CENTERVILLE WORK SESSION AGENDA

NOTICE IS HEREBY GIVEN THAT THE CENTERVILLE CITY COUNCIL WILL HOLD ITS WORK SESSION MEETING AT 5:30 PM ON January 7, 2020 AT THE CENTERVILLE CITY HALL COUNCIL CHAMBERS, 250 NORTH MAIN STREET, CENTERVILLE, UTAH. THE AGENDA IS SHOWN BELOW.

Meetings of the City Council of Centerville City may be conducted via electronic means pursuant to Utah Code Ann. 52-4-207, as amended. In such circumstances, contact will be established and maintained via electronic means and the meeting will be conducted pursuant to the Electronic Meetings Policy established by the City Council for electronic meetings.

Centerville City, in compliance with the Americans With Disabilities Act, provides accommodations and auxiliary communicative aids and services for all those citizens in need of assistance, including hearing devices. Persons requesting these accommodations for City-sponsored public meetings, services, programs, or events should call Jacob Smith, Centerville Administrative Services Director, at 801-295-3477, giving at least 24 hours notice prior to the meeting.

The full packet of backups materials can be found at http://centerville.novusagenda.com/agendapublic.

A. ROLL CALL

B. NEW BUSINESS

5:30 1. Meet with State Legislators Representing Centerville

Discuss critical legislative issues affecting our community with State Legislators representing Centerville--i.e. Senator Stuart Adams, Senator Todd Weiler and Representative Tim Hawkes.

2. 4th of July Celebration Report

Kim and Brian Curnow will give an update on the 2019 4th of July celebration.

C. CLOSED SESSION (Closed Meeting, if necessary, for reasons allowed by State Law, including, but not limited to, the provisions of section 52-4-205 of the Utah Open and Public Meetings Act, and for the Attorney-Client matters that are privileged pursuant to Utah Code ann. 78B-1-137, as amended)

D. ADJOURNMENT

Leah Romero
Centerville City Recorder

CENTERVILLE

Staff Backup Report
1/7/2020

Item No. 1.

Short Title: Meet with State Legislators Representing Centerville

Initiated By: Mayor and Council

Scheduled Time: 5:30

SUBJECT

Discuss critical legislative issues affecting our community with State Legislators representing Centerville--i.e. Senator Stuart Adams, Senator Todd Weiler and Representative Tim Hawkes.

RECOMMENDATION

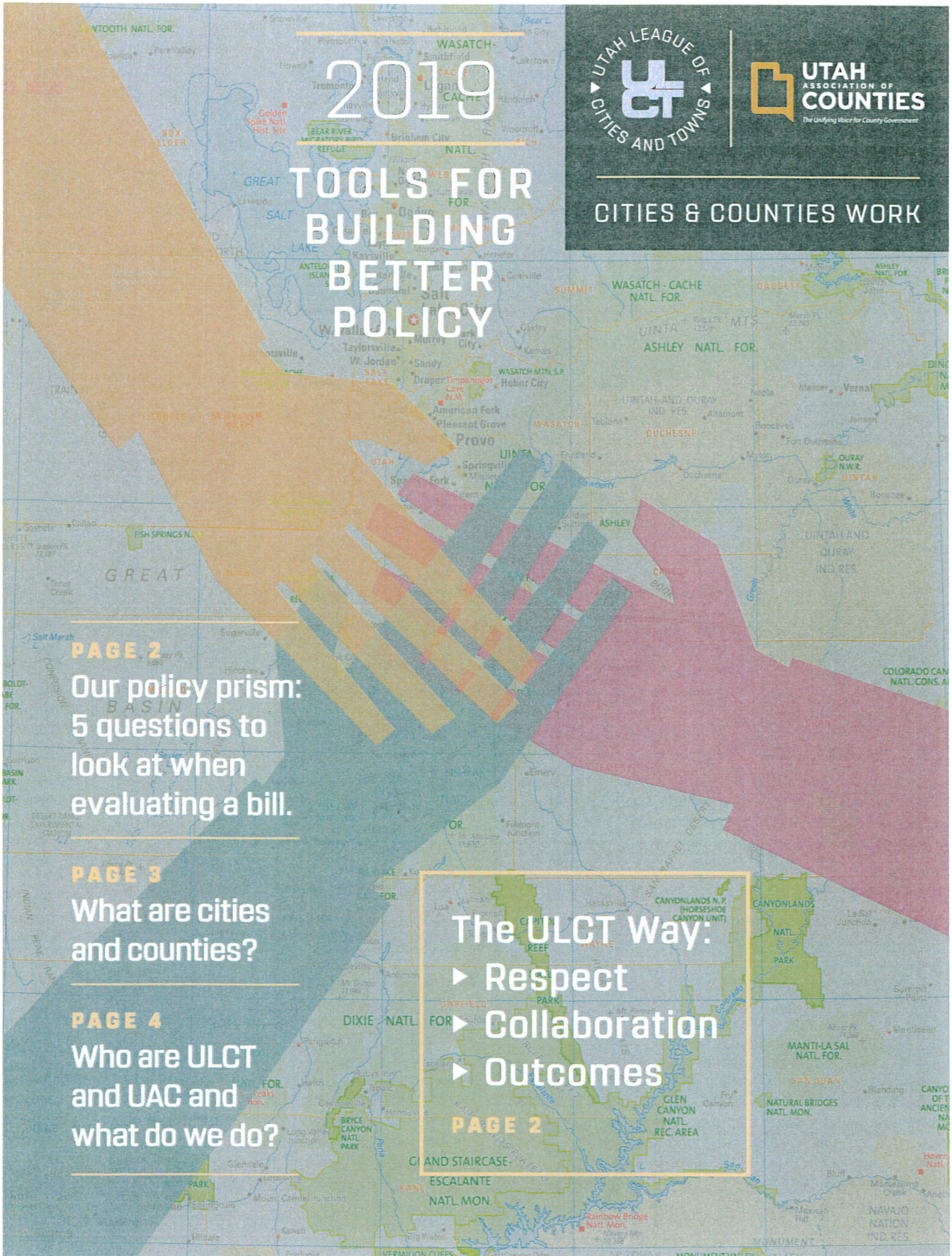
BACKGROUND

It has been a tradition for the Mayor and Council to meet with State Legislators representing our community in a work session prior to each year's Legislative Session, to discuss potential legislation in the upcoming Session that may affect Centerville City.

ATTACHMENTS:

Description

- Tools for Building Better Policy
- Governor's Budget Overview
- Making Sense of Cities and Sales Tax
- 3rd Quarter Sales Tax Summary
- Map to Close the Gap
- Commission on Housing Affordability 2019 Draft Legislation Summary



2019

TOOLS FOR BUILDING BETTER POLICY

UTAH LEAGUE OF CITIES AND TOWNS

ULCT

UTAH ASSOCIATION OF COUNTIES

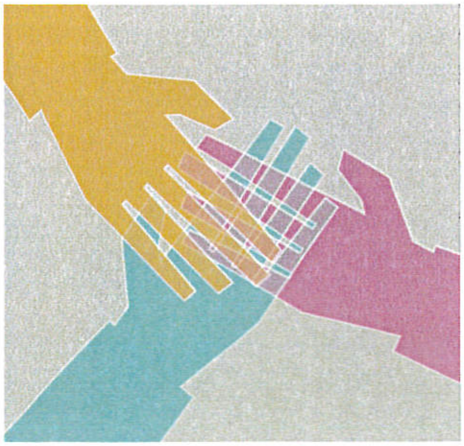
The Unifying Voice for County Government

CITIES & COUNTIES WORK

The ULCT Way:

- Respect
- Collaboration
- Outcomes

PAGE 2



Why the ULCT way?

ULCT and UAC engage with the Utah State Legislature and other stakeholders according to three principles:

- Respect
- Collaboration
- Outcomes

- **Respect** the roles of state and local government
- **Collaborate** on the problem when possible
- Focus on the desired **outcomes**

ULCT and UAC are optimistic that elected officials at every level will demonstrate **respect** for the roles that each of us fill as we seek positive outcomes for all Utahns.

Whether elected officials find themselves on the same or opposing side of an issue, pursuing a **collaborative** approach to problem-solving is critical.

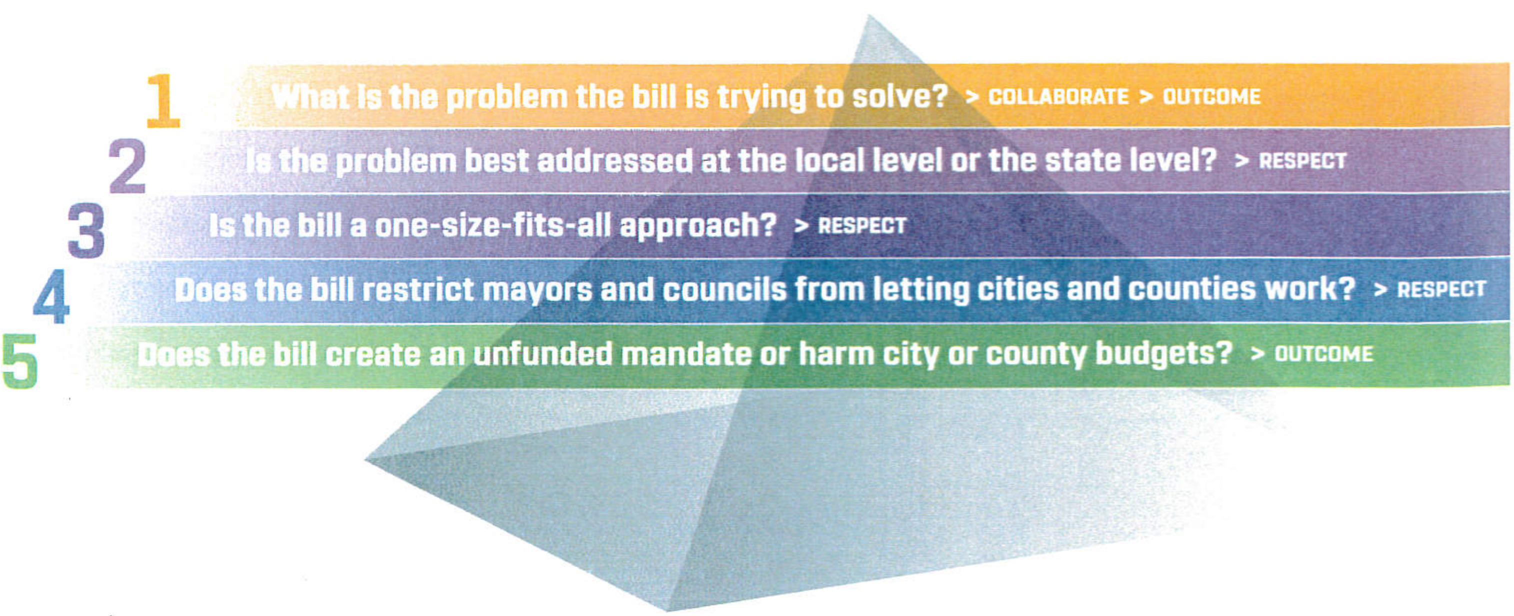
And focusing on quality **outcomes** will result in better policy.

As part of our desire to walk our talk we invite you to sign up for ULCT's daily email update during the session and join us for Legislative Policy Committee Meetings every Monday at noon. Being informed on our positions as well as receiving your input will help achieve better outcomes.

Sign up by sending an email to info@ulct.org. Subject: Sign me up.

5 questions for evaluating a bill:

Walking the local government way of respect, collaboration, and outcomes becomes even more effective as legislation is viewed through our policy analysis prism. UAC and ULCT utilize this prism to evaluate legislation. ULCT's Legislative Policy Committee discusses bills and determines positions. If we answer yes to questions 3, 4, or 5, we are unlikely to support a bill. We will support a bill if 60% or more of our members are in favor of it. UAC meets on Thursdays during the session to similarly consider bills affecting counties.



What are cities and counties?

Counties, cities, and towns are the governments closest to the people. County and city officials are elected to lead locally, prepare for the future, and preserve Utah's unparalleled quality of life.

Residents develop an affinity for their hometown—its schools, sports teams, rodeos, art and cultural achievements, not to mention its history, natural environment, traditions, and colorful characters.

Cities Administer:

LAND USE:
planning, zoning, redevelopment, economic development, place making

TRANSPORTATION:
roads, sidewalks, trails, coordination with all key players

WATER:
culinary, secondary, watershed protection, wastewater

PUBLIC SAFETY
fire, police, health, safety and welfare, judiciary, emergency preparedness

GENERAL:
parks and recreation, environment, waste collection, licensing

A county provides services to several cities as well as unincorporated areas, maximizing efficiency and saving costs. Counties also enact and administer many of the local ordinances that are shared by cities helping increase cooperation between them as well as cutting expenses.

2017 Utah Cities' General Fund Revenue Estimates

Why cities and counties matter

Though Utah's 248 cities and towns located in 29 counties are as unique as the communities they serve, they share one thing in common—**the residents of those cities chose to create them**. After all, government closest to the people governs best. From the smallest towns to the largest cities, municipal and county governments provide their residents with essential day to-day services, infrastructure, and visioning for the future.

What cities do

93% of Utah residents live in cities. Take a moment and consider your average day. **Most of your activities are touched by city and county services.** From clean water to waste collection, road maintenance to regional planning, public safety to parks—cities and counties plan for and preserve quality of life for all residents, now and into the future.

How cities are funded

Funding for these services comes from sales tax, property tax, impact fees, and other fees for essential government services.

Mayors and council members are responsible for ensuring the infrastructure, public services, and quality of life that residents expect. Cities balance the needs of today with planning for tomorrow.

Who are ULCT and UAC?

The League of Cities and Towns (ULCT) is the voice for all 248 cities and towns and 1,380 mayors and council members in Utah.

We are governed by a 21-member board of mayors, council members, and one city manager from cities and towns across the state.

Utah Association of Counties (UAC) is the voice of Utah's 29 counties. In addition to its legislative work and support, the association provides programs and services to its county government members designed to help them better serve the public.

Contact us:

ULCT, ulct.org:

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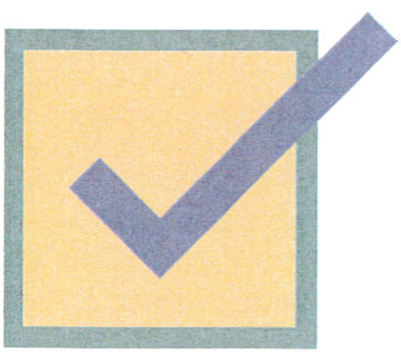
248
UTAH CITIES & TOWNS

1,380
MAYORS & COUNCIL MEMBERS

29
UTAH COUNTIES

296
ELECTED COUNTY OFFICIALS



What do we do?

ULCT works hard in between legislative sessions to help cities comply with new state laws and find consensus on policy issues.

Among other things, in 2018 we:

- Added 2 more land use bills to the 40+ since 2007. Our Land Use Task Force drives consensus between the Property Rights Coalition and local government.
- Participated on all six Commission on Housing Affordability subgroups formed by HB 430 (2018).
- Trained 233 planning commissioners, city council members, and staff through our Land Use 101 programs, including training on moderate income housing plan (HB 259) compliance.
- Actively engaged in negotiations to improve the inland port and medical marijuana bills.
- Passed ULCT resolutions regarding medical marijuana, water policy, the motor fuel tax, and population growth. ULCT resolutions make clear our concerns and positions regarding such bills.
- Provided multiple specific trainings and held two conferences attended by over 1000 city officials and staff.

UAC works year-round on promoting the legislative interests of its county government members.

In 2018 UAC:

- Promoted legislative actions that generated $22,312,500 in funds for our 29 county government members.
- Provided county governments with employee benefit, nationwide retirement system, publications, training, web services, economic development, unemployment cost management, and corporate partnership programs.

BUDGET OVERVIEW

Goal: Maintain Utah's quality of life by proactively managing growth

Utah's population is expected to double by about 2070. The state needs to proactively address growth-related challenges while maintaining and improving Utah's already enviable quality of life and economic opportunities for all Utahns. The Governor's budget focuses on foundational economic development drivers such as those listed below.

KEY AREAS OF FOCUS IN FY 2020

- Quality of Life in Thriving Communities
- Qualified Workforce
- Tax Modernization
- Water & Clean Air
- Effective & Efficient Government

QUALITY OF LIFE IN THRIVING COMMUNITIES

Utah is growing rapidly, but limited undeveloped land remains on the Wasatch Front. Much of the growth should be absorbed through market-driven infill and mixed-use redevelopment coordinated with high-capacity transportation.

Open Space & Efficient Land Use

MORE THAN $30 Million to fund efforts, together with local matching funds, that integrate and preserve open space as part of mixed-used plans, including funding for redeveloping under-used spaces, large community parks, and open space within developments

Allow a portion of the Transportation Investment Fund to be used for active transportation pathways

$20 Million to pursue creating Utah's first state forest at Tabby Mountain (Duchesne County), ensuring recreation access for hiking, camping, and hunting

Community-focused Growth

$6 Million to the arts community through a merit-based process

Enhance transit system and make targeted system expansions

$17 Million for affordable housing

QUALIFIED WORKFORCE

K-12 Education - $445 Million Total New State-directed Funding ($293 Million Ongoing, $152 Million One-time)

Budget meets **$1 BILLION** K-12 funding target a full year ahead of schedule (30% increase over 4 years)

$15 Million WPU add-on for children at risk of academic failure

$1 Billion in unused local property tax

$104 Million for upgrading school facilities

$32 Million for school counseling

$30 Million Teacher bonuses

4% Weighted Pupil Unit (WPU) Increase

AMBITIOUS TARGET Offer at least three unique computer science classes in every middle school in Utah

$84 Million ($19 million new, $65 million existing) for flexible funds to address priority needs, including counseling and mental health

Higher Education - Targeted Investments in Areas That Demonstrate Measurable Impact

IMPROVING EFFICIENCY & GETTING RESULTS

- Ensure affordablility for students and taxpayers
- Increase student completion rates
- Decrease the time to completion

Targeted Investments		
$50 million scholarship endowment	$19 million for equipment and technology	$6.2 million for three-year bachelor's degree
$6 million to post-secondary advisory corps counseling	Targeted investments together with compensation increases total $69 million ongoing, meeting the $275 million 4-year target a full year ahead of schedule	

TAX MODERNIZATION

The current state and local sales tax setup is not conducive to Utah's long-term prosperity. Middle- and low-income residents pay a higher percentage of their incomes in state and local sales taxes than high-income households, and the sales tax base is eroding. The Governor recommends modernizing the sales tax while reducing the tax burden on Utah families.

Problem

70% IN THE 1980s → **40%** IN THE 2010s

Around 40% of economic transactions are covered by the sales tax, down from about 70% in the 1980s

2-5 YEARS (given recent trends)

until the state loses the flexibility to balance sales tax and income tax

Solution

- Broaden the sales tax base
- Lower the rate
- Accomplish critical goals while reducing the overall tax burden on Utah families

Strategy

Allocate $200 million (30%) of new revenue growth to reduce taxes overall in conjunction with expansion of the sales tax base

WATER & CLEAN AIR

$100 Million to improve air quality

Emphasize user fees over taxes for water by shifting sales tax earmarks to a water-user fee

NEARLY **$50 Million** to optimize the use of existing water by adopting modern water technology, such as smart meters, at schools homes, businesses, farms, and state facilities

EFFECTIVE & EFFICIENT GOVERNMENT

Fewer state employees today than in 2002, even with over 800,000 more Utahns

Expand the SUCCESS Framework to areas such as outcome-based procurement, building utilization, and improving outcomes and costs in Medicaid

Optimize the state's existing investments in buildings—put new building construction for the state and higher education on hold until a robust building utilization study is integrated into the building evaluation process

GENERAL

$19 Billion Total Budget

$7.9 Billion Education Fund General Fund Budget Total

New Money **$675 Million** Education Fund General Fund (Ongoing)

New Money **$646 Million** Education Fund General Fund (One-time)

Rainy Day Fund Balance: **10.6 %** of EF/GF Budget

One of only 13 states to maintain a **AAA bond rating**

Managing the Business Cycle

$750 Million in Structural Budget Surplus and "Working Rainy Day Funds"

12.10.18

REPORT:

Making sense of cities and sales tax

2019 POLICY GUIDE

CITIES WORK

UTAH LEAGUE OF CITIES AND TOWNS

Whose money is it?

Sales tax is a principal revenue source for cities. The state's general fund is also largely funded by sales tax.

Who sets the sales tax rate?

There are various sales tax rates—all authorized by the Legislature. There is only one sales tax rate that is imposed statewide. The other tax rates are imposed at the option of cities and counties. In several cases revenues from these levies are restricted to specific expenditures.

The most common local option tax levy, equal to 1%, has currently been imposed by all Utah cities and may be used for general fund expenditures. Revenue from this rate—referred to as the "local option 1%"—is also shared among Utah cities. The sales tax base, those items that are subject to sales tax, is determined by the Legislature. The state sales tax base and the "local option 1%" are the same and include food in that base. Food is not part of the other locally imposed taxes.

How does the "local option 1%" work?

Initially authorized in 1959, revenue from the original local option tax belonged entirely to the city where a purchase was made—the "point of sale." In 1983, the Legislature authorized an increase in the rate but required that cities that imposed the increase rate share the tax revenue among all cities who had imposed the tax. This new distribution formula—known as the "50/50" formula—means that half of every sales tax dollar remains in the city where the sales takes place and the other half is distributed to all cities according to their percentage of the state population.

Utah cities created this new formula as a means of providing for a fairer distribution of sales tax revenue between cities that are retail centers and those that are bedroom communities. It also meant that all cities had a stake in retail development throughout the state.

The additional revenue from the 1983 levy plus the creation of a hold-harmless provision were necessary to avoid any city from losing revenue from the new distribution formula.

What do cities want?

ULCT has consistently opposed any changes in the formula without new sales tax money being part of the equation. Without new money, the same pie is merely being sliced into different pieces creating winners and losers and pitting cities against each other. The additional money was critical to the creation of the 1983 compromise. In general Utah cities are satisfied with the current "50/50" distribution formula.

The "local option 1%" is city money.

All sales tax revenue belongs to the taxpayer. However, the reasons why certain taxes were established and what entity imposed the tax is also important. While initially authorized by the Legislature, the "local option 1%" was imposed by ordinance in each city—it was their local option to do so. Cities have based key economic decisions around the current tax structure. The "50/50" formula was created by Utah cities. Any changes need to come from the cities themselves and have the support of a consensus of all Utah communities.

3rd Quarter Local Option Sales Tax for Transportation (0.25%)

BACKGROUND

There are currently four "local option" transportation sales taxes authorized by Utah state code. These options are sometimes referred to as "quarters" (meaning quarters of a percent (0.25%), not calendar quarters). Davis County has imposed the first, second and fourth quarters. The third quarter is available for imposition by the County.

The third quarter is a tool for local governments to receive funding for priority transportation needs in their communities, including projects identified in the Regional Transportation Plan – the Wasatch Choice 2050 – and Utah's Unified Transportation Plan.

REVENUE GENERATION

Anticipated revenues from imposing the 3rd quarter 0.25% sales tax would total approximately $12.6 million annually in Davis County (countywide). The county legislative body has until June 30, 2022 to impose this quarter.

PROCESS FOR IMPOSITION

Action by the County is required to impose the local option sales tax.

In 2018, the Legislature passed Transportation Governance Amendments (SB136), which made some modifications to the local options, including giving the county legislative body the authority to impose the third quarter without a voter referendum.

The authority to impose this local option sales tax expires June 30, 2022.

ELIGIBLE USES

The eligible uses of the local option funds are defined by Utah Code 59-12-2217.

- The funds can be used for:
  - new capacity
  - congestion mitigation
  - corridor preservation
  - debt service or bond issuance costs
- The funds can be used for a project or service "relating to a regionally significant transportation facility", and can include the following types of facilities:
  - a principal arterial highway or minor arterial highway
  - a fixed guideway that extends across two or more cities or unincorporated areas
  - an airport of regional significance
  - a collector road.
- The projects or services must be part of the county and municipal master plan and the MPO (WFRC) regional transportation plans.
- The following are examples of eligible projects:
  - Road reconstruction with minor widening, widening, new construction, intersection improvements, corridor preservation (collector or greater).

  - Transit construction and corridor preservation.
  - Preliminary engineering, environmental studies, and project implementation or construction.
- The following are examples of ineligible projects:
  - Eminent domain
  - Maintenance
  - Stand-alone active transportation projects

PROCESS FOR PRIORITIZING FUNDS

The Code requires that a process be developed for prioritization of the funds:

- The Council of Governments (COG) shall develop a written prioritization process and submit the process to the Executive Appropriations Committee for approval.
  - The process must specify the weighted criteria, data, and application procedures that the COG will use to rank and prioritize projects.
  - The weighted criteria must include cost effectiveness, mitigation of regional congestion, compliance with applicable federal laws/regulations, economic impacts, tax revenues needed for maintenance and operations, and any other provisions the COG deems appropriate.
- Each year, the COG will create a priority list of regionally significant transportation facility projects or services using the written prioritization process.
  - The COG will use the weighting system to prioritize projects, and explain any deviations from the weighted ranks.
  - The COG also must hold a public hearing on the priority list.
  - The COG then submits the list to the county legislative body for approval.

Note: Utah Code 59-12-2218 creates another option for the 3rd quarter.

- A county, city or town can impose 0.10% or 0.25%.
- If 0.10%, the funds are deposited into UDOT's County of the 2nd Class State Highway Projects Fund to fund transportation or airport projects, or for airport projects.
- If 0.25%, the county determines expenditures of the funds, from projects recommended by the MPO
  - Must deposit 0.05% into Local Highway and Transportation Corridor Preservation Fund.
  - For the remaining 0.20%, uses include state or local highway (principal and minor arterials, major and minor collectors); public transit; class B & C roads; traffic and pedestrian safety (class B roads, curb and gutter, safety, traffic sign, traffic signal, street lighting, or combination); construction of active transportation facility that connects origins/destinations.

Together

WE CAN CLOSE THE GAP

ULCT is a non partisan, inter-local, government cooperative, working since 1907 to strengthen the quality of municipal government and administration of Utah's cities and towns. We represent 248 cities and towns and 1,380 mayors and council members. We look forward to working with you as we help grow and manage this great state.

MORE RESOURCES ON THE GAP

To explore more visit http://www.ulct.org/legislative-advocacy/legislative-priorities/housing/

NOW CLOSE THE GAP WITH THIS MAP

Take this open brochure and fold the woman's hand around the front. Set on your desk as a reminder that working together we can create a map for economical sustainable and inclusive growth.

UTAH LEAGUE OF CITIES AND TOWNS

ulct.org | (801) 328-1601

#MakingLifeBetter #CitiesWork

2018 2019

The way forward to affordably house a growing population

MAP to close the GAP

UTAH LEAGUE OF CITIES AND TOWNS

We are here

BUT HOW DID WE GET HERE?

According to recent HUD data, there is a gap in housing for Utahns living at the 50% Area Median Income Level (AMI) and below. This left an estimated shortfall of 43,500 housing units in 2017 due to a labor shortage and major increases in land values and material costs. Prior to the last recession there was a housing surplus. While we are on track in 2018 to eventually close the current gap it will take time and collaboration to do so.

Housing at 50% AMI and below is impossible to produce without subsidies and incentives. We lose about 1,000 affordable units per year due to redevelopment. And since 2000, we have added approximately 53,000 people each year. Where to from here?

This Map to Close the Gap is not a simple nor comprehensive set of directions on how to meet this challenge. Utah's housing shortage is multifaceted and will require all stakeholders to navigate it together. The following panels touch on tools that can help us find our way to closing the affordable housing gap.

1

WE ARE FELLOW TRAVELERS

Cities and towns hold some of the keys to address the state's most pressing housing issues. Federal, state, private, and non-profit partners, as well as residents, also hold critical keys.

This year, the ULCT membership overwhelmingly passed Resolution 2018-004. It affirms the commitment Utah's cities and towns have made to prepare for population growth through good planning, sound infrastructure, and smart policy.

ULCT members are committed to planning for and incorporating moderate income housing into their communities by complying with HB 259 (2018). This interim, we have been actively engaged with the Commission on Housing Affordability.

Members are also committed to examining their ordinances, general plans, and development processes to ensure that cities and towns are not the roadblock to progress on creating more housing.

2

FINDING OUR WAY

Each city might choose a different path, but here are some potential waypoints in planning for growth and closing the gap:

→ Incorporate a variety of housing—including for different income levels—that works for your community.

→ Facilitate density where appropriate, especially along core transportation routes.

→ Allow accessory dwelling units in all residential zones and reduce parking requirements where appropriate.

→ Zone for densities that facilitate housing at all income levels.

→ Determine if and how inclusionary housing can work in your community.

→ Preserve existing moderate income housing.

→ Explore whether deed-restricted housing works in certain projects.

3

MAKING THE JOURNEY SMOOTHER

Cities don't build housing, but there are a number of ways to help the process of planning and developing move more quickly and efficiently. Here are some ideas:

⊃ Provide elected officials, citizens, and developers education and resources regarding population growth and the affordability gap and what can be done to close it.

⊃ Streamline processes and prioritize affordable projects to speed up the time for a developer to get to building permit phase.

⊃ Update general plans to reflect planning for population growth and moderate income housing—especially along key transportation routes.

4

WHO IS PAYING FOR THIS TRIP?

Federal and state governments, as well as non-profit organizations, are critical in helping finance affordable housing. Here are some possible revenue sources we support:

$ Community Land Trusts can eliminate one of the most expensive elements of housing—land costs.

$ A one-time affordable housing bond could be used to rehabilitate or build new housing, provide technical planning assistance to smaller communities, and offset costs of impact fees and property taxes.

$ By sharing a small portion of state sales tax revenue, the state can provide a meaningful ongoing revenue stream.

$ Real Estate Transfer Taxes and/or Commercial Development Linkage Fees provide critical funds in most other states and should be considered in Utah.

5

LET'S BEGIN!

We all hold keys to closing the gap to affordable housing. ULCT is optimistic that our fellow travelers will work together to successfully meet the needs of our growing population.

Meanwhile, ULCT will continue to help map out how local government can guide the processes for building a beautiful and sustainable future for all in our state.

For more details, ideas, and information go to ulct.org. Explore ULCT's *Keys to Housing* and other resources. Stop by often for updates on relevant housing and land use legislation.

Still have questions or suggestions? Contact Rachel Otto at rotto@ulct.org or Cameron Diehl at cdiehl@ulct.org. Or call (801) 328-1601.

UTAH LEAGUE OF CITIES AND TOWNS

Commission on Housing Affordability
2019 draft legislation summary
(version 2019FL-0684/008)
November 29, 2018

ULCT has not yet taken a position on the draft bill. Our Legislative Policy Committee will meet on Dec. 10.

Background

Two bills the Legislature passed and ULCT supported in the 2018 session provide the foundation for Commission bill – HB 259 (Moderate Income Housing Amendments) and SB 136 (Transportation Governance Amendments).

HB 259 updated the moderate-income housing (MIH) plan requirements that have been in place for cities since 1996. MIH is defined as housing for households with a gross income of less than 80% of the city's area median income (AMI). A city's general plan must include three elements: transportation, land use, and as of the passage of HB 259, the moderate-income housing plan. In the MIH element, cities must include how they are planning for MIH over the next five years. The city must report on implementation of the plan every 2 years, including analyzing and publishing data on their moderate- and low-income housing stock, deed-restricted units, use of housing set-aside funds, and participation in Utah Housing Corporation, plus how the city is reducing regulatory barriers to housing and coordinating with neighboring jurisdictions and regional plans.

SB 136, which garnered the most attention for changing the governance of UTA, also requires UDOT to create strategic initiatives for state transportation funding that will include local land use and economic development potential. The rulemaking process is just now underway to determine the land use criteria and prioritization process for the Transportation Investment Fund. The objective is to facilitate transportation efficient land use.

What does the draft bill do?

The Commission bill adds to the foundation of HB 259 and SB 136 in two main ways: (1) adding elements that reinforce transportation-efficient land use into cities' general plans; and (2) providing specific strategies ("menu items") cities must consider adopting in their MIH plans.

(1) New transportation element requirements

- The bill defines a "major transit investment corridor." This expands the concept of transportation-oriented development (TOD) to include a public transit service that uses public transit ROW, dedicated road ROW (like Bus Rapid Transit), or fixed route bus corridors with an interlocal agreement. It gives local government and property owners some assurance that it can plan certain land uses (like high-density residential) around transit.
    - Note: this will also include rural "main streets" so that areas that don't have access to transit will not be disadvantaged; language is still in development.
- The city must correlate the transportation element with population projections and the proposed land use element of the general plan. It must also consider the regional transportation plan developed by the MPO or the long-range plan by UDOT if the city is not in an MPO area.

(2) New MIH plan requirements

This table shows the current and proposed strategies to promote planning for population growth and affordability identified in the bill. The intention is to give cities flexibility to incorporate the strategies that work best for their particular circumstances. The current draft requires cities to select two of the following elements. Cities don't build housing, but they hold the keys to planning, zoning, and regulatory barriers.

Items already in state law	**Proposed new additional items**
Rezone for densities necessary to assure production of MIH	Create/allow/reduce regulations for accessory dwelling units (ADUs)
Facilitate rehabilitation or expansion of infrastructure to encourage construction of MIH	Allow for housing in commercial and mixed-use zones
Encourage rehabilitation of uninhabitable stock into MIH	Encourage higher density or MIH near major transit investment corridors
Consider subsidies to waive construction-related fees	Eliminate or reduce parking requirements in certain areas
Consider state/fed funds and incentives to promote construction of MIH	Allow for Single Resident Occupancy (SRO) developments
Consider UHC, DWS, and AOG programs	Preserve existing MIH
	Consider services provided by a public housing authority
	Employ incentives for a developer to ensure long-term affordability (inclusionary housing/deed-restricted units)
	Other strategies to promote affordability

Why will cities comply?

Cities are already planning for population growth and recognize that they must use the keys they hold – zoning, land use, regulations – to help unlock the door to more residential development. Plus, **cities must be up-to-date on the MIH plan and reporting requirements in order to be eligible for Transportation Investment Fund (TIF) money. The TIF had $702 million last year, and cities want to be eligible .**

What else does the bill do?

The bill modifies the makeup of the Olene Walker Housing Loan Fund Board by adding one member with expertise in TOD and one member who represents rural interests.

The bill also includes a one-time appropriation of $20 million and ongoing appropriation of $4 million to the Olene Walker Low Income Housing Fund. Discussions are ongoing as to how that money will be allocated.

What's next? Is this the final bill?

No. ULCT and other stakeholders are still working on additional details that we hope to include in the bill and we expect to see more drafts. It's also important to note that this bill only addresses the keys local government holds – nothing in the bill at this point addresses keys that the federal or state government, developers, realtors, non-profits, financial institutions, or others might hold. It also does not address the rising costs of land, materials, and labor shortage, all of which are significant factors in increasing housing costs. Cities do not control keys over these market costs.

CENTERVILLE

Staff Backup Report
1/7/2020

Item No. 2.

Short Title: 4th of July Celebration Report

Initiated By: Brant Hanson

Scheduled Time:

SUBJECT

Kim and Brian Curnow will give an update on the 2019 4th of July celebration.

RECOMMENDATION

BACKGROUND

Kim and Brian Curnow were Co-Chairs for the 2019 July 4th Celebration.