

# AGENDA

## TRANSPORTATION INTERIM COMMITTEE UTAH LEGISLATURE

Wednesday, April 16, 2003 • 2:00 p.m. • Room 129 State Capitol

Approximate  
Time Frame

**2:00 1. Committee Business**

- Call to order
- Approval of the minutes of the November 20, 2002 meeting

**2:05 2. Centennial Highway Fund Program and Statewide Transportation Improvement Program Update**

*The CHF (Centennial Highway Fund) was initially a 10-year program beginning in 1997 which was used to fund the I-15 reconstruction project in Salt Lake County and for funding several other major construction and reconstruction projects in the state. The primary funding source through FY 2003 is bonding at 42%. Recent significant reductions in General Fund dollars going to the CHF will delay several projects and extend the bond payoff period beyond the initial 10-year period of the program. The STIP (Statewide Transportation Improvement Program) is a five-year program of highway and transit projects designed to implement the Long Range Highway Plan. The STIP is funded through state and federal transportation dollars. What projects are on the Centennial Highway Program and the STIP? What projects are underway or completed? What projects will have to be delayed or eliminated because of recent General Fund Reductions? When will the Centennial Highway Program be completed and paid-off?*

- John R. Njord, Utah Department of Transportation

**2:50 3. Studded Snow Tires on Highways**

*Section 41-6-150 of the Utah Code allows a vehicle that is not in excess of 9,000 pounds to have tungsten carbide studs during winter months from October 15 through March 31 if the studs are no longer than .050 inches beyond the tire tread. Emergency vehicles and school buses are exempted from the weight limitation. Tire chains are allowed when needed for road conditions. Should this policy be modified to reduce highway wear caused by studded snow tires? What policy options are available? What do other states do?*

**3:20 4. HOV (High Occupancy Vehicle) Lanes**

*In May 2001 HOV lanes were first introduced in Utah as part of the reconstruction of the I-15 Corridor project in Salt Lake County to encourage ride sharing and increase people-moving capacity. Initially buses, motorcycles, and vehicles under 12,000 pounds with two or more passengers were allowed to use the HOV lane. During the 2001 General Session, legislation was passed to allow single occupant vehicles with clean fuel special group license plates in the HOV lane which became effective in October 2001. Recently a request was made to study allowing individuals or shuttle service providers to purchase a permit to use the HOV lane. How is the HOV lane working? What improvements should be made? What if any federal review or approval is required to make changes to the vehicles that can use the HOV lane? Should HOV privileges be sold? If so, at what price? What do other states do?*

**4:00 5. Other Items / Adjourn**