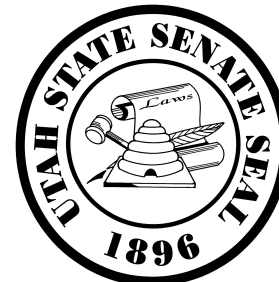




Fiscal Note
H.B. 433 1st Sub. (Buff)
 2021 General Session
 Amendments Related to Infrastructure
 Funding
 by Schultz, M. (Schultz, Mike.)



General, Education, and Uniform School Funds

JR4-4-101

	Ongoing	One-time	Total
Net GF/EF/USF (rev.-exp.)	\$0	\$(979,600,000)	\$(979,600,000)

State Government

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

Revenues	FY 2021	FY 2022	FY 2023
Transportation Investment Fund of 2005	\$0	\$764,300,000	\$(3,000,000)
Transit Transportation Investment Fund	\$0	\$106,600,000	\$5,000,000
New Account Created By Bill (FN Only)	\$0	\$1,200,000	\$3,000,000
Total Revenues	\$0	\$872,100,000	\$5,000,000

Enactment of this legislation would lead to the Utah Transit Authority paying \$5.0 million annually to the Transit Transportation Investment Fund (TTIF) from FY 2022 through FY 2036 toward repayment of bonds. Enactment would lead to certain tax revenues being deposited in the Cottonwood Canyons Transportation Investment Fund rather than in the Transportation Investment Fund of 2005 (TIF) -- these shifts could be about \$1.2 million in FY 2022 and \$3.0 million in FY 2023. Enactment appropriates \$765.5 million into the TIF and \$101.6 million into the TTIF in FY 2022. Enactment could lead to transfers of about \$2.3 million annually from the Rail Transportation Restricted Account to the TTIF for repayment of \$32.0 million in bonds. This assumes the bonds would be issued in FY 2022 for a 15 year term at current market interest rates -- actual repayment amounts would be determined when the bonds sell.

Expenditures	FY 2021	FY 2022	FY 2023
General Fund, One-time	\$0	\$979,600,000	\$0
Transportation Investment Fund of 2005	\$0	\$765,500,000	\$0
Transit Transportation Investment Fund	\$0	\$101,600,000	\$0
Total Expenditures	\$0	\$1,846,700,000	\$0

Enactment of this legislation authorizes the Transportation Commission to issue general obligation bonds of up to \$264.0 million (plus costs of issuance not to exceed \$2.64 million) for the following amounts to be repaid from the TTIF and Rail Transportation Restricted Account (RTRA) as indicated in parentheses: 1) \$200.0 million (TTIF) - double track portions of the FrontRunner commuter rail system; 2) \$12.0 million (TTIF) - S-line streetcar facilities; 3) \$11.0 million (TTIF) - bus rapid transit in the Salt

Lake midvalley area; 4) \$5.0 million (TTIF) - environmental study at point of the mountain area; 5) \$4.0 million (TTIF) - Utah Transit Authority and Sharp-Tintic railroad consolidation project; 6) \$29.0 million (RTRA) - Forest Street rail bridge project in Brigham City; and 7) \$3.0 million (RTRA) - environmental study for a grade separation at 1100 North in North Salt Lake. Assuming debt is issued in FY 2022 for a term of fifteen years at current interest rates total debt service payments (principal and interest) could rise from approximately \$5 million in FY 2022 to approximately \$19 million annually from FY 2023 through final repayment in FY 2037; and total interest payments could cost about \$28 million from sales tax revenue and \$4 million from the RTRA. Actual repayment amounts and total interest due would be determined when the bonds sell. Enactment appropriates \$765.5 million one-time from the General Fund in FY 2022 into the TIF then out of the TIF to a Department of Transportation (DOT) expenditures line item for the following: 1) \$705.0 million - state highway projects as specified in the bill; 2) \$28.0 million - pass-through to local jurisdictions for road projects as specified in the bill; and 3) \$32.5 million - paved pedestrian and nonmotorized transportation projects (expenditure is contingent on a local match of at least 20 percent of a project's cost). Enactment appropriates \$101.6 million one-time from the General Fund in FY 2022 into the TTIF then out of the TTIF to a DOT expenditures line item for the following: 1) \$100.0 million - double track portions of the FrontRunner commuter rail system; and 2) \$1.6 million - rail station in Vineyard. Enactment appropriates from the General Fund in FY 2022 to the Department of Natural Resources \$36.0 million for the Utah Raptor and Lost Creek state parks and \$67.5 million for enhancements to existing state parks. Enactment appropriates from the General Fund in FY 2022 to the Governor's Office of Economic Development \$9.0 million for outdoor recreation grants.

	<i>FY 2021</i>	<i>FY 2022</i>	<i>FY 2023</i>
Net All Funds	<u>\$0</u>	<u>\$(974,600,000)</u>	<u>\$5,000,000</u>

Local Government

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

Enactment of this legislation would cost the Utah Transit Authority \$5.0 million annually from FY 2022 through FY 2036 toward repayment of bonds. Enactment could lead to political subdivisions spending unknown amounts for paved pedestrian and nonmotorized transportation projects (the bill appropriates \$32.5 million for such projects and requires subdivisions to contribute at least 20 percent to a project's cost). Enactment could lead to certain local jurisdictions receiving a total of \$28.0 million for road projects as specified in the bill. Enactment could lead to political subdivisions receiving a total of \$9.0 million in grants for outdoor recreation initiatives.

Individuals & Businesses

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

Enactment of this legislation likely will not result in direct expenditures from tax or fee changes for Utah residents and businesses.

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 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.