

Senate Bill 150: Transportation Governance and Funding Amendments (Harper/Christofferson)

Senate Bill 150 enhances the coordination of transportation, housing, and land use at TOD sites. It also modifies provisions related to TIF/TTIF, TRZs, UDOT's RUC program, car rental tax, and other provisions.

Transit Oriented Development (TOD), UTA, and Transportation Funding

- Eliminates the cap of eight (8) TODs in which UTA can participate.
- Requires any local government to submit a "station area" plan and comply with other statutory requirements.
- Requires compliance with Senate Bill 34 for moderate income housing.
- The State Transportation Commission can prioritize projects that are part of a transit-oriented/supportive development when selecting new capacity public transit projects.



Transportation Reinvestment Zone (TRZ)

- SB150 creates mechanism to authorize - but not require - the State's participation in a TRZ if the proposed infrastructure improvement serves a statewide purpose.
- The terms of each TRZ in which the State contributes is subject to approval by the Legislature.
- Creates a Transportation Reinvestment Zone fund that may be funded by Legislative appropriations and revenue generated by a portion of state sales and use tax within a TRZ in which the state is a party.



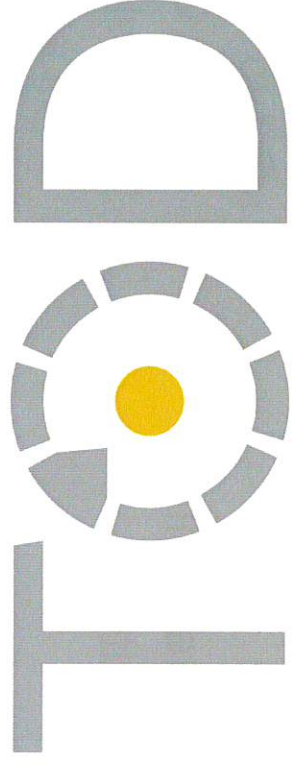
Road Usage Charge (RUC) Program

- UDOT will provide a plan to enroll all vehicles registered in the state in the RUC program by December 31, 2021. UDOT will identify how it will expand the program and submit an annual report.



Car Rental Tax

- The sales tax on all short-term leases and rentals of motor vehicles will increase from 2.5% to 4.0% -- with 2.5% of funds to continue to be used for corridor preservation and 1.5% to go to the Transit Transportation Investment Fund (TTIF), with \$4.5M estimated additional annual revenue.



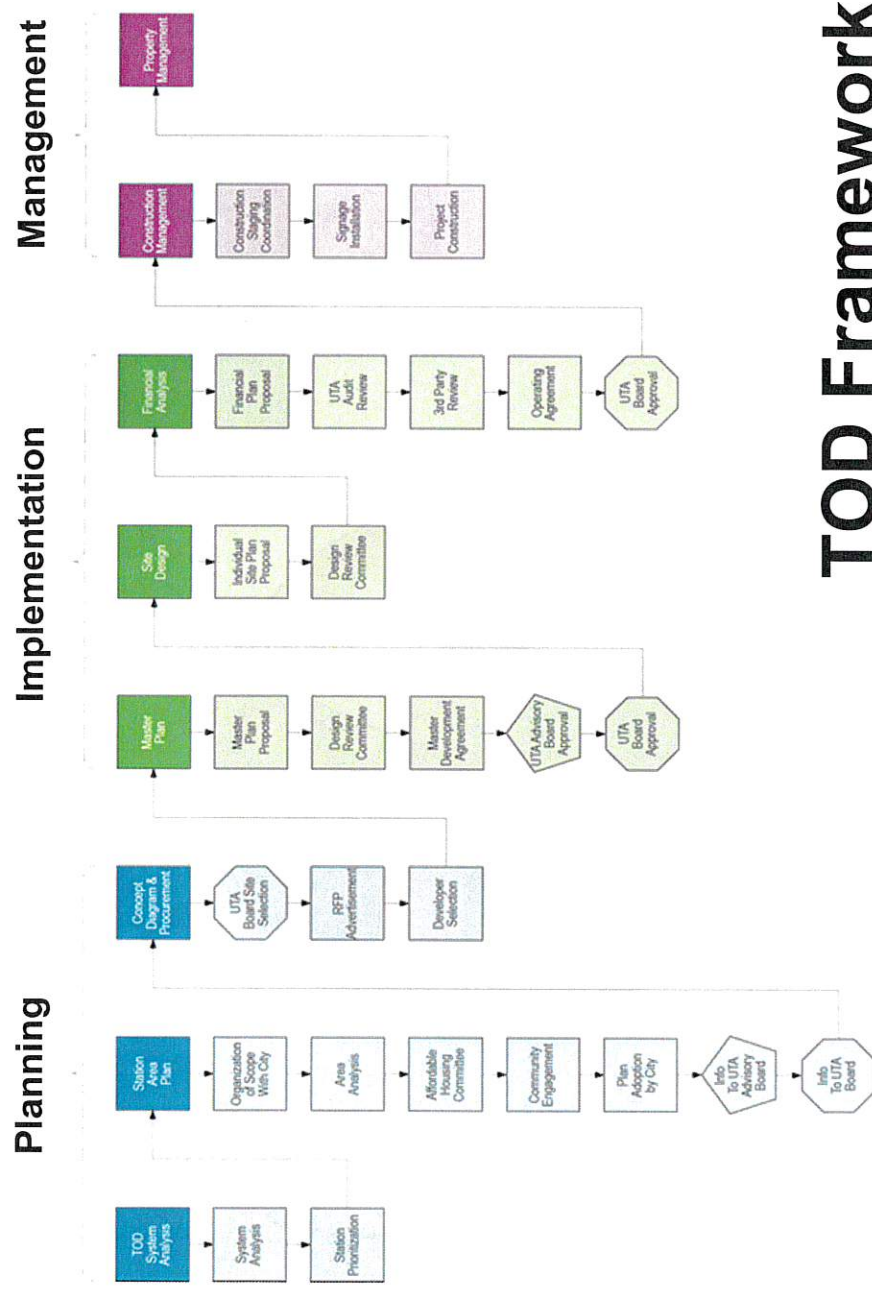
Transit-Oriented Development Procedures



Utah Legislation

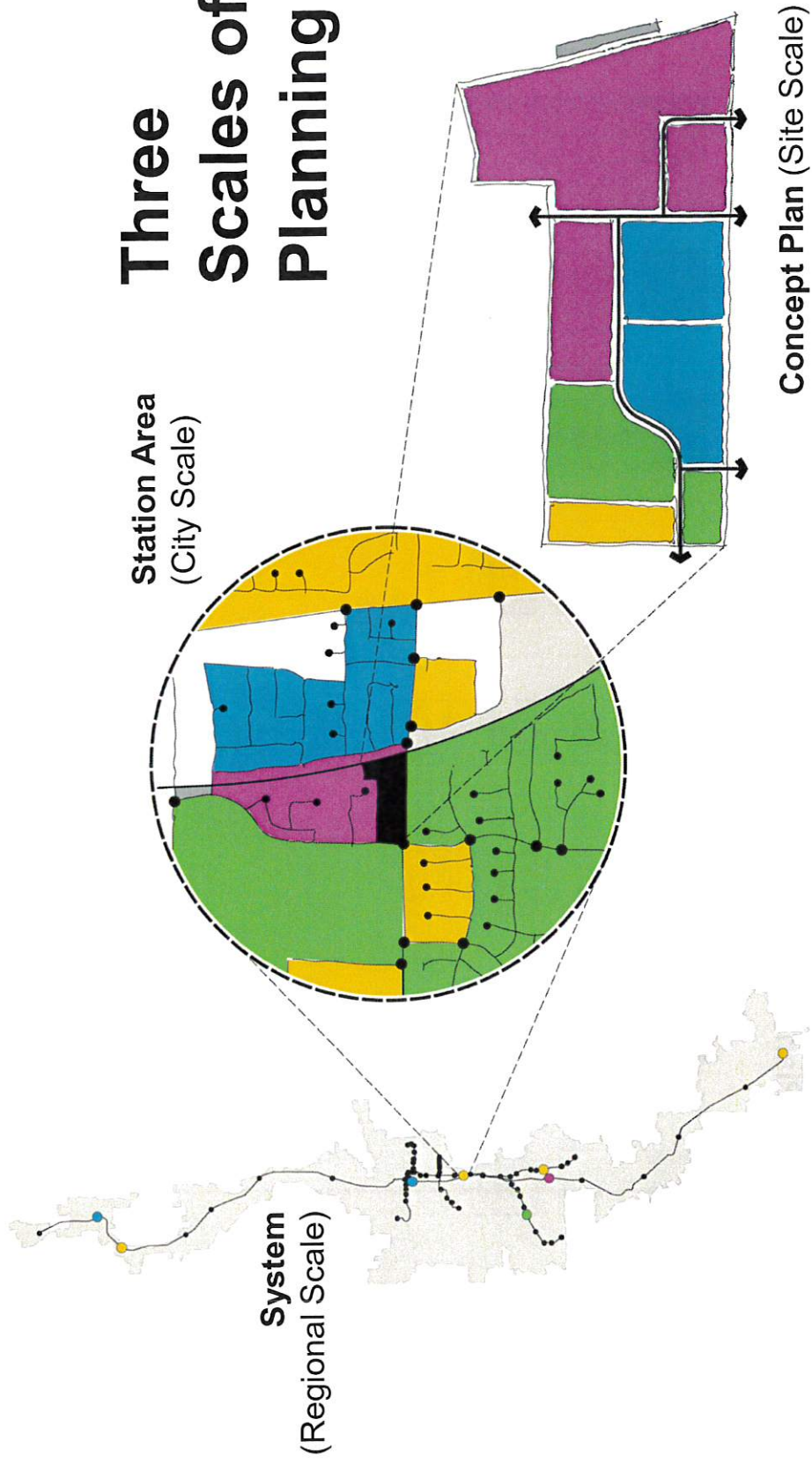
Allows UTA to pursue joint ventures at 8 TOD sites

- Sandy Civic Center
- Jordan Valley Station
- South Jordan Station
- 3900 S Meadowbrook Station
- Provo Central Station
- Ogden Central Station
- Clearfield Station
- Salt Lake Central Station

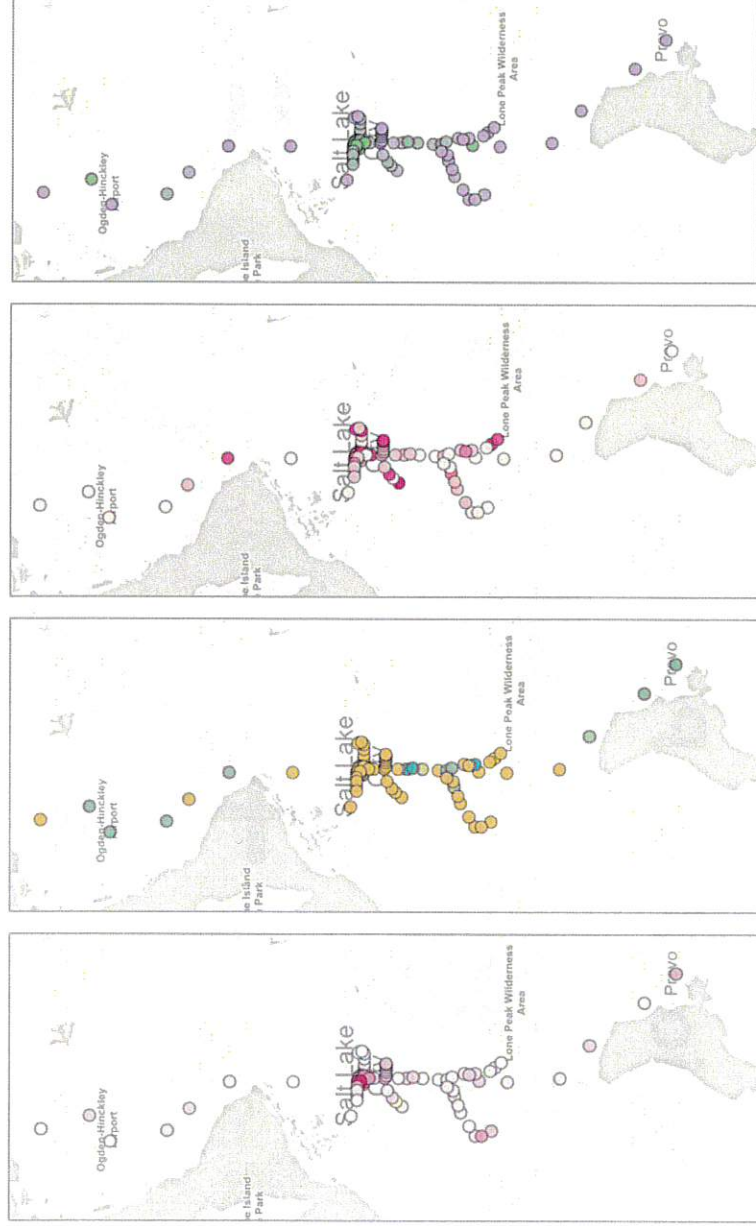


TOD Framework

Three Scales of Planning



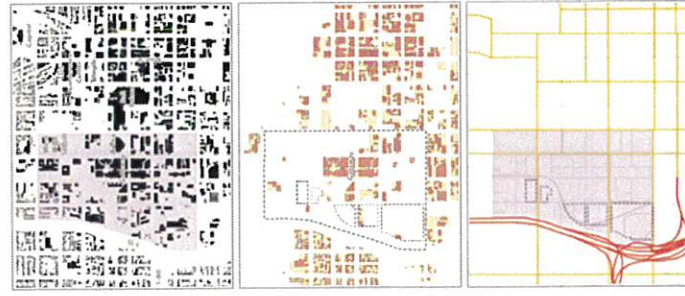
System Analysis



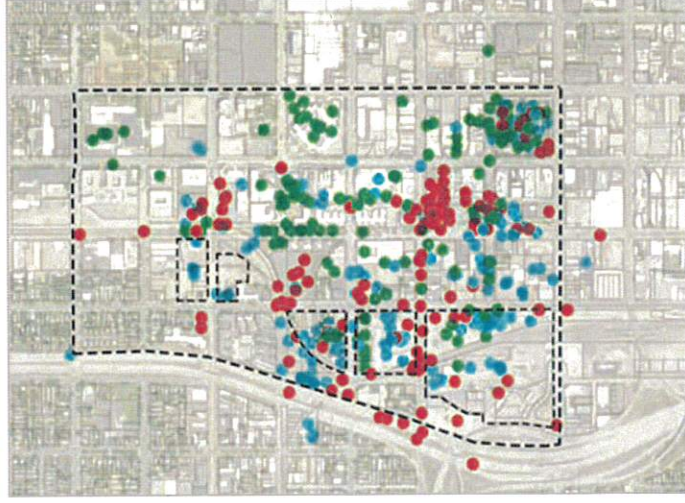
Four Categories

- Market Strength
- Accessibility
- Municipal Support
- Housing
- Affordability

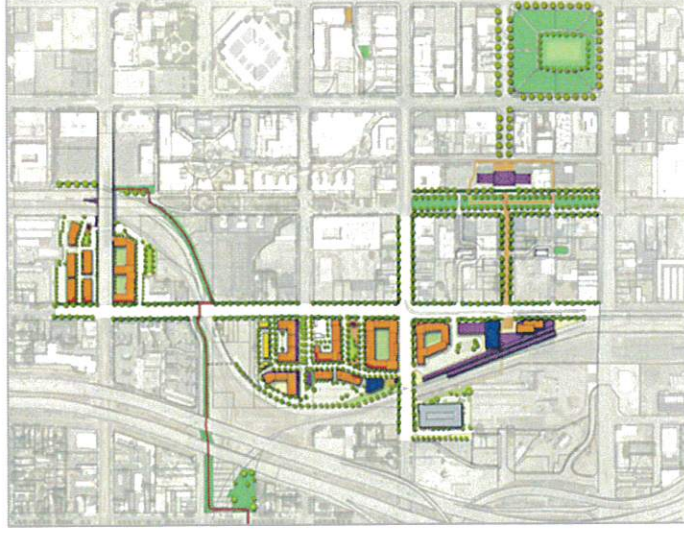
Station Area Planning



+



=

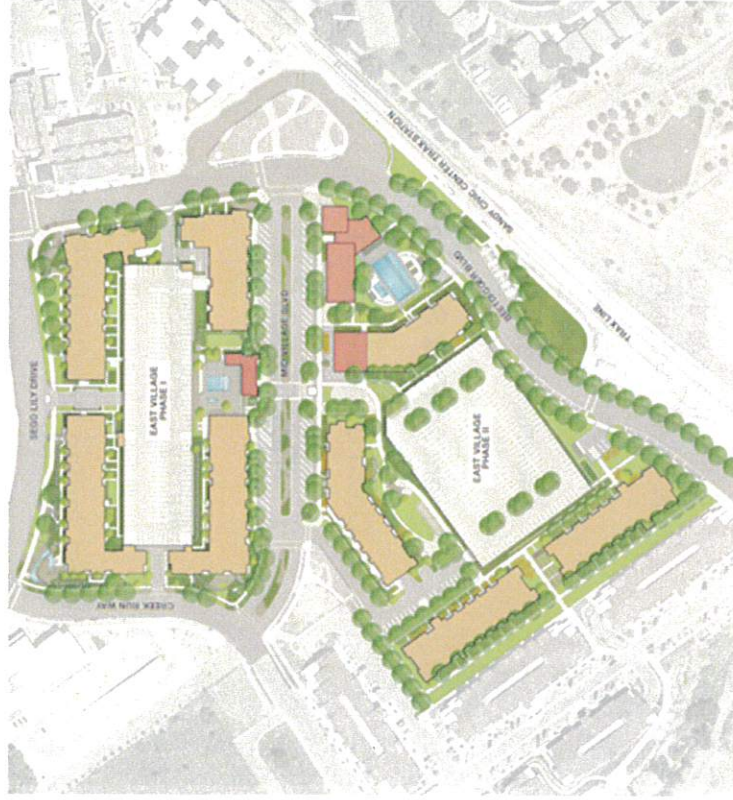


X Conditions

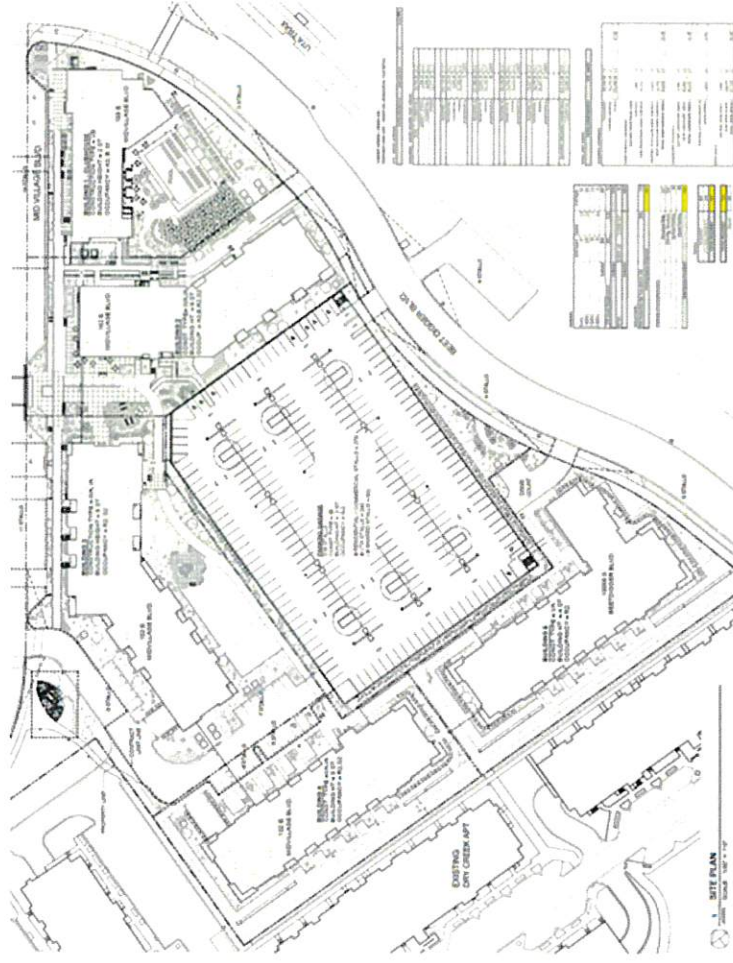
Community Engagement

Concept

Project Implementation



Master Plan



Site Plan

Rank	Overall	Growth Opportunity	Affordable Housing
1	Salt Lake Central/ N Temple Station	West Jordan City Center	Ogden Central
2	Ogden Central	American Fork Station	Murray Central
3	Clearfield Station	Clearfield Station	Salt Lake Central/ N Temple Station
4	American Fork Station	Roy Station	Midvale Fort Union Station
5	Orem Central Station	Historic Sandy Station	Clearfield Station
6	Roy Station	Draper Town Center Station	1300 S Ballpark Station
7	Murray Central Station	5651 W Old Bingham Hwy (West Jordan)	West Jordan City Center Station
8	West Jordan City Center Station	Kimballs Lane Station (Draper)	Fashion Place West Station
9	Farmington Station	Lehi Station	Midvale Center Station
10	Midvale Fort Union Station	Fashion Place West Station	Roy Station

QUESTIONS?



