



2024 LEGISLATIVE SESSION RECAP



WASATCH FRONT REGIONAL COUNCIL

A SUCCESSFUL SESSION FOR
MULTIMODAL TRANSPORTATION
INVESTMENT AND HOUSING

APPROPRIATIONS

\$1.2+ Billion for Transportation Infrastructure



Transportation Funding

\$775M 1X and
\$330M ongoing



TTIF Commuter Rail

\$45M ongoing to
TTIF for FrontRunner



Point of the Mountain Transit Stop

\$50M



Other Legislatively Directed Projects

\$75M+

Growth and Planning Appropriations



Power District Transportation Study

\$500K ONE-TIME

- Develop and evaluate technical options for roadway, transit and trails to support economic development in the area
- WFRC lead study in coordination with UDOT, UTA, Salt Lake City, and public/private sector



Market Capacity Analysis

\$250K ONE-TIME

- Evaluate how and where growth and development will and should unfold
- Aligns market demand with planned growth and infrastructure capacity
- UEOC recommended study
- GOEO lead agency – WFRC Partner



LEGISLATION

SB208, HTRZ Amendments

- Enhances and clarifies affordability requirements
 - 9% affordable 12% affordable
 - Affordability maintained throughout life of HTRZ
- Clarifies station eligibility
 - Must be included in UTA and MPO plans
- Adds the promotion of owner-occupied housing
- Adds members to HTRZ Committee
 - Additional school board member
 - Additional House and Senate member
- Enhances the “but for” financial analysis



SB268, First Home Investment Zone Act

- NEW Tool to promote city/town **centers** AND owner-occupied single-family homes
 - Inside FHIZ zone: 30 units/acre minimum density, 25% owner occupied, 12% affordable, mixed use
 - Outside FHIZ zone: 6 units/acre minimum density, 100% owner occupied, 20% affordable
 - Units outside FHIZ zone can “count” towards 30/dua
- Projects allowed in area outside of potential HTRZ area
 - Falls under existing SLCo HTRZ caps (11 total HTRZ+FHIZ)
- Proposal submitted and approved by HTRZ committee
- Up to 60% tax increment capture for project and system infrastructure costs



HB488, Transportation Funding Modifications

- Provides new funding to the TTIF
 - \$45M ongoing for commuter rail improvements
- Expands local option sales tax uses
 - SLCO uses of the county “5th 5th” portion now includes public safety, in addition to transportation
 - Expands .30% (2nd quarter) uses to public safety in 3rd-6th class counties
 - Funds 5600 W. Express bus service with a portion of SLCO 5th 5th
- Provides funding for specific projects from the County of the First Class Highway Projects Fund, and Rail Restricted Account
 - ~\$44M from CFCHPF for projects in SLCO
- Creates the County of the First Class Infrastructure Bank
 - Funds new IB with portion of 5th 5th if imposed
 - Funds specific projects with repayments to the IB
- Adjusts funding going to the Cottonwood Canyons Transportation Investment Fund



HB430, Local Transportation Services Amend.

- Allows a municipality/ies to propose a transit innovation grant pilot
 - Bus routes, shuttle connections, etc.
 - Proposals must show how it would increase ridership and integrate with existing service
- Requires UDOT/Transportation Commission to administer grant program
 - Consult with COGs, MPOs, UTA in developing rules
 - Projects will be ranked, prioritized, and funded
- Transit innovation grants can be funded with:
 - 4th Quarter Local Option Sales Tax (requires 10% of .10% in Weber, Davis, SL, Utah counties) (~\$6.5M)
 - 5th 5th Local Option Sales Tax (\$3M from CFCHPF)
 - Transit Transportation Investment Fund
- Requires UTA to provide report of revenues collected and service utilized by each city



WFRC 2024 Priority Legislation (Continued)

- HCR11, Concurrent Resolution Recognizing the Importance of Cross-Issue Growth Impacts (Bolinder): Encourages private, public, and community partners to consider all growth issues when making policy or funding decisions.
- SB179, Transportation Amendments (Harper): Removes TTIF local match requirement for transit project proposed by UDOT.
- HB449, Pedestrian Safety and Facilities Act (Abbott): adds “bicycle facilities” to pedestrian facilities in roadway planning.
- HB335, State Grant Process Amendments (V. Peterson): Creates reporting and process requirements for state granted funds.
- HB367, Local Government Fees Amendments (K. Peterson): Puts procedural requirements around the implementation of a transportation utility fee (*note that this bill did not pass*)

