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
Total Expenditures	$0	$0	$0

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

	FY 2024	FY 2025	FY 2026
Net All Funds	$0	$0	$0

Local Government

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

Based on $20,000 to $25,000 per city for updating impact studies for cities that already have transportation utility fees and assuming 11 cities authorize or reauthorize transportation utility fees, enactment of this legislation could result in a statewide impact of $220,000 to $275,000 one-time. Should a city choose to study or adopt a new transportation utility fee this could cost $60,000 to $75,000 per city. While the legislation creates statutory authority to impose a transportation utility fee, prior case law already provides this authority.

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.

H.B. 367 3rd Sub. (Cherry)