



**Revised Fiscal Note**  
**H.B. 433**

2021 General Session  
Amendments Related to Infrastructure  
Funding  
by Schultz, M.



**General, Education, and Uniform School Funds**

JR4-4-101

	Ongoing	One-time	Total
Net GF/EF/USF (rev.-exp.)	\$0	\$(862,900,000)	\$(862,900,000)

**State Government**

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

Revenues	FY 2021	FY 2022	FY 2023
Transit Transportation Investment Fund	\$0	\$5,000,000	\$5,000,000
<b>Total Revenues</b>	<b>\$0</b>	<b>\$5,000,000</b>	<b>\$5,000,000</b>

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 could lead to transfers of about \$2.2 million annually from the Rail Transportation Restricted Account to the TTIF for repayment of \$30.0 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	\$862,900,000	\$0
<b>Total Expenditures</b>	<b>\$0</b>	<b>\$862,900,000</b>	<b>\$0</b>

Enactment of this legislation authorizes the Transportation Commission to issue general obligation bonds of up to \$1.4 billion (plus costs of issuance not to exceed \$14.0 million) for the following amounts to be repaid from the financing sources shown in parentheses: 1) \$1.15 billion (Transportation Investment Fund of 2005) - state highway projects as prioritized by the Transportation Commission; 2) \$200.0 million (Transit Transportation Investment Fund or TTIF) - double track portions of the FrontRunner commuter rail system; 3) \$11.0 million (TTIF) - 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; and 6) \$30.0 million (Rail Transportation Restricted Account or RTRA) - Forest Street rail bridge project in Brigham City. Assuming debt is issued in tranches of \$350.0 million each year from FY 2022 through FY 2025 for a term of fifteen years on each tranche at projected market interest rates total debt service payments (principal and interest) could rise from approximately \$7 million in FY 2022 to approximately \$103 million annually from FY 2026 through FY 2037 then decrease until final repayment in FY 2040. Issuance could cost about \$176 million in interest with about \$173 million of that amount from sales tax revenue and \$3 million from the RTRA. Actual repayment amounts and total interest due would be determined when the bonds sell. Enactment appropriates \$862.9 million one-time from the General Fund in FY 2022 to the Department of Transportation for the following: 1) \$621.3 million - state highway projects as specified in the bill; 2) \$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); 3) \$36.0 million - Utah Raptor and Lost Creek state parks; 4) \$67.5 million - enhancements to existing state parks; 5) \$4.0 million - outdoor recreation grants; 6) \$100.0 million - double track portions of the FrontRunner commuter rail system; and 7) \$1.6 million - rail station in Vineyard.

	<i>FY 2021</i>	<i>FY 2022</i>	<i>FY 2023</i>
<b>Net All Funds</b>	<u>\$0</u>	<u>\$(857,900,000)</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 political subdivisions receiving a total of \$4.0 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.