



Fiscal Note
H.B. 50 1st Sub. (Buff)
 2024 General Session
 State Highway Designation Amendments
 by Peterson, K. (Peterson, Karen.)



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 2024	FY 2025	FY 2026
Total Revenues	\$0	\$0	\$0

Enactment of this legislation likely will not materially impact state revenue.

Expenditures	FY 2024	FY 2025	FY 2026
Transportation Fund	\$0	\$(1,200)	\$(1,200)
Transportation Investment Fund of 2005	\$80,300	\$80,300	\$80,300
Total Expenditures	\$80,300	\$79,100	\$79,100

Enactment of this legislation adds 15.6 miles to the state's highway system and removes 0.2 miles from the state's highway system. Beginning in FY 2024, ongoing maintenances costs on 15.6 miles could cost \$80,300 from the Transportation Investment Fund of 2005. Beginning in FY 2025, ongoing maintenance costs on 0.2 mile could be reduced by \$1,200 from the Transportation Fund.

	FY 2024	FY 2025	FY 2026
Net All Funds	\$(80,300)	\$(79,100)	\$(79,100)

Local Government

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

Enactment of this legislation likely will not result in direct, measurable costs for local governments.

Individuals & Businesses

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

Enactment of this legislation likely will not result in direct expenditures from tax or fee changes for Utah residents and businesses.

Regulatory Impact

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

Enactment of this legislation likely will not change the regulatory burden for Utah residents or businesses.

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.