

# 2024 LEGISLATIVE SESSION OVERVIEW



WASATCH FRONT REGIONAL COUNCIL

# WFRC Role on Capitol Hill

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- **Technical Expert** to aid lawmakers in informed decision-making
- **Convener** of transportation agencies, partners, and local leaders
- **Advocate** for appropriations and policies that further the Wasatch Choice Vision and Utah's Unified Transportation Plan



# Legislative Landscape

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Limited  
Surplus



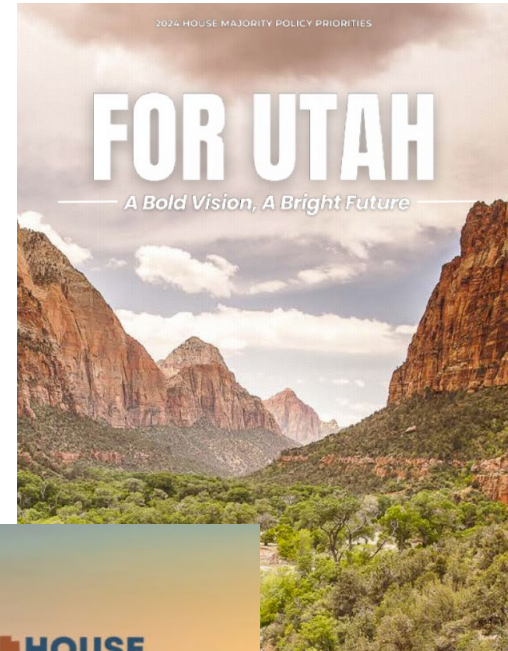
Building On  
Previous  
Investment



Housing  
Focused



# Legislative Priorities



# Notable Things To Watch: Legislation

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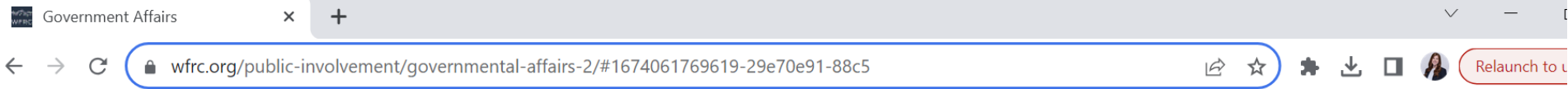
- [HB367](#) - Transportation Utility Fee (TUF)
- [HB335](#) – State Grant Process Amendments
- [HB006](#) – Infrastructure and General Government Base Budget
- Housing and Transportation Reinvestment Zone Amendments (HTRZ)
- Concurrent Resolution Recognizing the Importance of Cross-Issue Growth Impacts

# Notable Things To Watch: Appropriations

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- Statewide Transit Investment to TTIF
  - \$45M ongoing (TIF Transfer)
  - Deposited into Transit Transportation Investment Fund
- Transportation Debt Service
  - \$775M 1X, \$335M ongoing (GF)
  - Deposited into TIF
  - Frees up existing TIF funds for future projects

# Helpful Resources



- Home
- About
- Committees
- Vision & Plans
- Programs
- Maps & Data
- Studies
- Public Involvement
- Contact
- Q

The Wasatch Front Regional Council (WFRC) works closely with local, regional, state, and federal governments to promote legislative priorities and implement policies. WFRC works with its members and partners to support sound policies that are centered around or tied to transportation, such as land use, economic development, and air quality.

For additional information regarding government affairs, please contact [Miranda Jones Cox](#).

## 2024 Legislative Session Information and Resources

In preparation for the 2024 General Legislative Session which is slated to begin on Tuesday, January 16th, the Utah Legislature, Unified Economic Opportunity Commission, and other partners spent the interim studying various policy topics and providing recommendations. As a reminder, WFRC will track and engage on issues impacting transportation and land use planning in preparation for and during the session. In addition to receiving our weekly government affairs updates, please rely on this section to reference interim recommendations, and our bill and appropriations trackers.

2024 Bill  
Tracker

Appropriation  
Tracker

Interim Policy  
Proposals

Govt. Affairs  
Email List

## State Legislation and Policy

Recently Passed Growth Legislation



### Bill Tracker

WFRC tracks bills that especially impact transportation and communities along the Wasatch Front during the legislative session.

- [2024 WFRC Bill Tracker](#)
- Previous Years: [2023](#), [2022](#), [2021](#), [2020](#), [2019](#), [2018](#)



### Appropriations Tracker

WFRC tracks relevant funding item information as appropriations make their way

# Guiding Principles for the Regional Plan Update Process

- 1 Regularly engage and communicate with partner agencies, stakeholders, communities, and the public.
- 2 Coordinate transportation, land use, and economic development.
- 3 Plan and fund multimodal transportation choices – state and local roads, transit, and active transportation.
- 4 Explore aspirational opportunities for transportation and land use, balanced with pragmatic consideration of costs.
- 5 Consider external forces and uncertainties to make collaborative decisions that are more resilient.
- 6 Explore policies that complement and optimize transportation investments.
- 7 Utilize a performance-based approach to planning and to understanding our implementation progress.
- 8 Balance planning for growth and transportation capacity, maintenance and operations, local needs, and flexibility in responding to changing circumstances.



# STATION AREA PLANNING

**ACTION: Certification of 13 Stations in Salt Lake City's Downtown**

**Wasatch Front Regional Council  
JANUARY 25, 2024**

Megan Townsend, Community and Economic Development Director



WASATCH FRONT REGIONAL COUNCIL

# Station Area Plan Goals



## STATION AREA PLAN GOALS

1. **Increase** the availability and affordability of **housing**
2. Promote **sustainable environmental conditions**
3. Enhance **access to opportunities**
4. Increase **transportation choices** and connections

**MPOs administer technical assistance in partnership with UTA and GOEO (\$5M)**



# SAP Progress Update

Of the 126 station areas\*



**26**

Stations where  
station area  
planning has not  
begun



**27**

Stations with  
planning that pre-  
dates HB462



**56**

Stations with  
plan(s) being  
prepared for  
adoption



**0**

SAPs adopted  
by municipality,  
pending SAP  
certification  
submission



**13**

SAPs submitted  
for  
certification  
review



**4**

SAPs certified by MPO



**19**

applications for SAP  
technical assistance  
received

# Certification of Prior Actions

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Satisfaction of SAP requirements can be done through actions taken before June 1, 2022. **Actions may include...**

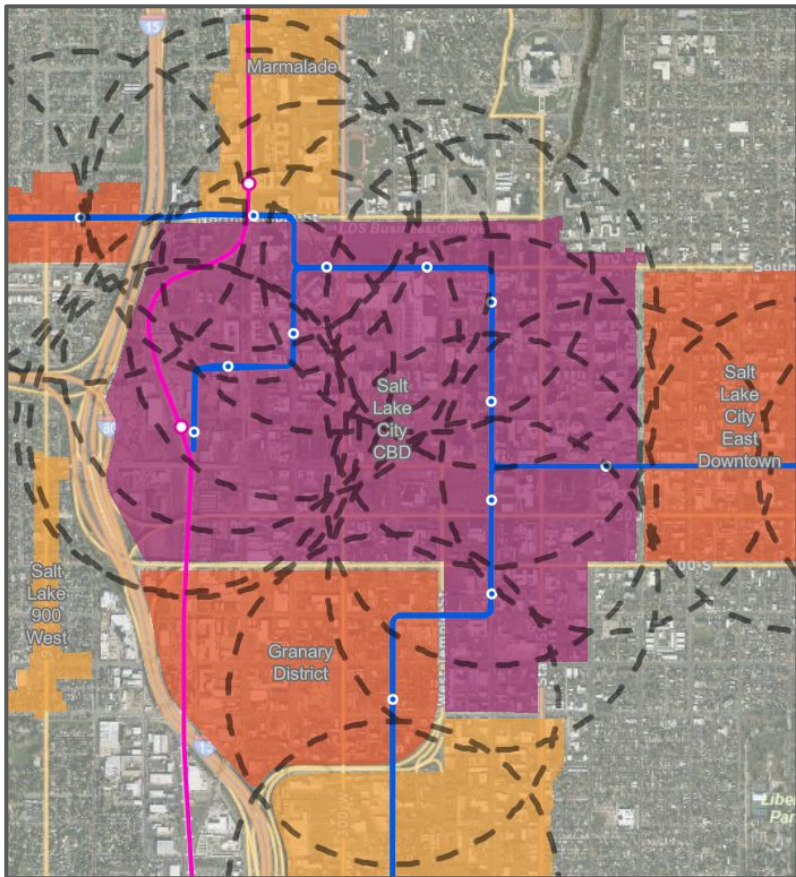
- adopted plans or ordinances
- approved land use applications
- agreements or financing
- investments, etc.

AND must **substantially promote each of the objectives**

AND be **relevant to making meaningful progress going forward**

The municipality must also adopt a resolution describing the actions

# Station Area Plan Certification: SLC Downtown



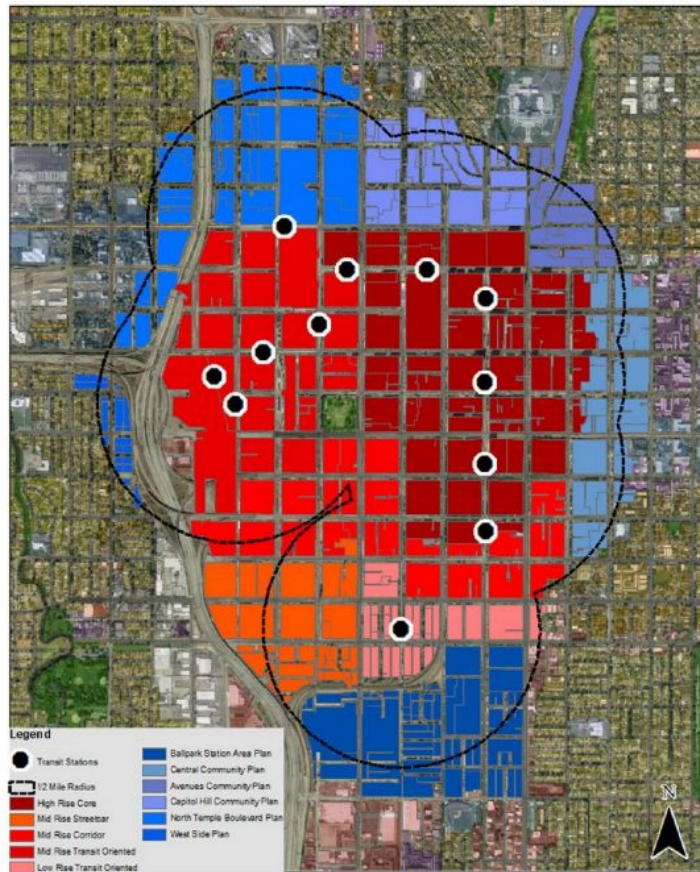
## Stations included...

- 900 South
- 600 South
- Courthouse
- Gallivan Plaza
- City Center
- Temple Square
- Arena
- Planetarium
- Old Greek Town
- Salt Lake Central TRAX
- Salt Lake Central FrontRunner
- North Temple Bridge/Guadeloupe TRAX
- North Temple FrontRunner



# Station Area Plan Certification: SLC Downtown

## Downtown Plan and Surrounding Plans

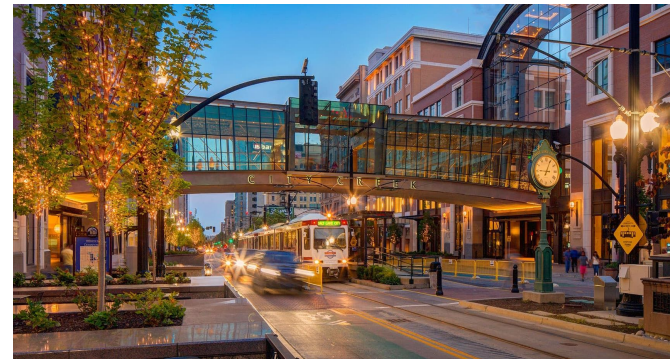
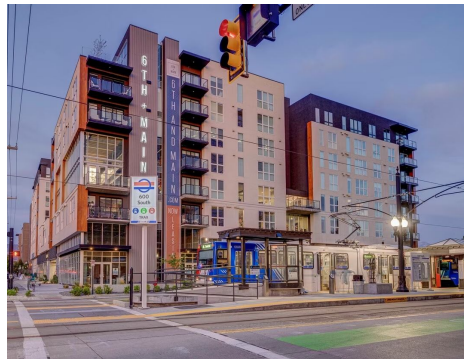
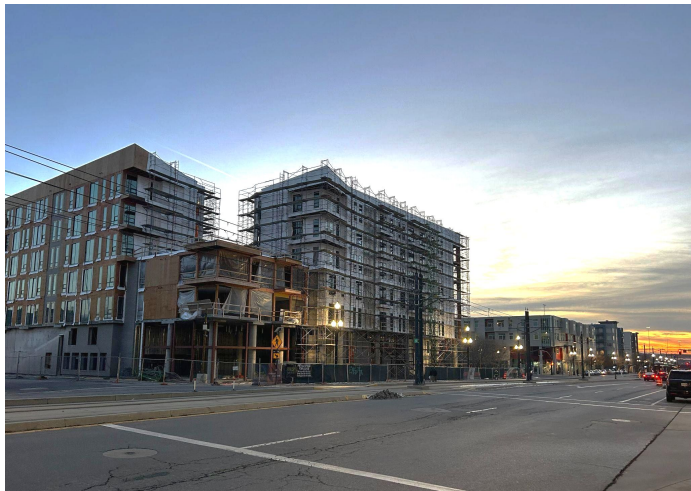


Salt Lake City Planning Division 8/23/2023





# Station Area Plan Certification: SLC Downtown



# Staff Findings and Resolution

## RESOLUTION OF THE WASATCH FRONT REGIONAL COUNCIL CERTIFYING THAT THE SALT LAKE CITY DOWNTOWN STATIONS IS IN COMPLIANCE WITH APPLICABLE STATUTORY REQUIREMENTS

WHEREAS, Utah Code 10-9a-403.1 requires cities with “fixed guideway public transit” to develop a Station Area Plan for the ½ mile radius around a rail (FrontRunner, Trax, Streetcar) station, and the ¼ mile radius around a bus rapid transit (which uses a separate right-of-way) station, including all of the components within the statute, and

WHEREAS, the statute allows for cities to adopt resolutions describing the conditions that exist that make fulfilling the requirements impracticable or demonstrating that prior actions substantially promote the objectives stated in the legislation, and

WHEREAS, the Metropolitan Planning Organization is responsible for reviewing and certifying that the Station Area Plan requirements have been fulfilled, in consultation with the Utah Transit Authority (UTA), and

WHEREAS, the Wasatch Front Regional Council (WFRC) is the officially designated Metropolitan Planning Organization for the Salt Lake/ West Valley and the Ogden/ Layton Urbanized Areas, and

WHEREAS, WFRC adopted a policy regarding its procedures and standards for the review of Station Area Plans

## Downtown Station Area Plan Certification



### WASATCH FRONT REGIONAL COUNCIL Station Area Plan Certification Checklist

Station Name: Salt Lake City Downtown Stations	Satisfied?	If no, reasonable exclusion?	Prior Action?	If yes, resolution?	Describe	Impracticable?	If yes, resolution?	Staff rec re: impracticability	If no, why?
Includes a statement that explains how the station area plan promotes the following 4 objectives	<input checked="" type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		
1. increasing the availability and affordability of housing, including moderate income housing	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Increased allowable building heights, Funding Our Future bond money for affordable housing, reduced/eliminated parking minimums, reduced admin burden for projects that include affordable housing	<input type="checkbox"/>	<input type="checkbox"/>		
2. promoting sustainable environmental conditions	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Water-wise landscaping requirements, Green Loop under development, Pioneer Park improvements, reduced/eliminated minimum lot sizes, demolition and construction waste recycling	<input type="checkbox"/>	<input type="checkbox"/>		
3. enhancing access to opportunities	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Allowing/encouraging mixed use development, requiring midblock walkways, altering zoning to allow office re-use	<input type="checkbox"/>	<input type="checkbox"/>		
4. increasing transportation choices and connections	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Increased transit service and frequency, 200 S reconstruction, 300 S & 200 W protected bike lanes, Folsom Trail, Green Loop under development, 300 W and 9 Line separated bike facilities, Main St pedestrianization	<input type="checkbox"/>	<input type="checkbox"/>		

# Station Area Plan Certification: SLC Downtown

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## SUGGESTED MOTION:

“I move to certify these 13 downtown Salt Lake City  
Station Areas.”





# Summer Ozone Attainment and Transportation Conformity:

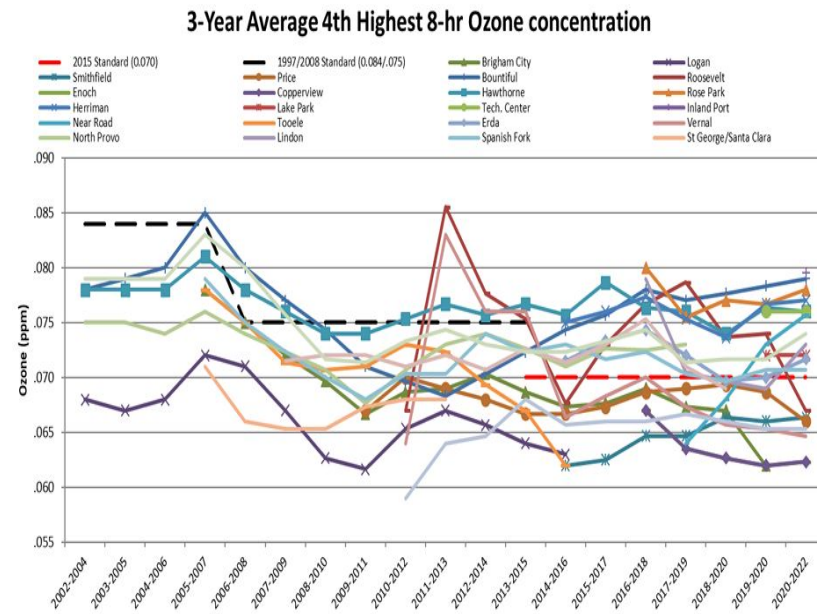
*Emerging Transportation Planning Issue related to Clean Air Act Requirements*



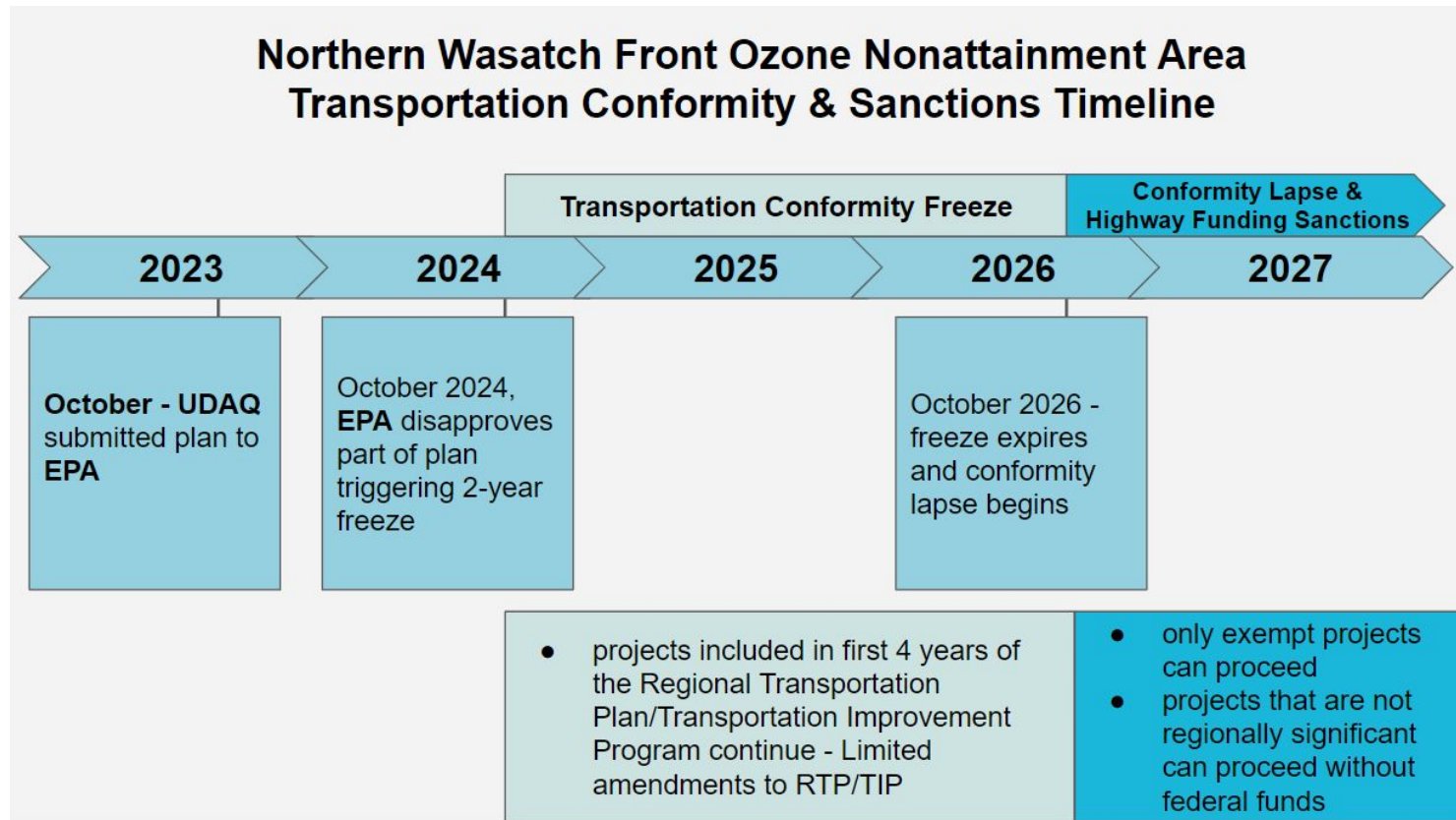
# Federal Clean Air Standards: Impacts of Nonattainment on Transportation Projects

## Issue: Utah is not able to meet the requirements of the Federal Clean Air Act

## Impact: Limitations to transportation project construction and planning under the Federal Clean Air Act



# Federal Clean Air Standards: Impacts of Nonattainment on Transportation Funding and Planning



# **Federal Clean Air Standards: Impacts of Nonattainment on Transportation Funding and Planning**

## **Examples of Potentially Impacted Transportation Projects:**

- I-15 reconstruction/widening Davis County
- Bangerter Multiple Interchanges
- MVC; Porter Rockwell to Old Bingham Hwy
- Front-Runner Forward
- Point of the Mountain transit
- 5600 West Core Bus Route

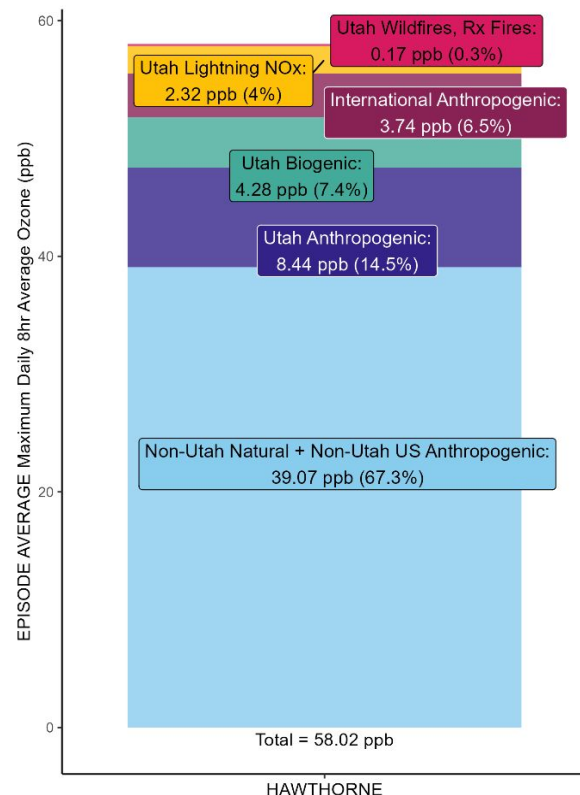
# Local versus uncontrollable emissions

Summer ozone formation is driven by precursor emissions from local, transported and natural sources.

Only 14% of the emissions that drive ozone concentrations along the Wasatch Front are from Utah manmade sources.

What can be regulated by the state is about 5.8% of the total.

Most reasonable controls have already been implemented for winter PM2.5 particulate planning efforts



# Strategy to Address Transportation Impacts

- Work to meet requirements with the State Implementation Planning tools that reduce emissions and show reasonable progress.
- Prepare a modeling demonstration of the impact of international transported emissions under CAA 179B.
- Litigation strategy based on EPA actions under international transport and plan reviews.
- Multistate letter/congressional actions to amend the prescriptive provisions of the Clean Air Act and EPA's implementing regulations.



# Federal Clean Air Standards: Impacts of Nonattainment on Transportation Funding and Planning

- DEQ needs support for emission reduction rules and incentive programs to attempt to meet CAA requirements.
  - Rule R307-314 Limitations on Use of Two-Stroke Small Off-Road Engines in Yard Care Activities
  - Reallocate Incentive funding to purchase electric two-stroke equipment
  - FTE for State Implementation Plan Coordinator
  - Support funding plan for international transport modeling
- UDOT is working with transportation partners to ensure that transportation plans are updated before a potential freeze.