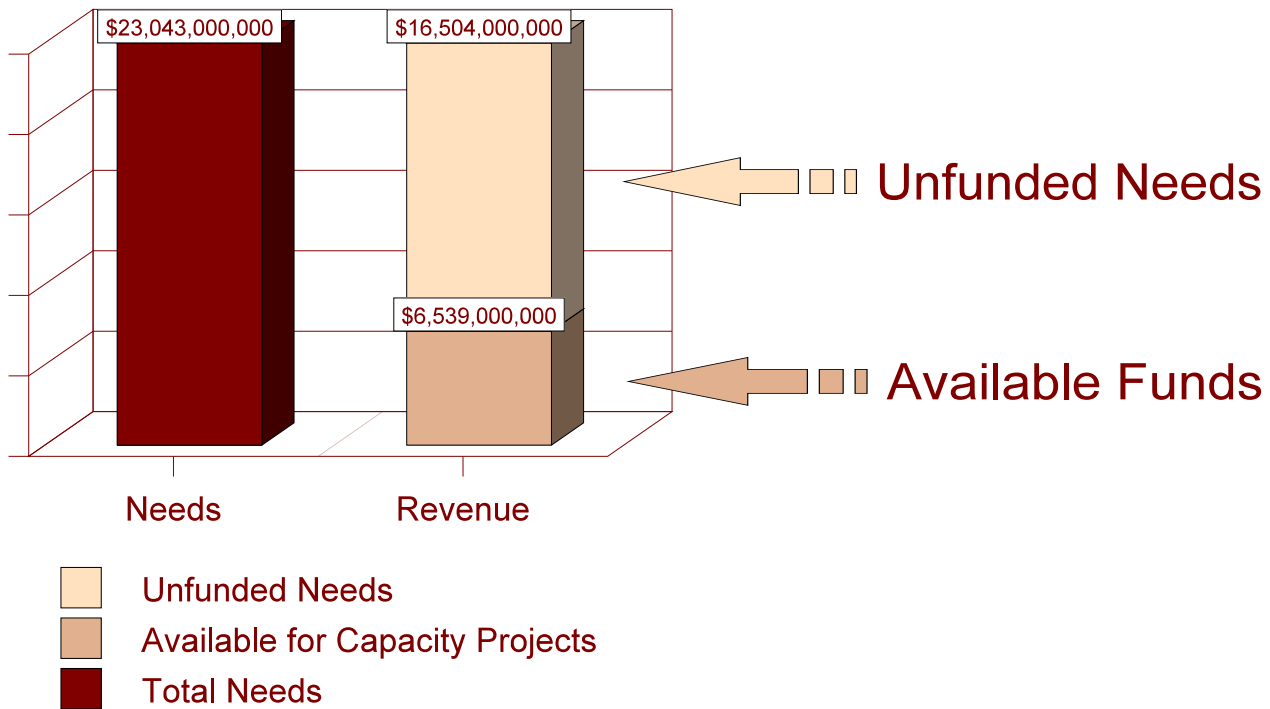


Transportation Funding Needs and Legislative Actions

This handout summarizes the highway capacity needs presented to the Transportation Planning Task Force in November 2004 and discusses efforts made by the Legislature in the 2005 and 2006 Sessions to begin to meet the needs.

Prepared by the Office of Legislative Research and General Counsel (June 2006)

2030 Utah Highway Capacity Needs: November 2004	
WFRC urban area	\$ 10,899,000,000
MAG urban area	\$ 4,440,000,000
Cache urban area	\$ 427,000,000
Dixie urban area	\$ 800,000,000
UDOT, Non-MPO areas	\$ 6,477,000,000
TOTAL CAPACITY NEEDS	\$ 23,043,000,000
Current available highway revenue through 2030	\$ 10,644,000,000
Expected highway expenditures through 2030	\$ 4,105,000,000
Total highway revenues available for capacity	\$ 6,539,000,000
UNFUNDED HIGHWAY CAPACITY NEEDS	\$ 16,504,000,000



"Need" Defined by Level of Service	
Level of Service	Explanation
A	LOS A describes free-flow operations.
B	LOS B represents reasonably free flow, and free-flow speeds are maintained.
C	LOS C provides for flow with speeds at or near the free-flow speed of the freeway. Freedom to maneuver within the traffic stream is noticeably restricted, and lane changes require more care and vigilance on the part of the driver.
D	LOS D is the level at which speeds begin to decline slightly with increasing flows and density begins to increase somewhat more quickly.
E	At its highest density value, LOS E describes operation at capacity. Operations at this level are volatile, because there are virtually no usable gaps in the traffic stream. Vehicles are closely spaced leaving little room to maneuver within the traffic stream at speeds that still exceed 80 km/h. Any disruption of the traffic stream can establish a disruption wave that propagates throughout the upstream traffic flow.
F	LOS F describes breakdowns in vehicular flow. Such conditions generally exist within queues forming behind breakdown points.
*Source: Highway Capacity Manual 2000. Provided by Ahmad Jaber, UDOT (June 2006)	

Legislative Transportation Funding Efforts: 2005 and 2006 Sessions			
Amount	Ongoing or One-time	Years	Purpose
\$150,000,000 8.3% of sales tax	Ongoing	2015 ongoing after bond retirement	to Transportation Investment Fund for highway capacity projects
\$21,643,000 registration fees	Ongoing	2015 ongoing after bond retirement	to Transportation Investment Fund for highway capacity projects
\$6,201,000 1/64% sales tax	Ongoing	2015 ongoing after bond retirement	to Transportation Investment Fund for highway capacity projects
\$90,000,000 General Fund	Ongoing	2007 ongoing	for highway construction projects
\$100,000,000 General Fund	One-time	2007	for highway construction projects and corridor preservation
\$101,000,000 General Fund	One-time	2007	to eliminate need to bond for Centennial Highway Projects
\$30,000,000 General Fund	One-time	2006	for highway construction projects. HOV Lane in Utah County

**Selected Legislative Policy Efforts to Manage Transportation Funding Shortfalls
2005 and 2006 Sessions**

<u>Policy Initiative</u>	highways
Public Tollways and Toll Lanes	Permits the state to enter into agreements with private entities for the construction and operation of tollways
Public-private Partnerships for Tollway Facilities	Allows a county legislative body to impose up to a \$10 local option
Local Option Highway Transportation Corridor Preservation Fee	transportation corridor preservation fee on motor vehicle registrations and renewals of registration
UDOT and Transit District Involvement and Notice of Local Planning Decisions	Requires local governments to notify and receive input from UDOT if local planning decisions are near a state highway or are likely to impact capacity needs in an area.
Prioritization Process for new capacity transportation projects	Requires the Transportation Commission to prioritize new transportation capacity projects in accordance with criteria and rules established by the Commission
<u>Explanation</u>	
Expands the ability of the state to toll on new highways and new lanes on	