

**MINUTES OF THE
TRANSPORTATION PLANNING TASK FORCE**
Wednesday, August 6, 2003 – 9:00 a.m. – Room 131 State Capitol

Members Present:

Sen. Carlene M. Walker, Senate Chair
Rep. Rebecca Lockhart, House Chair
Sen. David L. Gladwell
Sen. Karen Hale
Sen. Sheldon L. Killpack
Rep. J. Stuart Adams
Rep. John Dougall
Rep. Neil A. Hansen
Rep. Neal B. Hendrickson

Members Absent:

Sen. John L. Valentine
Rep. Craig W. Buttars
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. Task Force Business

Chair Lockhart called the meeting to order at 9:10 a.m. Sen. Valentine and Rep. Buttars were excused from the meeting.

2. Long Range Plan and Project Priority List

Mr. Max Ditlevsen, UDOT (Utah Department of Transportation), reviewed the process involved in developing the Plan (Long Range Transportation Plan). Mr. Ditlevsen distributed a handout "Expenditure Projections." He said UDOT estimates that \$3.6 billion in new dollars will be needed through 2030 although \$13 billion in projects have been identified and should be accomplished if additional funding is available.

Mr. John Thomas, UDOT, explained that the Plan is being updated for final adoption in December 2003. It is used as a tool to guide investment decisions to maintain and preserve Utah's quality of life. The Plan supports UDOT's four strategic goals which are: 1) take care of what we have, 2) make it work better, 3) improve safety, and 4) increase capacity.

Mr. Glen Ames, UDOT, said that UDOT is the first agency to bring together, in one place, key data regarding safety, congestion, pavement condition, and structures. He gave a slide presentation which showed future traffic volume compared with current volume. He noted that I-15 congestion in Utah County is poor.

Mr. Darrell Cook, Mountainland Association of Governments, discussed the I-15 construction projects that are scheduled to begin during the next three decades. He said the lack of additional bonding capacity or general fund revenues shrinks the base of revenue to work with but not the demand or needs.

Mr. Paul Vidmar, UDOT, discussed the project selection process. He said input was received from the various regions of the state and the \$3.6 billion in project costs have been balanced to anticipated revenues. He noted the list that has been developed can be adjusted as needed.

Mr. Carlos Braceras, UDOT, stated they have developed an Executive Business Plan. He said strategic goals are identified and broken down into focus areas. Asset management is used to optimize where money is spent. He said UDOT measures whether or not money applied to a focus area is obtaining the standard needed.

Sen. Walker questioned if other states have done research on the effect of congestion on the economy.

Mr. John Njord, UDOT, explained the reason the CHF (Centennial Highway Fund) was created was to fill a need that UDOT was unable to fulfill on its own. There was no way to build I-15 unless there was a program that brought additional revenues to UDOT. The Legislature came together with UDOT to determine needs and find a long-term mechanism to pay for them.

Mr. Thomas R. Warne, Tom Warne and Associates, LLC, gave a brief history of how projects listed in the CHF were determined.

Mr. Chuck Chappell, Wasatch Front Regional Council, indicated that the first place to start coordination to develop combined solutions to complex problems is at the regional planning process. UDOT can look to metropolitan planning organizations for local endorsement of the projects being proposed.

Mr. Craig Peterson, Peterson Consulting, indicated that the CHF projects reflected the needs of the state. He noted development of the list was a clean process that was time constrained.

3. Transportation Funding Sources

Mr. Christensen distributed several slides concerning transportation funding sources. He stated motor fuel and special fuel make up approximately 85 percent of the Transportation Fund. Mr. Christensen distributed information on "Utah Highway User Taxes and Fees" and state highway statistics regarding per capita vehicle miles traveled, fuel tax revenue per vehicle, and population per lane mile. He briefly reviewed charts which were included in the mailing packet to the Task Force including "State Excise Taxes on Gasoline and Diesel as of 04/01/03," "Utah Gross Sales Compared to Vehicle Related Sales," and "The Future of Highway Funding."

Ms. Halverson distributed and reviewed a handout "Highway Funding in Western States." She commented that many western states are struggling with the same issues as Utah, including insufficient funding and a need for additional capacity on the highway. She also reviewed a table included in the mailing packet "State Registration Fees for Passenger Vehicles as of 04/01/03."

Mr. Warne distributed a written copy of his testimony. He gave a brief overview of transportation finance and the current federal funding situation. He discussed the list of revenue options for transportation funding sources from his handout. Mr. Warne noted specific examples of transportation funding initiatives and outlined attributes of newly established transportation revenue programs.

MOTION: Sen. Hale moved to approve the minutes of the July 2, 2003 meeting. The motion passed unanimously.

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Rep. Dougall requested that the members of the Task Force review the article from Access magazine entitled "*Local Option Transportation Taxes: Devolution as Revolution*" which had been distributed.

Sen. Walker asked that the Task Force focus on the options outlined by Mr. Warne at the next meeting.

4. Other Items / Adjourn

MOTION: Rep. Hansen moved to adjourn the meeting. The motion passed unanimously. Chair Lockhart adjourned the meeting at 11:50 a.m.