



Fiscal Note
S.B. 80 2nd Sub. (Salmon)
2016 General Session
Infrastructure Funding Amendments
by Adams, J. (Sanpei, Dean.)



General, Education, and Uniform School Funds

JR4-5-101

	Ongoing	One-time	Total
Net GF/EF/USF (rev.-exp.)	\$18,768,000	\$(9,840,600)	\$8,927,400

S.B. 80 2nd Sub. (Salmon)

State Government

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

Enactment of this bill shifts a 1/16 percent tax rate from the Transportation Fund to the Transportation Investment Fund of 2005 and the Water Infrastructure Restricted Account at 20 percent increments for five years. In FY 2017, the Transportation Investment Fund of 2005 receives \$35.7 million and by full implementation, the Transportation Investment Fund of 2005 will not receive a portion of the 1/16 percent tax rate. In FY 2017, the Water Infrastructure Restricted Account will not receive a portion of the 1/16 percent tax rate; in FY 2022, the account will receive \$42.4 million. Additionally, this bill eliminates the 1/64 percent tax rate that was deposited into the Transportation Investment Fund of 2005 and keeps the revenue in the General Fund. In FY 2017, this amount is \$8.9 million and by FY 2022 that amount is \$10.6 million. Beginning in FY 2019, a fixed 3.68 percent of certain revenues are deposited into the Transportation Fund of 2005, in FY 2019 this amount is \$6.4 million and in FY 2022 the amount is \$16.8 million. This bill also combines two earmarks, each currently 0.025 percent that will remain in the General Fund beginning in FY 2018 at \$4.4 million and by FY 2022 at \$25.0 million. The bill also transfers motor and special fuel taxes at a rate of 1.8 cents per gallon to the Transportation Investment Fund of 2005 from the Transportation Fund. In FY 2017 this amount is \$27.3 million and by FY 2022 this amount is \$29.5 million. Lastly, this bill eliminates a transfer of \$76.6 million to the Transportation Investment Fund of 2005 from the Transportation Fund ongoing beginning in FY 2017.

Revenues	<i>FY 2016</i>	<i>FY 2017</i>	<i>FY 2018</i>
General Fund	\$0	\$18,768,000	\$18,768,000
General Fund, One-Time	\$0	\$(9,840,600)	\$(5,168,100)
Transportation Fund	\$0	\$4,720,300	\$4,720,300
Transportation Fund, One-time	\$0	\$8,818,600	\$7,158,100
Restricted Funds	\$0	\$(22,466,300)	\$(25,478,300)
Total Revenues	\$0	\$0	\$0

Enactment of this bill reduces expenditures from the Transportation Investment Fund by \$76.6 million ongoing beginning in FY 2017.

Expenditures	<i>FY 2016</i>	<i>FY 2017</i>	<i>FY 2018</i>
Transportation Fund	\$0	\$(76,633,600)	\$(76,633,600)
Total Expenditures	\$0	\$(76,633,600)	\$(76,633,600)

Net All Funds	\$0	\$76,633,600	\$76,633,600
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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)(d)

Enactment of this legislation likely will not result in direct, measurable expenditures by 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.