



**Revised Fiscal Note**  
**S.B. 27 4th Sub. (Pumpkin)**  
 2023 General Session  
 Transportation Revisions - As Amended  
 by Harper, W. (Harper, Wayne.)



**General, Income Tax, and Uniform School Funds**

JR4-4-101

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

**State Government**

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

Revenues	FY 2023	FY 2024	FY 2025
Transportation Fund	\$0	\$(26,500)	\$(26,500)
Transportation Fund, One-time	\$0	\$12,300	\$0
Transportation Investment Fund of 2005	\$0	\$(18,000)	\$(36,000)
Motor Vehicle Safety Impact Restricted Account	\$0	\$(1,200)	\$(1,200)
Restricted Accounts (FN Only)	\$0	\$(1,100)	\$(1,100)
<b>Total Revenues</b>	<b>\$0</b>	<b>\$(34,500)</b>	<b>\$(64,800)</b>

To the extent that additional citations are issued as a result of this bill and individuals pay their financial obligation, this bill could increase revenue/case in the following amounts: (1) General Fund \$500; (2) Court Security Account \$1,100; and Justice Court Technology, Security, & Training Account \$100.

The Department of Transportation could experience a positive or negative fiscal impact related to the sale or transfer of real property with the Utah Transit Authority depending on the nature of the transaction.

The Tax Commission could experience reduced revenue of \$34,500 one-time in FY 2024 and \$64,800 ongoing in FY 2025 from more individuals registering vehicles as vintage vehicles.

Expenditures	FY 2023	FY 2024	FY 2025
Transit Transportation Investment Fund	\$0	\$9,500,000	\$9,500,000
<b>Total Expenditures</b>	<b>\$0</b>	<b>\$9,500,000</b>	<b>\$9,500,000</b>

Enactment of this legislation could increase expenditures by \$9.5 million in the Transit Transportation Investment Fund related to the local match being reduced from 40 percent to 30 percent for certain public transit capital development projects and pedestrian or nonmotorized transportation projects.

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The Department of Transportation could experience a positive or negative fiscal impact related to the sale or transfer of real property with the Utah Transit Authority depending on the nature of the transaction.

	<i>FY 2023</i>	<i>FY 2024</i>	<i>FY 2025</i>
<b>Net All Funds</b>	<u>\$0</u>	<u>\$(9,534,500)</u>	<u>\$(9,564,800)</u>

**Local Government**

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

Political subdivisions and public transit systems could experience decreased costs of \$9.5 million beginning in fiscal year 2024 related to the local match being reduced from 40 percent to 30 percent for certain public transit capital development projects and pedestrian or nonmotorized transportation projects.

Enactment of this legislation could increase revenue to local governments by about \$66/case for fines/fees. This bill could also cost justice courts an unknown amount in court processing costs.

If the provision related to allowing a large public transit district to increase compensation for members of the board of trustees based on cost of living adjustments for state employees for the same year had been in effect in calendar year 2023, it could have cost the Utah Transit Authority \$20,500 for increased salaries and benefits.

The Utah Transit Authority could experience a positive or negative fiscal impact related to the sale or transfer of real property with the Department of Transportation depending on the nature of the transaction.

**Individuals & Businesses**

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

To the extent that individuals violate provisions of this bill, this could cost certain offenders about \$120/case, however the total amount is unknown.

To the extent that individuals have vehicles towed by a tow rotation company, this could cost individuals additional fees and tow rotation companies could collect more revenue.

Individuals who have vehicles that meet the definition for vintage vehicle may experience a reduction of an estimated \$34,500 one-time in fiscal year 2024 and \$64,800 ongoing in fiscal year 2025 in vehicle registration fees and emissions requirements.

**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 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.