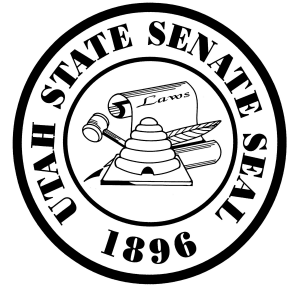




**Fiscal Note**  
**S.B. 136 5th Sub. (Gray)**  
2018 General Session  
Transportation Governance Amendments  
by Harper, W. (Schultz, Mike.)



**General, Education, and Uniform School Funds**

JR4-5-101

	Ongoing	One-time	Total
Net GF/EF/USF (rev.-exp.)	\$(5,182,300)	\$5,182,300	\$0

S.B. 136 5th Sub. (Gray)

Enactment of this legislation would eliminate a reduction in one of the state sales tax earmarks for the Transportation Investment Fund and could increase funds to the Transportation Fund by \$5.2 million and decrease funds to the General Fund by \$5.2 million beginning in FY 2020. Enactment of this legislation would increase motor vehicle registration fees for alternative fuel vehicles and includes a CPI adjustment for motor vehicle registration fees. This could increase revenues to the Transportation Fund by \$1.9 million in FY 2019 and \$5.5 million in FY 2020.

<b>Revenues</b>	<i>FY 2018</i>	<i>FY 2019</i>	<i>FY 2020</i>
General Fund	\$0	\$(5,182,300)	\$(5,182,300)
General Fund, One-Time	\$0	\$5,182,300	\$0
Transportation Fund	\$0	\$5,559,300	\$5,559,300
Transportation Fund, One-Time	\$0	\$(3,613,300)	\$0
Transportation Investment Fund of 2005	\$0	\$0	\$5,182,300
<b>Total Revenues</b>	<b>\$0</b>	<b>\$1,946,000</b>	<b>\$5,559,300</b>

Enactment of this legislation could cost the Department of Transportation \$1.23 million ongoing from the Transportation Fund for an additional 10 FTEs to carry out the additional work required by the bill. This includes an additional deputy director and assistant, 2 new FTEs for Planning and investment Division, 5 new FTEs for Strategic Initiatives, and 1 new FTE for Transit Project Development. Additionally, enactment of this legislation could cost the department \$623,000 ongoing from the Transportation Fund for the new Rules and Standards Division and \$850,000 one-time from the Transportation Fund in FY 2019 for rules and standards development. Over time UDOT could need an additional 6 FTEs to fully implement the changes required by this bill. The impact for the additional FTEs could be \$819,500. Enactment of this legislation could lead to efficiencies due to coordination between stakeholders and projects. Enactment of this legislation could have a fiscal impact on the Attorney General based on how the restructuring of the law office of the large transit district is carried out.

<b>Expenditures</b>	<i>FY 2018</i>	<i>FY 2019</i>	<i>FY 2020</i>
Transportation Fund	\$0	\$1,853,000	\$1,853,000
Transportation Fund, One-Time	\$0	\$850,000	\$0
<b>Total Expenditures</b>	<b>\$0</b>	<b>\$2,703,000</b>	<b>\$1,853,000</b>

<b>Net All Funds</b>	<b>\$0</b>	<b>\$(757,000)</b>	<b>\$3,706,300</b>
----------------------	------------	--------------------	--------------------

**Local Government**

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

Enactment of this legislation would allow certain cities or towns to impose the County option sales and use tax for highways and public transit in 59-12-2219 if the county has not imposed the tax already. This is not a new tax, but rather a change to who may impose an existing tax. Impacts will depend on if/when/which cities or towns impose the tax. Enactment of this legislation also provides that certain local option taxes for transportation may only be imposed by certain localities if they are first imposed before June 30, 2022. This bill also changes how revenue from local option transportation taxes may be used. If enacted this legislation could cost large transportation districts that currently have volunteer board members \$1.2 million to hire three permanent board members and support staff. There may be costs associated with renaming large public transit districts in existence to Transit District of Utah. There may be costs associated with the feasibility studies mentioned in the bill.

**Individuals & Businesses**

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

Enactment of this legislation will increase motor vehicle registration fees for alternative fuel vehicles starting January 1, 2019 and also provides for a CPI adjustment for specified registration fees starting in 2019. Vehicle owners could pay an estimated \$1,946,000 more in vehicle registration fees in FY 2019 and \$5,559,300 more in FY 2020. Enactment of changes to local option transportation taxes will depend on when and which localities choose to impose the taxes.

**Regulatory Impact**

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

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

**Performance Note**

JR4-2-404

No performance note required for this bill

**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.