

**MINUTES OF THE  
TRANSPORTATION PLANNING TASK FORCE**  
Wednesday, September 3, 2003 – 9:00 a.m. – Room 131 State Capitol

**Members Present:**

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

**Members Absent:**

Sen. David L. Gladwell

**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 Walker called the meeting to order at 9:10 a.m. Sen. Gladwell was excused from the meeting.

**MOTION:** Sen. Hale moved to approve the minutes of the August 6, 2003 meeting. The motion passed unanimously. Rep. Hansen and Rep. Hendrickson were absent for the vote.

**2. Congestion Mitigation Alternatives**

Mr. Christensen gave a presentation on "Congestion Mitigation Alternatives" which was mailed to the Task Force. He addressed ways to optimize highway use and reduce highway demand through transportation system and demand management.

Mr. Neldon Jones, concerned citizen, stated that the improper usage of lanes is an impediment to traffic flow. He suggested that testing be done to determine if law enforcement emphasis could affect compliance with the traffic laws to move right and prevent people from blocking the inside lane.

Mr. Christensen distributed and briefly reviewed a list of ten ways to prevent or deal with congestion that he received from Scott Duncan, Utah Highway Patrol.

Mr. John Njord, UDOT (Utah Department of Transportation), commented on TIFIA loans, incident management, and HOV lanes.

Ms. Shannon Halverson mentioned legislation, which did not pass, that would use the closest tow truck rather than the current rotation system in an effort to speed up incident management.

**3. Transportation Funding Sources Discussion**

Mr. Max Ditlevsen, UDOT, reviewed the handout "Transportation 2030 Long Range Plan Distribution of Funds Summary." He said that a total of \$15.8 billion in state and federal funds will be available during that time period if the assumptions are realized. He reviewed how those funds would be distributed.

Mr. Christensen pointed out that an additional \$13 billion has been identified for highway needs but has not yet been funded. He reviewed the handout "Transportation Revenue Tools" and discussed the possible evaluation criteria that could be used to determine revenue sources.

Ms. Kathryn Pett, Utah Transit Authority, said the transportation plan developed by the WFRC (Wasatch Front Regional Council) estimates transportation costs between now and 2030 to be \$3.9 billion. However, that plan does not include the Cache or Dixie areas of the state.

Mr. Charles Chappell, WFRC, stated they adopted a very aggressive funding scenario in order to implement the necessary transportation systems over the next 27 years. He said the WFRC also authorized its staff to plan on a ½ cent sales tax increase in 2006 based on sales tax growth and an economic rebound in 2003.

After Task Force discussion, the following evaluation criteria was outlined for consideration at a future meeting:

1. Is it public priority? Can the taxpayer afford it?
2. Can it work now? Can it work in the future?
3. It is fair (equity, e.g. urban vs. rural)?
4. Can it be administered effectively and economically? (is it certain, easy to pay, easy to collect)
5. How will it affect taxpayer behavior?
6. What is the potential for tax evasion?
7. Is it reliable (consistent revenue stream)?
8. Is it worth it? (cost vs. benefit)
9. Does it instill improved state/local cooperation, participation, and planning?

Mr. Tom Warne, Tom Warne and Associates, stated that a menu of options can be applied both at the state and local level. Equity issues will need to be addressed. The Legislature could give local communities more opportunities to raise funds for their roads.

**MOTION:** Rep. Dougall moved that the Task Force adopt the evaluation criteria as listed.

Members of the Task Force asked that the criteria be put in writing and mailed to them for further review and consideration.

Rep. Dougall withdrew the motion.

The Task Force discussed each proposed state tool as listed on the handout.

Ms. Lynn Solarczyk, Tax Commission, indicated they are willing to work with the Legislature on all

options to make them work as well as possible.

Mr. Mike Jerman, Utah Taxpayers Association, indicated that with the streamlined sales tax, there is another opportunity of doing a sales tax reduction. It could be made revenue neutral from the taxpayers' perspective.

Mr. David Creer, Utah Trucking Association, stated that it is critical to attract and keep businesses in the state. He suggested the Task Force receive input from the business community on these options.

Mr. Clint Topham, Parsons Brinkerhoff, suggested adding the following options for consideration: 1) government vehicle exemptions, 2) port-of-entry fines, and 3) utilities in highway rights-of-way.

Mr. Barry Conover, Tax Commission, suggested if raising registration fees is considered, a statewide increase rather than a local option be adopted.

Mr. Carlos Braceras, UDOT, stated tolling can pay for a portion of the cost to build a facility. HOT lanes are typically able to recoup operation and maintenance costs but not generate revenue.

Mr. Mark Bleazard, Office of the Legislative Fiscal Analyst, indicated the state currently collects \$15 million on tourist tax on rental cars. It is collected as though it were a sales tax.

Ms. Pett suggested the Task Force consider options to add an airport fee for the airport TRAX line and sale lease back financing.

The Task Force prioritized the options as follows:

Priority A List (State Tools)

Fuel Tax  
Registration Fee  
Sales Tax  
Dedicated General Fund Dollars to  
    Transportation (changed from Sales Tax  
    Surcharge on Autos and Auto Products)  
Development of Special Improvement Districts  
    for Transportation (Tax Increment  
    Financing could be addressed here)  
Tourist Tax (could be used as a local option)  
Government Vehicle Exemptions  
Utilities in Highway Rights-of-Way  
Sale Lease Back Financing For Transit

Priority B List (State Tools)

Vehicle Mileage Fee  
Sales Tax on Fuel  
State Property Tax for Transportation  
Toll Roads  
HOT Lanes Tolls  
Port-of-Entry Fines  
Airport Fee for Airport Light Rail Extension

The Fuel Tax Point of Collection option was eliminated.

**4. Other Items / Adjourn**

Transportation Planning Task Force  
September 3, 2003  
Page 4

**MOTION:** Rep. Buttars moved to adjourn the meeting. The motion passed unanimously. Chair Walker adjourned the meeting at 12:20 p.m.