



Base Budget Overview

[House Bill 6](#), Transportation and Infrastructure Appropriations Subcommittee Base Bill includes the Utah Department of Transportation’s (UDOT) base budget for fiscal year 2026. The Base Bill includes fiscal year 2026 base ongoing amounts, technical corrections, federal fund, dedicated credit, restricted fund, and account amounts that are the lesser of current year ongoing appropriations or amounts in the Governor’s budget recommendations, and adjustments to nonlapsing balances, transfers, and other dependent amounts as calculated.

- There are no new appropriations to UDOT for FY 2025 or FY 2026 in the Base Budget Bill.
- The Cottonwood Canyon TIF (CCTIF), Commuter Rail Subaccount, and Active TIF (ATIF) show an appropriation in the list below. This is a technical correction brought forth by LFA’s Accountable Budget Process review during the 2024 interim. The objective was to find a solution that would show sales tax expenditures in the operating and capital budget, or “on budget.” LFA proposed creating new line items for the CCTIF, Commuter Rail Subaccount, and ATIF that will roll up into the operating and capital budget. The Infrastructure and General Government Appropriations Subcommittee voted to create these new line items for the CCTIF, Commuter Rail Subaccount, and ATIF. Those are now visible in [COBI](#).

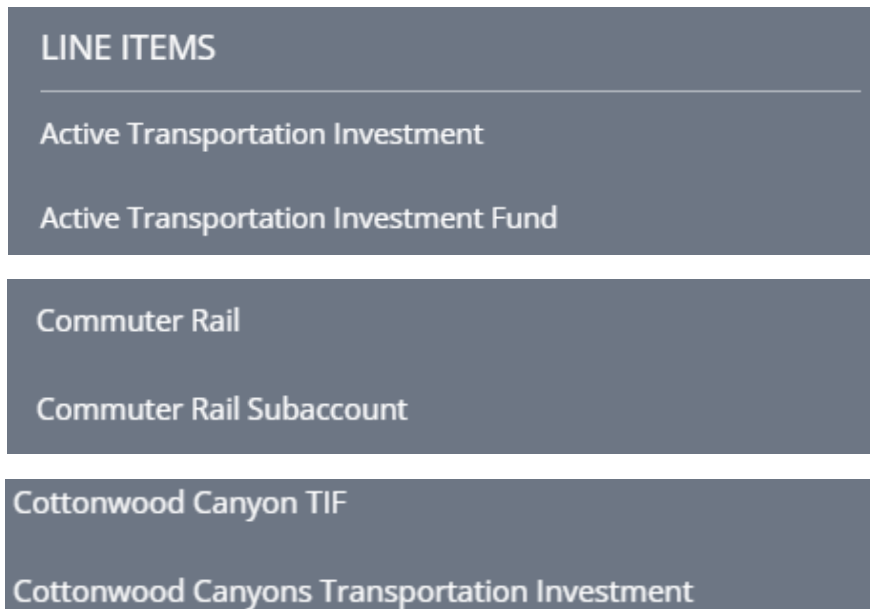


Figure 1. New COBI line items.



Financing Source	Amount
General Fund	\$ 336,516,200
General Fund, One-time	
Transportation Fund	\$ 853,692,300
Transportation Fund, One-time	
Transportation Investment Fund of 2005	\$ 1,133,274,600
Federal Funds	\$ 694,874,100
Federal Funds, One-time	
Dedicated Credits Revenue	\$ 15,222,500
Expendable Receipts	\$ 51,473,100
Interest Income	\$ 31,714,900
Licenses/Fees	\$ 104,103,400
Aeronautics Restricted Account	\$ 8,657,600
Amusement Ride Safety Restricted Account	\$ 372,000
County of First Class Highway Projects	\$ 1,318,100
Designated Sales Tax	\$ 962,657,400
Cottonwood Canyon Transportation Investment Fund	\$ 51,400,000
Commuter Rail Subaccount	\$ 46,900,000
Active Transportation Investment Fund	\$ 45,928,500
Infrastructure and Economic Development Fund	
Marda Dillree Corridor Preservation Fund	\$ 126,400
Rail Transportation Restricted Account	\$ 1,166,000
Share the Road Bicycle Support (GFR)	\$ 32,000
Transfers	\$ 95,690,200
Transit Transportation Investment Fund	\$ 26,545,100
Transportation Safety Program Restricted Account	\$ 15,000
Other Financing Sources	
Beginning Nonlapsing	\$ 4,134,591,800
Closing Nonlapsing	\$ (2,696,657,100)
Total Resources for Transportation	\$ 5,899,614,100
FY 2026 Base Budget	\$ 2,999,368,200

Figure 2. UDOT FY 2026 Base Budget All Financing Sources



Nonlapsing Intent Language

Line	Line Item	Nonlapsing Request	Purpose
1	Support Services	Up to \$1 million	Computer software, building improvements, communication outreach
2		\$850,000	Rules and standards development
3	Engineering Services	Up to \$4.1 million	Engineering services special projects
4	Operations/Maintenance	Up to \$5.0 million	Highway maintenance & equipment purchases
5		Up to \$1.5 million	Purchase or improvement of another maintenance facility
6		Up to \$2.0 million	Improvement of maintenance facility
7		\$6.0 million	Advanced traffic management system
8	Highway Systems Construction	\$20.0 million	Taylorville State Office Building traffic mitigation
9		Up to \$88.5 million	Highway systems construction
10		\$40.0 million	Federal Rail Grant
11		Up to \$41.0 million	Highway Systems Construction
12	Region Management	Up to \$800,000	Region management
13	Aeronautics	Up to \$7.0 million	Purchase of state airplane
14		Up to \$500,000	Advanced air mobility and unmanned aerial systems
15		Up to \$200,000	State airplanes maintenance costs
16	Amusement Ride Safety	Up to \$200,000	Amusement ride safety program
17	Pass-Through	Up to \$400,000	Technical planning assistance
18	TIF Capacity Program	Up to \$733.0 million	Transportation projects
19		Up to \$35.0 million	Paved pedestrian or paved nonmotorized transportation projects
20			Construction, rehabilitation, and preservation of State/Federal highways
21		Up to \$15,976,200	Paved pedestrian or paved nonmotorized transportation and facilities and access to state parks from state highways.
22	Transit Transportation	Up to \$101.6 million	Transportation projects
23	Investment Fund	\$651.5 million	TTIF Projects
24	Railroad Crossing Safety Grants	Up to \$200,000	Railroad crossing safety grants

Figure 3. UDOT’s proposed nonlapsing intent language, approved by IGG on October 15, 2024.

Intent Language Staff Recommendations

1. The original nonlapsing request in the Operations/Maintenance Line Item for “Highway maintenance & equipment purchases” was \$3.0 million total: \$1.0 million for equipment purchases and \$2.0 million for highway maintenance. UDOT requested that the nonlapsing intent amount in the Base Bill increase by \$2.0 million to reflect their current needs.
 - a. **UDOT justification:** Based on supply-chain issues, along with vendor labor issues, equipment is ordered but not available for delivery in the current fiscal year (FY 2025). We would like to increase the nonlapsing amount to \$3.0 million so we can continue to pay for equipment we have ordered but will not be delivered in the current fiscal year.
 - b. **LFA Recommendation:** We recommend the subcommittee approve all nonlapsing intent language as listed in Figure 3.



Fees

Per [63J-1-504](#), staff reviewed all fees for the following data:

- (8) (a) A fee agency that intends to change any fee shall submit to the governor, as part of the agency's annual appropriation request a list that identifies:
- (i) the title or purpose of the fee;
 - (ii) the present amount of the fee;
 - (iii) the proposed new amount of the fee;
 - (iv) the percent that the fee will have increased if the Legislature approves the higher fee;
 - (v) the estimated total annual revenue and total estimated annual revenue change that will result from the changed fee;
 - (vi) the account or fund into which the fee will be deposited;
 - (vii) the reason for the change in the fee;
 - (viii) the estimated number of persons to be charged the fee;
 - (ix) the estimated agency's cost related to the fee;
 - (x) whether the fee is a service fee or a regulatory fee;
 - (xi) whether the fee is intended to cover the agency's cost related to the fee;
 - (xii) whether the fee agency intends to subsidize the fee to cover the agency's cost related to the fee and, if so, the fee agency's justification for the subsidy; and
 - (xiii) whether the fee agency set the fee at an amount that exceeds the agency's cost related to the fee and, if so, the fee agency's justification for the excess fee.

Figure 4. 63J-1-504

During the 2024 interim, UDOT reviewed and proposed changes for 19 fees in the Support Services Line Item.

UDOT Justification for Fee Changes: After reviewing actual revenue and costs for the permits program, UDOT determined permit fees were extremely low. Last year, the total program cost was \$3,341,800, and UDOT received \$1,858,500 in permit fee revenue. UDOT utilizes the Transportation Fund to cover the total program costs. Transportation Fund is currently supplementing the program costs by 44%, with fee revenue covering only 56% of the total cost. Decreasing program reliance on Transportation Fund revenue frees up Transportation fund for transportation projects. UDOT is requesting an increase of permit fees to cover 100% of program costs.

- UDOT found they have not requested an increase in most permit fees since 2004 or earlier.
- The latest increase was to special event fees back in 2015.
- UDOT also reviewed local county comparable fees and determined their fees were low in comparison.
- For additional information on UDOT program cost and fee calculations, click [here](#).



	Fee Group	Fee Name	Unit of Measure	Old Fee	New Fee	Old Quantity	New Quantity
1	Access Management	Type 1	per application	\$75	\$150	1	28
2		Type 2	per application	\$475	\$860	1	43
3		Type 3	per application	\$1,000	\$1,800	1	8
4		Type 4	per application	\$2,300	\$4,150	1	4
5		Access Violation Fine	per day	\$100	\$180	1	1
6	Encroachment Permits	Landscaping	per application	\$30	\$60	1	12
7		Manhole Access	per application	\$30	\$60	1	8
8		Inspection	per hour	\$60	\$110	1	930
9		Overtime Inspection	per hour	\$80	\$150	1	20
10	Encroachment Permits - Utility Permits	Low Impact	per application	\$30	\$60	1	152
11		Medium Impact	per application	\$135	\$250	1	1,108
12		High Impact	per application	\$300	\$550	1	844
13		Excess Impact	per application	\$500	\$900	1	2,700
14	Events	Event Coordination, Inspection and Monitoring (Regular Hours)	per hour	\$60	\$110	1,000	15
15		Event Coordination, Inspection and Monitoring (Non-regular Hours)	per hour	\$80	\$150	200	5
16		Special Event Application Review (Single Region)	per event	\$250	\$450	350	47
17		Special Event Application Review (Multi-region)	per event	\$500	\$900	100	10
18		Expedited Review Fee	per event	\$600	\$1,100	75	9
19	Express Lane	Express Lane- Administrative Fee	per month	\$2.50	\$2.50	24,000	125,920
		Total					

Figure 5. UDOT/GOPB's proposed fee changes

Fees Staff Recommendations

1. We recommend approving all changes to the fee quantity and amounts listed in Figure 5.

Staff Reduction Recommendations

1. We recommend a \$6.6 million ongoing reduction from the General Fund appropriation in the Transportation Investment Fund of 2005.
 - a. **UDOT response:** UDOT will manage the projects to the appropriated cash flow.

Source	FY 2025	FY 2026 Base	Proposed Reduction	FY 2026 New Total
General Fund, ong	\$330.0 million	\$330.0 million	(\$6,600,000)	\$323.4 million
General Fund, 1x	\$792.0 million			
Total	\$1.12 billion		(\$6,600,000)	\$323.4 million