

HCR008S01 compared with HCR008

~~text~~ shows text that was in HCR008 but was deleted in HCR008S01.

text shows text that was not in HCR008 but was inserted into HCR008S01.

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Representative Stephen G. Handy proposes the following substitute bill:

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;
- ▶ strongly urges the Bureau of Land Management to formulate a plan, with the

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participation of the Utah Alliance, Save the Salt Coalition, and other concerned stakeholders, including Intrepid ~~{Potash, Wendover}~~ PotashWendover, LLC, to restore the Bonneville Salt Flats ~~{International Speedway}~~ to safe land speed racing conditions;

- ▶ urges the Bureau of Land Management to ~~{continue}~~ improve monitored ~~{remediation}~~ restoration that will maintain the internationally recognized Bonneville Salt Flats International Speedway in safe high-speed racing 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
- ▶ urges the United States Congress and Utah's congressional delegation to take action to ensure that the Bonneville Salt Flats International Speedway is restored to safe racing conditions.

Special Clauses:

None

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

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

WHEREAS, in 1914, Teddy Tetzlaff set the first unofficial land speed record at the Bonneville Salt Flats ~~{in 1914}~~;

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

WHEREAS, beginning in ~~{1933}~~ 1932, Ab Jenkins spent three decades setting ~~{56}~~ hundreds of national speed and endurance records on the Bonneville Salt Flats, some of which remain on the record books;

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

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

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WHEREAS, ~~{hundreds}~~thousands of land speed records would follow over the next several decades;

WHEREAS, in the 1960s, racers began to notice a thinning of the salt surface;
~~WHEREAS, letters regarding the thinning salt were written,~~ and voiced concern to the United States Secretary of the Interior ~~{, but nothing was done}~~ and ~~{the salt continued to deteriorate}~~ federal lawmakers;

WHEREAS, in 1963, the Bureau of Land Management issued ~~{over 14 miles of lease land adjacent to the raceway for mining purposes}~~;

~~WHEREAS, in the 1970s, the Bureau of Land Management told concerned local~~ leases covering 24,700 acres on the Bonneville Salt Flats ~~{racers that if greater usage of the salt could be demonstrated, perhaps the bureau would be more inclined to help conserve the salt for land speed racing}~~ to the east of the race tracks and collection ditches were dug to allow for withdrawal of salt brine;

WHEREAS, in 1975, the ~~{Bureau of Land Management added the}~~ "Bonneville Salt Flats Race Track" (aka Bonneville Salt Flats International Speedway) was added to the ~~{National Park Service's}~~ National Register of Historic Places;

WHEREAS, in 1976, the Utah Salt Flats Racing Association was ~~{formed to provide more racing events each year for all land speed racers}~~;

~~WHEREAS, in the 1980s, the Bureau of Land Management designated}~~ founded in response to the Bureau of Land Management complaint that not enough land speed racing events occurred each year to obtain agency support;

WHEREAS, in 1985, 30,203 acres of the Bonneville Salt Flats ~~{as}~~ was designated an Area of Critical Environmental Concern and Special Recreation Management Area;

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

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

~~{~~ WHEREAS, in 1989, ~~{representatives of}~~ the Save the Salt Coalition ~~{asked Reilly Industries, the new mining owners, to return salt by-product to}~~ was founded by racers, businesses, and community members to help protect the Bonneville Salt Flats and promote its history and motorsports legacy;

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WHEREAS, in ~~{the 1990s}~~ 1992, ~~{Wally Parks, founder of the National Hot Rod Association, joined}~~ the Save the Salt Foundation ~~{, the non-profit arm of the Save the Salt Coalition, and urged the Specialty Equipment Market Association to sponsor the conservation effort;~~

~~————~~ WHEREAS, ~~these conservation efforts led to the first application of mined salt to the}~~ was formed to raise funds for Bonneville Salt Flats restoration activities;

WHEREAS, in 1997, a five-year test salt brine pumping project was ~~{planned and}~~ implemented through the cooperation of the Bureau of Land Management, Reilly Industries, and racers;

WHEREAS, ~~{mining ownership}~~ in 2012, the limited salt brine pumping project was ~~{later assumed by Intrepid Potash}~~ made permanent;

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

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

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

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

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

~~————~~ WHEREAS, concerned stakeholders met with their legislators and congressmen and urged them to explore the causes of the Bonneville Salt Flats' deterioration and what could be done to reverse it;

~~————~~ WHEREAS ~~{, 2015, the Utah Alliance was {created in 2015 to better coordinate information gathering and public communication and to formulate plans to remediate}~~ formed to provide state-based expertise on the Bonneville Salt Flats;

WHEREAS, in ~~{September 2015, the Utah Alliance sponsored events to generate awareness of the deterioration of the Bonneville Salt Flats, discuss the challenges of remediation, and begin to formulate solutions}~~ 2015, all major racing events were cancelled due

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to unsafe salt conditions and weather; and

WHEREAS, ~~{efforts continue}~~ in 2015, concerned stakeholders met with legislators and congressmen and urged immediate action to restore the Bonneville Salt Flats ~~{to its former glory as an internationally recognized land speed raceway}~~:

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

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

~~————— BE IT FURTHER RESOLVED that the Legislature and the Governor urge 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}~~.

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

BE IT FURTHER RESOLVED that a copy of this resolution be sent to the ~~{Bureau of Land Management, Reilly Industries, Intrepid Potash, Wendover, LLC, the }~~ United States Secretary of the Interior, the Bureau of Land Management, Intrepid Potash Wendover, LLC, the National Park Service, the Utah Salt Flats Racing Association, the ~~{Save the Salt Foundation; }~~ Southern California Timing Association, Bonneville Nationals, Inc., Bonneville Motorcycle Speed Trials, Land Speed Events, the Save the Salt Coalition, the Utah Alliance ~~{, the National Hot Rod Association, the Specialty Equipment Market Association}~~, and the members of Utah's congressional delegation.

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~~Legislative Review Note~~

~~Office of Legislative Research and General Counsel~~