

A low-angle, upward-looking photograph of the Utah State Capitol building. The image focuses on the large, white, ribbed dome, which is topped by a lantern and a small weather vane. Below the dome, the classical architecture is visible, including a series of white columns and a balustrade. The sky is a pale, overcast blue. A semi-transparent grey rectangular box is superimposed over the middle of the image, containing the title text.

# WFRC - 2022 Utah Legislative Session Review

# 45 Days

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# 513 Passed Bills

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# \$28 Billion Budget

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



WASATCH FRONT REGIONAL COUNCIL

# Funding and Appropriations



WASATCH FRONT REGIONAL COUNCIL

# WFRC Legislative Session Priorities

Priority	Result
\$232 million to replace previously authorized FrontRunner bonds; invest in Point of the Mountain transit; support statewide transit investments	Funded at \$382M
\$46 million for regionally important active transportation projects	Funded at \$40M
Funding to advance roadway projects as prioritized in <a href="#">Utah's Unified Transportation Plan</a>	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

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Invest in  
Infrastructure

Support Multi-Modal  
Transportation  
Choices

Utilize the  
Professional  
Planning and  
Prioritization Process

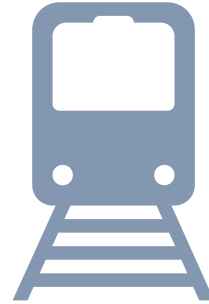
Be Fiscally Prudent

# \$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

# Other Appropriations

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- \$25M – ARPA Local Matching Grant Program
- \$55M – Deeply Affordable Housing
- \$200M – Secondary Water Metering
- \$37.9M – Outdoor Recreation Infrastructure
- \$57M – Point of the Mountain Site Infrastructure
- \$160M – Income Tax Rate Reduction
- (+ many more!)



# Key Legislation



WASATCH FRONT REGIONAL COUNCIL

# SB140 – HTRZ Amendments

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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 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

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1. Transfers oversight of transit capital development projects for which the State of Utah has financial participation to UDOT (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

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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](#)

# HB151 – Retail Facility Incentive Payment Amend.

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The bill prohibits government entities from offering property and sales tax incentive payments to retail facilities with gross floor sales areas greater than 20,000 square feet unless certain exceptions are met, including if the retail facility is:

- In a census tract with more than 51% of residents with a household income below 70% county AMI
- Part of mixed use facility with a housing unit for every 1,250 square feet of retail (10% of units qualify as moderate income)
- Located in county of 4<sup>th</sup>, 5<sup>th</sup>, 6<sup>th</sup> class
- Development, construction, renovation or operation of public infrastructure / parking
- Part of main street / historic preservation
- Payment is for environmental mitigation
- Other factors



# Improvement Areas to Strengthen Economic Opportunity in our Region





# What are 3 issues that the WFEDD can help you with?



LIVE,  
WORK,  
CREATE



# Statewide CEDS Collaboration - Laura Hanson

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- EDA Planning Grant = \$1million
- \$700,000 distributed to the 7 Association of Governments (\$100k to each)
  - WFRC/WFEDD use the money for communications and outreach activities, economic resilience coordination and assistance with land use and planning technology
- \$300,000 used to develop a statewide comprehensive economic development strategy
  - Similar to the Unified Transportation Plan
  - All AOGs and key stakeholders involved in the process
  - Currently reviewing proposals from consultants
    - March-April Review and Select
    - April 2022 to March 2023 - Develop and Implement a statewide CEDS