

Public Safety Funding Amendments

2026 GENERAL SESSION

STATE OF UTAH

Chief Sponsor: Wayne A. Harper

House Sponsor: Candice B. Pierucci

LONG TITLE

General Description:

This bill modifies provisions related to funding for public safety employees.

Highlighted Provisions:

This bill:

- provides for legislative appropriations into the Motor Vehicle Safety Impact Restricted Account;
- modifies the permissible uses of money in the Transportation Investment Fund of 2005 to include the operation of a state highway, including enforcement of state motor vehicle and traffic laws, if the state highway was constructed, reconstructed, or renovated using money from the fund; and
- makes technical and conforming changes.

Money Appropriated in this Bill:

This bill appropriates \$2,000,000 in operating and capital budgets for fiscal year 2027, including:

- (\$3,000,000) from General Fund; and
- \$5,000,000 from various sources as detailed in this bill.

This bill appropriates \$3,000,000 in restricted fund and account transfers for fiscal year 2027, all of which is from the General Fund.

Other Special Clauses:

This bill provides a special effective date.

Utah Code Sections Affected:

AMENDS:

53-8-214, as last amended by Laws of Utah 2025, Chapter 271

72-2-124, as last amended by Laws of Utah 2025, First Special Session, Chapter 15

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Be it enacted by the Legislature of the state of Utah:

Section 1. Section **53-8-214** is amended to read:

53-8-214 . Creation of the Motor Vehicle Safety Impact Restricted Account.

- (1) There is created a restricted account within the General Fund known as the Motor Vehicle Safety Impact Restricted Account.
- (2) The account includes:
 - (a) deposits made to the restricted account from registration fees as described in Subsection 41-1a-1201(7);
 - (b) deposits into the account as described in Section 41-1a-1211;
 - (c) donations or deposits made to the account; ~~and~~
 - (d) appropriations from the Legislature; and
 - ~~[(d)]~~ (e) any interest earned on the account.
- (3) Upon appropriation, the division may use funds in the account to improve motor vehicle safety, mitigate impacts, and enforce safety provisions, including the following:
 - (a) hiring new Highway Patrol troopers;
 - (b) payment of overtime for Highway Patrol troopers; and
 - (c) acquisition of equipment to improve motor vehicle safety impacts and enforcement.
- (4) The division shall annually report to the Criminal Justice Appropriations Subcommittee to justify expenditures and use of funds in the account.

Section 2. Section **72-2-124** is amended to read:

72-2-124 . Transportation Investment Fund of 2005.

- (1) There is created a capital projects fund entitled the Transportation Investment Fund of 2005.
- (2) The fund consists of money generated from the following sources:
 - (a) any voluntary contributions received for the maintenance, construction, reconstruction, or renovation of state and federal highways;
 - (b) appropriations made to the fund by the Legislature;
 - (c) registration fees designated under Section 41-1a-1201;
 - (d) the sales and use tax revenues deposited into the fund in accordance with Section 59-12-103;
 - (e) revenues transferred to the fund in accordance with Section 72-2-106;
 - (f) revenues transferred into the fund in accordance with Subsection 72-2-121(4)(l); and
 - (g) revenue from bond proceeds described in Section 63B-34-201.

- 62 (3)(a) The fund shall earn interest.
- 63 (b) All interest earned on fund money shall be deposited into the fund.
- 64 (4)(a) Except as provided in Subsection (4)(b), the executive director may only use fund
65 money to pay:
- 66 (i) the costs of maintenance, construction, reconstruction, or renovation to state and
67 federal highways prioritized by the Transportation Commission through the
68 prioritization process for new transportation capacity projects adopted under
69 Section 72-1-304;
 - 70 (ii) the costs of maintenance, construction, reconstruction, or renovation to the
71 highway projects described in Subsections 63B-18-401(2), (3), and (4);
 - 72 (iii) subject to Subsection (9), costs of corridor preservation, as that term is defined in
73 Section 72-5-401;
 - 74 (iv) principal, interest, and issuance costs of bonds authorized by Section 63B-18-401
75 minus the costs paid from the County of the First Class Highway Projects Fund in
76 accordance with Subsection 72-2-121(4)(e);
 - 77 (v) for a fiscal year beginning on or after July 1, 2013, to transfer to the 2010 Salt
78 Lake County Revenue Bond Sinking Fund created by Section 72-2-121.3 the
79 amount certified by Salt Lake County in accordance with Subsection
80 72-2-121.3(4)(c) as necessary to pay the debt service on \$30,000,000 of the
81 revenue bonds issued by Salt Lake County;
 - 82 (vi) principal, interest, and issuance costs of bonds authorized by Section 63B-16-101
83 for projects prioritized in accordance with Section 72-2-125;
 - 84 (vii) for fiscal year 2015-16 only, to transfer \$25,000,000 to the County of the First
85 Class Highway Projects Fund created in Section 72-2-121 to be used for the
86 purposes described in Section 72-2-121;
 - 87 (viii) if a political subdivision provides a contribution equal to or greater than 40% of
88 the costs needed for construction, reconstruction, or renovation of paved
89 pedestrian or paved nonmotorized transportation for projects that:
 - 90 (A) mitigate traffic congestion on the state highway system;
 - 91 (B) are part of an active transportation plan approved by the department; and
 - 92 (C) are prioritized by the commission through the prioritization process for new
93 transportation capacity projects adopted under Section 72-1-304;
 - 94 (ix) \$705,000,000 for the costs of right-of-way acquisition, construction,
95 reconstruction, or renovation of or improvement to the following projects:

- 96 (A) the connector road between Main Street and 1600 North in the city of
 97 Vineyard;
- 98 (B) Geneva Road from University Parkway to 1800 South;
- 99 (C) the SR-97 interchange at 5600 South on I-15;
- 100 (D) subject to Subsection [~~(4)(e)~~] (4)(d), two lanes on U-111 from Herriman
 101 Parkway to South Jordan Parkway;
- 102 (E) widening I-15 between mileposts 10 and 13 and the interchange at milepost 11;
- 103 (F) improvements to 1600 North in Orem from 1200 West to State Street;
- 104 (G) widening I-15 between mileposts 6 and 8;
- 105 (H) widening 1600 South from Main Street in the city of Spanish Fork to SR-51;
- 106 (I) widening US 6 from Sheep Creek to Mill Fork between mileposts 195 and 197
 107 in Spanish Fork Canyon;
- 108 (J) I-15 northbound between mileposts 43 and 56;
- 109 (K) a passing lane on SR-132 between mileposts 41.1 and 43.7 between mileposts
 110 43 and 45.1;
- 111 (L) east Zion SR-9 improvements;
- 112 (M) Toquerville Parkway;
- 113 (N) an environmental study on Foothill Boulevard in the city of Saratoga Springs;
- 114 (O) using funds allocated in this Subsection (4)(a)(ix), and other sources of funds,
 115 for construction of an interchange on Bangerter Highway at 13400 South; and
- 116 (P) an environmental impact study for Kimball Junction in Summit County;
- 117 (x) \$28,000,000 as pass-through funds, to be distributed as necessary to pay project
 118 costs based upon a statement of cash flow that the local jurisdiction where the
 119 project is located provides to the department demonstrating the need for money
 120 for the project, for the following projects in the following amounts:
- 121 (A) \$5,000,000 for Payson Main Street repair and replacement;
- 122 (B) \$8,000,000 for a Bluffdale 14600 South railroad bypass;
- 123 (C) \$5,000,000 for improvements to 4700 South in Taylorsville; and
- 124 (D) \$10,000,000 for improvements to the west side frontage roads adjacent to U.S.
 125 40 between mile markers 7 and 10;
- 126 (xi) \$13,000,000 as pass-through funds to Spanish Fork for the costs of right-of-way
 127 acquisition, construction, reconstruction, or renovation to connect Fingerhut Road
 128 over the railroad and to U.S. Highway 6;
- 129 (xii) for a fiscal year beginning on July 1, 2025, only, as pass-through funds from

- 130 revenue deposited into the fund in accordance with Section 59-12-103, for the
131 following projects:
- 132 (A) \$3,000,000 for the department to perform an environmental study for the I-15
133 Salem and Benjamin project; and
- 134 (B) \$2,000,000, as pass-through funds, to Kane County for the Coral Pink Sand
135 Dunes Road project; and
- 136 (xiii) for a fiscal year beginning on July 1, 2025, up to \$300,000,000 for the costs of
137 right-of-way acquisition and construction for improvements on SR-89 in a county
138 of the first class.
- 139 (b) The executive director may use fund money to exchange for an equal or greater
140 amount of federal transportation funds to be used as provided in Subsection (4)(a).
- 141 (c) Subject to legislative appropriation, money in the fund may be used for the operation
142 of a state highway, including enforcement of state motor vehicle and traffic laws, if
143 the state highway was constructed, reconstructed, or renovated using money from the
144 fund.
- 145 [(e)] (d)(i) Construction related to the project described in Subsection (4)(a)(ix)(D)
146 may not commence until a right-of-way not owned by a federal agency that is
147 required for the realignment and extension of U-111, as described in the
148 department's 2023 environmental study related to the project, is dedicated to the
149 department.
- 150 (ii) Notwithstanding Subsection [(4)(e)(i)] (4)(d)(i), if a right-of-way is not dedicated
151 for the project as described in Subsection [(4)(e)(i)] (4)(d)(i) on or before October
152 1, 2024, the department may proceed with the project, except that the project will
153 be limited to two lanes on U-111 from Herriman Parkway to 11800 South.
- 154 (5)(a) Except as provided in Subsection (5)(b), if the department receives a notice of
155 ineligibility for a municipality as described in Subsection 10-21-202(8), the executive
156 director may not program fund money to a project prioritized by the commission
157 under Section 72-1-304, including fund money from the Transit Transportation
158 Investment Fund, within the boundaries of the municipality until the department
159 receives notification from the Housing and Community Development Division within
160 the Department of Workforce Services that ineligibility under this Subsection (5) no
161 longer applies to the municipality.
- 162 (b) Within the boundaries of a municipality described in Subsection (5)(a), the executive
163 director:

- 164 (i) may program fund money in accordance with Subsection (4)(a) for a
165 limited-access facility or interchange connecting limited-access facilities;
- 166 (ii) may not program fund money for the construction, reconstruction, or renovation
167 of an interchange on a limited-access facility;
- 168 (iii) may program Transit Transportation Investment Fund money for a
169 multi-community fixed guideway public transportation project; and
- 170 (iv) may not program Transit Transportation Investment Fund money for the
171 construction, reconstruction, or renovation of a station that is part of a fixed
172 guideway public transportation project.
- 173 (c) Subsections (5)(a) and (b) do not apply to a project programmed by the executive
174 director before July 1, 2022, for projects prioritized by the commission under Section
175 72-1-304.
- 176 (6)(a) Except as provided in Subsection (6)(b), if the department receives a notice of
177 ineligibility for a county as described in Subsection 17-80-202(8), the executive
178 director may not program fund money to a project prioritized by the commission
179 under Section 72-1-304, including fund money from the Transit Transportation
180 Investment Fund, within the boundaries of the unincorporated area of the county until
181 the department receives notification from the Housing and Community Development
182 Division within the Department of Workforce Services that ineligibility under this
183 Subsection (6) no longer applies to the county.
- 184 (b) Within the boundaries of the unincorporated area of a county described in Subsection
185 (6)(a), the executive director:
- 186 (i) may program fund money in accordance with Subsection (4)(a) for a
187 limited-access facility to a project prioritized by the commission under Section
188 72-1-304;
- 189 (ii) may not program fund money for the construction, reconstruction, or renovation
190 of an interchange on a limited-access facility;
- 191 (iii) may program Transit Transportation Investment Fund money for a
192 multi-community fixed guideway public transportation project; and
- 193 (iv) may not program Transit Transportation Investment Fund money for the
194 construction, reconstruction, or renovation of a station that is part of a fixed
195 guideway public transportation project.
- 196 (c) Subsections (6)(a) and (b) do not apply to a project programmed by the executive
197 director before July 1, 2022, for projects prioritized by the commission under Section

- 198 72-1-304.
- 199 (7)(a) Before bonds authorized by Section 63B-18-401 or 63B-27-101 may be issued in
200 any fiscal year, the department and the commission shall appear before the Executive
201 Appropriations Committee of the Legislature and present the amount of bond
202 proceeds that the department needs to provide funding for the projects identified in
203 Subsections 63B-18-401(2), (3), and (4) or Subsection 63B-27-101(2) for the current
204 or next fiscal year.
- 205 (b) The Executive Appropriations Committee of the Legislature shall review and
206 comment on the amount of bond proceeds needed to fund the projects.
- 207 (8) The Division of Finance shall, from money deposited into the fund, transfer the amount
208 of funds necessary to pay principal, interest, and issuance costs of bonds authorized by
209 Section 63B-18-401 or 63B-27-101 in the current fiscal year to the appropriate debt
210 service or sinking fund.
- 211 (9) The executive director may only use money in the fund for corridor preservation as
212 described in Subsection (4)(a)(iii):
- 213 (a) if the project has been prioritized by the commission, including the use of fund
214 money for corridor preservation; or
- 215 (b) for a project that has not been prioritized by the commission, if the commission:
- 216 (i) approves the use of fund money for the corridor preservation; and
- 217 (ii) finds that the use of fund money for corridor preservation will not result in any
218 delay to a project that has been prioritized by the commission.
- 219 (10)(a) There is created in the Transportation Investment Fund of 2005 the Transit
220 Transportation Investment Fund.
- 221 (b) The fund shall be funded by:
- 222 (i) contributions deposited into the fund in accordance with Section 59-12-103;
- 223 (ii) appropriations into the account by the Legislature;
- 224 (iii) deposits of sales and use tax increment related to a housing and transit
225 reinvestment zone as described in Section 63N-3-610;
- 226 (iv) transfers of local option sales and use tax revenue as described in Subsection
227 59-12-2220(11)(b) or (c);
- 228 (v) private contributions; and
- 229 (vi) donations or grants from public or private entities.
- 230 (c)(i) The fund shall earn interest.
- 231 (ii) All interest earned on fund money shall be deposited into the fund.

- 232 (d) Subject to Subsection (10)(e), the commission may prioritize money from the fund:
233 (i) for public transit capital development of new capacity projects and fixed guideway
234 capital development projects to be used as prioritized by the commission through
235 the prioritization process adopted under Section 72-1-304;
236 (ii) to the department for oversight of a fixed guideway capital development project
237 for which the department has responsibility; or
238 (iii) up to \$500,000 per year, to be used for a public transit study.
- 239 (e)(i) Subject to Subsections (10)(g), (h), and (i), the commission may only prioritize
240 money from the fund for a public transit capital development project or pedestrian
241 or nonmotorized transportation project that provides connection to the public
242 transit system if the public transit district or political subdivision provides funds of
243 equal to or greater than 30% of the costs needed for the project.
244 (ii) A public transit district or political subdivision may use money derived from a
245 loan granted in accordance with Part 2, State Infrastructure Bank Fund, to provide
246 all or part of the 30% requirement described in Subsection (10)(e)(i) if:
247 (A) the loan is approved by the commission as required in Part 2, State
248 Infrastructure Bank Fund; and
249 (B) the proposed capital project has been prioritized by the commission pursuant
250 to Section 72-1-303.
- 251 (f) Before July 1, 2022, the department and a large public transit district shall enter into
252 an agreement for a large public transit district to pay the department \$5,000,000 per
253 year for 15 years to be used to facilitate the purchase of zero emissions or low
254 emissions rail engines and trainsets for regional public transit rail systems.
- 255 (g) For any revenue transferred into the fund in accordance with Subsection
256 59-12-2220(11)(b):
257 (i) the commission may prioritize money from the fund for public transit projects,
258 operations, or maintenance within the county of the first class; and
259 (ii) Subsection (10)(e) does not apply.
- 260 (h) For any revenue transferred into the fund in accordance with Subsection
261 59-12-2220(11)(c):
262 (i) the commission may prioritize public transit projects, operations, or maintenance
263 in the county from which the revenue was generated; and
264 (ii) Subsection (10)(e) does not apply.
- 265 (i) The requirement to provide funds equal to or greater than 30% of the costs needed for

- 266 the project described in Subsection (10)(e) does not apply to a public transit capital
267 development project or pedestrian or nonmotorized transportation project that the
268 department proposes.
- 269 (j) In accordance with Part 4, Public Transit Innovation Grants, the commission may
270 prioritize money from the fund for public transit innovation grants, as defined in
271 Section 72-2-401, for public transit capital development projects requested by a
272 political subdivision within a public transit district.
- 273 (11)(a) There is created in the Transportation Investment Fund of 2005 the Cottonwood
274 Canyons Transportation Investment Fund.
- 275 (b) The fund shall be funded by:
- 276 (i) money deposited into the fund in accordance with Section 59-12-103;
277 (ii) appropriations into the account by the Legislature;
278 (iii) private contributions; and
279 (iv) donations or grants from public or private entities.
- 280 (c)(i) The fund shall earn interest.
281 (ii) All interest earned on fund money shall be deposited into the fund.
- 282 (d) The Legislature may appropriate money from the fund for public transit or
283 transportation projects in the Cottonwood Canyons of Salt Lake County.
- 284 (e) The department may use up to 2% of the revenue deposited into the account under
285 Subsection 59-12-103(4)(f) to contract with local governments as necessary for
286 public safety enforcement related to the Cottonwood Canyons of Salt Lake County.
- 287 (f) Beginning with fiscal year beginning on July 1, 2025, the department shall use any
288 sales and use tax growth over sales and use tax collections during the 2025 fiscal year
289 to fund projects to provide ingress and egress for a public transit hub, including
290 construction of the public transit hub, in the Big Cottonwood Canyon area.
- 291 (12)(a) There is created in the Transportation Investment Fund of 2005 the Active
292 Transportation Investment Fund.
- 293 (b) The fund shall be funded by:
- 294 (i) money deposited into the fund in accordance with Section 59-12-103;
295 (ii) appropriations into the account by the Legislature; and
296 (iii) donations or grants from public or private entities.
- 297 (c)(i) The fund shall earn interest.
298 (ii) All interest earned on fund money shall be deposited into the fund.
- 299 (d) The executive director may only use fund money to pay the costs needed for:

- 300 (i) the planning, design, construction, maintenance, reconstruction, or renovation of
 301 paved pedestrian or paved nonmotorized trail projects that:
 302 (A) are prioritized by the commission through the prioritization process for new
 303 transportation capacity projects adopted under Section 72-1-304;
 304 (B) serve a regional purpose; and
 305 (C) are part of an active transportation plan approved by the department or the
 306 plan described in Subsection (12)(d)(ii);
 307 (ii) the development of a plan for a statewide network of paved pedestrian or paved
 308 nonmotorized trails that serve a regional purpose; and
 309 (iii) the administration of the fund, including staff and overhead costs.
- 310 (13)(a) As used in this Subsection (13), "commuter rail" means the same as that term is
 311 defined in Section 63N-3-602.
- 312 (b) There is created in the Transit Transportation Investment Fund the Commuter Rail
 313 Subaccount.
- 314 (c) The subaccount shall be funded by:
 315 (i) contributions deposited into the subaccount in accordance with Section 59-12-103;
 316 (ii) appropriations into the subaccount by the Legislature;
 317 (iii) private contributions; and
 318 (iv) donations or grants from public or private entities.
- 319 (d)(i) The subaccount shall earn interest.
 320 (ii) All interest earned on money in the subaccount shall be deposited into the
 321 subaccount.
- 322 (e) As prioritized by the commission through the prioritization process adopted under
 323 Section 72-1-304 or as directed by the Legislature, the department may only use
 324 money from the subaccount for projects that improve the state's commuter rail
 325 infrastructure, including the building or improvement of grade-separated crossings
 326 between commuter rail lines and public highways.
- 327 (f) Appropriations made in accordance with this section are nonlapsing in accordance
 328 with Section 63J-1-602.1.

329 **Section 3. FY 2027 Appropriations.**

330 The following sums of money are appropriated for the fiscal year beginning July 1,
 331 2026, and ending June 30, 2027. These are additions to amounts previously appropriated for
 332 fiscal year 2027.

333 **Subsection 3(a). Operating and Capital Budgets**

334 Under the terms and conditions of Title 63J, Chapter 1, Budgetary Procedures Act, the
 335 Legislature appropriates the following sums of money from the funds or accounts indicated for
 336 the use and support of the government of the state of Utah.

337 ITEM 1 To Department of Public Safety - Programs & Operations
 338 From Transportation Investment Fund of 2005 2,000,000
 339 From Motor Vehicle Safety Impact Restricted Account 3,000,000

340 Schedule of Programs:
 341 Highway Patrol - Field Operations 5,000,000

342 The Legislature intends that the appropriations
 343 under this item be used to hire new Highway Patrol
 344 troopers for the enforcement of state motor vehicle and
 345 traffic laws.

346 ITEM 2 To Utah Valley University - Special Projects
 347 From General Fund (3,000,000)

348 Schedule of Programs:
 349 Fire and Rescue Training (3,000,000)

350 Subsection 3(b). **Restricted Fund and Account Transfers**

351 The Legislature authorizes the State Division of Finance to transfer the following
 352 amounts between the following funds or accounts as indicated. Expenditures and outlays from
 353 the funds to which the money is transferred must be authorized by an appropriation.

354 ITEM 3 To General Fund Restricted - Motor Vehicle Safety Impact Restricted Account
 355 From General Fund 3,000,000

356 Schedule of Programs:
 357 Motor Vehicle Safety Impact Restricted Account 3,000,000

358 Section 4. **Effective Date.**

359 This bill takes effect on July 1, 2026.