



Fiscal Note
S.B. 185 1st Sub. (Green)
2023 General Session
Transportation Amendments - 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	\$(100,000,000)	\$(100,000,000)

State Government

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

Revenues	FY 2023	FY 2024	FY 2025
Transportation Fund	\$0	\$(66,000)	\$(66,000)
Transportation Fund, One-time	\$(32,000)	\$2,000	\$0
Transportation Investment Fund of 2005	\$0	\$(56,000,000)	\$(59,000,000)
New Account Created By Bill (FN Only)	\$0	\$156,000,000	\$59,000,000
Total Revenues	\$(32,000)	\$99,936,000	\$(66,000)

Enactment of this legislation could result in a deposit of \$100 million one-time from the General Fund to the State Infrastructure Bank for developing areas. Enactment could also result in a shift of \$56 million in FY 2024 and \$59 million in FY 2025 of sales tax revenue from the Transportation Investment Fund to the newly created Active Transportation Investment Fund (ATIF). Enactment of this legislation could decrease revenue to the Transportation Fund by \$32,000 in FY 2023, \$64,000 in FY 2024, and \$66,000 ongoing beginning in FY 2025, related to vintage vehicles with model years 1981 and 1982 being exempt from renewal registration fees.

Expenditures	FY 2023	FY 2024	FY 2025
General Fund, One-time	\$0	\$100,000,000	\$0
Transportation Fund	\$0	\$(26,000)	\$(26,000)
Transportation Fund, One-time	\$(32,000)	\$2,000	\$0
Transportation Investment Fund of 2005	\$0	\$(56,000,000)	\$(59,000,000)
Transportation Infrastructure Loan Fund	\$0	\$100,000,000	\$0
New Account Created By Bill (FN Only)	\$0	\$56,000,000	\$59,000,000
Total Expenditures	\$(32,000)	\$199,976,000	\$(26,000)

Enactment of this legislation could cost \$100 million one-time from the General Fund in FY 2024, deposited into the State Infrastructure Bank, and a like amount expended from the State Infrastructure Bank to fund developing areas. Enactment of this legislation could shift expenditures in the amount of \$56 million in FY 2024 and \$59 million in FY 2025 ongoing from the Transportation Investment

Fund to the ATIF. Enactment could cost the Department of Transportation \$40,000 ongoing from the Transportation Fund beginning in FY 2024 to administer the bill's provisions, which can be absorbed. Enactment of this legislation could reduce expenditures in the Highway System Construction line item by \$32,000 in FY 2023, \$64,000 in FY 2024, and \$66,000 in FY 2025.

	FY 2023	FY 2024	FY 2025
Net All Funds	\$0	\$(100,040,000)	\$(40,000)

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

To the extent that counties choose to impose a certain sales and use tax before June 30, 2026, counties could collect increased revenue.

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

To the extent that counties choose to impose a certain sales and use tax before June 30, 2026, individuals could pay increased taxes. Individuals who own a vintage vehicle with a model year of 1981 or 1982 could pay reduced renewal registration fees of \$32,000 in FY 2023, \$64,000 in FY 2024, and \$66,000 ongoing beginning in FY 2025.

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

Enactment of this legislation likely will not change 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.