

This 2020 Housing Units Report is being submitted by the Utah Department of Transportation (“UDOT”) to the Economic Development and Workforce Services Interim Committee and to the Commission on Housing Affordability pursuant to Utah Code Section 72-1-215. Pursuant to Section 72-1-215, this Report describes the number of housing units and the number of moderate income housing units, as defined in Section 72-1-215, that were permanently vacated or destroyed as a result of UDOT action in Fiscal Year 2020. As part of this Report, UDOT provides the following background information about how it acquires property.

When UDOT acquires property for funded transportation projects, it is required by the Utah and United States Constitutions to pay just compensation to the landowner.¹ This just compensation consists of the fair market value of the property acquired. Additionally, federal and state law provides procedures to pay the landowner for costs to move from the property and costs to acquire a new property. For federally funded projects, we look to the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended (42 U.S.C. 4601 *et seq.*), and 49 CFR Part 24. For state funded projects, we look to the Utah Relocation Assistance Act, Utah Code Title 57, Chapter 12 and Utah Administrative Code Rule R933-1.

Calculation of relocation benefits provided to landowners can be complicated, and varies from one property owner to another, but at a high level, the following benefits are provided to landowners who are required to move because of a transportation project:

- Advisory services (e.g., describing benefits available, how to apply for them, identifying the landowners needs, helping locate a new home to purchase, etc.)
- Payment for moving expenses
- Replacement Housing Payment
 - Regardless of the condition of the home that UDOT purchases, a landowner is entitled to move into a comparable replacement dwelling that is decent, safe, and sanitary and is functionally equivalent to their prior home. This means the replacement home must be:
 - Adequate in size to accommodate all current occupants
 - In an area that does not have adverse environmental conditions
 - In an area that is as desirable as the prior home

¹ Throughout the relocation process, homeowners maintain freedom to choose where and how they will move, and can move to any replacement home they may find, whether purchased or rented. Similarly, when a rental housing unit is acquired, the owner may choose to purchase other units on the market, invest in construction of a new housing unit, or choose to utilize the sale proceeds in another way.

- Reasonably accessible to the homeowner's place of employment
 - Currently available on the private market
 - Within the homeowner's financial means
- To ensure homeowners have access to property that meets these requirements, UDOT sometimes provides a supplemental payment to homeowners.
- Payment for Incidental Closing Expenses (e.g., title search, recording fees, mortgage prepayment penalties)

For more details on what relocation benefits are available to homeowners, please consult the above referenced regulations. You may also wish to review the Relocation Assistance Brochure prepared by UDOT's Right of Way Division available [here](#).

In addition, UDOT often buys land through the Marda Dillree Corridor Preservation Fund when there is a landowner hardship or development appears imminent. These purchases occur before projects are funded, and must be approved by the Utah Transportation Commission. Corridor preservation acquisitions differ from other acquisitions because they are voluntary sales with a willing seller well in advance of projects, so relocation benefits are not available. UDOT holds and manages these parcels to generate rental income until they are needed by funded transportation projects.

UDOT Projects

UDOT's Mission is to bring innovative transportation solutions that strengthen Utah's economy and enhance quality of life. We do this by focusing on three Strategic Goals: (1) Zero Crashes, Injuries, and Fatalities; (2) Preserve Infrastructure; and (3) Optimize Mobility. Each of our transportation projects serves one or more of these Goals and helps Keep Utah Moving. Below we briefly describe each of the projects that have led to housing units being permanently vacated or destroyed, and provide the data required by Section 72-1-215 for each project.

US-89: Farmington to I-84 (Davis County)

The project will improve traffic flow and safety in Davis County by widening U.S. 89 to three lanes in each direction from Main Street in Farmington to State Route 193 in Layton. The project will also replace existing intersections with freeway-style interchanges to eliminate conflict points, which improves traffic flow and safety.

- 40 housing units were permanently vacated or destroyed; of those housing units:
 - Acquired with corridor preservation funds: 27
 - Owner occupied: 8
 - Renter occupied: 32
- Breakdown by bedrooms for all 40 housing units permanently vacated or destroyed:
 - 1 bedroom: 0
 - 2 bedrooms: 4
 - 3 bedrooms: 14
 - 4 or more bedrooms: 22
- Of the 40 housing units, there were 33 moderate income housing units, with the following breakdown by bedrooms:
 - 1 bedroom: 0
 - 2 bedrooms: 4
 - 3 bedrooms: 11
 - 4 or more bedrooms: 18

Bangerter Highway 3 Interchanges (Salt Lake County)

This project is a continuation of UDOT's multi-year effort to upgrade Bangerter Highway by replacing existing intersections with freeway-style interchanges at 6200 South, 10400 South, and 12600 South. These new interchanges eliminate conflict points, which improves traffic flow and safety.

- 9 housing units were permanently vacated or destroyed; of those housing units:
 - Acquired with corridor preservation funds: 3
 - Owner occupied: 9
 - Renter occupied: 0
- Breakdown by bedrooms for all 9 housing units permanently vacated or destroyed:
 - 1 bedroom: 0
 - 2 bedrooms: 0
 - 3 bedrooms: 3
 - 4 or more bedrooms: 6
- Of the 9 housing units, there were 0 moderate income housing units.

West Davis Corridor (*Davis County*)

West Davis is a new 19-mile, 4-lane divided highway project currently planned to be constructed in western Davis County to serve the growing population .

- 7 housing units were permanently vacated or destroyed; of those housing units:
 - Acquired with corridor preservation funds: 3
 - Owner occupied: 5
 - Renter occupied: 2
- Breakdown by bedrooms for all 7 housing units permanently vacated or destroyed:
 - 1 bedroom: 0
 - 2 bedrooms: 2
 - 3 bedrooms: 3
 - 4 or more bedrooms: 2
- Of the 7 housing units, there were 3 moderate income housing units, with the following breakdown by bedrooms:
 - 1 bedroom: 0
 - 2 bedrooms: 2
 - 3 bedrooms: 1
 - 4 or more bedrooms: 0

These are the only three UDOT projects that have led to housing units being permanently vacated or destroyed. In conclusion, UDOT would like to extend its thanks to the Housing and Community Development Division of the Utah Department of Workforce Services for its assistance in providing data to support UDOT's efforts to properly identify moderate income housing units.