



DEPARTMENT OF TRANSPORTATION

INTENT LANGUAGE

INFRASTRUCTURE AND GENERAL GOVERNMENT APPROPRIATIONS SUBCOMMITTEE
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ISSUE BRIEF

This issue brief contains three sections regarding intent language for the Department of Transportation.

- Section 1 lists the department's requests for nonlapsing intent language for FY 2018. By granting nonlapsing authority the Legislature allows an agency to carry a specified portion of current fiscal year appropriations into the next fiscal year. Unless nonlapsing authority is granted in statute, any other unspent appropriations that exceed the nonlapsing amounts authorized in intent language lapse to the financing source at the end of the current fiscal year. These requests are for the same amounts and purposes that the Legislature authorized in the 2017 General Session (see [H.B. 3](#), Items 34-36, 38, and 40).
- Section 2 lists the department's requests for other intent language. These requests are the same as the Legislature authorized in the 2017 General Session (see [S.B. 2](#), Items 27-28, 32-33, and 35).
- Section 3 lists the performance measures intent language that the Legislature included for the Department of Transportation in [H.B. 6](#), 2017 General Session, Item 5 (with an update to the date that the department will report to the Legislature regarding the measures). The performance measures focus on the department's three strategic goals as stated on the "[UDOT Performance Measures Dashboard](#)": zero crashes, injuries, and fatalities; preserve infrastructure; and optimize mobility. The department measures each goal by using a weighted index of individual performance measures with targets.

SECTION 1. NONLAPSING INTENT LANGUAGE

Support Services

Under terms of Utah Code Annotated Section 63J-1-603(3)(a), the Legislature intends that appropriations provided for Support Services in Item 5, Chapter 4, Laws of Utah 2017, shall not lapse at the close of FY 2018. Expenditures of these funds are limited to computer software development projects: \$300,000; and building improvements: \$500,000.

Engineering Services

Under terms of Utah Code Annotated Section 63J-1-603(3)(a), the Legislature intends that appropriations provided for Engineering Services in Item 6, Chapter 4, Laws of Utah 2017, shall not lapse at the close of FY 2018. Expenditures of these funds are limited to engineering services special projects: \$300,000.

Operations/Maintenance Management

Under terms of Utah Code Annotated Section 63J-1-603(3)(a), the Legislature intends that appropriations provided for Operations/Maintenance Management in Item 7, Chapter 4, Laws of Utah 2017, shall not lapse at the close of FY 2018. Expenditures of these funds are limited to highway maintenance: \$2,000,000; and equipment purchases: \$200,000.

Under terms of Utah Code Annotated Section 63J-1-603(3)(a), the Legislature intends that any unexpended funds from the one-time appropriation of \$6,000,000 from the Transportation Fund to Operations/Maintenance Management in Item 20, Chapter 395, Laws of Utah 2016, shall not lapse at the close of FY 2018. Expenditures of these funds are limited to avalanche control.

Region Management

Under terms of Utah Code Annotated Section 63J-1-603(3)(a), the Legislature intends that appropriations provided for Region Management in Item 9, Chapter 4, Laws of Utah 2017, shall not lapse at the close of FY 2018. Expenditures of these funds are limited to region management: \$200,000.

Aeronautics

Under terms of Utah Code Annotated Section 63J-1-603(3)(a), the Legislature intends that any unexpended funds from the one-time appropriation of \$5,000,000 from the Aeronautics Restricted Account to Airport Construction in Item 22, Chapter 282, Laws of Utah 2014, shall not lapse at the close of FY 2018. Expenditures of these funds are limited to airport construction projects.

SECTION 2. OTHER INTENT LANGUAGE

Operations/Maintenance Management

The Legislature intends that upon completion of the FY 2018 winter maintenance, unused funds in the Operations/Maintenance Management line item may be used by the Department of Transportation to meet unmet equipment needs.

The Legislature intends that the Department of Transportation use maintenance funds previously used on state highways that now qualify for Transportation Investment Fund of 2005 to address maintenance and preservation issues on other state highways.

Construction Management

There is appropriated to the Department of Transportation from the Transportation Fund, not otherwise appropriated, a sum sufficient but not more than the surplus of the Transportation Fund, to be used by the department for the construction, rehabilitation, and preservation of State highways in Utah. The Legislature intends that the appropriation fund first, a maximum participation with the federal government for the construction of federally designated highways, as provided by law, and last the construction of State highways, as funding permits. No portion of the money appropriated by this item shall be used either directly or indirectly to enhance the appropriation otherwise made by this act to the Department of Transportation for other purposes.

Safe Sidewalk Construction

The Legislature intends that the funds appropriated from the Transportation Fund for pedestrian safety projects be used specifically to correct pedestrian hazards on State highways. The Legislature also intends that local authorities be encouraged to participate in the construction of pedestrian safety devices. The appropriated funds are to be used according to the criteria set forth in Section 72-8-104, Utah Code Annotated, 1953. The funds appropriated for sidewalk construction shall not lapse. If local governments cannot use their allocation of Sidewalk Safety Funds in two years, these funds will be available for other governmental entities which are prepared to use the resources. The Legislature intends that local participation in the Sidewalk Construction Program be on a 75% state and 25% local match basis.

Mineral Lease

The Legislature intends that the funds appropriated from the Federal Mineral Lease Account shall be used for improvement or reconstruction of highways that have been heavily impacted by energy development. The Legislature further intends that if private industries engaged in developing the State's natural resources are willing to participate in the cost of the construction of highways leading to their facilities, that local governments consider that highway as a higher priority as they prioritize the use of Mineral Lease Funds received through 59-21-1(4)(C)(i). The funds appropriated for improvement or reconstruction of energy impacted highways are nonlapsing.

Transportation Investment Fund Capacity Program

There is appropriated to the Department of Transportation from the Transportation Investment Fund of 2005, not otherwise appropriated, a sum sufficient, but not more than the surplus of the Transportation Investment Fund of 2005, to be used by the department for the construction, rehabilitation, and preservation of State and Federal highways in Utah. No portion of the money appropriated by this item shall be used either directly or indirectly to enhance or increase the appropriations otherwise made by this act to the Department of Transportation for other purposes.

SECTION 3. PERFORMANCE MEASURES INTENT LANGUAGE*UDOT Goal: Zero Crashes, Injuries, and Fatalities*

The Legislature intends that the Department of Transportation report by October 31, 2018 to the Infrastructure and General Government Appropriations Subcommittee on the following performance measures for the goal of reducing crashes, injuries, and fatalities: (1) traffic fatalities (target: 2% reduction from 3-year rolling average); (2) traffic serious injuries (target: 2% reduction from 3-year rolling average); (3) traffic crashes (2% reduction from 3-year rolling average); (4) internal fatalities (target: zero); (5) internal injuries (target: injury rate below 6.5%); and (6) internal equipment damage (target: equipment damage rate below 7.5%). The department will use the strategies contained in the 2017 UDOT Strategic Direction Document to accomplish these targets including implementing safety infrastructure improvements, partnering with law enforcement and emergency services, improving employee safety, and public outreach and education.

UDOT Goal: Preserve Infrastructure

The Legislature intends that the Department of Transportation report by October 31, 2018 to the Infrastructure and General Government Appropriations Subcommittee on the following performance measures for the goal of preserving infrastructure: (1) pavement performance (target: 50% of pavements in good condition and less than 10% of pavements in poor condition); (2) maintain the health of structures (target: 80% in fair or good condition); (3) maintain the health of Automated Transportation Management Systems (ATMS) (target: 90% in good condition); and (4) maintain the health of signals (target: 90% in good condition). The department will use the strategies contained in the 2017 UDOT Strategic Direction Document to accomplish these targets including pavement management, bridge management, and ATMS/Signal system management.

UDOT Goal: Optimize Mobility

The Legislature intends that the Department of Transportation report by October 31, 2018 to the Infrastructure and General Government Appropriations Subcommittee on the following performance measures for the goal of optimizing mobility: (1) delay along I-15 (target: overall composite annual score above 90); (2) maintain a reliable fast condition on I-15 along the Wasatch Front (target: 85% of segments); (3) achieve optimal use of snow and ice equipment and materials (target: greater than 92% effectiveness); and (4) support increase of trips by public transit (target: 10%). The department will use the strategies contained in the 2017 UDOT Strategic Direction Document to accomplish these targets including; strategic capacity improvements, efficient operations, and facilitating travel choices.