

**MINUTES OF THE  
INFRASTRUCTURE AND GENERAL GOVERNMENT  
APPROPRIATIONS SUBCOMMITTEE MEETING**

Room 445, State Capitol

February 13, 2013

Members Present:            Sen. Wayne A. Harper, Co-Chair  
                                     Rep. Gage Froerer, Co-Chair  
                                     Rep. Jacob L. Anderegg, House Vice-Chair  
                                     Sen. Lyle W. Hillyard  
                                     Sen. David P. Hinkins  
                                     Sen. Scott K. Jenkins  
                                     Sen. Peter C. Knudson  
                                     Sen. Karen Mayne  
                                     Sen. Kevin T. Van Tassell

Sen. Evan Vickers  
Rep. Johnny Anderson  
Rep. Kay J. Christofferson  
Rep. Lynn N. Hemingway  
Rep. John Knotwell  
Rep. Douglas V. Sagers  
Rep. R. Curt Webb  
Rep. John R. Westwood

Members Absent:  
Rep. Janice M. Fisher

Staff Present:  
Mr. Mark Bleazard, Legislative Fiscal Analyst  
                                     Mr. Gary Ricks, Legislative Fiscal Analyst  
                                     Ms. Cami Deavila, Secretary

Note: A list of visitors and a copy of handouts are filed with the Subcommittee minutes. A copy of related materials and an audio recording of the meeting can be found <http://le.utah.gov/asp/interim/Commit.asp?Year=2013&Com=APPIGG>

**1. Call to Order/Minutes**

Co-chair Froerer called the meeting to order at 8:05 a.m.

**MOTION:** Sen. Van Tassell moved to approve the minutes for the January 30, 2013 meeting. The motion passed unanimously.

**2. Historic Wendover Airfield Presentation-James Petersen**

James Petersen, Airport Manager, Wendover Airport, stated that the Wendover Airport is the most historic World War II site in Utah. Mr. Petersen gave a brief history of the Wendover Airport and the number of recognitions it has received. The commercial part of the airport works in conjunction with the historical aspect. The current project is the Officer's Club renovation for \$1.2 million; \$250,000 has been raised in donations,

another \$250,000 is in the bank, and about \$100,000 of donated volunteer work. There is still a need of \$600,000 to turn the airport into an impressive site and the request is for \$200,000 in State funding. Mr. Petersen briefed the committee on the benefits the Wendover Airport brings to the State. There is no O&M needed for the project, revenue will be generated from receptions and parties held at the Officer's Club. There has been support for this project from many different organizations. The airport is used by many different military organizations and can be used as an emergency backup if the Salt Lake International Airport is ever disabled.

Rep. Sagers asked for clarification that Tooele County has invested millions of dollars in the airport. Mr. Petersen replied Tooele County spent \$2 million when it was taken over from Wendover City and has matched about \$600,000 in grants. The airport is running on a positive cash basis. The airport has received about \$20 million in Federal grants and a bulk of that has been matched by the Peppermill Casinos. Rep. Sagers stated the airport plays an important part to the area, not just Tooele County.

Co-chair Harper asked Mr. Petersen to put together a list of all the donations made to the project.

Co-chair Froerer stated his support and the importance of the Wendover Airport.

### **3. Department of Transportation Funding-Analyst Presentation**

Mark Bleazard, Fiscal Analyst, Office of the Legislative Fiscal Analyst, presented an issue brief on highway construction funding sources. The Legislature has been proactive and creative in funding highway projects the last 15 years. Prior to 1995 all funding for highway projects came from the gas tax, which was not sufficient to take care of all needed projects. The Legislature put together the Centennial Highway Fund (CHF) with 41 projects included throughout the State. The slow down in revenue flow required six-year bonds to be extended to 15-year bonds and the general fund money that was part of the CHF became a rainy day fund. The Legislature increased the gas tax by 5.5 cents a gallon, increased registration fees, and a 1/64 of a cent of sales tax. A few years later the Critical Highway Needs Fund (CHNF) created another \$91 million in dedicated credits for 31 projects. The two aforementioned funds filter into the Transportation Investment Fund (TIF). Local governments gave up 1/16 cent for an increase from 25 percent to 30 percent from the TIF. Mr. Bleazard presented the different formulas of revenue sources that are placed in the TIF. A total of \$450,600,000 is collected for transportation out of sales tax. There is \$230 million coming from the Federal program; there is a possibility of a 30 percent reduction after March 1<sup>st</sup> with the uncertainty of the Federal government.

Sen. Jenkins asked if the estimated \$447 million in Transportation Fund for this year is from motor fuel sales tax and if the special fuel tax is from airplanes Mr. Bleazard stated yes, gasoline tax and diesel, and other items are overweight permits and registration fees. Sen. Jenkins asked if there is a tax on fuel at the airport. Mr. Bleazard stated there is, 3 cents a gallon. Sen. Jenkins asked for a review of the fuel tax and how the State lines up with surrounding states. Mr. Bleazard replied the State has a 24.5 cents per gallon tax and

the Federal government has 18 cents per gallon on gasoline and 24.4 cents on diesel. John Njord, Executive Director, Utah Department of Transportation, added Wyoming's gas tax is currently 14 cent per gallon with it possibly going up to 24 cents this year during Wyoming's legislative session. The other surrounding states are similar to Utah.

Rep. Sagers asked if the sales tax going to the TIF is strictly on gasoline. Mr. Bleazard replied no, it is on all sales tax. Rep. Sagers asked what the impact for local governments was with the change in B&C funds. Mr. Bleazard stated at the time the change was made locals gained money. The State is now gaining money as the sales tax is growing at a quicker pace than the gas tax. Rep. Sagers asked if the bonds issued were revenue bonds or G.O. bonds. Mr. Bleazard answered G.O. bonds. Rep. Sagers stated that in the next 20-30 years the State would have major water projects. Funding should look similar to what has been done with transportation.

Sen. Hillyard stated concern that people driving through Utah stop at convenience stores in Wyoming because of cheaper gas. An increase in the gas tax benefits the local governments.

Mr. Bleazard commented that money generated from the sales tax is committed to pay off the \$4 billion bond authorization for highways.

#### **4. Department of Transportation Presentation**

Mr. Njord stated the four strategic goals of the department: zero fatalities, strengthen the economy, preserve infrastructure, and optimize mobility.

Carlos Braceras, Deputy Director, Utah Department of Transportation, showed the committee the UDOT website which includes the 2013 strategic document, live information from the traffic operations center, a fatality report card, safety projects, and progress on construction projects. Mr. Braceras spoke on the goal of zero fatalities. Travel has increased considerably while fatalities have dropped over the last 13 years. UDOT works with local businesses to strengthen the economy. Preserving infrastructure is a major focus of UDOT as good roads cost less. Mr. Braceras spoke about the different ways different roads are maintained. UDOT knows the condition of every section of road in the State. One challenge of the department is bridges.

Sen. Van Tassell asked if local bridges are included in UDOT's assessment and how the local bridges look. Mr. Braceras stated the assessment is only for highway bridges and the local bridges don't look near as good as the highway bridges. UDOT is responsible for inspecting all bridges in the State.

Rep. Hemmingway congratulated UDOT on a great job preserving bridges.

Mr. Njord spoke on what the department is doing to optimize mobility. UDOT has suppressed congestion and will continue to do so with signal timing and a traffic app for

smart phones. Innovative solutions taking place are: diverging diamond interchange, continuous flow intersection, through turn intersections and State Route 92 traffic flow. Mr. Njord showed the committee an I-15 Core Bridge being moved into place with accelerated bridge construction. The bridge took 12 hours to move into place as opposed to 12-months of on site construction. It was the largest bridge ever moved in the Western hemisphere. Other innovative solutions are the express lane, and flex lanes that eliminate left hand turns. These are concepts that cost little money but have a big impact.

Sen. Hillyard asked how much money is brought in with express lane fees and does the express lane become overly impacted with people purchasing the express pass. Mr. Njord stated the program is subsidized slightly. The express lane carries twice as many people as the general lane. The price can be adjusted to limit the number of cars that drive in the express lane.

Rep. Webb asked about a higher speed limit in the express lane as the slowest driver dictates the speed in the express lane. Mr. Njord stated the department is uncomfortable with differential speeds in the different lanes, but it is being looked into. Rep. Webb asked what are the purposes of the double lines on the express lane. Mr. Njord answered the double line is to maximize speed and keep cars moving at a consistent speed.

Mr. Njord continued with the Mountain View Corridor briefing and showed the construction phases. Ultimately it will grow into a freeway segment. Frontage roads and on/off ramps are being built first with the rest filled in later.

Sen. Mayne stated the Mountain View Corridor is great.

Rep. Anderegg asked if the section by Camp Williams would run parallel to Redwood Road or be incorporated into Redwood Road. Mr. Njord stated it would run parallel to Redwood Road.

Sen. Jenkins asked if the piece between Mountain View Corridor to I-15 by Point of the Mountain would be continuous flow. Mr. Njord stated Mountain View Corridor would connect to I-15 at 2100.

Mr. Njord briefed the committee on the I-15 Core Project. The project was the fastest billion-dollar project in America. Communication with customers was important; one effective way of communication was with movie trailers. The committee viewed the publicity trailer.

Rep. Sagers asked if there was a quantified measure on the impact to air quality. Mr. Njord stated the numbers haven't been calculated but UDOT is doing everything they can to clean up air. Reducing delay will reduce emissions.

Rep. Christofferson congratulated UDOT on efforts made with innovative approaches. The department has set a high standard for other agencies in developing efficiencies.

Co-chair Froerer asked about the trend for fatalities over the last five years. Mr. Braceras showed the trend line back to 2000, which is located on the UDOT website. Co-chair Froerer asked if the increased speed on certain sections of I-15 had an impact on fatalities.

Sen. Van Tassell asked if neighboring states are as successful as Utah in the zero fatalities goal and have cameras on the different roadways helped responders get to crash sites faster. Mr. Njord answered nationally fatalities are going up. Mr. Braceras answered absolutely.

**MOTION:** Rep. Hemmingway moved to adjourn. The motion passed unanimously.

Co-chair Froerer adjourned the meeting at 9:51 a.m.

Minutes were reported by Cami Deavila, Senate Secretary.

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Sen. Wayne A. Harper, Co-Chair

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Rep. Gage Froerer, Co-Chair