

**CONCURRENT RESOLUTION ON THE BONNEVILLE SALT
FLATS INTERNATIONAL SPEEDWAY**

2016 GENERAL SESSION

STATE OF UTAH

Chief Sponsor: Stephen G. Handy

Senate Sponsor: _____

LONG TITLE

General Description:

This concurrent resolution of the Legislature and the Governor calls attention to the deterioration of Utah's world-famous Bonneville Salt Flats International Speedway and urges the Bureau of Land Management to restore the Bonneville Salt Flats International Speedway to safe high-speed racing conditions.

Highlighted Provisions:

This concurrent resolution:

- ▶ calls attention to the deterioration of Utah's world-famous Bonneville Salt Flats International Speedway;
- ▶ urges the Bureau of Land Management to formulate a plan, with the participation of the Utah Alliance and other concerned stakeholders, including Intrepid Potash, Wendover, LLC, to restore the Bonneville Salt Flats International Speedway to safe land speed racing conditions;
- ▶ urges the Bureau of Land Management to continue monitored remediation that will maintain the internationally recognized Bonneville Salt Flats International Speedway in safe conditions;
- ▶ urges the Bureau of Land Management to continue scientific studies to assist with the analysis of the deteriorated salt flats in order to arrive at a scientifically-based remediation strategy; and



28 ▶ urges Congress and Utah's congressional delegation to take action to ensure that the
29 Bonneville Salt Flats International Speedway is restored to safe racing conditions.

30 **Special Clauses:**

31 None

32

33 *Be it resolved by the Legislature of the state of Utah, the Governor concurring therein:*

34 WHEREAS, in 1910, future Salt Lake City Mayor Ab Jenkins became the first person
35 to ride a motorized vehicle, a motorcycle, across the Bonneville Salt Flats, a bounded
36 watershed covering 77,000 acres or approximately 120 square miles;

37 WHEREAS, Teddy Tetzlaff set the first unofficial land speed record at the Bonneville
38 Salt Flats in 1914;

39 WHEREAS, top tire companies began sponsoring events at the Bonneville Salt Flats to
40 test their tires;

41 WHEREAS, beginning in 1933, Ab Jenkins spent three decades setting 56 national
42 speed and endurance records on the Bonneville Salt Flats;

43 WHEREAS, in 1935, the first internationally recognized world land speed record was
44 set at the Bonneville Salt Flats by Britain's Sir Malcolm Campbell;

45 WHEREAS, this record prompted the international land speed racing community to
46 relocate all future efforts from Daytona Beach, Florida, to the Bonneville Salt Flats;

47 WHEREAS, hundreds of land speed records would follow over the next several
48 decades;

49 WHEREAS, in the 1960s, racers began to notice a thinning of the salt surface;

50 WHEREAS, letters regarding the thinning salt were written to the United States
51 Secretary of the Interior, but nothing was done and the salt continued to deteriorate;

52 WHEREAS, the Bureau of Land Management issued over 14 miles of lease land
53 adjacent to the raceway for mining purposes;

54 WHEREAS, in the 1970s, the Bureau of Land Management told concerned local
55 Bonneville Salt Flats racers that if greater usage of the salt could be demonstrated, perhaps the
56 bureau would be more inclined to help conserve the salt for land speed racing;

57 WHEREAS, in 1975, the Bureau of Land Management added the Bonneville Salt Flats
58 International Speedway to the National Park Service's National Register of Historic Places;

59 WHEREAS, the Utah Salt Flats Racing Association was formed to provide more racing
60 events each year for all land speed racers;

61 WHEREAS, in the 1980s, the Bureau of Land Management designated the Bonneville
62 Salt Flats as an Area of Critical Environmental Concern and Special Recreation Management
63 Area;

64 WHEREAS, the salt condition continued to decline and concern among racers grew;

65 WHEREAS, the Save the Salt movement, which evolved from the activities of the Utah
66 Salt Flats Racing Association, inspired a campaign to draw attention to the plight of the
67 Bonneville Salt Flats;

68 WHEREAS, in 1989, representatives of the Save the Salt Coalition asked Reilly
69 Industries, the new mining owners, to return salt by-product to the Bonneville Salt Flats;

70 WHEREAS, in the 1990s, Wally Parks, founder of the National Hot Rod Association,
71 joined the Save the Salt Foundation, the non-profit arm of the Save the Salt Coalition, and
72 urged the Specialty Equipment Market Association to sponsor the conservation effort;

73 WHEREAS, these conservation efforts led to the first application of mined salt to the
74 Bonneville Salt Flats;

75 WHEREAS, in 1997, a test pumping project was planned and implemented through the
76 cooperation of the Bureau of Land Management, Reilly Industries, and racers;

77 WHEREAS, mining ownership was later assumed by Intrepid Potash;

78 WHEREAS, in 2000, the project to return salt to the Bonneville Salt Flats had limited
79 success;

80 WHEREAS, in 2001, support for the project to return salt to the Bonneville Salt Flats
81 increased enough to provide for an 11-mile course laid out using specially designed equipment;

82 WHEREAS, a new record for wheel-driven cars was then set at 458 miles per hour;

83 WHEREAS, that success was short-lived, as a five-year Bureau of Land
84 Management-approved "Salt Return Project," which was intended to yield two inches of new
85 salt crust, merely slowed salt depletion;

86 WHEREAS, in the fall of 2014, a small group of concerned Utah racers sounded the
87 alarm that not only was the Bonneville Salt Flats too wet for racing, but the salt was completely
88 disappearing from the flats and the remaining crust was not suitable for racing;

89 WHEREAS, concerned stakeholders met with their legislators and congressmen and

90 urged them to explore the causes of the Bonneville Salt Flats' deterioration and what could be
91 done to reverse it;

92 WHEREAS, the Utah Alliance was created in 2015 to better coordinate information
93 gathering and public communication and to formulate plans to remediate the Bonneville Salt
94 Flats;

95 WHEREAS, in September 2015, the Utah Alliance sponsored events to generate
96 awareness of the deterioration of the Bonneville Salt Flats, discuss the challenges of
97 remediation, and begin to formulate solutions; and

98 WHEREAS, efforts continue to restore the Bonneville Salt Flats to its former glory as
99 an internationally recognized land speed raceway:

100 NOW, THEREFORE, BE IT RESOLVED that the Legislature of the state of Utah, the
101 Governor concurring therein, strongly urges the Bureau of Land Management to formulate a
102 plan, with the participation of the Utah Alliance and other concerned stakeholders, including
103 Intrepid Potash, Wendover, LLC, to restore the Bonneville Salt Flats to safe land speed racing
104 conditions.

105 BE IT FURTHER RESOLVED that the Legislature and the Governor urge the Bureau
106 of Land Management to continue monitored remediation that will maintain the internationally
107 recognized Bonneville Salt Flats International Speedway in safe high-speed racing conditions,
108 including the voluntary efforts of Intrepid Potash, Wendover, LLC, to pump up to one million
109 tons of brine per year on the salt flats.

110 BE IT FURTHER RESOLVED that the Legislature and the Governor urge the Bureau
111 of Land Management to continue scientific studies to assist with the analysis of the deteriorated
112 salt flats in order to arrive at a scientifically based remediation strategy.

113 BE IT FURTHER RESOLVED that the Legislature and the Governor urge the United
114 States Congress and Utah's congressional delegation to take action to ensure that the
115 Bonneville Salt Flats International Speedway is restored to safe racing conditions.

116 BE IT FURTHER RESOLVED that a copy of this resolution be sent to the Bureau of
117 Land Management, Reilly Industries, Intrepid Potash, Wendover, LLC, the United States
118 Secretary of the Interior, the National Park Service, the Utah Salt Flats Racing Association, the
119 Save the Salt Foundation, the Save the Salt Coalition, the Utah Alliance, the National Hot Rod
120 Association, the Specialty Equipment Market Association, and the members of Utah's

121 congressional delegation.

Legislative Review Note
Office of Legislative Research and General Counsel