



**Fiscal Note**  
**S.B. 179 2nd Sub. (Salmon)**  
 2024 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.)	\$(1,765,800)	\$(25,000)	\$(1,790,800)

**State Government**

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

Revenues	FY 2024	FY 2025	FY 2026
General Fund	\$0	\$(1,813,400)	\$(1,813,400)
Transportation Investment Fund of 2005	\$0	\$1,813,400	\$1,813,400
Land Grant Management Fund	\$0	\$(100)	\$(100)
Off-highway Vehicle (GFR)	\$0	\$(2,100)	\$(2,100)
Spinal Cord & Brain Injury Rehab Fund	\$0	\$(100)	\$(100)
UHP Aero Bureau Restricted Account (GFR)	\$0	\$(100)	\$(100)
<b>Total Revenues</b>	<b>\$0</b>	<b>\$(2,400)</b>	<b>\$(2,400)</b>

Enactment of this legislation could shift revenue from the General Fund to the Transportation Investment Fund of 2005 by \$1,813,400 ongoing starting in fiscal year 2025. Enactment of this legislation could decrease revenue from registration of snowmobiles by approximately \$2,400 starting in fiscal year 2025. To the extent that more people are convicted as a result of this legislation and pay their financial obligation, this could increase state revenue per case in the following amounts: (1) General Fund \$290; (2) Court Security \$38.

Expenditures	FY 2024	FY 2025	FY 2026
General Fund	\$0	\$(47,600)	\$(47,600)
General Fund, One-time	\$0	\$25,000	\$0
Transportation Investment Fund of 2005	\$500,000	\$500,000	\$500,000
<b>Total Expenditures</b>	<b>\$500,000</b>	<b>\$477,400</b>	<b>\$452,400</b>

Enactment of this legislation could increase expenditures to the Tax Commission by \$61,900 one-time and \$36,900 ongoing General Fund and could result in savings totaling \$84,500 ongoing General Fund in FY 2025 for the Tax Commission to create an electronic titling system. Enactment of this legislation could increase expenditures to the Department of Transportation by \$500,000 ongoing Transportation Investment Fund of 2005 beginning in fiscal year 2024 for a public transit study.

	<i>FY 2024</i>	<i>FY 2025</i>	<i>FY 2026</i>
<b>Net All Funds</b>	<u>\$(500,000)</u>	<u>\$(479,800)</u>	<u>\$(454,800)</u>

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

Enactment of this legislation could increase revenue to local governments by about \$350 per case for fines/fees. Local government entities could experience the following estimated expenditures: 1. Prosecutors - \$812 per case; 2. Public Defense - \$975 per case; 3. County Jails - unknown increase at about \$83 per day per offender in incarceration costs; 4. Local Justice Court - unknown increase.

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

To the extent that individuals own and operate snowmobiles that are not equipped with a saddle, individuals could pay approximately \$2,400 less in fees starting in fiscal year 2025. To the extent that individuals violate provisions of this legislation, this could cost certain offenders about \$680 per case, however the total amount is unknown.

**Regulatory Impact** UCA 36-12-13(2)(d)

Enactment of this legislation could result in a small reduction in 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.