

AGENDA

TRANSPORTATION PLANNING TASK FORCE

UTAH LEGISLATURE

Wednesday, July 2, 2003 • 9:00 a.m. • Room 131 State Capitol

Approximate
Time Frame

9:00 1. Task Force Business

- Call to order
- Consideration of the minutes of June 4, 2003

9:05 2. State and Federal Highway Funding Categories and Limitations

Both state and federal law regulates the expenditure of money for highway purposes. In Utah the STIP (Statewide Transportation Improvement Program) is UDOT's ongoing program of highway projects funded by state Transportation Fund dollars and by federal dollars. The CHF (Centennial Highway Fund) program is the 11 year program to fund major projects that could not have been funded with the pre-1997 highway dollars and for which new revenues were identified. CHF projects are included in the STIP because they are now part of UDOT's ongoing program of highway projects. On the federal side, federal highway funding to the state has been averaging approximately \$238 million per year in apportionment in recent years and approximately \$200 million per year in obligation limitation (what we can actually spend). This federal-aid is vital to the planning, construction, and maintenance of the state highway system. There are limitations on how the money can be spent and considerable effort is expended to effectively program and account for the numerous funding categories. Utah, with most states, continues to lobby for more flexibility in the use of these federal funds. What are the federally imposed restrictions on the use of federal-aid transportation dollars? What categories exist and how is it spent?

- Max J. Ditlevsen, Utah Department of Transportation

9:25 3. Centennial Highway Fund Status

During the June meeting the task force was briefed on the history and status of the CHF (Centennial Highway Fund). Due to time restraints several task force members felt that additional time for presentation, discussion, and questions is needed on this critical topic. Task force members are invited to ask detailed questions about the financial status of the CHF program, a clear understanding of which is vital to addressing current and future Utah highway funding needs.

- Mark Bleazard, Office of the Legislative Fiscal Analyst

10:40 4. Mass Transit Programs and Plans

The UTA (Utah Transit Authority) provides public transit services for an area that includes approximately 78 percent of the state's population including all of Salt Lake, Davis, and Weber counties, most of Utah county, and municipalities in Tooele and Box Elder counties. A transit district is formed by municipalities and counties by a vote of the people authorizing a 1/4 percent sales tax dedicated to the district (see Section 59-12-501 Utah Code). Title 17A, Chapter 2, Part 10, Utah Public Transit District Act of the Utah Code 1953 contains enabling statutes for public transit districts. In Section 17A-2-1002 the Legislature finds that a coordinated effort that crosses local boundary lines and that is governed by local governmental units is needed to provide an adequate public transportation which provides satisfactory movement of people and which lessens traffic congestion. On November 7, 2000, voters in Salt Lake, Davis, and Weber counties approved an additional 1/4 percent sales tax increase to fund light rail extensions, expand bus service, and establish commuter rail. In Salt Lake County, 25 percent of the additional 1/4 percent sales tax must be used for improvements to I-15 (see Section 59-12-502, Utah Code). What are the current and future programs and plans of UTA. How will these plans help reduce traffic congestion? How does UTA coordinate its efforts with UDOT and other highway authorities? What is needed for UTA to make a greater contribution to addressing transportation problems in congested areas?

- John English, Utah Transit Authority

11:20 5. Other Items / Adjourn