

A low-angle, upward-looking photograph of the Utah State Capitol building. The image focuses on the large, white, ribbed dome and the ornate classical columns supporting the portico below. The sky is a pale, clear blue. A semi-transparent grey rectangular box is centered over the middle of the image, containing the title text in a dark grey, sans-serif font.

WFRC - 2022 Utah Legislative Session Review

45 Days

513 Passed Bills

\$28 Billion Budget

See our 2022 Legislative Session Wrap Up [HERE](#)



WASATCH FRONT REGIONAL COUNCIL

Overview

1. Funding and Appropriations

- WFRC Priorities
- Infrastructure Funding
- Planning Assistance & Statewide Growth Conversation
- Other Appropriations

2. Key Legislation

- SB140 HTRZ Amendments
- HB322 Public Transit Capital Development
- HB462 Housing Affordability Amendments

3. Station Area Planning

Funding and Appropriations



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WFRC Legislative Session Priorities

Priority	Result
\$232 million to replace previously authorized FrontRunner bonds;	Funded at \$232M
Invest in Point of the Mountain transit; support additional statewide transit investments	Funded at \$150M
\$46 million for regionally important active transportation projects	Funded at \$40M
Funding to advance roadway projects as prioritized in Utah's Unified Transportation Plan	Funded at \$721M
\$1.65 million ongoing funding for technical planning assistance	Funded at \$1.65M
\$1 million one-time to fund a statewide conversation on growth	Funded at \$1M

Shared Principles for Infrastructure Investment

Invest in
Infrastructure

Support Multi-Modal
Transportation
Choices

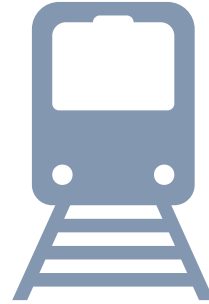
Utilize the
Professional Planning
and Prioritization
Process

Be Fiscally Prudent

\$1.2 Billion for Transportation Infrastructure



Accelerate Road Projects
\$721.2 million



FrontRunner
\$232 million (bond
replacement)
+ \$75 million



Active Transportation
\$40 million



**Point of the
Mountain Transit**
\$75 million



Other Projects
\$98.8M

Growth and Planning Appropriations



\$1.65M

Technical Planning Assistance

ONGOING

- \$600K annually to UDOT Technical Planning Assistance Grant Program
- \$150K annually to each of the state's 7 AOGs to perform training, provide technical assistance, and grant writing support



\$1M

Statewide Growth Conversation

ONE-TIME

- Values-based community engagement, communications, messaging, and analysis
- Support local governments in good planning
- Clear policy direction for sustainable growth

Key Legislation



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SB140 – HTRZ Amendments

HTRZ facilitates mixed-use, multi-family housing development around transit. SB140 makes the following changes to [SB217](#):

- Limited expansion of HTRZ to Trax (8 per county) and BRT (3 per county). Currently HTRZ is only eligible at FrontRunner.
- Limits the size of HTRZ around Trax and BRT to ¼ of a mile.
- Requires that a reasonable percentage of units are multi-room / family units.
- Reduces the maximum amount of increment capture from 80% → 60% *if* the proposed units is 39-49.
- Other various changes

See our joint WFRC summary of SB140 [HERE](#)

HB322 – Public Transit Capital Dev. Modifications

1. Transfers oversight of transit capital development projects for which the State of Utah has financial participation to UDOT (including FrontRunner and Point of the Mountain)
2. Requires increased coordination between UDOT and UTA in the development of state-funded transit capital projects
3. UTA will continue to manage all other transit projects, as well as fully operate and maintain the system.

HB462 – Housing Affordability Amendments

1. Enhance reporting and implementation of Moderate Income Housing Plan Changes
 - Modifies and expands MIHP “menu”
 - Requires that updates plans include implementation elements, benchmarks, and timelines
 - Requires that DWS provide housing data to municipalities
2. Require station area plans (SAP) to be developed around transit stations
 - Objective is to advance shared goals (access to opportunity, housing affordability, etc.) without specifying zoning or approach
 - Cities with fixed guideway required to develop SAP and update general plan and zoning to implement

See our joint WFRC & ULCT summary of HB462 [HERE](#)

Station Area Planning (SAP)



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Objective: Advance shared goals by maximizing development potential in appropriate areas through a collaborative city-led planning approach, allowing cities to determine how best to meet shared objectives without mandating a specific approach or zoning.



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SAP Objectives



Increase the availability and affordability of housing



Promote sustainable environmental conditions



Enhance access to opportunities



Increase transportation choices and connections

SAP Requirements

1. Cities with fixed guideway are required to plan ½ mile around a rail station, and ¼ mile around BRT
2. Station area plans shall include the following:
 - Station Area Vision
 - Station Area Map
 - 5-Year Implementation plan
 - Statement of how Plan Promotes SAP objectives
3. Public outreach and community engagement with relevant stakeholders (MPOs, UTA, etc.)
4. Some SAP requirements may be waived if deemed impracticable
5. Prior actions in station areas may satisfy SAP requirements

SAP Development

1. Cities are required to adopt station area plans and relevant land use regulations no later than Dec 31, 2025.
2. A qualifying land use application *may* trigger a one-year timeline for completion of a SAP if certain conditions are met.
3. Timeline may be extended if infeasible
4. Cities may request technical assistance through their relevant MPO (WFRC or MAG).
 - *Further work is needed to determine technical assistance process*



































































SAP Certification

1. An adopted station area plan is submitted to the MPO (WFRC or MAG) and UTA for review, and certification by the MPO
 - MPO is NOT responsible for reviewing zoning changes made by the city to implement SAP
2. Some SAP requirements may be waived if deemed impracticable
3. Prior actions in station area may satisfy SAP requirements
4. Municipalities submit evidence of SAP adoption and certification to DWS for Moderate Income Housing Plan (MIHP) reporting

SAP Developments Will Be Propelled

1. Land use legislative actions will be deemed non-referable with a 2/3 approval by the legislative body in a station area compliant with SAP requirements.
2. Signature thresholds are also increased for a zoning referendum within a station area if SAP requirements are met.
3. First-priority review for residential development applications requiring zoning changes in station areas that do not yet have an adopted SAP.

Existing Fixed-Guideway Transit Stations (WFRC Area)

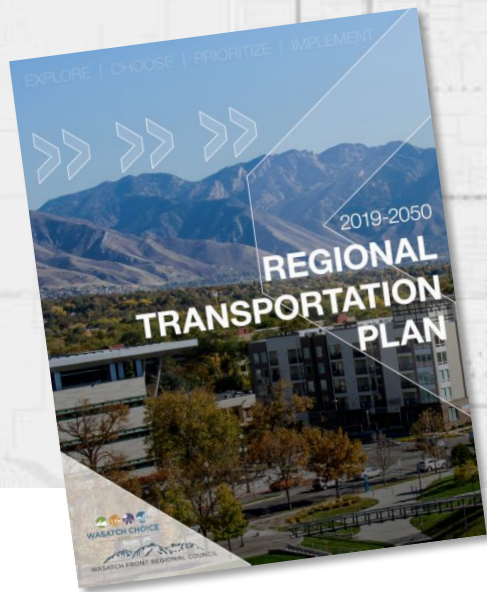
	FrontRunner	Trax	Fixed Guideway BRT
Clearfield			
Draper			
Farmington			
Layton			
Midvale		  	
Murray		  	
Ogden			    
Roy			
Salt Lake City	 	                         	
Sandy		   	
South Jordan		 	
So. Salt Lake		  	
West Jordan		     	
West Valley			
Woods Cross			

Preliminary SAP Timeline

April 14 th	ULCT/WFRC/MAG Informational Session
May	RGC/Council: review and consider policies for MPO roles under HB462
June 1	Bill takes effect
May / June	Open applications for technical assistance
Summer	(TBD) First round of technical assistance awards
July 1, 2023	First date SAPs are due (for some station areas that receive qualifying land use application)



WASATCH FRONT REGIONAL COUNCIL



2023-2050 RTP Update

Regional Growth Committee // March 17, 2022



Wasatch Choice Vision



Economic Development

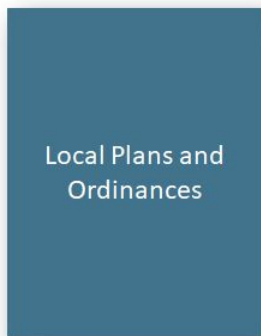
Comprehensive
Economic Development
Strategy



Land Use

Transportation
and Land Use
Connection

Local Plans and
Ordinances



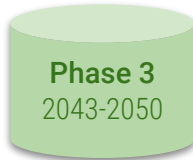
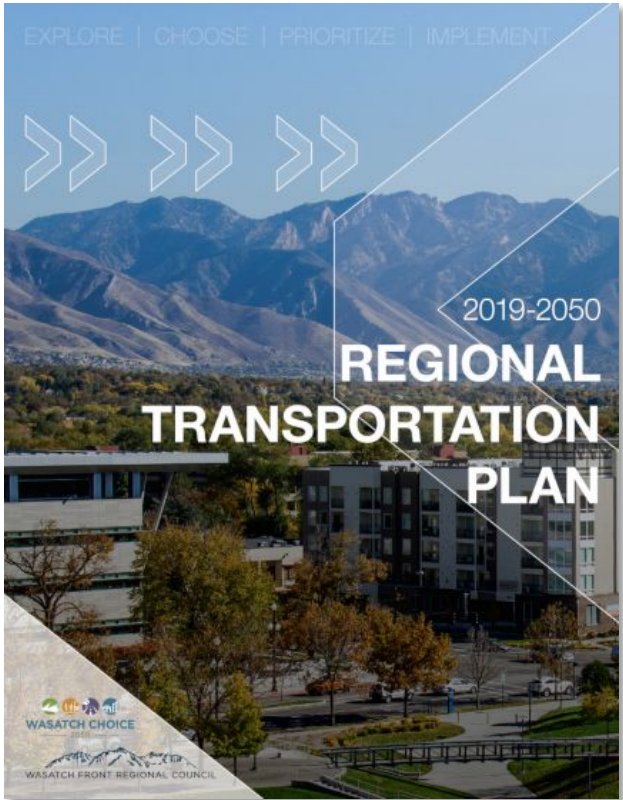
Transportation

Regional
Transportation
Plan

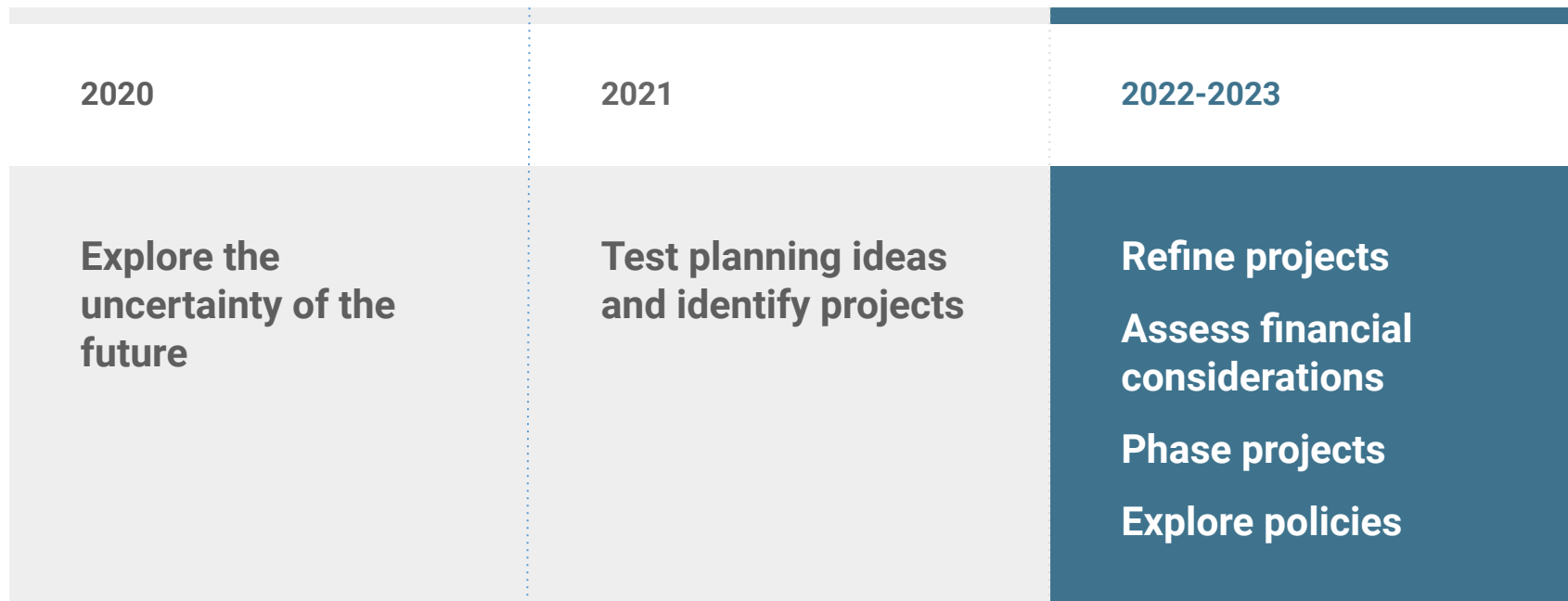


-  Livable and healthy communities
-  Access to economic and educational opportunities
-  Manageable and reliable traffic conditions
-  Quality transportation choices
-  Safe, user friendly streets
-  Clean air
-  Housing choices and affordable living expenses
-  Fiscally responsible communities and infrastructure
-  Sustainable environment
-  Ample open space and recreational opportunities

Regional Transportation Plan Overview



Where are we?



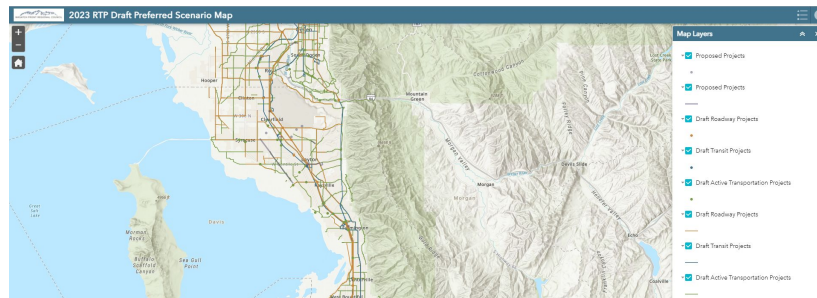
Today's update

- 1 “Preferred Scenario”
- 2 Project phasing criteria

Preferred Scenario



Process to a Preferred Scenario



Water
Districts

Public

State
Agencies

Private Sector

Federal
Agencies

Community
Organizations

UTA

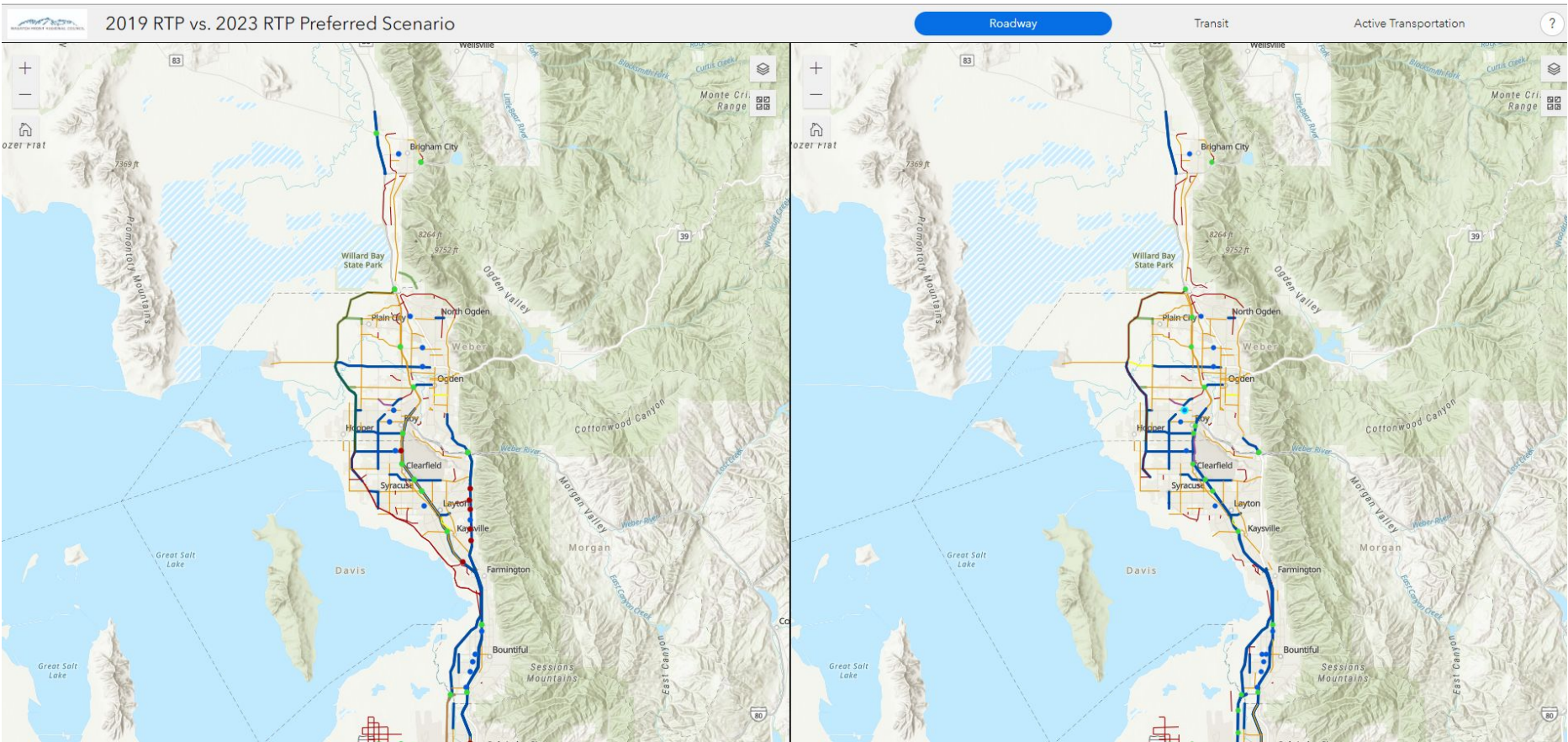
School
Districts

Local
Communities

Higher
Education

UDOT

Major
Landowners

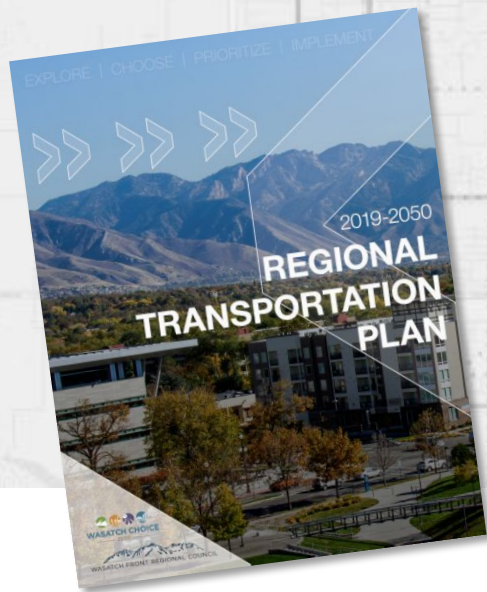


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Active Transportation Committee





2023-2050 RTP Update

Regional Growth Committee // March 17, 2022



Thanks. Thanks again to city of holladay

Important project!

What was discussed

What we agreed generally upon

- All partners

Next steps

- Charter
- Funding for 30% design
- Millcreek role
- Check in meeting

We will provide periodic updates and schedule meetings as necessary

3900

FLM2

Golden spoke 2