

**MINUTES OF THE
TRANSPORTATION PLANNING TASK FORCE**

Wednesday, June 4, 2003 – 9:00 a.m. – Region 2 Hurley Conference Room

Members Present:

Rep. Rebecca D. Lockhart, House Chair
Sen. David L. Gladwell
Sen. Karen Hale
Sen. John L. Valentine
Sen. Carlene M. Walker
Rep. J. Stuart Adams
Rep. Craig W. Buttars
Rep. John Dougall
Rep. Neil A. Hansen
Rep. Neal B. Hendrickson
Rep. Todd E. Kiser

Staff Present:

Benjamin N. Christensen, Policy Analyst
Shannon C. Halverson, Associate General Counsel
Joy L. Miller, Legislative Secretary

Note: A list of others present and a copy of materials can be found at <http://www.image.le.state.ut.us/imaging/history.asp> or by contacting the committee secretary, Joy Miller, at 538-1032.

1. Committee Business

Chair Lockhart called the meeting to order at 9:10 a.m. She indicated that with the resignation of Sen. Steele, a new Senate cochair will be appointed. She expressed her appreciation for Sen. Steele's many years of service in the Legislature.

MOTION: Sen. Hale moved to approve the minutes of the May 20, 2003 meeting. The motion passed unanimously. Sen. Gladwell, Rep. Adams, and Rep. Buttars were absent for the vote.

2. Centennial Highway Fund History and Status

Mr. Christensen referred to the questions outlined in "(CHF) Centennial Highway Fund History and Status" and the charts summarizing the CHF history which were included in the mailing packet. The CHF consists of 41 highway projects statewide including the reconstruction of I-15 in Salt Lake County which used approximately one-half of the CHF. It is a special revenue fund which contains \$3.4 billion worth of planned projects. It was created to fund selected highway projects that could not be funded under existing transportation revenue and to pay the cost of construction, major reconstruction, or major renovation to state and federal highways.

Mr. Glen Brown, Utah Transportation Commission, commented that the I-15 Reconstruction is the item that drove the creation of the CHF. He and Mr. Clint Topham, former Deputy Director, UDOT (Utah Department of Transportation) were given the assignment to meet with legislators and other local elected officials throughout the state in an effort to develop a list of needed highway projects for the

various areas and to build a coalition of support statewide to develop a funding mechanism for the CHF. Priorities were set and a list of projects was developed. He stated that verbal commitments and understandings from legislators were made at that time in order to create the CHF. Mr. Brown indicated that he felt strongly about maintaining the integrity of the list. He said one of the most difficult aspects of the CHF has been determining the cost associated with a project.

Mr. Carlos Braceras, UDOT, discussed the difference between the CHF and the STIP (Statewide Transportation Improvement Program) list. He said the CHF list is larger in dollars but less in the number of projects. Mr. Braceras stated the source of funding for the STIP is a combination of the gas tax and other Transportation Fund revenues plus the federal revenues received specifically for construction of roads.

Mr. Topham pointed out that when the CHF list was originally developed, it contained \$5 billion in needed highway projects. They were told to reduce the list to only increased capacity projects and the amount of funding to under \$3 billion. The CHF was to be fully funded within ten years. Mr. Topham indicated that from the beginning the CHF was not completely balanced. UDOT tried to manage the projects based on what was originally programmed into the CHF. He discussed the handout Centennial Highway Fund Principles of Agreement (2000). He stressed that project commitments should be kept. He pointed out that the economy of the state is dependent to a large degree on the transportation system.

Mr. John Njord, UDOT, distributed a copy of a letter sent to then Speaker Melvin Brown from the Utah Transportation Commission explaining the reason costs have fluctuated on these projects. He distributed a list of the CHF projects and the funds needed to complete those projects in the years indicated. He stated that funds have been expended on all projects listed.

Mr. Max Ditlevsen, UDOT, briefly discussed the Bangerter Highway which was listed under CHF projects but was not one of the original 41 projects. He explained that some General Fund money was appropriated and the northern segments of the project were designed and constructed with that money. Although the project was begun prior to the completion of the CHF list, it was completed with those funds.

Mr. Mark Bleazard, Office of the Legislative Fiscal Analyst, distributed and reviewed a handout "Ten Year Funding Option for Transportation Project Needs." The Legislature originally committed over \$1.3 billion dollars to the CHF and later added an additional \$237 million. However, in 2002 the Legislature took \$627 million from the CHF to balance the budget for FY 2002 and 2003. He indicated the Legislature will finish the 41 CHF projects as outlined. He noted, however, that some of the projects have been seriously underfunded. Mr. Bleazard said it is his opinion that, with the exception of 2013, if no projects are added beyond 2007 and the current revenue stream is continued,

it will be possible to pay out by the year 2016. He noted, however, that the figures listed on the spreadsheet change annually.

Mr. David Creer, Utah Trucking Association, commented that the number of trucks on the highways will be doubling and should be taken into account when considering highway projects.

3. Highway Funding Categories and Limitations

The item was not discussed and will be placed on the July 2 meeting agenda.

4. Other Items / Adjourn

MOTION: Rep. Buttars moved to adjourn the meeting. The motion passed unanimously. Chair Lockhart adjourned the meeting at 11:00 a.m. The Task Force was given a tour of the Traffic Operations Center.