees to be collected are not known and an estimate cannot be determined at this time.

Expenditures	FY 2023	FY 2024	FY 2025
General Fund, One-time	\$0	\$259,500	\$0
New Account Created By Bill (FN Only)	\$0	\$0	\$259,500
Total Expenditures	\$0	\$259,500	\$259,500

Enactment of this legislation could increase expenditures by \$259,500 in fiscal years 2024 and 2025 related to hiring 2.0 Rail Safety Inspectors FTEs. It is assumed expenditures will be paid from the General Fund in fiscal year 2024 and then will be paid from the new Office of Rail Safety account in fiscal year 2025 when the Department of Transportation begins collecting fees. The bill authorizes the Department of Transportation to charge fees equal to costs needed to administer the provisions of the bill that could offset costs related to administrative duties and salaries of FTEs.

	FY 2023	FY 2024	FY 2025
Net All Funds	\$0	\$(259,500)	\$0

Local Government

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

The Utah Transit Authority could experience increased costs related to the Department of Transportation charging a fee for conducting certain required inspections. The Department of Transportation indicates at least 2.0 Rail Safety Inspector FTEs would be needed at a cost of \$259,500 in fiscal year 2024 and 2025. It is assumed all rail entities within the state will pay at least \$259,500 in fee revenue beginning in fiscal year 2025. The total amount of fees to be paid are not known and an estimate cannot be determined at this time.

Individuals & Businesses

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

Private rail companies could experience increased costs related to the Department of Transportation charging a fee for conducting certain required inspections. The Department of Transportation indicates at least 2.0 Rail Safety Inspector FTEs would be needed at a cost of \$259,500 in fiscal year 2024 and 2025. It is assumed all rail entities within the state will pay at least \$259,500 in fee revenue beginning in fiscal year 2025. The total amount of fees to be paid are not known and an estimate cannot be determined at this time.

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 Evaluation

JR1-4-601

This bill creates a new program or significantly expands an existing program. For a list of questions lawmakers might ask to improve accountability for the proposed program, please see: <https://budget.utah.gov/newprogram>

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.