



Fiscal Note
S.B. 185 2nd Sub. (Salmon)
2023 General Session
Transportation Amendments
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	\$(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	\$56,000,000	\$59,000,000
Total Revenues	\$(32,000)	\$(64,000)	\$(66,000)
Enactment of this legislation could 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. The State Infrastructure Bank Greenfield subaccount cost could be as low as zero using existing SIB repayments, or as high as \$100 million from the General Fund reflecting submitted requests for appropriation.			
Expenditures	FY 2023	FY 2024	FY 2025
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)
New Account Created By Bill (FN Only)	\$0	\$56,000,000	\$59,000,000
Total Expenditures	\$(32,000)	\$(24,000)	\$(26,000)
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.			

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	<i>FY 2023</i>	<i>FY 2024</i>	<i>FY 2025</i>
Net All Funds	<u>\$0</u>	<u>\$(40,000)</u>	<u>\$(40,000)</u>

Local Government
UCA 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 & Businesses
UCA 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 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.