

## Summary of [Senate Bill 150](#) Transportation Governance and Funding Amendments (Sen. Harper / Rep. Christofferson)

SB150 enhances the coordination of transportation, housing, and land use at TOD sites. It modifies provisions related to UTA; transportation funding including TIF/TTIF and TRZs; UDOT's RUC program; local option transportation sales taxes; class B&C road funds; transportation network companies; and tollways.

### Transit Oriented Development (TOD) and UTA

- Eliminates the cap on the number of TODs UTA can participate in (was 8). (lines 317-319)
- Establishes requirements for UTA board of trustees when approving UTA participation in TODs, in addition to the requirements already in law. (lines 315-316). New requirements:
  - The municipality or unincorporated county where the TOD is located must be in compliance with the requirements to develop and report on their moderate income housing plan in their general plan (pursuant to SB34 (2019)). (lines 351-356)
  - The municipality or county where the TOD is located must have developed and adopted a "station area plan" that establishes and preserves a vision for areas within one-half mile of a UTA fixed guideway station, the development of which includes: a) involvement of all relevant stakeholders who have an interest in the station area, including relevant metropolitan planning organizations; b) identification of major infrastructural and policy constraints and a course of action to address those constraints; and c) other criteria as determined by the board of trustees of the relevant public transit district. (lines 231-239, 348-350)  
*Note:* the [Transportation and Land Use Connection \(TLC\) Program](#), jointly funded by WFRC, UDOT, UTA, and Salt Lake County, can help communities in developing their station area plans.
- UTA may request, in writing, that a municipality or county provide UTA with an electronic notice of each land use application received by the municipality/county that may impact the development of a major transit investment corridor. Municipalities/counties that receive a written request shall provide UTA with timely electronic notice of each land use application requested. (lines 94-100; 165-171) (*Note:* this is consistent with the notice requirements municipalities now provide to UDOT.)

### Transportation Funding

- When prioritizing new capacity public transit projects, the State Transportation Commission may give priority consideration to projects that are part of a transit-oriented/supportive development. (lines 1121-1123)
- When prioritizing new capacity road or public transit projects, the State Transportation Commission may give priority consideration to projects that are part of a Transportation Reinvestment Zone (TRZ) if (i) the state is a participant in the TRZ, or (ii) the Commission finds that the TRZ provides a benefit to the state transportation system. (lines 1124-1129)  
*Note:* here is a white paper on [TRZs](#).
- Makes technical adjustments to the limitations on the use of UDOT Transportation Investment Fund (TIF) and Transit Transportation Investment Fund (TTIF) funds in municipalities not in compliance with their moderate income housing plan requirements. (lines 1324-1378)

### **Road Usage Charge (RUC) Program**

- No later than 6/1/21, UDOT to provide a written plan to enroll all vehicles registered in the state in the RUC program by 12/31/31.
- Beginning 2021, UDOT will identify how it will expand the program and submit an annual report on the program's revenues, participation rate, and department costs from preceding and current fiscal years. (lines 1011-1030)

### **Local Option Transportation Sales Taxes; Class B&C Road Funds; TNC's; Tollway**

- Makes the referendum requirement optional for city imposition under 59-12-2215 (1st quarter) (lines 717-719); modifies county establishment of uses under 59-12-2214 (2nd quarter) (lines 697-708) which is consistent with provisions for 3rd and 4th quarter. Clarifies that funds under 59-12-2217 (3rd quarter) can be used on collector roads. (line 735)
- Authorizes UDOT to use class B&C road funds for the costs of administering the B&C program. (lines 1164-1165) Beginning 7/1/21, modifies the allocation of class B&C road funds in Salt Lake County. Under the B&C formula, funds are distributed based on population and weighted lane miles. When less than 14% of a county's population is in unincorporated areas, the current formula sets a floor of 14% population for purposes of calculating the county distribution. This will reduce that floor to 7% in Salt Lake County. (lines 1215-1229)
- Adds alleys within a master planned community (greater than 500 acres) established by a city to the definition of city roads for purposes of the B&C formula. (lines 833-841, 868-871, 1195-1196)
- Allows airport operators to perform safety checks of transportation network company vehicles. (lines 137 - 143)
- Increases flexibility of tollway revenue -- can now be used for any transportation purpose. (lines 1538-1542)