



Fiscal Note
S.B. 202

2023 General Session
Fuel Tax Amendments
by Riebe, K.



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	\$(66,270,000)	\$(66,270,000)
Transportation Fund, One-time	\$0	\$33,290,000	\$0
Transportation Investment Fund of 2005	\$0	\$11,700,000	\$23,400,000
Boating (GFR)	\$0	\$(200,000)	\$(400,000)
Off-highway Vehicle (GFR)	\$0	\$(120,000)	\$(230,000)
Transit Transportation Investment Fund	\$0	\$(11,700,000)	\$(23,400,000)
Total Revenues	\$0	\$(33,300,000)	\$(66,900,000)

Enactment of this legislation could reduce state revenues by approximately \$33.3 million in FY2024, \$66.9 million in FY2025, and \$26.8 million in FY2026. The impacts would be to the following funds in the following amounts: in FY2024, reductions of \$33.0 million to the Transportation Fund, \$200,000 to the General Fund Restricted Boat Fuel Tax Account, \$100,000 to the Off-Highway Vehicle Account, and \$11.7 million to the Transit Transportation Investment Fund, with an increase of \$11.7 million to the Transportation Investment Fund of 2005; in FY2025, reductions of \$66.3 million to the Transportation Fund, \$400,000 to the General Fund Restricted Boat Fuel Tax Account, \$200,000 to the Off-Highway Vehicle Account, and \$23.4 million to the Transit Transportation Investment Fund, with an increase of \$23.4 million to the Transportation Investment Fund of 2005; and in FY2026, reductions of \$26.6 million to the Transportation Fund, \$200,000 to the General Fund Restricted Boat Fuel Tax Account, \$100,000 to the Off-Highway Vehicle Account, and \$9.4 million to the Transit Transportation Investment Fund, with an increase of \$9.4 million to the Transportation Investment Fund of 2005.

Expenditures	FY 2023	FY 2024	FY 2025
Transportation Fund	\$0	\$(8,000,000)	\$(8,000,000)
Transportation Fund, One-time	\$0	\$(1,900,000)	\$(11,900,000)
Total Expenditures	\$0	\$(9,900,000)	\$(19,900,000)

Enactment of this legislation could reduce expenditures from the Transportation Fund on B and C roads by approximately \$9.9 million in FY2024, \$19.9 million in FY2025, and \$8.0 million in FY2026.

	<i>FY 2023</i>	<i>FY 2024</i>	<i>FY 2025</i>
Net All Funds	<u>\$0</u>	<u>\$(23,400,000)</u>	<u>\$(47,000,000)</u>

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

Enactment of this legislation could reduce local government B and C road allocations by approximately \$9.9 million in FY2024, \$19.9 million in FY2025, and \$8.0 million in FY2026.

Individuals & Businesses UCA 36-12-13(2)(c)

Enactment of this legislation would lower the fuel tax rate by 4.6 cents in CY2024, 2.6 cents in CY2025, and increase the fuel tax rate by 0.1 cent in CY2026. In total, it is estimated that taxpayers will save approximately \$33.3 million in FY2024, \$66.9 million in FY2025, and \$26.8 million in FY2026.

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.