

Charting Utah's Growth Legislation

September 2023

	ECONOMIC DEVELOPMENT		TRANSPORTATION, HOUSING, AND LAND USE								WATER CONSERVATION	
	Economic Development Incentives	Retail Facility Incentive Payments	Station Area Planning (SAP)	Moderate Income Housing Plans (MIHP)	Housing and Transit Reinvestment Zones (HTRZ)	Transit/Transportation Investment Funds Prioritization (TTIF)	Active Transportation Investment Fund (ATIF) and Rural Transportation Infrastructure Fund (RTIF)	Development Timelines and Processes	Internal Accessory Dwelling Units	Referendum Process Updates	Secondary Water Metering	Water as Part of General Plan
2018												
2019												
2020												
2021												
2022												
2023												
2024												
2025												
	<div>2021 H.B. 348 Modified Economic Development Tax Increment Financing (EDTIF) and established the Unified Economic Opportunity Commission (UEOC)</div> <div>2021 onward UEOC begins meeting regularly and recommends policy to the Legislature</div>	<div>2022 H.B. 151 Prohibited incentive payments for retail with exceptions, including mixed use projects with housing, public infrastructure, or rural areas</div> <div>2024 The Governor's Office of Economic Opportunity may send notice to the State Auditor to investigate any public entities offering incentives that may not comply with new code</div>	<div>2022 H.B. 462 Station Area Planning is now required for cities that have FrontRunner, TRAX and BRT stations; these plans must promote shared objectives on housing, economic opportunity, transportation connectivity, and environmental sustainability</div> <div>2022 onward Cities working on station area planning, MPOs certifying submitted plans</div> <div>2025 Cities must have SAPs certified, those with more than four stations will complete two additional stations each year after 2025; new stations must have SAPs prior to beginning transit service</div>	<div>2018 H.B. 259 Updated requirements for cities to submit MIHPs</div> <div>2019 S.B. 34 Required cities to select 3-4 strategies from the MIHP menu; cities must complete MIHP for state transportation funds eligibility</div> <div>2022 H.B. 462 Changed the MIHP menu items and encourage cities that select more menu items with enhanced prioritization of state transportation dollars</div> <div>2023 S.B. 174 & H.B. 364 Modified MIHP report date, created a penalty for municipalities that are not compliant with MIHPs, and created an appeal process</div> <div>2023 onward Cities submit annual MIHP reports</div>	<div>2021 S.B. 217 Created HTRZ financing tool to enable higher density housing development, and affordable housing development, along FrontRunner</div> <div>2022 S.B. 140 Expanded HTRZ zone tool to include TRAX and BRT stations</div> <div>2023 S.B. 84 Further clarified which transit stations are eligible for an HTRZ, and added additional objectives an HTRZ should promote</div>	<div>2018 S.B. 136 Accomplished four things: 1. created the road usage charge; 2. required Transportation Commission to update prioritization so that local land use and economic development are considered; 3. authorized a .20% county option sales tax for transportation ("5th fifth"); and 4. changed UTA governance</div> <div>2023 S.B. 260 Renewed the "5th fifth" and required cities to comply with MIHP requirements to receive that sales tax distribution</div>	<div>2023 S.B. 185 Created the Active Transportation investment Fund (ATIF); for the planning, design, construction, maintenance, reconstruction or renovation of paved pedestrian or nonmotorized trails</div> <div>S.B. 175 Created the Rural Transportation Infrastructure Fund (RTIF); for rural roads</div> <div>2024 Distribution of RTIF funds begins</div>	<div>2021 H.B. 98 Established timelines for one- or two-family dwelling or townhomes and preempted local governments from regulating architectural design of single-family & townhomes</div> <div>2023 S.B. 174 Streamlined the municipal subdivision process to cap total number of reviews</div> <div>H.B. 406 Standardized road widths and preempted local governments from requiring assurance bonds for landscaping of residential lots, capping assurance bonds for public landscaping improvements at 110% of improvement costs</div> <div>2024 and 2025 S.B. 174 compliance deadlines</div>	<div>2021 H.B. 82 Required cities to allow internal accessory dwelling units</div> <div>2022 H.B. 462 Prohibited impact fees for internal accessory dwelling units</div>	<div>2019 H.B. 119 Required signatures for land use referenda to come from a majority of the city via "voter participation areas" rather than just from the nearby area</div> <div>2023 S.B. 199 Made land use regulations that a local government approved unani-mously to be non-referable</div>	<div>2022 S.B. 242 Required all secondary water connections to be fully metered</div> <div>2022 onward Secondary water providers working on plans and financing of meters</div> <div>2025 Plans for completing metering due to the Division of Water Resources</div> <div>2030 All meters must be installed, secondary water suppliers will be fined for un-metered connections</div>	<div>2022 S.B. 110 Required General Plans for cities and counties to address water preservation</div> <div>2022-2025: Cities and towns must create water preservation element that complies with code</div> <div>2025: Cities and towns not of the fifth class must amend their General Plans to include water preservation element</div>

*non-exhaustive list of legislation