



DEPARTMENT OF TRANSPORTATION BUDGET SUMMARY

INFRASTRUCTURE AND GENERAL GOVERNMENT APPROPRIATIONS SUBCOMMITTEE
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ISSUE BRIEF

INTRODUCTION

In this issue brief I summarize requests from the Department of Transportation (DOT) regarding budget adjustments, intent language, fees, and new funding. I also include options from the Office of the Legislative Fiscal Analyst (LFA). At the direction of the Executive Appropriations Committee on December 13, 2019, the following adjustment types and specific adjustments are included in [S.B. 6](#), “Infrastructure and General Government [(IGG)] Base Budget”, 2020 General Session (G.S.), and I do not note these adjustments in this issue brief:

1. Federal Fund, Dedicated Credit, Restricted fund and account amounts that are the lesser of current year ongoing appropriations or agency budget requests;
2. Adjustments to nonlapsing balances, transfers, and other dependent amounts as calculated; and
3. Appropriations of (a) \$1.0 million ongoing beginning in FY 2021 from the General Fund for technical planning assistance (the Legislature appropriated \$1.0 million one-time in FY 2020 for this purpose); and (b) \$6.0 million one-time in FY 2021 from the General Fund as a stop-gap between the old gas tax earmark (FY 2020) and the new Transit Transportation Investment Fund (TTIF) sales tax earmark (FY 2022).

At the direction of the IGG chairs S.B. 6 also includes certain items of intent language that the Legislature has approved in past sessions (either identically or substantively).

SUMMARY OF BUDGET ADJUSTMENTS

In this section I summarize the ongoing (“ong”) and one-time (“1x”) reallocations and adjustments that the Department of Transportation requests that are not included in S.B. 6.

1. Transfer FTEs (this does not require the Legislature’s approval) and associated appropriations from the Transportation Fund across line items and programs to best allocate manpower.

From Line Item - Program	To Line Item - Program	Number of FTEs	FY 2020 Transfer (1x)	FY 2021 Transfer (ong)
Ops./Maint. Mgmt. - Region 1	Region Mgmt. - Region 1	1	\$83,400	\$83,400
Region Mgmt. - Region 3	Ops./Maint. Mgmt. - Region 3	1	\$65,000	\$65,000

2. Reallocate between financing sources.

Line Item	Program	Financing Source	FY 2020 (1x)	FY 2021 (ong)	Reason
Support Services	Ports of Entry	Trans. Fund	\$693,400	\$693,400	↓ projected federal funds
		Federal Funds	(\$693,400)	(\$693,400)	

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3. Dedicated credits revenues, expendable receipts, federal funds, and restricted accounts (RA).

Line Item	Program	Financing Source	FY 2020 (1x)	FY 2021 (ong unless noted 1x)	Reason
Aeronautics	Airplane Operations	Federal Funds	\$600,000	\$200,000	↑ projected revenues
Construction Mgmt.	Federal Construction	Federal Funds	\$36,198,400	\$64,773,400 1x	↑ projected revenues
	State Construction		\$522,700	\$522,700	
Cooperative Agreements	Cooperative Agreements	Expendable Receipts	\$5,000,000	\$5,000,000	↑ projected revenues
Engineering Services	Environmental Program Dvlp.	Federal Funds	\$400,000 (\$400,000)	\$400,000 (\$400,000)	Transfer programs
	Materials Lab	Dedicated Credits	\$2,135,600	\$2,135,600	Correct an FY 2019 removal
	Research	Federal Funds	\$160,000	\$322,000	↑ projected revenues
Operations/Maint. Management	Equip. Purchases	Dedicated Credits	\$6,000,000	\$6,000,000	Sale of surplus property
	Lands and Building		\$700,000	\$700,000	
Region Management	Region 1	Dedicated Credits	\$385,500	\$385,500	Correct an FY 2019 removal
	Region 2		\$700,200	\$700,200	
	Region 3		\$300,100	\$300,100	
	Region 4		\$800,200	\$800,200	
Share the Road	Share the Road	Share the Road RA	\$10,000	\$10,000	Correct an FY 2019 error

SUMMARY OF NEW FUNDING REQUESTS

Line Item	Program or Fund	Financing Source	FY 2020 (all 1x)	FY 2021 (ong unless noted 1x)	Reason
Aeronautics	Airplane Operations	General Fund		\$6,800,000	Replace a plane
Engineering Services	Planning and Investment	General Fund		\$63,000,000 1x	Electric vehicle infrastructure
Engineering Services	Program Development	General Fund		\$1,000,000 (funded in S.B. 6, #58)	Technical planning assistance
Operations/Maint. Management	Maintenance Administration	Transportation Fund		\$317,700	Increased lane miles
Support Services	Comptroller	Transportation Fund		\$60,000	B&C allocation administration
Transit Trans. Invest. Fund (TTIF)	TTIF	Trans. Invest. Fund of 2005		\$34,000,000 1x	Double track Frontrunner
Transit Trans. Investment	Transit Trans. Investment	TTIF			
Transit Trans. Invest.	Transit Trans. Invest.	TTIF	\$5,000,000	\$9,000,000	Appropriate to the program to expend
Transportation Safety Program	Transportation Safety Program	Transportation Safety Program RA	\$15,000	\$15,000	Appropriate to the program to expend

SUMMARY OF INTENT LANGUAGE

Nonlapsing authorization.

(a) The table below summarizes DOT's requests to carry FY 2020 balances into FY 2021 that are included in S.B. 6.

Line Item (S.B. 6 Item #)	Nonlapsing Request	Purpose
Aeronautics (#15)	Up to \$5 million	Airport construction projects
Engineering Services (#16)	\$300,000	Special projects
Operations/Maintenance Management (#17)	\$2,000,000	Highway maintenance
	\$200,000	Equipment purchases
Region Management (#18)	\$200,000	Region management
Support Services (#20)	\$300,000	Software development projects
	\$500,000	Building improvements
	Unexpended	Development of rules and standards

(b) The table below summarizes DOT's requests for nonlapsing authority that are not included in S.B. 6.

Line Item	Nonlapsing Request	Purpose
Amusement Ride Safety	\$200,000	Amusement ride safety program
Engineering Services	\$700,000	Technical planning assistance
	\$300,000	Road usage charge program
Operations/Maintenance Management	NA	Carry over proceeds from sales of maintenance facilities to be used for improvement or purchase of other maintenance facilities

Performance measures. The department's performance measures focus on three strategic goals as stated on the [UDOT Performance Metrics Dashboard](#): zero crashes, injuries, and fatalities; preserve infrastructure; and optimize mobility. DOT measures each goal by using a weighted index of individual performance measures with targets. The following table summarizes DOT's performance measures intent language for FY 2021 as shown in S.B. 6, Item 63.

Goal: Reduce Crashes, Injuries, and Fatalities	
Traffic fatalities	2% reduction
Traffic serious injuries	2% reduction
Traffic crashes	2% reduction
Internal fatalities	Zero
Internal injuries	Rate below 6.5%
Internal equipment damage	Rate below 7.5%
Goal: Preserve Infrastructure	
Pavement performance	50% in good condition
Pavement performance	< 10% in poor condition
Health of structures	80% in fair/good condition
Health of automated transportation management systems	90% in good condition
Health of signals	90% in good condition
Goal: Optimize Mobility	
Delay along I-15	Score above 90
Reliable fast condition on I-15 along the Wasatch Front	85% of segments
Optimal use of snow and ice equipment and materials	> 92% effectiveness
Support increase of trips by public transit	10%

Other intent language.

(a) The following table summarizes the department’s requests for other intent language that are included in S.B. 6.

Line Item (S.B. 6 Item #)	Purpose
Operations/Maint. Management (#59)	Maintenance funds previously used on state highways that qualify for Transportation Investment Fund (TIF) of 2005 may be used to maintain and preserve other state highways.
Safe Sidewalk Construction (#61)	Transportation Fund appropriations for pedestrian safety projects are to be used to correct pedestrian hazards on state highways with a state to local match of 75%/25%.

(b) The following table summarizes DOT’s requests for other intent language that are not included in S.B. 6.

Line Item	Purpose
Construction Management	Surplus Transportation Fund may be used for (1) maximum participation with the federal government for federally designated highways, and (2) construction of State highways.
Transportation Investment Fund Capacity Program	Surplus TIF of 2005 may be used for the construction, rehabilitation, and preservation of state and federal highways.

SUMMARY OF FEES

(a) [UCA 63J-1-504\(5\)](#) states, “Each fee agency shall submit its fee schedule or special assessment amount to the Legislature for its approval on an annual basis. The Legislature may approve, increase or decrease and approve, or reject any fee submitted to it by a fee agency”. The table below shows the Department of Transportation’s proposed FY 2021 fees as presented in [H.B. 8](#), 2020 General Session (see lines 2546-2620). All proposed FY 2021 fees are the same as those authorized by the Legislature for FY 2020 in [S.B. 8](#), 2019 General Session (see lines 2537-2611).

Fee or Rate Name	Proposed FY 2021
Support Services – Administrative Services	
Express Lane – Administrative Fee	2.50
Tow Truck Driver Certification	200.00
Access Management Application	
Type 1	75.00
Type 2	475.00
Type 3	1,000.00
Type 4	2,300.00
Access Violation Fine (per day)	100.00
Encroachment Permits	
Landscaping	30.00
Manhole Access	30.00
Inspection (per hour)	60.00
Overtime Inspection (per hour)	80.00
Utility Permits	
Low Impact	30.00
Medium Impact	135.00
High Impact	300.00
Excess Impact	500.00
Express Lane – Variable Priced Toll	Between \$0.25-\$4.00

Fee or Rate Name	Proposed FY 2021
Operations/Maintenance Management – Region 4	
Lake Powell Ferry Rates	
Foot passengers	10.00
Motorcycles	15.00
Vehicles under 20'	25.00
Vehicles over 20' (per additional foot)	1.50
Operations/Maintenance Management – Traffic Safety/Tramway	
Tramway Registration	
Two-car or Multicar Aerial Passenger Tramway	
Aerial Tramway – 101 Horse Power or over	2,030.00
Aerial Tramway – 100 Horse Power or under	1,010.00
Tramway Surcharge for winter and summer use	15%
This is a surcharge to the registration fee for passenger ropeways that are operated year round. 15% will be added to the registration fee for ropeways.	
Chair Lift	
Fixed Grip	
2 passenger	630.00
3 passenger	750.00
4 passenger	875.00
Conveyor, Rope Tow	260.00
Funicular – single or double reversible	2,030.00
Rope Tow, J-bar, T-bar, or platter pull	260.00
Detachable Grip Chair or Gondola	
3 passenger	1,510.00
4 passenger	1,625.00
6 passenger	1,750.00
8 passenger	1,880.00
Gondola – cabin capacity from 5 to 8	1,010.00
Gondola – cabin capacity greater than 8	2,030.00
Aeronautics – Airplane Operations (Aircraft Rental)	
Cessna (per hour)	195.00
King Air C90B (per hour)	935.00
King Air B200 (per hour)	1,200.00
DOT Non-Budgetary – XYD DOT Miscellaneous Revenue	
Event Coordination, Inspection and Monitoring (Regular Hours) (per Hour)	60.00
Event Coordination, Inspection and Monitoring (NonRegular Hours) (per Hour)	80.00
Special Event Application Review (Single Region) (per Event)	250.00
Special Event Application Review (Multi-Region) (per Event)	500.00
Expedited Review Fee (per Event)	600.00
Outdoor Advertising	
New Permit	950.00
Permit Renewal & Admin Services Fee	90.00
Permit Renewal Late Fee (per Sign)	300.00
Sign Alteration Permit (per Sign)	950.00
Transfer of Ownership Permit	250.00
Retroactive Permit Fee Penalty (per Sign)	250.00
Impound and Storage Fees	25.00

(b) The department requests that the Legislature authorize DOT to charge the new rates in the table below.

Fee or Rate Name	Proposed FY 2021
Amusement Ride Safety	
Annual Amusement Ride Permit	
Kiddie Ride	100.00
Non-kiddie Ride	100.00
Multi-ride Annual Amusement Ride Permit (For all amusement rides located at an amusement park that employs more than 1,000 individuals in a calendar year)	
Permit Fee per Ride	
Kiddie Ride	100.00
Non-kiddie Ride	100.00
Annual Inspector Registration	
Application Fee	50.00
Renewal Fee (every two years)	40.00
Citations – maximum per violation per day	500.00

(c) As authorized by UCA [7-15-1](#)(4)(b) and (2)(b)(ii), in FY 2021 the department will begin charging a Non-sufficient Check Collection Fee of \$20 and a Non-sufficient Check Service Charge of \$20.

LFA OPTIONS

The Legislative Fiscal Analyst presents the options below for the consideration of the committee.

(a) Capital improvement funding shift. The Legislature is required by statute to appropriate 1.1 percent of the current replacement value (CRV) of existing state facilities and infrastructure to capital improvements before funding the design or construction of any new capital development projects. The table below shows an option to fund capital improvement for the Department of Transportation and Division of Aeronautics’ facilities from the Transportation Fund and Aeronautics Restricted Account proportional to their shares of CRV.

Line Item	Program	Financing Source	
			FY 2021 (ong)
Capital Improvements	Capital Improvements	General Fund	(\$4,700,700)
		Trans. Fund	\$4,683,900
		Aeronautics RA	\$16,800

(b) Include a capital acquisition component in aircraft rental rates. The Division of Aeronautics’ aircraft rental rates are calculated to cover the direct operating costs of flying the aircraft. The division could include a capital acquisition component to the rental rates. DOT estimates that doing so would increase the hourly rental rates by about \$1,200.

(c) Recover unspent funding. The Legislature appropriated \$1.9 million ongoing from the Transportation Fund to DOT to implement provisions of [S.B. 136](#), 2018 General Session. DOT anticipated hiring 10 new full-time equivalent employees (FTEs). Due to the timing of hiring, not all funding for FTEs was spent in FY 2020, and the Legislature could reallocate one-sixth of the tenth FTE's estimated \$150,000 salary and benefits in FY 2020 or \$25,000 one-time.

(d) Pass thru line item. In recent sessions the Legislature has appropriated from the General Fund to DOT’s Support Services line item to pass thru to other entities. The Legislature may want to create a pass thru line item for better transparency and to move ongoing pass thru General Fund appropriations to the line item.

(e) Amusement ride safety. The Legislature appropriated \$350,800 ongoing from the General Fund for this program. The Legislature could change the appropriation to one-time for FY 2021 (see the [fiscal note](#) for [H.B. 381](#), 2019 G.S.).

(f) Eliminate General Fund and Tollway Special Revenue Fund from the financing sources LFA uses when it calculates appropriations to DOT in the compensation bill and the fees and internal service fund rate bill.