MOTION SHEET

CITY COUNCIL *of* SALT LAKE CITY

TO: City Council Members

FROM: Russell Weeks
Public Policy Analyst

DATE: December 29, 2014

RE: **MOTION SHEET – RESOLUTION IN SUPPORT OF IMPLEMENTING 2040 UNIFIED TRANSPORTATION PLAN**

Council Sponsor: Legislative Item.

MOTION 1

I move that the Council adopt the joint resolution in support of implementing the *2040 Unified Transportation Plan*.

MOTION 2

I move that the Council adopt the joint resolution in support of implementing *the 2040 Unified Transportation Plan* with the following amendments: (Council Members may proposed amendments they deem pertinent.)

MOTION 3

I move that the Council **not** adopt the joint resolution in support of implementing the *2040 Unified Transportation Plan* and consider the next item on the agenda.

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KYLE LAMALFA | DISTRICT 2 || STAN PENFOLD | DISTRICT 3 || ERIN MENDENHALL | DISTRICT 5 || LISA ADAMS | DISTRICT 7

COUNCIL STAFF MEMORANDUM

CITY COUNCIL *of* SALT LAKE CITY

TO: City Council Members

FROM: Russell Weeks
Public Policy Analyst

DATE: December 30, 2014 at 3:25 PM

RE: **RESOLUTION IN SUPPORT OF IMPLEMENTING 2040 UNIFIED TRANSPORTATION PLAN**

Council Sponsor: Legislative Item

PROJECT TIMELINE:
Briefing: December 9, 2014
Set Date: N/A
Public Hearing: N/A
Potential Action: January 6, 2015

ISSUE AT-A-GLANCE

The proposed resolution is the result of City Council direction after a December 9, 2014, briefing by Senior Policy Advisor Lynn Pace and Public Policy Analyst Russell Weeks. The elements contained in the proposed resolution originally appeared in a December 4, 2014, Council staff memorandum prepared for the briefing. The elements are included in the *Additional Background and Information* section of the memorandum.

The proposed resolution is a joint resolution of the City Council and Mayor.

A motion sheet also has been prepared for the City Council's consideration.

As with all resolutions, Council Members may propose amendments for consideration by the full Council.

NEW INFORMATION

Council staff received information after this memorandum was written that Mayor Ralph Becker may not support all the elements in the resolution, in particular any provision calling for municipalities to determine how an increase for transit funding would be spent within their respective cities.

ADDITIONAL & BACKGROUND INFORMATION

POTENTIAL TRANSPORTATION FUNDING RESOLUTION

- Mayor Ralph Becker's staff has indicated to Council staff that a joint policy statement or resolution could be developed.
- It should be noted that language in policy option V and proposed by the Utah League of Cities and Towns requests that the Legislature "carefully consider" the items the League recommends.

WORKING DRAFT PREAMBLE

Whereas, the most recent demographic studies show that 91 percent of Utahans live in urban areas; and

Whereas, Salt Lake City is the most urban place to live and work in Utah and is built on a street grid proven to accommodate multiple forms of transportation; and

Whereas, for most Utahans, clean air is a top priority because unclean air adversely affects public health, transportation, natural resources, economic development, and tourism; and

Whereas, the transportation system developed in the 1950s emphasized the use of cars and trucks, that, despite automotive industry efforts to cut automotive engine exhaust, generates half the PM2.5 emissions that degrade air quality along the Wasatch Front; and

Whereas, Utah's geography presents an opportunity to connect many cities and towns with a variety of transportation systems;

Whereas, one of the goals of the Utah Transit Authority, which serves an area from Brigham City to Provo, is to connect neighborhoods in cities to UTA's regional transportation component:

Now, therefore be it resolved that:

POLICY OPTIONS

I.) The Utah Legislature should provide or authorize adequate funding to implement the 2040 Unified Transportation Plan, by providing adequate increased funding for state transportation needs, local transportation needs, and for transit needs. *(Suggested by Lynn Pace; also supported by the Mayor.)*

II.) That any legislation increasing funding to implement the 2040 Unified Transportation Plan should provide for municipalities to determine how those funds are spent in each municipality. *(Suggested by Council Members Luke, Mendenhall, and Penfold.)*

III.) That any legislation increasing funding to implement the 2040 Unified Transportation Plan should dedicate a portion of the funds specifically for transit such as bus and local rail service. *(Suggested by Council Members Mendenhall and Penfold; also supported by the Mayor.)*

IV.) That any legislation increasing funding to implement the 2040 Unified Transportation Plan should provide revenue source more stable than sales tax, or at least a legislative intent to seek a source more stable than sales tax to fund transportation. *(Suggested by Council Member Garrott.)*

V.) Include all or elements of the recommendations in the attached resolution by the Utah League of Cities & Towns which reads:

We the members of the Utah League of Cities and Towns recommend that the Utah State Legislature carefully consider the follow comprehensive approach:

1. A statewide, local option ¼ cent sales tax dedicated to transportation. This statewide, local option sales tax would provide additional critical transportation infrastructure funding for cities and towns to invest in the new transportation paradigm and reduce the impact of growth or aging transportation infrastructure on municipal general funds.

2. The one-fourth- cent sales tax for transportation would generate the approximately $3 billion between now and 2040 and could meet the priority needs identified in the Unified Transportation Plan.

3. Clarify and expand the definition for what transportation funds can be used to reflect both the diversity of transportation options in cities and town and the demand from our residents for more active transportation options. Under current state law, B&C revenues via the motor fuel tax may only be spent on B&C roads and on transportation modes within B&C rights of way. The new definition could include transit, sidewalks, trails, bridges, signage, road safety, tunnels, bicycle paths, and other modalities outside of B&C rights of way. Investing in trails, sidewalks, and bike paths will result in Utahans living more active and healthy lifestyles and thus decreasing healthcare costs and improving quality of life. Investing in transit, trails, and bike paths will also help improve the air quality because it will reduce the quantity of motor vehicles on the roads.

4. Raise the traditional statewide motor fuel tax and include an indexing component so that the motor fuel tax could keep pace with inflation.

Cc: Cindy Gust-Jenson, David Everett, Margaret Plane, Lynn Pace, Jennifer Bruno, Jill Love, Boyd Ferguson, Holly Hilton, Mary De La Mare-Schaefer, DJ, Baxter, Matt Dahl, Allison Rowland

File Location: Legislature, Transportation, Utah League of Cities & Towns

JOINT RESOLUTION NO. ____ OF 2015

A Joint Resolution of the Salt Lake City Council and Mayor in Support of Implementing the 2040 Unified Transportation Plan.

WHEREAS, the most recent demographic studies show that 91 percent of Utahans live in urban areas; and

WHEREAS, Salt Lake City is the most urban place to live and work in Utah and is built on a street grid proven to accommodate multiple forms of transportation; and

WHEREAS, for most Utahans, clean air is a top priority because unclean air adversely affects public health, transportation, natural resources, economic development, and tourism; and

WHEREAS, the transportation system developed in the 1950s emphasized the use of cars and trucks, that, despite automotive industry efforts to cut engine exhaust, generates half the PM2.5 emissions that degrade air quality along the Wasatch Front; and

WHEREAS, Utah's geography presents an opportunity to connect many cities and towns with a variety of transportation systems; and

WHEREAS, one of the goals of the Utah Transit Authority, which serves an area from Brigham City to Provo, is to connect neighborhoods in cities to UTA's regional transportation component:

THEREFORE, BE IT JOINTLY RESOLVED by the Salt Lake City Council and Mayor as follows:

The Utah Legislature should provide or authorize adequate funding to implement the 2040 Unified Transportation Plan, by providing adequate increased funding for state transportation needs, local transportation needs, and for transit needs.

That any legislation increasing funding to implement the 2040 Unified Transportation Plan should provide for municipalities to determine how those funds are spent in each municipality.

That any legislation increasing funding to implement the 2040 Unified Transportation Plan should dedicate a portion of the funds specifically for transit such as bus and local rail service.

That any legislation increasing funding to implement the 2040 Unified Transportation Plan should provide revenue source more stable than sales tax, or at least a legislative intent to seek a source more stable than sales tax to fund transportation.

Passed and Adopted this _____ day of _____, 2015

SALT LAKE CITY COUNCIL

_____
Charlie Luke, Council Chair

MAYOR

_____
Ralph Becker, Salt Lake City Mayor

ATTEST:

_____
CITY RECORDER