



Fiscal Note
H.B. 488 2nd Sub. (Gray)
 2024 General Session
 Transportation Funding Modifications
 by Spendlove, R. (Cullimore, Kirk.)



General, Income Tax, and Uniform School Funds

JR4-4-101

	Ongoing	One-time	Total
Net GF/ITF/USF (rev.-exp.)	\$0	\$0	\$0

State Government

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

Revenues	FY 2024	FY 2025	FY 2026
Transportation Investment Fund of 2005	\$0	\$(44,800,000)	\$(46,900,000)
New Account Created By Bill (FN Only)	\$0	\$44,800,000	\$46,900,000
Total Revenues	\$0	\$0	\$0

Enactment of this legislation could decrease funding to the Transportation Investment Fund of 2005 and increase funding to the newly created Commuter Rail Subaccount by \$44.8 million in FY 2025 and \$46.9 million ongoing beginning in FY 2026.

Expenditures	FY 2024	FY 2025	FY 2026
Transportation Fund	\$0	\$70,000	\$70,000
Transportation Investment Fund of 2005	\$0	\$(33,400,000)	\$(46,500,000)
County of First Class Highway Projects Fund	\$0	\$43,200,000	\$300,000
New Account Created By Bill (FN Only)	\$0	\$44,800,000	\$46,900,000
Total Expenditures	\$0	\$54,670,000	\$770,000

Enactment of this legislation appropriates \$300,000 ongoing beginning in FY 2025 from the County of the First Class Highway Projects Fund to the City of Taylorsville.

Enactment of this legislation appropriates \$400,000 ongoing from the Cottonwood Canyons Transportation Investment Fund in FY 2025 to the Operations/Maintenance Management line item within the Department of Transportation and appropriates \$11.0 million one-time from the Rail Transportation Restricted Account in FY 2025 for the Department of Transportation to pass through to the city of Vineyard for the 12th Overpass and to the City of Orem for the Center Street Railroad Crossing.

Enactment of this legislation could cost the Department of Transportation \$70,000 ongoing from the Transportation Fund beginning in FY 2025 for administrative costs related to the provisions of the bill.

Enactment of this legislation appropriates \$42.9 million one-time from the County of the First Class Highway Projects Fund for 18 projects specified in the bill.

Enactment of this legislation could increase expenditures to the newly created Commuter Rail Subaccount and reduce expenditures in the Transportation Investment Fund of 2005 by \$44.8 million one-time in FY 2025 and \$46.9 ongoing beginning in FY 2026.

	<i>FY 2024</i>	<i>FY 2025</i>	<i>FY 2026</i>
Net All Funds	<u>\$0</u>	<u>\$(54,670,000)</u>	<u>\$(770,000)</u>

Local Government

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

Enactment of this legislation could appropriate the following: 1) \$42.4 million one-time for 17 projects within the County of the First Class; 2) \$300,000 ongoing to the City of Taylorsville; 3) \$10.0 million one-time to the City of Vineyard; 4) \$1.0 million one-time to the City of Orem. Enactment of this legislation could increase funding for commuter rail infrastructure of up to \$44.8 million one-time in FY 2025 and up to \$46.9 million ongoing beginning in FY 2026; and 5) \$400,000 ongoing for the Department of Transportation to contact with local governments within the Cottonwood Canyons of Salt Lake County.

Enactment of this legislation would deposit 90 percent of county option sales and use tax to fund highways or a system for public transit in a county of the first class for three years into the newly created County of the First Class Infrastructure Bank Fund. Additionally, 10 percent of county option sales and use tax to fund highways or a system for public transit in a county of the first class for three years would be used to construct an express bus facility on 5600 West. An aggregate amount is not known at this time.

To the extent that county of the first class imposes a county option sales and use tax to fund highways to a system for public transit, a county of the first class could receive \$26.0 million per year for three years in which 90 percent would deposit into the County of the First Class Infrastructure Bank and 10 percent to construct an express bus facility on 5600 West.

Individuals & Businesses

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

To the extent that county of the first class imposes a county option sales and use tax to fund highways to a system for public transit, individuals could pay 62.5 cents per \$1,000 spent.

Regulatory Impact

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

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

Performance Evaluation

JR1-4-601

This bill does not create a new program or significantly expand an existing program.

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.