

2024 LEGISLATIVE SESSION



WASATCH FRONT REGIONAL COUNCIL

Appropriations

- Transportation Investment Fund

- \$775M 1X, \$335M ongoing (GF)
- Already included in IGG Base Budget
- Legislature could use for debt service or for capacity projects
- TIF Active could be eligible

- Transit Transportation Investment Fund

- \$45M ongoing (TIF Transfer)
- Deposited into Transit Transportation Investment Fund

Legislation

- HB367, Local Government Fees Amendments
 - *Sets parameters around imposition of local Transportation Utility Fees*
- SB208, Housing and Transit Reinvestment Zone Amendments
 - *Makes clarifications to HTRZ statute, including affordability requirements*
- SB155, Road Usage Charge Amendments
 - *Removes the cap on the RUC program*

Helpful Resources

[Home](#)[About](#)[Committees](#)[Vision & Plans](#)[Programs](#)[Maps & Data](#)[Studies](#)[Public Involvement](#)[Contact](#)

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](#)

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

State Legislation and Policy

Recently Passed Growth Legislation



WASATCH FRONT REGIONAL COUNCIL

Safety Resolution

Comprehensive Safety Action Plan

by Kip Billings, WFRC
TransCom, February 15, 2024



Kimley-Horn, Fehr & Peers, Penna Powers

Wasatch Front Area Comprehensive Safety Action Plan

WFRC Comprehensive Safety Action Plan

“A plan to provide local governments the means to make strategic roadway safety improvements.”

CSAP will meet eligibility requirements that allow local jurisdictions to apply for SS4A Implementation Grant program, and serve as a resource for jurisdictions to apply

WFRC Safety Action Plan Schedule



Ernest L. Holt

USS English



1952 Studebaker Champion



Interior Features



Route 460 near Wilsons, VA



ENCLOSURE (14)

1 Fatality

**2 Seriously
Injured**



ENCLOSURE (12)

Route 460 Today



Safety Action Plan Elements

June - Sept. 2023	Oct. 2023	Nov. 2023 - Jan 2024	Feb. 2024	May - June 2024	July 2024
Safety Launch	Geographic Focus Area Safety Planning Team Meetings #1	Strategy and Project Selection	Geographic Focus Area Safety Planning Team Meetings #2	Draft and Final CSAP	WFRC Presentations
Safety Analysis				Leadership Commitment	
				SS4A Regional Workshop	
				Safety Commitment Resolution	
Engagement and Collaboration, Committee Meetings					



The Safe System Approach



“A new paradigm”

- Shared responsibility
- Proactive



Safety Commitment Resolution

Wasatch Front Regional Council...

1. ... supports **proactively** utilizing a **“Safe System Approach”** to improve safety for **all roadway users**, rather than relying on a reactive approach to address roadway fatalities or serious injuries, and
2. ... declares that **any roadway fatality or serious injury is unacceptable** and supports reasonable measures to prevent roadway crashes, and
3. ... establishes a goal of **reducing deaths and serious injuries for all roadway users by 50%** by the year 2040, and
4. ... establishes a goal of **reducing roadway fatalities and serious injuries by 2.5% each year** compared to the preceding three-year rolling average, and
5. ... will **measure the progress towards these regional goals** and will provide regional quantitative metrics that are reported annually.

kip@wfrc.org

wfrcsafetyplan.org



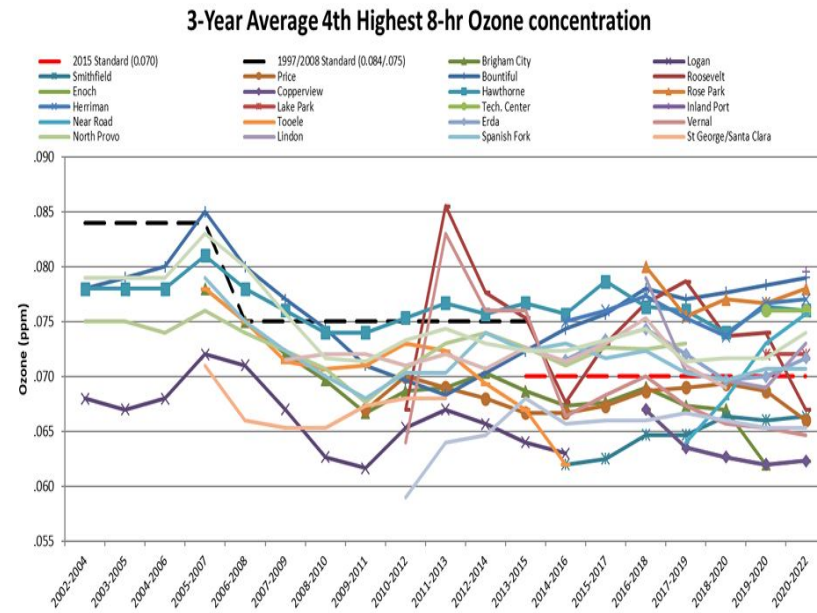
Summer Ozone Attainment and Transportation Conformity:

Emerging Transportation Planning Issue related to Clean Air Act Requirements

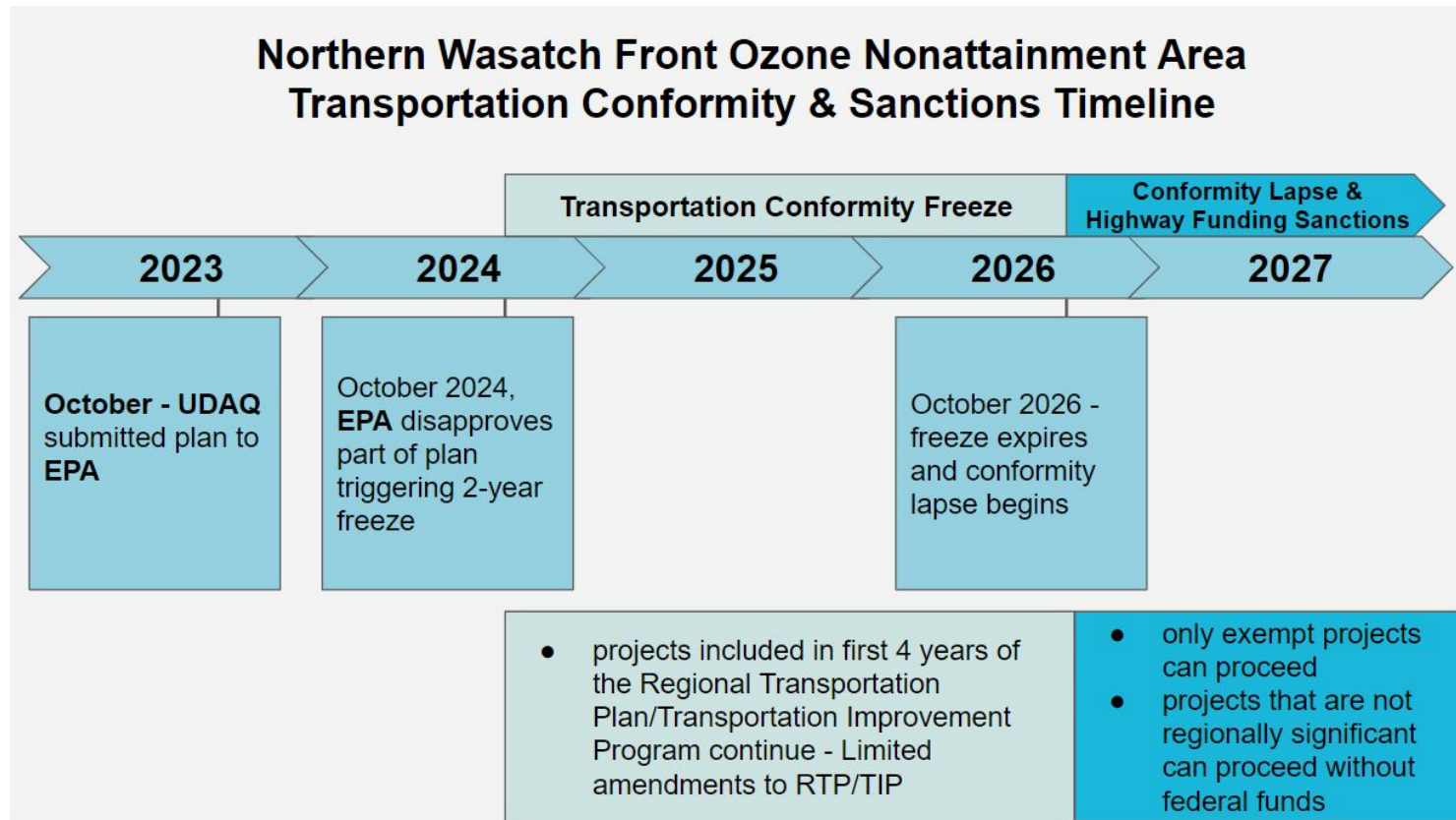
Federal Clean Air Standards: Impacts of Nonattainment on Transportation Projects

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

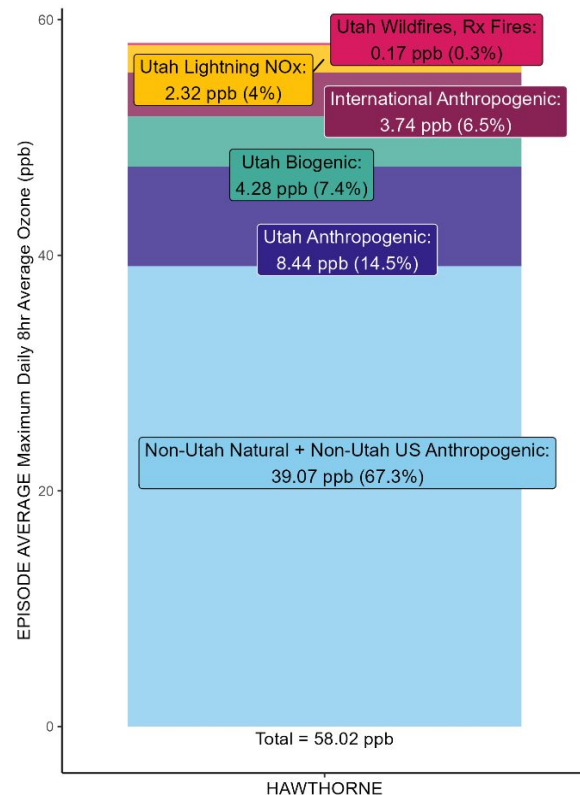
Local versus uncontrollable emissions

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.