



**THE CITY OF WEST
JORDAN
COMMITTEE OF THE
WHOLE MEETING
September 09, 2025**

[VIEW THE MEETING](#)



8000 S Redwood Road,
3rd Floor
West Jordan, UT 84088

Welcome to Committee of the Whole meeting!

While the Council encourages in-person attendance, you may attend virtually by using the links in the top right corner.

WEST JORDAN PUBLIC MEETING RULES

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WORK SESSION 4:00 pm

1. CALL TO ORDER

2. DISCUSSION TOPICS

- a. Presentation of the Impact Fee Facilities Plan (IFFP) and Impact Fee Analysis (IFA) for the proposed updates to road impact fees
- b. Discussion on Adding Housing as a Limited Use in Commercial Zones
- c. Discussion on Possible Regulations for Exterior Lighting in Residential Zones
- d. Discussion on Permitting and Regulating the Use of Golf Carts on City Streets

3. ADMINISTRATIVE ITEMS

Topics not included on the agenda, brought up for discussion to address matters of importance or items needing prompt attention. Final action on these topics will not be taken at this meeting.

4. ADJOURN

Please note at the conclusion of this meeting, the Council will convene for its Regular Council meeting.

UPCOMING MEETINGS

- Tuesday, September 23, 2025 – Committee of the Whole (4:00p) – Regular City Council (7:00p)
- CANCELED – Tuesday, September 30, 2025 – Committee of the Whole (6:00p) –

CANCELED

- Tuesday, October 14, 2025 – Committee of the Whole (4:00p) – Regular City Council
(7:00p)
- Tuesday, October 28, 2025 – Committee of the Whole (4:00p) – Regular City Council
(7:00p)

CERTIFICATE OF POSTING

I certify that the foregoing agenda was posted at the principal office of the public body, on the Utah Public Notice website <https://www.utah.gov/pmn/>, on West Jordan City's website <https://westjordan.primegov.com/public/portal>, and notification was sent to the Salt Lake Tribune, Deseret News, and West Jordan Journal.

Posted and dated September 5, 2025 Cindy M. Quick, MMC, Council Office Clerk



REQUEST FOR COUNCIL ACTION

Action: Provide information to Council

Meeting Date Requested : 09/09/2025

Presenter: Becky Condie / Fred Philpot LRB

Deadline of item : 09/09/2025

Applicant:

Department Sponsor: Admin. Services

Agenda Type: DISCUSSION TOPICS

Presentation Time: 20 Minutes

(Council may elect to provide more or less time)

1. AGENDA SUBJECT

Presentation of the Impact Fee Facilities Plan (IFFP) and Impact Fee Analysis (IFA) for the proposed updates to road impact fees

2. EXECUTIVE SUMMARY

The draft IFFP and IFA have been prepared by outside consultants, Wall Consultant Group (WCG) and LRB Public Finance Advisors (LRB). They will be presenting their methodology and draft report to the Council. Following the presentation of the study, Council is being asked to provide guidance on the report and the fees they would like presented by ordinance for the September 23, 2025 public hearing.

3. TIME SENSITIVITY / URGENCY

The timeline for this item includes the following considerations:

- Council review of the IFFP and IFA (COTW on 9/9/2025)
- Public hearing and adoption of the fees on 9/23/25
- 90-day waiting period before taking effect on 1/1/26

4. FISCAL NOTE

The financial impact depends on the fees adopted and is discussed in the IFA.

5. ADMINISTRATIVE STAFF ANALYSIS

Impact fee studies should be updated every 3-5 years. The City's current impact fee study for roads was completed in May 2017. In October 2021, the City selected LRB Public Financial Advisors to complete an impact fee analysis.

Based on the city's Transportation Master Plan adopted in September 2024, WCG prepared the IFFP. LRB then used information from the IFFP and staff input to prepare the IFA and calculate the recommended road impact fees.

Our consultant from LRB, Fred Philpot, will present the study, explain the methodology used, and present an updated fee for the services. This presentation will allow for open dialogue between the Council, staff, and the consultant.

6. MAYOR RECOMMENDATION

7. COUNCIL STAFF ANALYSIS

Explained within the IFA draft (Attachment A), the purpose of the Transportation Impact Fee Analysis (IFA) is to fulfill the requirements established in [Utah Code Title 11 Chapter 36a](#), the “Impact Fee Act,” and help West Jordan City (the City) plan necessary capital improvements for future growth. The IFA document will determine the appropriate impact fee the City may charge to new growth to maintain the level of service (LOS) for the transportation system. This analysis is supported by the 2025 West Jordan Impact Fee Facilities Plan (IFFP) and the 2024 Transportation Master Plan (TMP).

Also as explained within the IFFP itself (Attachment C), the purpose of the West Jordan City Transportation Impact Fee Facilities Plan (IFFP) is to identify public roadway improvements that are needed to accommodate anticipated development and to evaluate the amount that is impact fee eligible. Utah law requires cities to prepare an IFFP prior to preparing an impact fee analysis (IFA) and establishing an impact fee. According to [Utah State Code Title 11, Chapter 36a, Section 302](#), the IFFP is required to accomplish the following:

- Identify the existing level of service (LOS)
- Establish a proposed LOS
- Identify any excess capacity to accommodate future growth at the proposed LOS
- Identify demands placed upon existing public facilities by new development activity at the proposed LOS
- Identify the means by which the political entity will meet those growth demands
- Include a general consideration of all potential revenue sources to finance system improvements

8. POSSIBLE COUNCIL ACTION

The Council may choose to:

1. Move the item forward to a future Council Meeting for consideration and possible final action;
2. Continue the item to a future Committee of the Whole meeting;
3. As applicable, refer the item to the Planning Commission, a Council Subcommittee, or an Ad Hoc Committee;
4. Table the item indefinitely;
5. Make requests of Council Staff, Administrative Staff, or the Mayor for information by way of four agreeing Council Members.

9. ATTACHMENTS

Transportation Impact Fee Analysis
Transportation Master Plan Amendment Memo
Impact Fee Facilities Plan



PUBLIC
FINANCE
ADVISORS

LEWIS | ROBERTSON | BURNINGHAM



WEST
JORDAN
CITY, UTAH

AUGUST 2025

IMPACT FEE ANALYSIS (IFA)
TRANSPORTATION

PREPARED BY:

LRB PUBLIC FINANCE ADVISORS

FORMERLY LEWIS YOUNG ROBERTSON & BURNINGHAM INC.

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IMPACT FEE CERTIFICATION

IFA CERTIFICATION

LRB Public Finance Advisors certifies that the Impact Fee Analysis (IFA) prepared for transportation:

1. includes only the costs of public facilities that are:
 - a. allowed under the Impact Fees Act; and
 - b. actually incurred; or
 - c. projected to be incurred or encumbered within six years after the day on which each impact fee is paid;
2. does not include:
 - a. costs of operation and maintenance of public facilities;
 - b. costs for qualifying public facilities that will raise the level of service for the facilities, through impact fees, above the level of service that is supported by existing residents;
 - c. an expense for overhead, unless the expense is calculated pursuant to a methodology that is consistent with generally accepted cost accounting practices and the methodological standards set forth by the federal Office of Management and Budget for federal grant reimbursement;
 - d. offsets costs with grants or other alternate sources of payment; and
3. complies with every relevant respect with the Impact Fees Act.

LRB Public Finance Advisors makes this certification with the following caveats:

1. All the recommendations for implementation of the IFFP made in the IFFP documents or in the IFA documents are followed by City Staff and elected officials.
2. If all or a portion of the IFFP or IFA are modified or amended, this certification is no longer valid.
3. All information provided to LRB is assumed to be correct, complete, and accurate. This includes information provided by the City as well as outside sources.

LRB PUBLIC FINANCE ADVISORS



DEFINITIONS

The following acronyms or abbreviations are used in this document:

AADT: Average Annual Daily Trips

IFA: Impact Fee Analysis

IFFP: Impact Fee Facilities Plan

KSF: 1,000 Square Feet

LOS: Level of Service

LRB: LRB Public Finance Advisors

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SECTION I: EXECUTIVE SUMMARY

The purpose of the Transportation Impact Fee Analysis (IFA) is to fulfill the requirements established in Utah Code Title 11 Chapter 36a, the "Impact Fee Act," and help West Jordan City (the City) plan necessary capital improvements for future growth. This document will determine the appropriate impact fee the City may charge to new growth to maintain the level of service (LOS) for the transportation system. This analysis is supported by the 2025 West Jordan Impact Fee Facilities Plan (IFFP) and the 2024 Transportation Master Plan (TMP).

- **Impact Fee Service Area:** The impact fees related to transportation will be assessed within the proposed Service Area as shown in **Figure 3.1**.
- **Demand Analysis:** The demand unit utilized in this analysis are trips on existing and proposed roadways. As residential and commercial growth occurs within the City, it generates new trips on existing and proposed roadways. The capital improvements identified in this study are designed to maintain the current level of service for new growth.
- **Level of Service:** LOS assesses the level of congestion on a roadway segment or intersection. LOS is measured using a letter grade A through F, where A represents free flowing traffic with absolutely no congestion and F represents grid lock. The City has adopted an acceptable standard of LOS D for its street network and intersections.
- **Excess Capacity:** It is anticipated that new development will benefit from the existing roadways that have been constructed within the service area. Approximately 12.9 percent of the system is attributed to the demand within the IFFP planning horizon. As a result, **\$14.9M** of the total original system cost is included in this analysis, based on the original cost of system improvements as identified in the City's financial records.
- **Capital Facilities Analysis:** The IFFP has identified **\$75.5M** in city-funded improvements needed within the next ten years, based on construction timing and inflation of five percent annually. A total of **\$44.6M** is related to the demand within the next ten years.
- **Financing of Future Facilities:** The future capital projects which are intended to serve new growth will be financed using impact fees, transportation funding, general fund revenues, or inter-fund loans. The costs associated with future debt are not included in the Impact Fee Analysis.

PROPORTIONATE SHARE ANALYSIS

The proportionate share analysis determines the cost assignable to new development based on the proposed capital projects and the new growth served by the proposed projects. The impact fee per trip is **\$558.27** as shown in **Table 1.1** below.

TABLE 1.1: PROPORTIONATE SHARE ANALYSIS

	TOTAL COST	ALLOCATION TO IFFP	COST TO IFFP	TRIPS SERVED	COST PER TRIP
Existing Facilities	\$115,436,821	12.9%	\$14,917,703	106,687	\$139.83
Future Roadways	\$44,180,659	52.5%	\$23,172,976	106,687	\$217.21
Future Intersections	\$31,301,160	68.5%	\$21,433,079	106,687	\$200.90
Professional Expense (IFFP/IFA)	\$36,160	100.0%	\$36,160	106,687	\$0.34
TOTAL					\$558.27

IMPACT FEE SUMMARY BY LAND USE TYPE

The impact fee by land use type is illustrated in Table 1.2.

TABLE 1.2: IMPACT FEE SUMMARY BY LAND USE TYPE

LAND USE CATEGORY	LAND USE GROUP	DEMAND UNIT	ITE CODE	AVG. DAILY TRIP RATE	PASS BY REDUCTION	% NEW TRIPS	NET NEW TRIPS	PROPOSED FEE
Light Industrial	Industrial	KSF	110	4.87	0%	100%	4.87	\$2,719
Warehouse		KSF	150	1.71	0%	100%	1.71	\$955
Mini-Warehouse		KSF	151	1.45	0%	100%	1.45	\$809
Single Family	Residential	dwelling	210	9.43	0%	100%	9.43	\$5,264
Multifamily Housing (Low-Rise)		dwelling	220	6.74	0%	100%	6.74	\$3,763
Multifamily Housing (Mid-Rise)		dwelling	221	4.54	0%	100%	4.54	\$2,535
Assisted Living		beds	254	2.60	0%	100%	2.60	\$1,451
Hotel	Lodging	rooms	310	7.99	0%	100%	7.99	\$4,461
Motel		rooms	330	3.35	0%	100%	3.35	\$1,870
Public Elementary School	Institutional	Students	520	2.27	0%	100%	2.27	\$1,267
Public High School		Students	530	4.11	0%	100%	4.11	\$2,294
University/College		Students	550	1.56	0%	100%	1.56	\$871
Church		KSF	560	7.60	0%	100%	7.60	\$4,243
Day Care	Medical	KSF	565	47.62	44%	56%	26.67	\$14,889
Hospital		KSF	610	10.77	0%	100%	10.77	\$6,013
Nursing Home		KSF	620	6.75	0%	100%	6.75	\$3,768
General Office	Office	KSF	710	10.84	0%	100%	10.84	\$6,052
Medical/Dental Office		KSF	720	36.00	0%	100%	36.00	\$20,098
Free-Standing Discount Store		KSF	815	53.87	20%	80%	43.10	\$24,061
Shopping Center	Retail/Service	KSF	820	37.01	29%	71%	26.28	\$14,671
Automobile Sales (New)		KSF	840	27.84	0%	100%	27.84	\$15,542
Automobile Sales (Used)		KSF	841	27.06	0%	100%	27.06	\$15,107
Supermarket		KSF	850	93.84	24%	76%	71.32	\$39,816
Convenience Market-24 hr		KSF	851	762.28	51%	49%	373.52	\$208,524
Pharmacy/Drugstore with Drive-Through Window		KSF	881	108.40	49%	51%	55.28	\$30,861
Drive-In Bank		KSF	912	100.35	35%	65%	65.23	\$36,416
Auto Parts Sales		KSF	843	54.57	43%	57%	31.10	\$17,362
Restaurant: Sit-Down	Restaurant/Drinking	KSF	932	107.20	43%	57%	61.10	\$34,110
Fast Food, w/Drive-Up		KSF	934	467.48	55%	45%	210.37	\$117,443

Source: ITETripGen Web-Based App, Trip Generation Manual, 11th Edition, Accessed 4.24.2025

Adjustment factors based on "List of Land Uses with Vehicle Pass-By Rates and Data", ITE Generation Manual, 11th Edition, Accessed 4.24.2025

NON-STANDARD IMPACT FEES

The City reserves the right under the Impact Fees Act to assess an adjusted fee that more closely matches the true impact that the land use will have upon public facilities.¹ This adjustment could result in a different impact fee if the City determines that a particular user may create a different impact than what is standard for its land use. The City may also decrease the impact fee if the developer can provide documentation, evidence, or other credible analysis that the proposed impact will be lower than what is proposed in this analysis. The formula for a non-standard impact fee is as follows:

FORMULA FOR NON-STANDARD TRANSPORTATION IMPACT FEES:

Total Demand Units x Estimated Trips per Unit x Adjustment Factors x \$558.27 = Impact Fee per Unit

CONSIDERATION OF ALL REVENUE SOURCES

The Impact Fees Act requires this document consider all revenue sources to finance the impacts on system improvements, including: (a) grants; (b) bonds; (c) interfund loans; (d) impact fees; and (e) anticipated or accepted dedications of system improvements. See **Section V** for further discussion regarding the consideration of revenue sources.

EXPENDITURE OF IMPACT FEES

While this plan addresses a 10-year planning horizon, legislation requires that impact fees should be spent or encumbered within six years after each impact fee is paid. Impact fees collected in the IFFP planning horizon should be spent only on those projects outlined in the IFFP as growth-related costs to maintain the LOS.

GROWTH-DRIVEN EXTRAORDINARY COSTS

The City does not anticipate any extraordinary costs necessary to provide services to future development.

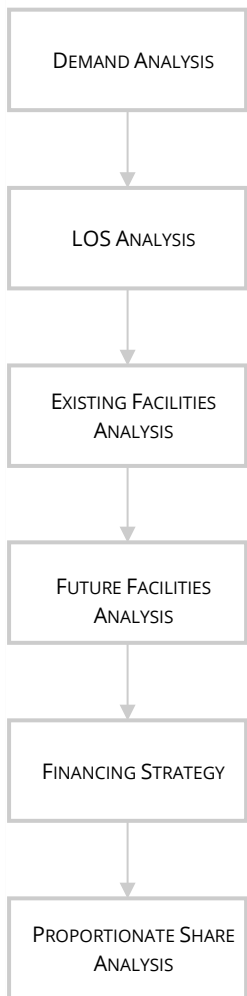
SUMMARY OF TIME PRICE DIFFERENTIAL

The Impact Fees Act allows for the inclusion of a time price differential to ensure that the future value of costs incurred at a later date is accurately calculated to include the costs of construction inflation. A five percent annual construction inflation adjustment is applied to the proposed capital improvements identified in this analysis. The impact fee analysis should be updated regularly to account for changes in cost estimates over time.

¹ 11-36a-402(1)(c)

SECTION II: GENERAL IMPACT FEE METHODOLOGY

FIGURE 2.1: IMPACT FEE METHODOLOGY



The purpose of this study is to fulfill the requirements of the Impact Fees Act regarding the establishment of an IFFP and IFA. The IFFP is designed to identify the existing LOS and the demands placed upon existing public facilities by future development and evaluate how these demands will be met. The IFFP is also intended to outline the system improvements which are intended to be funded by impact fees.

The IFA is designed to proportionately allocate the cost of the new public facilities and any excess capacity to new development, while ensuring that all methods of financing are considered. Each component must consider the existing level of service (LOS) provided to existing development and ensure that impact fees are not used to raise that level of service. The following elements are important considerations when completing an IFFP and IFA.

DEMAND ANALYSIS

The demand analysis serves as the foundation for the IFFP. This element focuses on a specific demand unit related to each public facility – the existing demand on public facilities and the future demand as a result of new development that will impact public facilities.

LEVEL OF SERVICE ANALYSIS

The demand placed upon existing public facilities by existing development is known as the existing “Level of Service” (LOS). Through the inventory of existing facilities, combined with the growth assumptions, this analysis identifies the level of service which is provided to a community’s existing residents and ensures that future facilities maintain these standards. Any excess capacity identified within existing facilities can be apportioned to new development. Any demand generated from new development that overburdens the existing public facilities beyond the existing capacity justifies the construction of new public facilities.

EXISTING FACILITY INVENTORY

In order to quantify the demands placed upon existing public facilities by new development activity, to the extent possible, the Impact Fee Facilities Plan provides an inventory of the existing public facilities. The inventory valuation should include the original construction cost and estimated useful life of each facility. The inventory of existing facilities is important to properly determine the excess capacity of existing facilities and the utilization of excess capacity by new development.

FUTURE CAPITAL FACILITIES ANALYSIS

The demand analysis, existing facility inventory, and LOS analysis allow for the development of a list of capital projects necessary to serve new growth and to maintain the existing LOS. This list includes any excess capacity of existing facilities as well as future system improvements necessary to maintain the level of service.

FINANCING STRATEGY

This analysis must also include a consideration of all revenue sources, including impact fees, future debt costs, alternative funding sources, and the dedication of system improvements, which may be used to obtain or finance system improvements.² In conjunction with this revenue analysis, there must be a determination that impact fees are necessary to maintain the existing LOS.³

PROPORTIONATE SHARE ANALYSIS

The written impact fee analysis (IFA) is required under the Impact Fees Act and must identify the impacts placed on public facilities by development activity and how these impacts are reasonably related to the new development. The written impact fee analysis (IFA) must include a proportionate share analysis, clearly detailing that the cost of future or existing (that have excess capacity) public facilities improvements are roughly proportionate to the reasonably related to the service demands needed for any new development activity. A local political subdivision or private entity may only impose impact fees on development activities when its plan for financing system improvements establishes that impact fees are necessary to maintain the existing level of service (UCA 11-36a-302 (3)). The City has determined that assessing impact fees on development activities are necessary to maintain the existing level of services into the future

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² 11-36a-302(2)

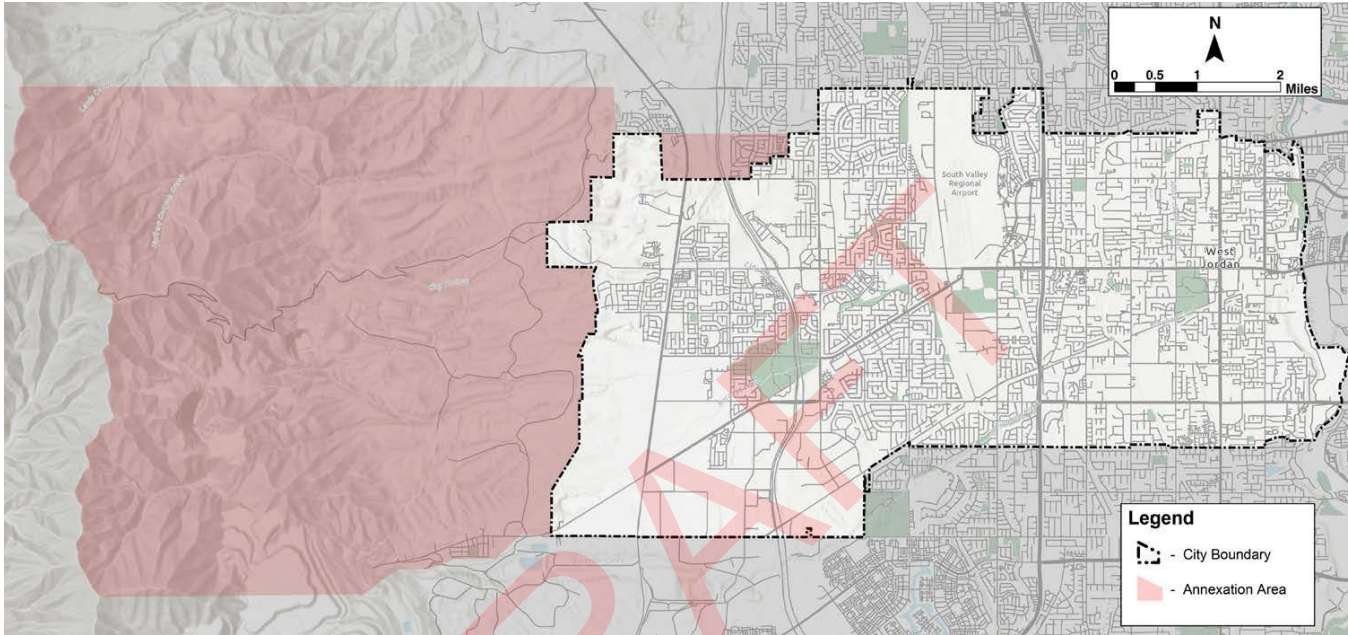
³ 11-36a-302(3)

SECTION III: OVERVIEW OF SERVICE AREA, DEMAND, AND LEVEL OF SERVICE

SERVICE AREA

Figure 3.1 illustrates the proposed impact fee service area, which incorporates the entire municipal boundary of the City. The impact fees related to transportation will be assessed within the proposed service area.

FIGURE 3.1: PROPOSED SERVICE AREA



DEMAND UNITS

The demand units utilized in this analysis are based on undeveloped residential and commercial land and the new trips generated from these land-use types. As residential and commercial growth occurs within the City, additional trips will be generated on the City's roadways. The transportation capital improvements identified in this study are based on maintaining the current level of service as defined by the City. The proposed impact fees are based upon the projected growth in demand units which are used as a means to quantify the impact that future users will have upon the City's system. The demand unit used in the calculation of the transportation impact fee is based upon each land use category's impact and road usage characteristics expressed in the number of trips generated. The existing and future trip statistics used in this analysis were prepared by the City and their engineers based on existing modeling software.

To determine the proportionate impact from each land use type, the existing trips are allocated to the different land use types based on trip statistics as presented in the Institute of Traffic Engineers (ITE) Trip Generation Manual, 11th Edition. The most common method of determining growth is measuring the number of trips within a community based on existing and future land uses. Appropriate adjustment factors are applied to remove pass-by traffic. Based on the growth in trips, the City will need to expand its current facilities to accommodate new growth. Growth from new development will create an additional 106,687 trips by 2033, as shown in **Table 3.1**.

TABLE 3.1: PROJECTED NEW TRIPS OVER IFFP PLANNING HORIZON

	2023	2033	2050 (BUILDOUT)
Total Trips	586,103	692,790	825,570
New Trips		106,687	239,467
Source: IFFP, p. 7 WCG			

LEVEL OF SERVICE

LOS assesses the level of congestion on a roadway segment or intersection. LOS is measured using a letter grade A through F, where A represents free flowing traffic with absolutely no congestion and F represents grid lock. West Jordan City has adopted an acceptable standard of LOS D for its street network and intersections.⁴

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⁴ See West Jordan Transportation Master Plan, 2024 p.18

SECTION IV: EXISTING FACILITIES INVENTORY

EXCESS CAPACITY & BUY-IN

Transportation impact fees are justified when trips are added to system-wide roadways that are at or nearing capacity or when new system-wide roadways are needed to meet the demands of growth. A buy-in component is contemplated for the roadways that have sufficient capacity to handle new growth while maintaining safe and acceptable levels of service.

EXISTING TRANSPORTATION SYSTEM BUY-IN

The determination of a buy-in component related to existing infrastructure is based on proportionate trips generated within the IFFP planning horizon. The eligible system value is used to determine the appropriate buy-in fee. City records indicate that the transportation system is valued at \$202M. However, only approximately \$115M is considered system improvements, with the remaining considered project improvements or have a life expectancy that is less than ten years⁵, and therefore removed from the analysis. It is anticipated that new development will benefit from the existing roadways that have been constructed within the service area. Approximately 12.9 percent of the total demand on the system through buildout will occur within the IFFP planning horizon. As a result, \$14,917,703 of the total original system cost is included in this analysis, as shown in **Table 4.1**.

TABLE 4.1: ALLOCATION OF BUY-IN COMPONENT

Original Value Total	\$201,874,264
Eligible System Total	\$115,436,821
% IFFP Demand of Buildout	12.9%
TOTAL BUY-IN	\$14,917,703
Source: West Jordan Depreciation Schedule	

⁵ 11-36a-102(17)



SECTION V: CAPITAL FACILITY ANALYSIS

FUTURE CAPITAL PROJECTS

The IFFP has identified the growth-related projects needed within the next 10 years. Capital projects related to curing existing deficiencies were not included in the calculation of the impact fees. Total future projects applicable to new development are shown below. **Table 5.1** summarizes the estimated cost of future **roadway** capital improvements within the Service Area, as identified in the IFFP. The total cost in the IFFP that isn't funded by outside funding sources is \$44,180,659, based on construction timing and inflation of five percent annually. A total of \$23,172,976, or 52.5 percent, is related to the demand within the next 10 years. Additional details are provided in **Appendix A**.

TABLE 5.1: SUMMARY OF FUTURE ROADWAY SYSTEM IMPROVEMENTS WITHIN IFFP PLANNING HORIZON

#	PROJECT	TYPE	YEAR*	BASE COST (2024\$)	CONST. YR. COST	% OUTSIDE FUNDED	% CITY FUNDED	% TO IFA	COST TO IFA
1-1	7000 S Widening from Bangerter Hwy to Redwood Rd	Widening	2029	\$43,280,000	\$55,237,466	93%	7%	79%	\$2,954,265
1-2	7800 S Widening from Redwood Rd to Bingham Junction Boulevard	Widening	2033	\$19,632,000	\$30,455,676	93%	7%	77%	\$1,587,623
1-3	7800 S Widening from SR-111 to 5600 W	Widening	2025	\$18,904,081	\$19,849,285	93%	7%	92%	\$1,236,293
1-4	9000 S New Construction from SR-111 to New Bingham Hwy	New Construction	2027	\$38,340,000	\$44,383,343	93%	7%	49%	\$1,472,329
1-5	9000 S Widening from New Bingham Hwy to Bangerter Hwy	Widening	2035	\$65,950,000	\$112,796,881	100%	0%	UDOT FUNDED	
1-6	9000 S Widening from Bangerter Hwy to Redwood Rd	Widening	2035	\$56,970,000	\$97,438,033	100%	0%	UDOT FUNDED	
1-7	10200 S Widening from Bacchus Hwy to Mountain View Corridor	Widening	2033	\$19,410,000	\$30,111,281	96%	4%	14%	\$171,237
1-8	SR-111/Bacchus Hwy Widening from 5400 S to South Jordan Parkway (11000 S)	Widening	2033	\$156,590,000	\$242,922,485	100%	0%	UDOT FUNDED	
1-9	Mountain View Corridor Widening from Old Bingham Hwy to Porter Rockwell Blvd	Widening	2027	\$490,000,000	\$567,236,250	100%	0%	UDOT FUNDED	
1-10	7000 S New Construction from WJC Limits to 6100 W	New Construction	2033	\$29,390,000	\$45,593,536	93%	7%	58%	\$1,790,276
1-11	8600 S New Construction from WJC Limits to 5600 W	New Construction	2025	\$42,320,000	\$44,436,000	93%	7%	26%	\$782,162
1-12	7200 W New Construction from 8200 S to 9000 S	New Construction	2033	\$27,690,000	\$42,956,278	93%	7%	13%	\$378,058
1-13	6700 W New Construction from 8600 S to Wells Park Rd	New Construction	2033	\$26,550,000	\$41,187,764	93%	7%	30%	\$836,523
1-14	9000 S New Construction from City Limits to SR-111	New Construction	2033	\$18,990,000	\$29,459,723	93%	7%	79%	\$1,575,594
1-15	7800 S Operations from Bangerter Hwy to Jaguar Drive	Operations	2030	\$3,500,000	\$4,690,335	100%	0%	UDOT FUNDED	
1-16	7800 S Widening from Jaguar Drive to Redwood Rd	Widening	2032	\$21,550,000	\$31,839,165	100%	0%	UDOT FUNDED	
1-17	9400 S New Construction from SR-111 to 6700 W	New Construction	2033	\$9,696,000	\$15,041,678	93%	7%	8%	\$81,466
1-18	7800 S New Construction from SR-111 to Tracks	New Construction	2033	\$15,300,000	\$23,735,322	93%	7%	73%	\$1,173,023
1-19	Old Bingham Hwy: 5600 W to Mountain View Corridor	Widening	2033	\$7,053,889	\$10,942,897	0%	100%	75%	\$8,207,173
1-20	5600 W: Park and Ride to 10200 S	New Construction	2033	\$3,207,544	\$4,975,954	100%	0%	WFRC, SJC FUNDED	



#	PROJECT	TYPE	YEAR*	BASE COST (2024\$)	CONST. YR. COST	% OUTSIDE FUNDED	% CITY FUNDED	% TO IFA	COST TO IFA
1-21	Wells Park Road Extension to 6700 W	New Construction	2025	\$2,865,472	\$3,008,746	100%	0%	DEVELOPER FUNDED	
1-22	Verdigris Drive New Construction	New Construction	2033	\$2,853,078	\$4,426,060	100%	0%	DEVELOPER FUNDED	
1-23	Copper Rim Drive: 7000 S to Verdigris Drive	New Construction	2033	\$4,593,183	\$7,125,534	100%	0%	DEVELOPER FUNDED	
1-24	Wood Ranch Collector	New Construction	2030	\$14,867,735	\$19,924,187	100%	0%	DEVELOPER FUNDED	
1-25	New Sycamore Drive; 7000 S to 7800 S	New Construction	2030	\$11,000,835	\$14,742,171	100%	0%	DEVELOPER FUNDED	
1-26	6200 S; 4800 W to Bangerter	Widening	2033	\$34,120,000	\$52,931,319	97%	3%	29%	\$415,680
1-27	4000 W; Old Bingham Hwy to South Jordan Border	Widening	2033	\$17,367,169	\$26,942,179	93%	7%	0%	\$0
1-28	6600 W; Wells Park Rd to Old Bingham Hwy	New Roadway	2025	\$11,052,889	\$11,605,533	100%	0%	DEVELOPER FUNDED	
1-29	7400 S; SR-111 to Wood Ranch Collector	New Roadway	2030	\$8,737,707	\$11,709,363	100%	0%	DEVELOPER FUNDED	
1-30	New Bingham Hwy	Widening	2030	\$3,604,577	\$4,830,478	100%	0%	DEVELOPER FUNDED	
1-31	7400 S from 6700 W to SR-111	New Construction	2027	\$2,751,955	\$3,185,732	0%	100%	13%	\$414,145
1-32	7400 S New Construction from Brook Maple Way to Verdigris Drive	New Construction	2033	\$5,780,000	\$8,966,677	93%	7%	16%	\$97,127
1-33	Haven Maple Drive to Fallwater Drive	New Construction	2033	\$5,949,077	\$9,228,971	100%	0%	DEVELOPER FUNDED	
TOTAL				\$1,239,867,191	\$1,673,916,301	97%	3%		\$23,172,976

Source: IFFP, p. 15

* Based on review by City staff. Project year may differ from that in the IFFP.

Table 5.2 summarizes the future cost of **intersection** capital improvements in the IFFP. The total cost in the IFFP that isn't funded by outside funding sources is \$31,301,160. The total intersection cost attributable to the IFFP is \$21,433,079, or 68.5 percent. Additional details are provided in **Appendix A**.

TABLE 5.2: SUMMARY OF FUTURE SIGNALIZATION SYSTEM IMPROVEMENTS WITHIN IFFP PLANNING HORIZON

#	PROJECT	IMPROVEMENT	YEAR*	BASE COST (2024\$)**	CONST. YR. COST	% OUTSIDE FUNDED	% CITY FUNDED	% TO IFA	COST TO IFA
1-A	4000 W & Old Bingham - Realignment to N	Realignment	2027	\$5,000,000	\$5,795,147	0%	100%	77%	\$4,462,264
1-B	Prosperity & 10200 S	Signal	2025	\$400,000	\$420,716	50%	50%	56%	\$117,801
1-C	5490 W & 7800 S	Roundabout	2028	\$1,500,000	\$1,826,211	50%	50%	93%	\$849,188
1-D	3200 W & Jordan Line Parkway	Signal	2026	\$375,000	\$413,438	100%	0%	DEVELOPER FUNDED	
1-E	7200 W & 8200 S	Roundabout	2033	\$1,499,551	\$2,326,296	0%	100%	100%	\$2,326,296
1-F	7200 W & 8600 S	Roundabout	2033	\$1,253,248	\$1,944,199	100%	0%	DEVELOPER FUNDED	
1-G	6700 W & 8600 S	Roundabout	2025	\$1,458,767	\$1,536,498	0%	100%	99%	\$1,521,133
1-H	Airport Rd & 7000 S	Signal	2025	\$375,000	\$394,358	0%	100%	71%	\$279,994
1-I	Mountain View Corridor Interchange	New Interchange	2033	\$50,000,000	\$77,566,411	100%	0%	UDOT FUNDED	
1-J	Mountain View Corridor Interchange	New Interchange	2033	\$50,000,000	\$77,566,411	100%	0%	UDOT FUNDED	
1-K	Gardner Lane and Redwood Road	Intersection Improvements	2025	\$718,000	\$753,900	0%	100%	98%	\$738,822
1-L	7600 S and Redwood Road	Intersection Improvements	2030	\$600,000	\$800,379	0%	100%	65%	\$520,247
1-M	7300 W and 9000 S	Roundabout	2033	\$1,253,248	\$1,944,199	100%	0%	DEVELOPER FUNDED	

#	PROJECT	IMPROVEMENT	YEAR*	BASE COST (2024\$)**	CONST. YR. COST	% OUTSIDE FUNDED	% CITY FUNDED	% TO IFA	COST TO IFA
1-N	6400 W and 7800 S	Roundabout	2025	\$1,565,329	\$1,643,595	100%	0%	WFRC FUNDED	
1-O	9000 S and Old Bingham Hwy	High-T Intersection	2033	\$1,000,000	\$1,551,328	100%	0%	UDOT FUNDED	
1-P	9000 S & New Bingham Hwy	Realignment and Signal	2027	\$4,705,308	\$5,446,982	100%	0%	UDOT FUNDED	
1-Q	9000 S & 6400 W	Signal	2025	\$400,000	\$420,000	0%	100%	99%	\$415,800
1-R	9000 S & 6700 W	Signal	2025	\$400,000	\$420,000	0%	100%	99%	\$415,800
1-S	6400 W & New Bingham Hwy	Signal	2025	\$400,000	\$420,000	100%	0%	UDOT FUNDED	
1-T	8600 S & Bacchus Hwy	Signal	2026	\$450,000	\$496,125	100%	0%	UDOT FUNDED	
1-U	9000 S & Bacchus Hwy	Signal	2025	\$450,000	\$472,500	100%	0%	UDOT FUNDED	
1-V	9400 S & SR-111	Signal	2033	\$450,000	\$698,098	100%	0%	UDOT FUNDED	
1-W	7400 S & SR-111	Signal	2025	\$400,000	\$420,000	100%	0%	UDOT FUNDED	
1-X	7000 S & SR-111	Signal	2030	\$450,000	\$603,043	100%	0%	UDOT FUNDED	
1-Y	Old Bingham Hwy & SR-111	Signal	2025	\$400,000	\$420,000	100%	0%	UDOT FUNDED	
1-Z	7000 S & High Bluff Drive	Signal	2030	\$400,000	\$538,638	0%	100%	75%	\$403,979
1-AA	7000 S Rail Crossing Improvement	Rail Crossing Improvement	2027	\$3,000,000	\$3,472,875	100%	0%	DEVELOPER FUNDED	
1-BB	New Sycamore Drive Rail Crossing Improvement	Rail Crossing Improvement	2034	\$2,000,000	\$3,257,789	0%	100%	0%***	\$0
1-CC	Wood Ranch Collector Rail Crossing Improvement	Rail Crossing Improvement	2030	\$2,000,000	\$2,680,191	0%	100%	100%	\$2,680,191
1-DD	Old Bingham Hwy & Mountain View Corridor Interchange	New Interchange	2033	\$60,000,000	\$93,079,693	100%	0%	UDOT FUNDED	
1-EE	7800 S & Jordan River Bridge Replacement	Bridge Replacement	2033	\$20,000,000	\$30,832,057	93%	7%	77%	\$1,607,244
1-FF	6400 W & 7400 S	Roundabout	2033	\$1,246,032	\$1,928,500	75%	25%	100%	\$482,125
1-GG	6200 W & 7800 S	Roundabout	2025	\$1,556,551	\$1,637,038	93%	7%	93%	\$103,069
1-HH	6400 W & 7600 S	Roundabout	2033	\$1,437,910	\$2,230,670	100%	0%	DEVELOPER FUNDED	
1-II	7400 S Rail Crossing Improvement	Rail Crossing Improvement	2033	\$2,000,000	\$3,095,424	0%	100%	100%	\$3,095,424
1-JJ	6400 W & Wells Park Rd	Signal	2030	\$450,000	\$601,637	0%	100%	100%	\$601,637
1-KK	Old Bingham Hwy & Hawley Park Rd	Signal	2026	\$450,000	\$496,125	0%	100%	75%	\$372,094
1-LL	Bagley Park Rd & Hawley Park Rd	Signal	2026	\$400,000	\$439,972	0%	100%	100%	\$439,972
TOTAL				\$220,443,944	\$330,590,444	91%	9%		\$21,433,079

Source: IFFP, p. 16

* Based on review by City staff. Project year may differ from that in the IFFP.

** Displays the rounded base cost to align with IFFP. The calculated construction year cost and cost to IFA reflects actual costs.

***Project year established by City staff is beyond the IFFP horizon and is not IFA eligible.

SYSTEM VS. PROJECT IMPROVEMENTS

System improvements are defined as existing and future public facilities designed to provide services to service areas within the community at large.⁶ Project improvements are improvements and facilities that are planned and designed to provide service for a specific development (resulting from a

⁶ 11-36a-102(21)



development activity) and considered necessary for the use and convenience of the occupants or users of that development.⁷ To the extent possible, this analysis only includes the costs of system improvements related to new growth within the proportionate share analysis.

FUNDING OF FUTURE FACILITIES

The IFFP must also include a consideration of all revenue sources, including impact fees and the dedication of system improvements, which may be used to finance system improvements.⁸ In conjunction with this revenue analysis, there must be a determination that impact fees are necessary to achieve an equitable allocation of the costs of the new facilities between the new and existing users.⁹

In considering the funding of future facilities, the IFFP has identified the portion of each project that is intended to be funded by the City, as well as funding sources from other government agencies. The capital projects that will be constructed to cure the existing system deficiencies will be funded through general fund revenues. All other capital projects within the planning horizon which are intended to serve new growth will be funded through impact fees or on a pay-as-you-go approach. Where these revenues are not sufficient, the City may need to issue bonds or issue inter-fund loans to construct the proposed projects. At this time, **the cost associated with future debt is not included in the Impact Fee Analysis.** If bonding is used in the future, this cost can be included in the analysis.

The City does not anticipate any donations from new development for future system-wide capital improvements related to transportation facilities. A donor will be entitled to a reimbursement for the negotiated value of system improvements funded through impact fees if donations are made by new development. The impact fees should also be adjusted if grant monies are received. New development may be entitled to a reimbursement for any grants or donations received by the City for growth-related projects or for developer-funded IFFP projects.

Impact fees are an ideal mechanism for funding growth-related infrastructure. Impact fees will be charged to ensure that new growth pays its proportionate share of the costs for the development of public infrastructure. Impact fee revenues can also be attributed to the future expansion of public infrastructure if the revenues are used to maintain an existing LOS. Increases to an existing LOS cannot be funded with impact fee revenues. An impact fee analysis is required to accurately assess the true impact of a particular user upon the City infrastructure and to prevent existing users from subsidizing new growth.

PROPOSED CREDITS OWED TO DEVELOPMENT

The Impact Fees Act requires a local political subdivision or private entity to ensure that the impact fee enactment allows a developer, including a school district or a charter school, to receive a credit against or proportionate reimbursement of an impact fee if the developer: (a) dedicates land for a system improvement; (b) builds and dedicates some or all of a system improvement; or (c) dedicates a public facility that the local political subdivision or private entity and the developer agree will reduce the need for a system improvement.¹⁰

⁷ 11-36a-102(14)

⁸ 11-36a-302(2)

⁹ 11-36a-302(3)

¹⁰ 11-36a-402(2)

The facilities must be considered system improvements or be dedicated to the public and offset the need for an improvement identified in the IFFP.

EQUITY OF IMPACT FEES

Impact fees are intended to recover the costs of capital infrastructure that relates to future growth. The impact fee calculations are structured for impact fees to fund 100 percent of the growth-related facilities identified in the proportionate share analysis as presented in the impact fee analysis. Even so, there may be years that impact fee revenues cannot cover the annual growth-related expenses. In those years, other revenues such as general fund revenues will be used to make up any annual deficits. Any borrowed funds are to be repaid in their entirety through impact fees.

NECESSITY OF IMPACT FEES

An entity may only impose impact fees on development activity if the entity's plan for financing system improvements establishes that impact fees are necessary to achieve parity between existing and new development. This analysis has identified the improvements to public facilities and the funding mechanisms to complete the suggested improvements. Impact fees are identified as a necessary funding mechanism to help offset the costs of new capital improvements related to new growth.

DRAFT

SECTION VI: TRANSPORTATION IMPACT FEE CALCULATION

The transportation impact fees proposed in this analysis will be assessed to the Service Area as defined in **Section III**. The impact fee calculations include the costs of constructing future transportation improvements.

PROPOSED TRANSPORTATION IMPACT FEE

The proportionate share analysis determines the cost assignable to new development based on the proposed capital projects and the new growth served by the proposed projects. The impact fee per trip is **\$558.27** as shown in **Table 6.1** below.

TABLE 6.1: PROPORTIONATE SHARE ANALYSIS

	TOTAL COST	ALLOCATION TO IFFP	COST TO IFFP	TRIPS SERVED	COST PER TRIP
Existing Facilities	\$115,436,821	12.9%	\$14,917,703	106,687	\$139.83
Future Roadways	\$44,180,659	52.5%	\$23,172,976	106,687	\$217.21
Future Intersections	\$31,301,160	68.5%	\$21,433,079	106,687	\$200.90
Professional Expense (IFFP/IFA)	\$36,160	100.0%	\$36,160	106,687	\$0.34
TOTAL					\$558.27

IMPACT FEE SUMMARY BY LAND USE TYPE

The impact fee by land use type is illustrated in **Table 6.2**.

TABLE 6.2: IMPACT FEE SUMMARY BY LAND USE TYPE

LAND USE CATEGORY	LAND USE GROUP	DEMAND UNIT	ITE CODE	AVG. DAILY TRIP RATE	PASS BY REDUCTION	% NEW TRIPS	NET NEW TRIPS	PROPOSED FEE
Light Industrial	Industrial	KSF	110	4.87	0%	100%	4.87	\$2,719
Warehouse		KSF	150	1.71	0%	100%	1.71	\$955
Mini-Warehouse		KSF	151	1.45	0%	100%	1.45	\$809
Single Family	Residential	dwelling	210	9.43	0%	100%	9.43	\$5,264
Multifamily Housing (Low-Rise)		dwelling	220	6.74	0%	100%	6.74	\$3,763
Multifamily Housing (Mid-Rise)		dwelling	221	4.54	0%	100%	4.54	\$2,535
Assisted Living		beds	254	2.60	0%	100%	2.60	\$1,451
Hotel	Lodging	rooms	310	7.99	0%	100%	7.99	\$4,461
Motel		rooms	330	3.35	0%	100%	3.35	\$1,870
Public Elementary School	Institutional	Students	520	2.27	0%	100%	2.27	\$1,267
Public High School		Students	530	4.11	0%	100%	4.11	\$2,294
University/College		Students	550	1.56	0%	100%	1.56	\$871
Church		KSF	560	7.60	0%	100%	7.60	\$4,243
Day Care	Medical	KSF	565	47.62	44%	56%	26.67	\$14,889
Hospital		KSF	610	10.77	0%	100%	10.77	\$6,013
Nursing Home		KSF	620	6.75	0%	100%	6.75	\$3,768
General Office	Office	KSF	710	10.84	0%	100%	10.84	\$6,052
Medical/Dental Office		KSF	720	36.00	0%	100%	36.00	\$20,098
Free-Standing Discount Store	Retail/Service	KSF	815	53.87	20%	80%	43.10	\$24,061
Shopping Center		KSF	820	37.01	29%	71%	26.28	\$14,671
Automobile Sales (New)		KSF	840	27.84	0%	100%	27.84	\$15,542
Automobile Sales (Used)		KSF	841	27.06	0%	100%	27.06	\$15,107
Supermarket		KSF	850	93.84	24%	76%	71.32	\$39,816

LAND USE CATEGORY	LAND USE GROUP	DEMAND UNIT	ITE CODE	AVG. DAILY TRIP RATE	PASS BY REDUCTION	% NEW TRIPS	NET NEW TRIPS	PROPOSED FEE
Convenience Market-24 hr		KSF	851	762.28	51%	49%	373.52	\$208,524
Pharmacy/Drugstore with Drive-Through Window		KSF	881	108.40	49%	51%	55.28	\$30,861
Drive-In Bank		KSF	912	100.35	35%	65%	65.23	\$36,416
Auto Parts Sales		KSF	843	54.57	43%	57%	31.10	\$17,362
Restaurant: Sit-Down	Restaurant/ Drinking	KSF	932	107.20	43%	57%	61.10	\$34,110
Fast Food, w/Drive-Up		KSF	934	467.48	55%	45%	210.37	\$117,443

Source: ITETripGen Web-Based App, Trip Generation Manual, 11th Edition, Accessed 4.24.2025

Adjustment factors based on "List of Land Uses with Vehicle Pass-By Rates and Data", ITE Generation Manual, 11th Edition, Accessed 4.24.2025

NON-STANDARD IMPACT FEES

The City reserves the right under the Impact Fees Act to assess an adjusted fee that more closely matches the true impact that the land use will have upon public facilities.¹¹ This adjustment could result in a different impact fee if the City determines that a particular user may create a different impact than what is standard for its land use. The City may also decrease the impact fee if the developer can provide documentation, evidence, or other credible analysis that the proposed impact will be lower than what is proposed in this analysis. The formula for a non-standard impact fee is as follows:

FORMULA FOR NON-STANDARD TRANSPORTATION IMPACT FEES:

Total Demand Units x Estimated Trips per Unit x Adjustment Factors x \$558.27 = Impact Fee per Unit

The formula for a non-standard impact fee should be included in the impact fee enactment (by resolution or ordinance). In addition, the impact fee enactment should contain the following elements:

- A provision establishing one or more service areas within which the local political subdivision or private entity calculates and imposes impact fees for various land use categories.
- A schedule of impact fees for each type of development activity that specifies the amount of the impact fee to be imposed for each type of system improvement or the formula that the local political subdivision or private entity will use to calculate each impact fee.
- A provision authorizing the local political subdivision or private entity to adjust the standard impact fee at the time the fee is charged to:
 - Respond to unusual circumstances in specific cases or a request for a prompt and individualized impact fee review for the development activity of the state, a school district, or a charter school and an offset or credit for a public facility for which an impact fee has been or will be collected.
 - Ensure that the impact fees are imposed fairly.
- A provision governing calculation of the amount of the impact fee to be imposed on a particular development that permits adjustment of the amount of the impact fee based upon studies and data submitted by the developer.
- A provision that allows a developer, including a school district or a charter school, to receive a credit against or proportionate reimbursement of an impact fee if the developer:
 - Dedicates land for a system improvement.
 - Builds and dedicates some or all of a system improvement.
 - Dedicates a public facility that the local political subdivision or private entity and the developer agree will reduce the need for a system improvement.

¹¹ 11-36a-402(1)(c)

- A provision that requires a credit against impact fees for any dedication of land for, improvement to, or new construction of, any system improvements provided by the developer if the facilities:
 - Are system improvements; or,
 - Dedicated to the public and offset the need for an identified system improvement.

Other provisions of the impact fee enactment include exemption of fees for development activity attributable to low-income housing, the state, a school district, or a charter school. Exemptions may also include other development activities with a broad public purpose. If an exemption is provided, the entity should establish one or more sources of funds other than impact fees to pay for that development activity. The impact fee exemption for development activity attributable to a school district or charter school should be applied equally to either scenario.

CONSIDERATION OF ALL REVENUE SOURCES

The Impact Fees Act requires the proportionate share analysis to demonstrate that impact fees paid by new development are the most equitable method of funding growth-related infrastructure. See **Section V** for further discussion regarding the consideration of revenue sources.

EXPENDITURE OF IMPACT FEES

While this plan addresses a 10-year planning horizon, legislation requires that impact fees should be spent or encumbered within six years after each impact fee is paid. Impact fees collected in the IFFP planning horizon should be spent only on those projects outlined in the IFFP as growth-related costs to maintain the LOS.

GROWTH-DRIVEN EXTRAORDINARY COSTS

The City does not anticipate any extraordinary costs necessary to provide services to future development.

SUMMARY OF TIME PRICE DIFFERENTIAL

The Impact Fees Act allows for the inclusion of a time price differential to ensure that the future value of costs incurred at a later date is accurately calculated to include the costs of construction inflation. A five percent annual construction inflation adjustment is applied to the proposed capital improvements identified in this analysis. The impact fee analysis should be updated regularly to account for changes in costs estimates over time.

APPENDIX A: TRANSPORTATION IMPACT FEE FACILITIES PLAN PROJECT COSTS

TABLE A.1: WEST JORDAN CITY 2033 ROADWAY PROJECT IMPACT FEE ELIGIBLE COST SUMMARY

#	PROJECT	TYPE	FUNCTIONAL CLASS	YEAR *	BASE COST (2024\$) ²	CONST. Yr. COST	OUTSIDE FUNDING SOURCES ¹	% OUTSIDE FUNDING	2023 ADT	2033 ADT	2023 CAPACITY	2033 CAPACITY	2033 ADT IN EXCESS OF '23 CAPACITY	NEW CAPACITY	% CUT-THROUGH	% IF ELIGIBLE (UNTIL 2033)	IF BEYOND 2033	IF ELIGIBLE (UNTIL 2033)	IF ELIGIBLE CONT. YEAR COST
1-1	7000 S Widening from Bangerter Hwy to Redwood Rd	Widening	Minor Arterial (5-lane)	2029	\$43,280,000	\$55,237,466	WFRC	93%	27,000	34,000	27,900	32,300	4,400	4,400	21%	79%	0%	\$2,314,744	\$2,954,265
1-2	7800 S Widening from Redwood Rd to Bingham Junction Boulevard	Widening	Major Arterial (7-lane)	2033	\$19,632,000	\$30,455,676	WFRC	93%	44,000	52,000	32,300	49,300	17,000	17,000	23%	77%	0%	\$1,023,396	\$1,587,623
1-3	7800 S Widening from SR-111 to 5600 W	Widening	Minor Arterial (5-lane)	2025	\$18,904,081	\$19,849,285	WFRC	93%	23,000	32,000	15,130	32,300	16,870	17,170	7%	92%	1%	\$1,177,422	\$1,236,293
1-4	9000 S New Construction from SR-111 to New Bingham Hwy	New Construction	Minor Arterial (5-lane)	2027	\$38,340,000	\$44,383,343	WFRC	93%	-	16,000	-	32,300	16,000	32,300	1%	49%	50%	\$1,271,853	\$1,472,329
1-5	9000 S Widening from New Bingham Hwy to Bangerter Hwy	Widening	Major Arterial (7-lane)	2035	\$65,950,000	\$112,796,881	WFRC, UDOT	100%	UDOT FUNDED										
1-6	9000 S Widening from Bangerter Hwy to Redwood Rd	Widening	Major Arterial (7-lane)	2035	\$56,970,000	\$97,438,033	WFRC, UDOT	100%	UDOT FUNDED										
1-7	10200 S Widening from Bacchus Hwy to Mountain View Corridor	Widening	Minor Arterial (5-lane)	2033	\$19,410,000	\$30,111,281	WFRC, SJC	96%	8,000	16,000	10,625	32,300	5,375	21,675	44%	14%	42%	\$110,381	\$171,237
1-8	SR-111/Bacchus Hwy Widening from 5400 S to South Jordan Parkway (11000 S)	Widening	Minor Arterial (5-lane)	2033	\$156,590,000	\$242,922,485	WFRC, UDOT	100%	UDOT FUNDED										
1-9	Mountain View Corridor Widening from Old Bingham Hwy to Porter Rockwell Blvd	Widening	Freeway	2027	\$490,000,000	\$567,236,250	WFRC, UDOT	100%	UDOT FUNDED										
1-10	7000 S New Construction from WJC Limits to 6100 W	New Construction	Major Collector (3-lane)	2033	\$29,390,000	\$45,593,536	WFRC, Developer	93%	-	10,000	-	15,130	10,000	15,130	12%	58%	30%	\$1,154,028	\$1,790,276
1-11	8600 S New Construction from WJC Limits to 5600 W	New Construction	Major Collector (3-lane)	2025	\$42,320,000	\$44,436,000	WFRC	93%	-	4,000	-	15,130	4,000	15,130	1%	26%	73%	\$744,917	\$782,162
1-12	7200 W New Construction from 8200 S to 9000 S	New Construction	Major Collector (3-lane)	2033	\$27,690,000	\$42,956,278	WFRC	93%	-	2,000	-	15,130	2,000	15,130	0%	13%	87%	\$243,700	\$378,058
1-13	6700 W New Construction from 8600 S to Wells Park Rd	New Construction	Major Collector (3-lane)	2033	\$26,550,000	\$41,187,764	WFRC	93%	-	5,000	-	15,130	5,000	15,130	9%	30%	61%	\$539,231	\$836,523
1-14	9000 S New Construction from City Limits to SR-111	New Construction	Major Collector (3-lane)	2033	\$18,990,000	\$29,459,723	WFRC	93%	-	12,000	-	15,130	12,000	15,130	0%	79%	21%	\$1,015,642	\$1,575,594
1-15	7800 S Operations from Bangerter Hwy to Jaguar Drive	Operations	Minor Arterial (5-lane)	2030	\$3,500,000	\$4,690,335	WFRC, UDOT	100%	UDOT FUNDED										
1-16	7800 S Widening from Jaguar Drive to Redwood Rd	Widening	Major Arterial (7-lane)	2032	\$21,550,000	\$31,839,165	WFRC, UDOT	100%	UDOT FUNDED										
1-17	9400 S New Construction from SR-111 to 6700 W	New Construction	Major Collector (3-lane)	2033	\$9,696,000	\$15,041,678	WFRC	93%	-	2,000	-	15,130	2,000	15,130	40%	8%	52%	\$52,514	\$81,466
1-18	7800 S New Construction from SR-111 to Tracks	New Construction	Major Collector (3-lane)	2033	\$15,300,000	\$23,735,322	WFRC	93%	-	11,000	-	15,130	11,000	15,130	0%	73%	27%	\$756,141	\$1,173,023
1-19	Old Bingham Hwy: 5600 W to Mountain View Corridor	Widening	Major Collector (3-lane)	2033	\$7,053,889	\$10,942,897		0%	6,000	17,000	10,625	15,130	4,505	4,505	25%	75%	0%	\$5,290,417	\$8,207,173
1-20	5600 W: Park and Ride to 10200 S	New Construction	Minor Collector (2-lane)	2033	\$3,207,544	\$4,975,954	WFRC, SJC	100%	WFRC, SJC FUNDED										
1-21	Wells Park Road Extension to 6700 W	New Construction	Minor Collector (2-lane)	2025	\$2,865,472	\$3,008,746	Developer	100%	DEVELOPER FUNDED										
1-22	Verdigris Drive New Construction	New Construction	Minor Collector (2-lane)	2033	\$2,853,078	\$4,426,060	Developer	100%	DEVELOPER FUNDED										
1-23	Copper Rim Drive: 7000 S to Verdigris Drive	New Construction	Minor Collector (2-lane)	2033	\$4,593,183	\$7,125,534	Developer	100%	DEVELOPER FUNDED										
1-24	Wood Ranch Collector	New Construction	Minor Collector (2-lane)	2030	\$14,867,735	\$19,924,187	Developer	100%	DEVELOPER FUNDED										



TRANSPORTATION IFA
WEST JORDAN, UTAH

#	PROJECT	TYPE	FUNCTIONAL CLASS	YEAR *	BASE COST (2024\$) ²	CONST. Yr. COST	OUTSIDE FUNDING SOURCES ¹	% OUTSIDE FUNDING	2023 ADT	2033 ADT	2023 CAPACITY	2033 CAPACITY	2033 ADT IN EXCESS OF '23 CAPACITY	NEW CAPACITY	% CUT-THROUGH	% IF ELIGIBLE (UNTIL 2033)	IF BEYOND 2033	IF ELIGIBLE (UNTIL 2033)	IF ELIGIBLE CONT. YEAR COST	
1-25	New Sycamore Drive; 7000 S to 7800 S	New Construction	Minor Collector (2-lane)	2030	\$11,000,835	\$14,742,171	Developer	100%	DEVELOPER FUNDED											
1-26	6200 S; 4800 W to Bangerter	Widening	Major Arterial (7-lane)	2033	\$34,120,000	\$52,931,319	WFRC, Kearns, Taylorsville	97%	35,000	40,000	32,300	49,300	7,700	17,000	36%	29%	35%	\$267,951	\$415,680	
1-27	4000 W; Old Bingham Hwy to South Jordan Border	Widening	Minor Arterial (5-lane)	2033	\$17,367,169	\$26,942,179	WFRC	93%	13,000	15,000	15,130	32,300	-	17,170	23%	0%	77%	\$0	\$0	
1-28	6600 W; Wells Park Rd to Old Bingham Hwy	New Roadway	Minor Collector (2-lane)	2025	\$11,052,889	\$11,605,533	Developer	100%	DEVELOPER FUNDED											
1-29	7400 S; SR-111 to Wood Ranch Collector	New Roadway	Minor Collector (2-lane)	2030	\$8,737,707	\$11,709,363	Developer	100%	DEVELOPER FUNDED											
1-30	New Bingham Hwy	Widening	Minor Arterial (5-lane)	2030	\$3,604,577	\$4,830,478	UDOT	100%	DEVELOPER FUNDED											
1-31	7400 S from 6700 W to SR-111	New Construction	Major Collector (3-lane)	2027	\$2,751,955	\$3,185,732	WFRC ,UDOT	0%	-	2,000	-	15,130	2,000	15,130	0%	13%	87%	\$357,754	\$414,145	
1-32	7400 S New Construction from Brook Maple Way to Verdigris Drive	New Construction	Major Collector (3-lane)	2033	\$5,780,000	\$8,966,677		93%	-	2,500	-	15,130	2,500	15,130	0%	16%	84%	\$62,609	\$97,127	
1-33	Haven Maple Drive to Fallwater Drive	New Construction	Minor Collector (2-lane)	2033	\$5,949,077	\$9,228,971		100%	DEVELOPER FUNDED											
TOTAL					\$1,239,867,191	\$1,673,916,301		97%										\$16,382,698	\$23,172,976	
1. WFRC STIP (State Transportation Improvement Program), UDOT, adjacent cities, or other external funding sources 2. Widening costs estimates represent the cost of widening for new growth Source: IFFP, p. 15 *Based on review by City staff. Project year may differ from that in the IFFP.																				



TABLE A.2: WEST JORDAN CITY 2033 INTERSECTION PROJECT IMPACT FEE ELIGIBLE COST SUMMARY

#	PROJECT	IMPROVEMENT	ESTIMATED YEAR*	BASE COST**	CONSTRUCTION YEAR COST	OUTSIDE FUNDING SOURCES ¹	% OUTSIDE FUNDING	% CUT-THROUGH	% IF ELIGIBLE (UNTIL 2033)	IF ELIGIBLE (UNTIL 2033)	IF ELIGIBLE CONT. YEAR COST
1-A	4000 W & Old Bingham - Realignment to N	Realignment	2027	\$5,000,000	\$5,795,147		0%	23%	77%	\$3,854,671	\$4,462,264
1-B	Prosperity & 10200 S	Signal	2025	\$400,000	\$420,716	SJC	50%	44%	56%	\$112,191	\$117,801
1-C	5490 W & 7800 S	Roundabout	2028	\$1,500,000	\$1,826,211	WFRC	50%	7%	93%	\$698,629	\$849,188
1-D	3200 W & Jordan Line Parkway	Signal	2026	\$375,000	\$413,438	Developer	100%			DEVELOPER FUNDED	
1-E	7200 W & 8200 S	Roundabout	2033	\$1,499,551	\$2,326,296		0%	0%	100%	\$1,499,551	\$2,326,296
1-F	7200 W & 8600 S	Roundabout	2033	\$1,253,248	\$1,944,199	Developer	100%			DEVELOPER FUNDED	
1-G	6700 W & 8600 S	Roundabout	2025	\$1,458,767	\$1,536,498		0%	1%	99%	\$1,448,698	\$1,521,133
1-H	Airport Rd & 7000 S	Signal	2025	\$375,000	\$394,358		0%	29%	71%	\$266,661	\$279,994
1-I	Mountain View Corridor Interchange	New Interchange	2033	\$50,000,000	\$77,566,411	UDOT	100%			UDOT FUNDED	
1-J	Mountain View Corridor Interchange	New Interchange	2033	\$50,000,000	\$77,566,411	UDOT	100%			UDOT FUNDED	
1-K	Gardner Lane and Redwood Road	Intersection Improvements	2025	\$718,000	\$753,900	UDOT	0%	2%	98%	\$703,640	\$738,822
1-L	7600 S and Redwood Road	Intersection Improvements	2030	\$600,000	\$800,379	UDOT	0%	35%	65%	\$388,216	\$520,247
1-M	7300 W and 9000 S	Roundabout	2033	\$1,253,248	\$1,944,199	Developer	100%			DEVELOPER FUNDED	
1-N	6400 W and 7800 S	Roundabout	2025	\$1,565,329	\$1,643,595	WFRC	100%			WFRC FUNDED	
1-O	9000 S and Old Bingham Hwy	High-T Intersection	2033	\$1,000,000	\$1,551,328	UDOT	100%			UDOT FUNDED	
1-P	9000 S & New Bingham Hwy	Realignment and Signal	2027	\$4,705,308	\$5,446,982	UDOT, WFRC	100%			UDOT FUNDED	
1-Q	9000 S & 6400 W	Signal	2025	\$400,000	\$420,000		0%	1%	99%	\$396,000	\$415,800
1-R	9000 S & 6700 W	Signal	2025	\$400,000	\$420,000		0%	1%	99%	\$396,000	\$415,800
1-S	6400 W & New Bingham Hwy	Signal	2025	\$400,000	\$420,000	UDOT	100%			UDOT FUNDED	
1-T	8600 S & Bacchus Hwy	Signal	2026	\$450,000	\$496,125	UDOT	100%			UDOT FUNDED	
1-U	9000 S & Bacchus Hwy	Signal	2025	\$450,000	\$472,500	UDOT	100%			UDOT FUNDED	
1-V	9400 S & SR-111	Signal	2033	\$450,000	\$698,098	UDOT	100%			UDOT FUNDED	
1-W	7400 S & SR-111	Signal	2025	\$400,000	\$420,000	UDOT	100%			UDOT FUNDED	
1-X	7000 S & SR-111	Signal	2030	\$450,000	\$603,043	UDOT	100%			UDOT FUNDED	
1-Y	Old Bingham Hwy & SR-111	Signal	2025	\$400,000	\$420,000	UDOT	100%			UDOT FUNDED	
1-Z	7000 S & High Bluff Drive	Signal	2030	\$400,000	\$538,638		0%	25%	75%	\$301,455	\$403,979
1-AA	7000 S Rail Crossing Improvement	Rail Crossing Improvement	2027	\$3,000,000	\$3,472,875	Developer	100%			DEVELOPER FUNDED	
1-BB	New Sycamore Drive Rail Crossing Improvement	Rail Crossing Improvement	2034	\$2,000,000	\$3,257,789		0%	0%	0%***	\$0	\$0
1-CC	Wood Ranch Collector Rail Crossing Improvement	Rail Crossing Improvement	2030	\$2,000,000	\$2,680,191		0%	0%	100%	\$2,000,000	\$2,680,191
1-DD	Old Bingham Hwy & Mountain View Corridor Interchange	New Interchange	2033	\$60,000,000	\$93,079,693	UDOT, WFRC	100%			UDOT FUNDED	
1-EE	7800 S & Jordan River Bridge Replacement	Bridge Replacement	2033	\$20,000,000	\$30,832,057	WFRC, UDOT, Midvale	93%	23%	77%	\$1,036,044	\$1,607,244
1-FF	6400 W & 7400 S	Roundabout	2033	\$1,246,032	\$1,928,500	Developer	75%	0%	100%	\$310,782	\$482,125
1-GG	6200 W & 7800 S	Roundabout	2025	\$1,556,551	\$1,637,038	UDOT, WFRC	93%	7%	93%	\$98,161	\$103,069
1-HH	6400 W & 7600 S	Roundabout	2033	\$1,437,910	\$2,230,670	Developer	100%			DEVELOPER FUNDED	
1-II	7400 S Rail Crossing Improvement	Rail Crossing Improvement	2033	\$2,000,000	\$3,095,424		0%	0%	100%	\$1,995,338	\$3,095,424
1-JJ	6400 W & Wells Park Rd	Signal	2030	\$450,000	\$601,637		0%	0%	100%	\$448,951	\$601,637
1-KK	Old Bingham Hwy & Hawley Park Road	Signal	2026	\$450,000	\$496,125		0%	25%	75%	\$337,500	\$372,094
1-LL	Bagley Park Rd & Hawley Park Road	Signal	2026	\$400,000	\$439,972		0%	0%	100%	\$399,068	\$439,972
TOTAL				\$220,443,944	\$330,590,444		91%			\$16,691,556	\$21,433,079

¹ WFRC STIP (State Transportation Improvement Program), UDOT, adjacent cities, or other external funding sources

Source: IFFP, p. 16

* Based on review by City staff. Project year may differ from that in the IFFP.

** Displays the rounded base cost to align with IFFP. The calculated construction year cost and cost to IFA reflects actual costs.

*** Project year established by City staff is beyond the IFFP horizon and is not IFA eligible.





Date: Apr 2, 2025

To: Nate Nelson, PE, West Jordan City

From: Jeremy Searle, PE, PTOE
Kyle Horton, PE

Subject: West Jordan Transportation Master Plan Amendment

Due to increasing development pressure, the City of West Jordan has advanced the timeline for several intersection projects originally scheduled for Phase 2 (2033–2042) to Phase 1 (2023–2032). These adjustments are necessary to accommodate anticipated growth and ensure adequate infrastructure is in place to support future demand. Projects include constructing signals at 6400 West & Wells Park Road, Old Bingham Hwy & Hawley Park Road, and Bagley Park Rd & Hawley Park Road.

In addition to these changes, the 7000 South & High Bluff Drive intersection project was changed from a proposed roundabout to a signal and the 5490 West & 7800 South intersection project was changed from a proposed signal to a roundabout. Thus the following tables and figures of the West Jordan Transportation Master Plan (2024) have been updated to reflect these changes:

- Table 7: Future Intersection Projects (TMP page #41, 42)
- Table 9: CFP Future Intersection Projects (TMP page #77)
- Figure 29: Intersection Projects (TMP page #43)
- Figure 30: Future (2050) Intersection Control (TMP page #44)
- Figure 43: Future Projects – Capital Facilities Plan (TMP page #78)

Please replace the tables and figures listed above in the West Jordan Transportation Master Plan adopted September 11, 2024 with the following tables and figures.

TABLE 7: FUTURE INTERSECTION PROJECTS

Project ID	Description	Responsibility	Improvement Scope	Estimated Cost
PHASE #1 (2023-2032)				
1-A	4000 West & Old Bingham - Realignment to North*	WJC	Realignment	\$5,000,000
1-B	Prosperity & 10200 South*	WJC, SJC	Signal	\$400,000
1-C	5490 West & 7800 South*	WJC, WFRC	Roundabout	\$1,500,000
1-D	3200 West & Jordan Line Parkway	Developer	Signal	\$375,000
1-E	7200 West & 8200 South*	WJC	Roundabout	\$1,499,551
1-F	7200 West & 8600 South	WJC, Developer	Roundabout	\$1,253,248
1-G	6700 West & 8600 South*	WJC	Roundabout	\$1,458,767
1-H	Airport Rd & 7000 South*	WJC	Signal	\$375,000
1-I	Mountain View Corridor Interchange	WFRC, UDOT	New Interchange	\$50,000,000
1-J	Mountain View Corridor Interchange	WFRC, UDOT	New Interchange	\$50,000,000
1-K	Gardner Lane and Redwood Road*	UDOT, WJC	Intersection Improvements	\$718,000
1-L	7600 South and Redwood Road*	UDOT, WJC	Intersection Improvements	\$600,000
1-M	7300 West and 9000 South	WJC, Developer	Roundabout	\$1,253,248
1-N	6400 West and 7800 South	WJC, WFRC	Roundabout	\$1,565,329
1-O	9000 South and Old Bingham Highway	WJC, UDOT	High-T Intersection	\$1,000,000
1-P	9000 South & New Bingham Hwy	WJC, UDOT, WFRC	Realignment and Signal	\$4,705,308
1-Q	9000 South & 6400 West*	WJC	Signal	\$400,000
1-R	9000 South & 6700 West*	WJC	Signal	\$400,000
1-S	6400 West & New Bingham Highway	UDOT	Signal	\$400,000
1-T	8600 South & Bacchus Highway	UDOT	Signal	\$450,000
1-U	9000 South & Bacchus Highway	UDOT	Signal	\$450,000
1-V	9400 South & SR-111	UDOT	Signal	\$450,000
1-W	7400 South & SR-111	UDOT	Signal	\$400,000
1-X	7000 South & SR-111	UDOT	Signal	\$450,000
1-Y	Old Bingham Hwy & SR-111	UDOT	Signal	\$400,000
1-Z	7000 South & High Bluff Drive*	WJC	Signal	\$400,000
1-AA	7000 South Rail Crossing Improvement	WJC, Developer	Rail Crossing Improvement	\$3,000,000
1-BB	New Sycamore Drive Rail Crossing Improvement*	WJC	Rail Crossing Improvement	\$2,000,000
1-CC	Wood Ranch Collector Rail Crossing Improvement*	WJC	Rail Crossing Improvement	\$2,000,000
1-DD	Old Bingham Hwy & Mountain View Corridor Interchange	UDOT, WFRC	New Interchange	\$60,000,000
1-EE	7800 South & Jordan River Bridge Replacement*	WJC, WFRC, Midvale, UDOT	Bridge Replacement	\$20,000,000
1-FF	6400 West & 7400 South*	WJC	Roundabout	\$1,246,032
1-GG	6200 West & 7800 South*	WJC	Roundabout	\$1,556,551
1-HH	6400 West & 7600 South*	WJC, Developer	Roundabout	\$1,437,910
1-II	7400 South Rail Crossing Improvement*	WJC	Rail Crossing Improvement	\$2,000,000
1-JJ	6400 West & Wells Park Road*	WJC	Signal	\$450,000
1-KK	Old Bingham Hwy & Hawley Park Road*	WJC	Signal	\$450,000
1-LL	Bagley Park Rd & Hawley Park Road*	WJC	Signal	\$400,000

* Impact Fee Eligible Project

TABLE 7: FUTURE INTERSECTION PROJECTS (continued)

Project ID	Description	Responsibility	Improvement Scope	Estimated Cost
PHASE #2 (2033-2042)				
2-A	6700 West & 10200 South	WJC / SJC	Signal	\$450,000
2-B	1530 West & 7800 South	WJC	Signal	\$450,000
2-C	6700 West & 8200 South	WJC	Roundabout	\$1,783,780
2-D	5600 West & 7400 South	WJC	Roundabout	\$1,859,457
2-E	5600 West & 8000 South	WJC	Roundabout	\$1,963,965
2-F	Grizzly Way & 7000 South	WJC	Roundabout	\$1,701,835
2-G	9400 South & 7500 West	WJC, Developer	Roundabout	\$1,253,248
2-H	7500 West & New Bingham Hwy	UDOT, WJC, Developer	Signal	\$400,000
2-I	7500 West & 10000 South	WJC, Developer	Roundabout	\$1,253,248
PHASE #3 (2043-2050)				
3-A	7800 South and Redwood Road	UDOT, WFRC, WJC	Innovative Improvement	\$15,000,000
3-B	9000 South and Redwood Road	UDOT, WFRC, WJC	Innovative Improvement	\$15,000,000
3-C	7800 South Rail Crossing Improvement	WJC	Rail Crossing Improvement	\$2,000,000

* Impact Fee Eligible Project



TABLE 9: CFP FUTURE INTERSECTION PROJECTS

Project ID	Description	Responsibility	Improvement Scope	Estimated Cost
PHASE #1 (2023-2032)				
1-A	4000 West & Old Bingham - Realignment to North*	WJC	Realignment	\$5,000,000
1-B	Prosperity & 10200 South*	WJC, SJC	Signal	\$400,000
1-C	5490 West & 7800 South*	WJC, WFRC	Roundabout	\$1,500,000
1-D	3200 West & Jordan Line Parkway	Developer	Signal	\$375,000
1-E	7200 West & 8200 South*	WJC	Roundabout	\$1,499,551
1-F	7200 West & 8600 South	WJC, Developer	Roundabout	\$1,253,248
1-G	6700 West & 8600 South*	WJC	Roundabout	\$1,458,767
1-H	Airport Rd & 7000 South*	WJC	Signal	\$375,000
1-I	Mountain View Corridor Interchange	WFRC, UDOT	New Interchange	\$50,000,000
1-J	Mountain View Corridor Interchange	WFRC, UDOT	New Interchange	\$50,000,000
1-K	Gardner Lane and Redwood Road*	UDOT, WJC	Intersection Improvements	\$718,000
1-L	7600 South and Redwood Road*	UDOT, WJC	Intersection Improvements	\$600,000
1-M	7300 West and 9000 South	WJC, Developer	Roundabout	\$1,253,248
1-N	6400 West and 7800 South	WJC, WFRC	Roundabout	\$1,565,329
1-O	9000 South and Old Bingham Highway	WJC, UDOT	High-T Intersection	\$1,000,000
1-P	9000 South & New Bingham Hwy	WJC, UDOT, WFRC	Realignment and Signal	\$4,705,308
1-Q	9000 South & 6400 West*	WJC	Signal	\$400,000
1-R	9000 South & 6700 West*	WJC	Signal	\$400,000
1-S	6400 West & New Bingham Highway	UDOT	Signal	\$400,000
1-T	8600 South & Bacchus Highway	UDOT	Signal	\$450,000
1-U	9000 South & Bacchus Highway	UDOT	Signal	\$450,000
1-V	9400 South & SR-111	UDOT	Signal	\$450,000
1-W	7400 South & SR-111	UDOT	Signal	\$400,000
1-X	7000 South & SR-111	UDOT	Signal	\$450,000
1-Y	Old Bingham Hwy & SR-111	UDOT	Signal	\$400,000
1-Z	7000 South & High Bluff Drive*	WJC	Signal	\$400,000
1-AA	7000 South Rail Crossing Improvement	WJC, Developer	Rail Crossing Improvement	\$3,000,000
1-BB	New Sycamore Drive Rail Crossing Improvement*	WJC	Rail Crossing Improvement	\$2,000,000
1-CC	Wood Ranch Collector Rail Crossing Improvement*	WJC	Rail Crossing Improvement	\$2,000,000
1-DD	Old Bingham Hwy & Mountain View Corridor Interchange	UDOT, WFRC	New Interchange	\$60,000,000
1-EE	7800 South & Jordan River Bridge Replacement*	WJC, WFRC, Midvale, UDOT	Bridge Replacement	\$20,000,000
1-FF	6400 West & 7400 South*	WJC	Roundabout	\$1,246,032
1-GG	6200 West & 7800 South*	WJC	Roundabout	\$1,556,551
1-HH	6400 West & 7600 South*	WJC, Developer	Roundabout	\$1,437,910
1-II	7400 South Rail Crossing Improvement*	WJC	Rail Crossing Improvement	\$2,000,000
1-JJ	6400 West & Wells Park Road*	WJC	Signal	\$450,000
1-KK	Old Bingham Hwy & Hawley Park Road*	WJC	Signal	\$450,000
1-LL	Bagley Park Rd & Hawley Park Road*	WJC	Signal	\$400,000

* Impact Fee Eligible Project

Figure 29: Intersection Projects

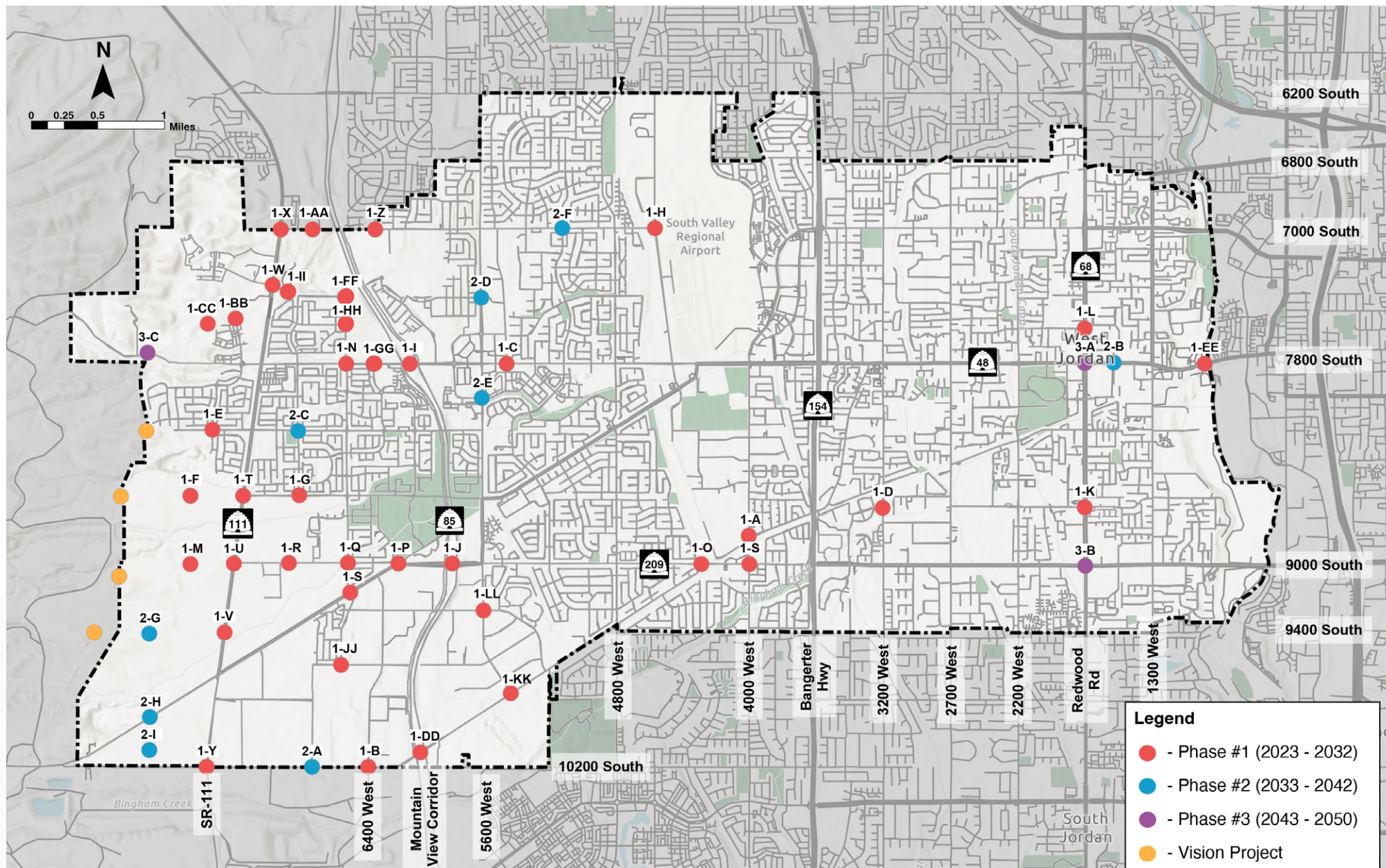


Figure 30: Future (2050) Intersection Control

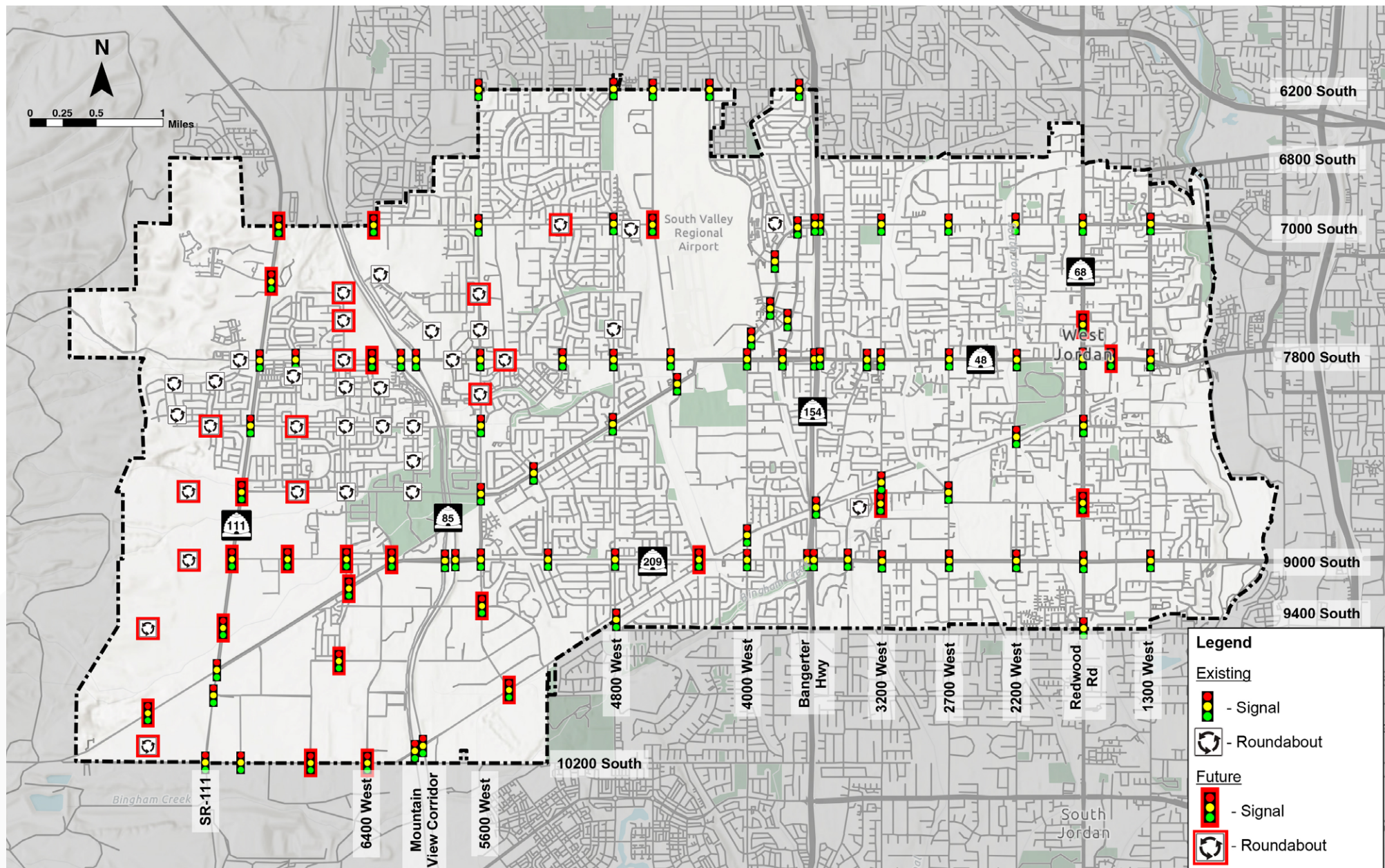
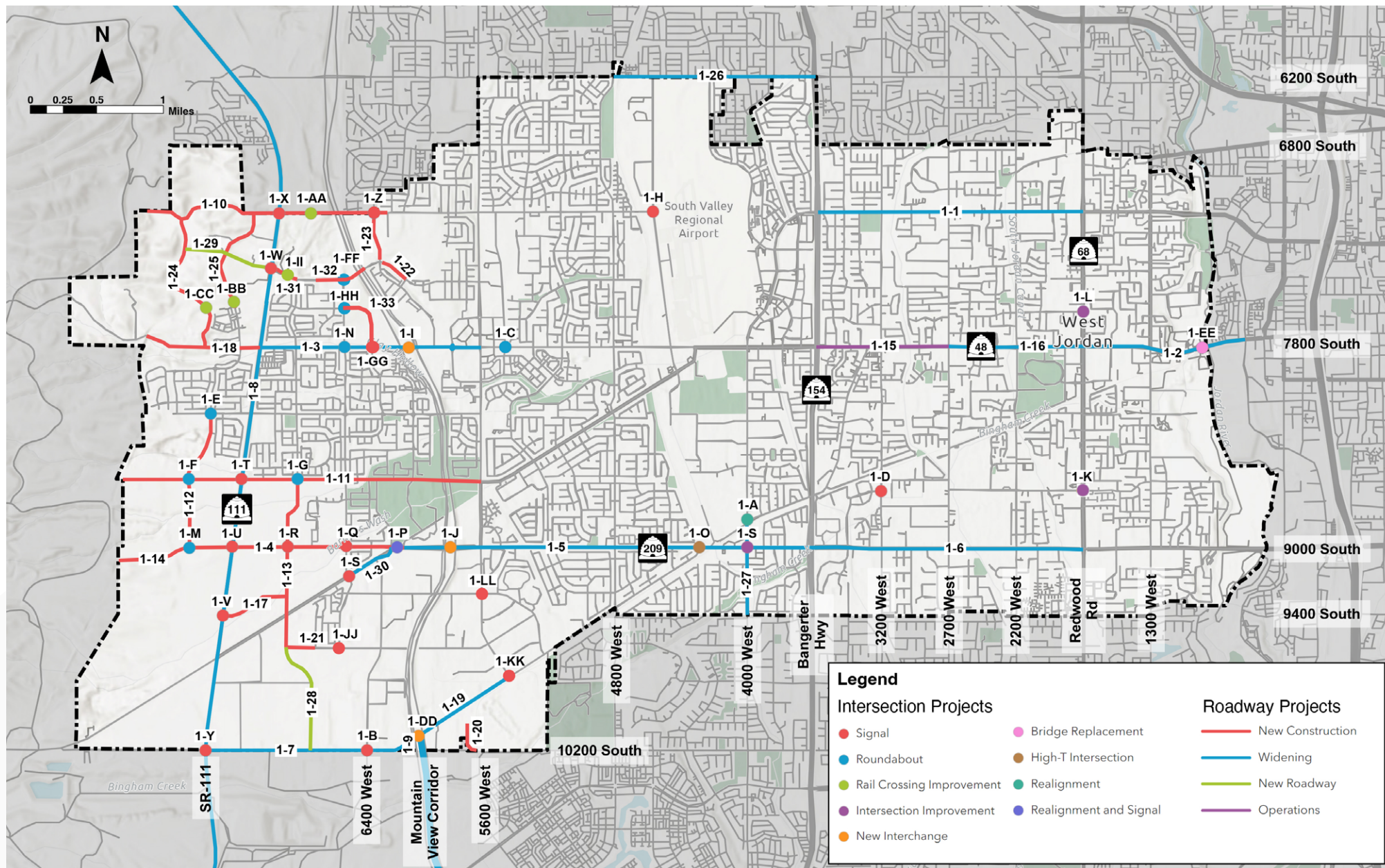


Figure 43: Future Projects – Capital Facilities Plan





IMPACT FEE FACILITIES PLAN

April 2025



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I. INTRODUCTION

A. Overview

The purpose of the West Jordan City Transportation Impact Fee Facilities Plan (IFFP) is to identify public roadway improvements that are needed to accommodate anticipated development and to evaluate the amount that is impact fee eligible. Utah law requires cities to prepare an IFFP prior to preparing an impact fee analysis (IFA) and establishing an impact fee. According to Utah State Code Title 11, Chapter 36a, Section 302, the IFFP is required to accomplish the following:

- Identify the existing level of service (LOS)
- Establish a proposed LOS
- Identify any excess capacity to accommodate future growth at the proposed LOS
- Identify demands placed upon existing public facilities by new development activity at the proposed LOS
- Identify the means by which the political entity will meet those growth demands
- Include a general consideration of all potential revenue sources to finance system improvements

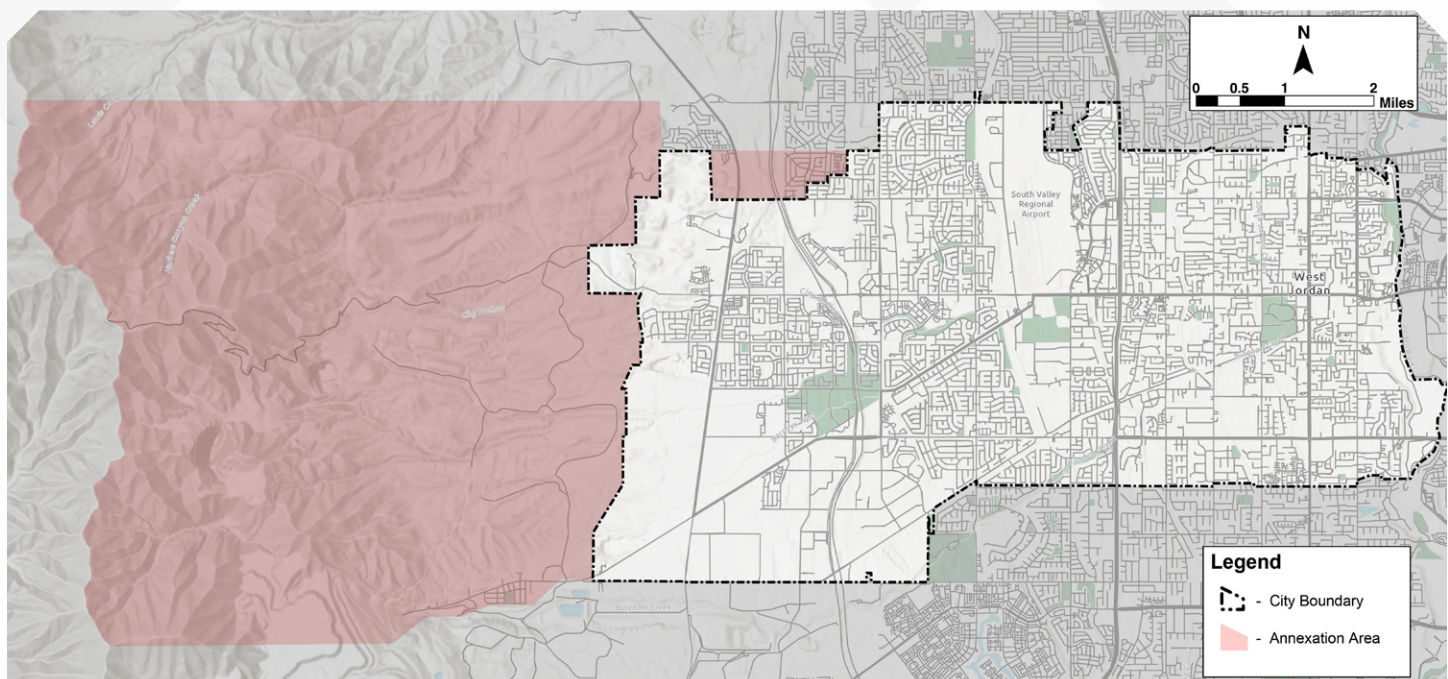
This analysis incorporates information from the West Jordan Transportation Master Plan (TMP) (2024), which was completed by Wall Consultant Group (WCG). The TMP includes information regarding the existing and future demands on the transportation infrastructure and the proposed improvements to provide acceptable levels of service. The TMP provides additional detail regarding the methodology used to determine future travel demand.

This document focuses on the improvements that will be needed over the next six years. Utah law requires that any impact fees collected for these improvements be spent within six years of being collected. Only capital improvements are included in this plan; all other maintenance and operation costs are assumed to be covered through the City's General Fund as tax revenues increase due to additional development. The city council may choose to adopt a fee lower than the maximum impact fee identified, but not higher.

B. Service Area

The service area for the transportation impact fee analysis is the city of West Jordan, shown below in Figure 1.

Figure 1: Service Area – West Jordan City



II. ANALYSIS METHODOLOGY

A. Purpose

The purpose of this chapter is to discuss the Level of Service (LOS) methodology and the proposed LOS threshold for West Jordan City roadways. According to Utah State Code Title 11, Chapter 36a, Section 102, LOS is defined as “the defined performance standard or unit of demand for each capital component of a public facility within a service area.” The LOS of a roadway segment or intersection is used to determine if capacity improvements are necessary. LOS is measured on a roadway segment using its daily traffic volume and at an intersection based on a high-level analysis of the intersection.

B. Proposed LOS

Level of Service (LOS) is a term that describes the operating performance of an intersection or roadway. LOS is measured quantitatively and reported on a scale from A to F, with A representing free-flow conditions, and F representing traffic congestion. A visual representation of each LOS is shown in Figure 2.

The Highway Capacity Manual (HCM), 7th ed. (2022) methodology was used in this analysis to remain consistent with “state of the practice” professional standards. The capacity of roadway segments is determined based on the number of lanes and/or functional classification of the roadway. The roadway LOS is then determined by comparing the actual traffic volumes with the capacity. West Jordan City determined that LOS A – D is acceptable for roadway segments within the City. LOS E – F are considered failing and are evaluated for mitigation measures to bring the level of service up to an acceptable level. Table 1 summarizes the maximum acceptable daily capacities (LOS D) for arterial and collector roadway segments used in the West Jordan TMP (2024).

Figure 2: Levels of Service Definitions

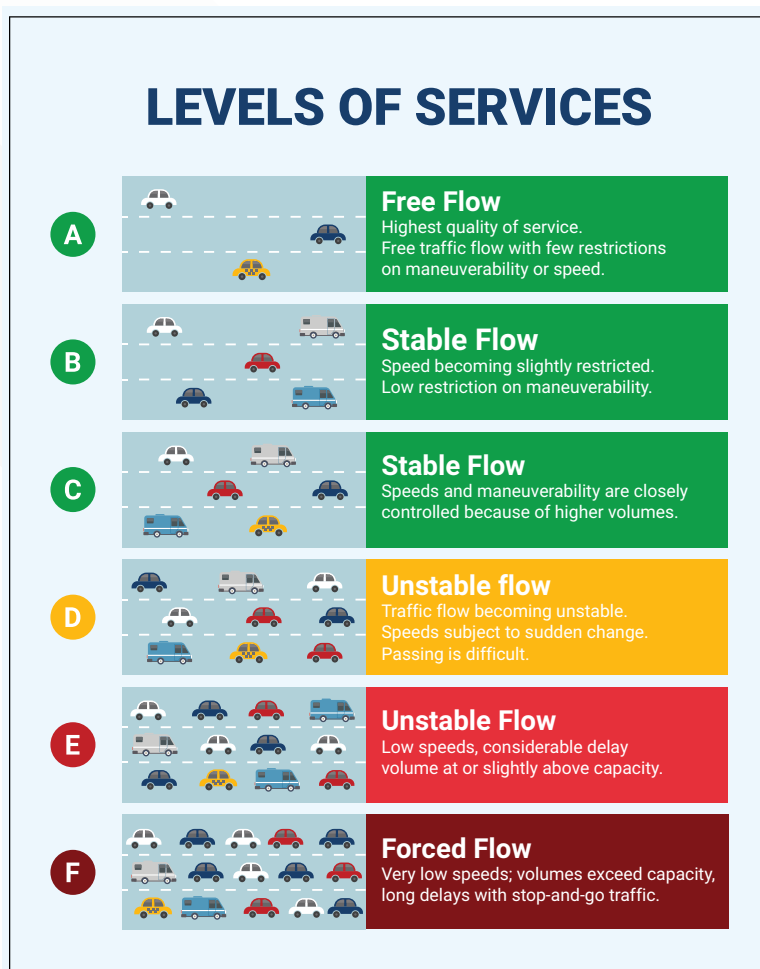


TABLE 1: LEVEL OF SERVICE CAPACITIES (TWO WAY DAILY TRIPS)

Functional Classification	Lanes	LOS A-C	LOS D	LOS E	LOS F
Collectors & Arterials	2	< 9,375	9,375 to 10,625	10,625 to 12,500	> 12,500
	3	< 13,350	13,350 to 15,130	15,130 to 17,800	> 17,800
	5	< 28,500	28,500 to 32,300	32,300 to 38,000	> 38,000
	7	< 43,500	43,500 to 49,300	49,300 to 58,000	> 58,000

The proposed LOS provides a standard of evaluation for roadway conditions. This standard will determine whether or not a roadway will need improvements. According to Utah State Code Title 11, Chapter 36a, Section 302:

“(b) A proposed level of service may diminish or equal the existing level of service.

(c) A proposed level of service may:

(i) exceed the existing level of service if, independent of the use of impact fees, the political subdivision or private entity provides, implements, and maintains the means to increase the existing level of service for existing demand within six years of the date on which new growth is charged for the proposed level of service; or

(ii) establish a new public facility if, independent of the use of impact fees, the political subdivision or private entity provides, implements, and maintains the means to increase the existing level of service for existing demand within six years of the date on which new growth is charged for the proposed level of service.”

As noted in the West Jordan TMP (2024), the proposed LOS threshold for West Jordan is LOS D. Therefore, improvements are recommended and eligible for impact fees for roadways that are projected to operate at LOS E or F in the future.

C. Excess Capacity

An important element of the IFFP is the determination of excess capacity on the roadway network. Excess capacity is defined as the amount of available capacity on any given street in the roadway network under existing conditions. This capacity is available for new development in the City before additional infrastructure will be needed. This represents a buy-in component from the City if the existing residents and businesses have already paid for these improvements.

New roads do not have any existing excess capacity, and roads that are not under city jurisdiction have their capacity information removed from the calculations. The excess capacity for roadways that are identified as needing improvements in the IFFP was calculated and accounted for in the impact fee calculations.

D. Trips

The unit of demand for transportation impact is the vehicle trip. A vehicle trip is defined by the Institute of Transportation Engineers (ITE) as a “single or one-direction vehicle movement with either the origin or the destination (exiting or entering) inside a study site”. The total traffic impact of a new development can be determined by the sum of the total number of vehicle trips generated by a development in a typical weekday. This trip generation number or impact can be estimated for an individual development using the ITE Trip Generation Manual, 11th ed. (2021). ITE’s trip data is based on data collection at numerous sites over several decades.

An additional consideration is that certain developments generate pass-by trips. Pass-by trips are stops taken on the way from one development to another. An example of this is someone stopping at a gas station on the way home from work. The pass-by trip is still counted at the gas station access. However, the pass-by trip was completed by a vehicle already on the road due to other developments.

Pass-by trips do not add additional traffic to the roadway and, therefore, do not create additional impact. Many land-use types in the ITE Trip Generation Manual have a suggested reduction for pass-by trips where applicable. In each case, the trip reduction rate will be applied to the trip generation rate used in the IFA.

E. Cut-through Trips

Trips that do not have an origin or destination within West Jordan City need to be removed from the impact fee calculation. For example, if the driver of a vehicle starts a trip in South Jordan, travels through West Jordan City, and ends that trip in Taylorsville, this trip adds traffic to a West Jordan roadway. However, the cost of the incremental congestion it adds to West Jordan City roadways cannot be recovered through impact fees. The details behind these calculations are described in Chapter 4 of this document.

The travel demand model developed specifically for the West Jordan Transportation Master Plan was utilized to determine cut-through percentages on West Jordan City roadways. A “select link” analysis was performed to determine cut-through percentages. This analysis examines a specific roadway link and traces the origins and destinations of every vehicle trip on that link. All vehicle trips that had both an origin and destination outside of West Jordan City were totaled, then divided by the total link volume to obtain the cut-through percentage. This analysis was performed on all roadways within West Jordan City that have a planned improvement project that is impact fee eligible.

Roadways within West Jordan City were found to have cut-through rates ranging from 0 to 44%. Roadways that will connect adjacent municipalities or straddle city boundaries, such as 6200 South, had higher cut-through rates due to connectivity to other jurisdictions.

F. Re-routed Existing Trips

New roadways may result in existing trips being re-routed from existing roadways to the new road. Therefore, the future volume on the roadway may not represent only trips from new development. Therefore, the amount of existing trips that will be re-routed to the new road is estimated and accounted for in the impact fee eligible calculations. These trips are removed from the new capacity used calculation, thus reducing the percent of the project cost that is impact fee eligible.

G. Intersection Projects

If trips resulting from new growth require an intersection to be upgraded, the full cost of the intersection is impact fee eligible. If it weren't for new development, the existing intersection configuration would be adequate. Thus, excess capacity is not accounted for with intersection projects.

H. System and Project Improvement

There are five primary classifications of roads defined in the West Jordan TMP: Major Arterial, Minor Arterial, Major Collector, Minor Collector, and Residential. These are defined in the roadway classification map in the West Jordan TMP.

Improvements made to collectors and arterials are considered system improvements as defined in the Utah Impact Fee Law, as these streets serve users from multiple developments. All intersection improvements on existing and future collectors and arterials are also considered system improvements. System improvements may include anything within the roadway, such as curb and gutter, asphalt, road base, sidewalks/trails, lighting, and signing for collectors and arterials. These projects are eligible to be funded with impact fees and are included in this IFFP.



III. TRANSPORTATION DEMANDS

A. Purpose

The purpose of this chapter is to identify the existing and future transportation demands on West Jordan roadway facilities. Future transportation demands are based on new development in the City. Once defined, the transportation demands help identify roadways that have excess capacity and those that require additional capacity due to high transportation demands.

B. Existing Roadway Conditions

Existing roadway conditions were determined by using data collected by West Jordan City, WCG, the Utah Department of Transportation (UDOT), the Wasatch Front Regional Council (WFRC) Regional Transportation Plan (RTP) (2023 – 2050), and other previous studies. The traffic volumes were compared with each roadway capacity to identify the LOS of each segment.

The existing LOS of major roadways in West Jordan City is shown in Figure 3. As shown, most of the major City roadways are currently operating at an acceptable LOS (D or better) other than:

- U-111 (Bacchus Hwy); 7400 South to 7000 South
- 7000 South; Bangerter Highway to Redwood Road
- 7800 South; 6400 West to Copper Rim Drive
- 7800 South; Bangerter Highway to Eastern City Border
- 9000 South; Old Bingham Highway to Eastern City Border

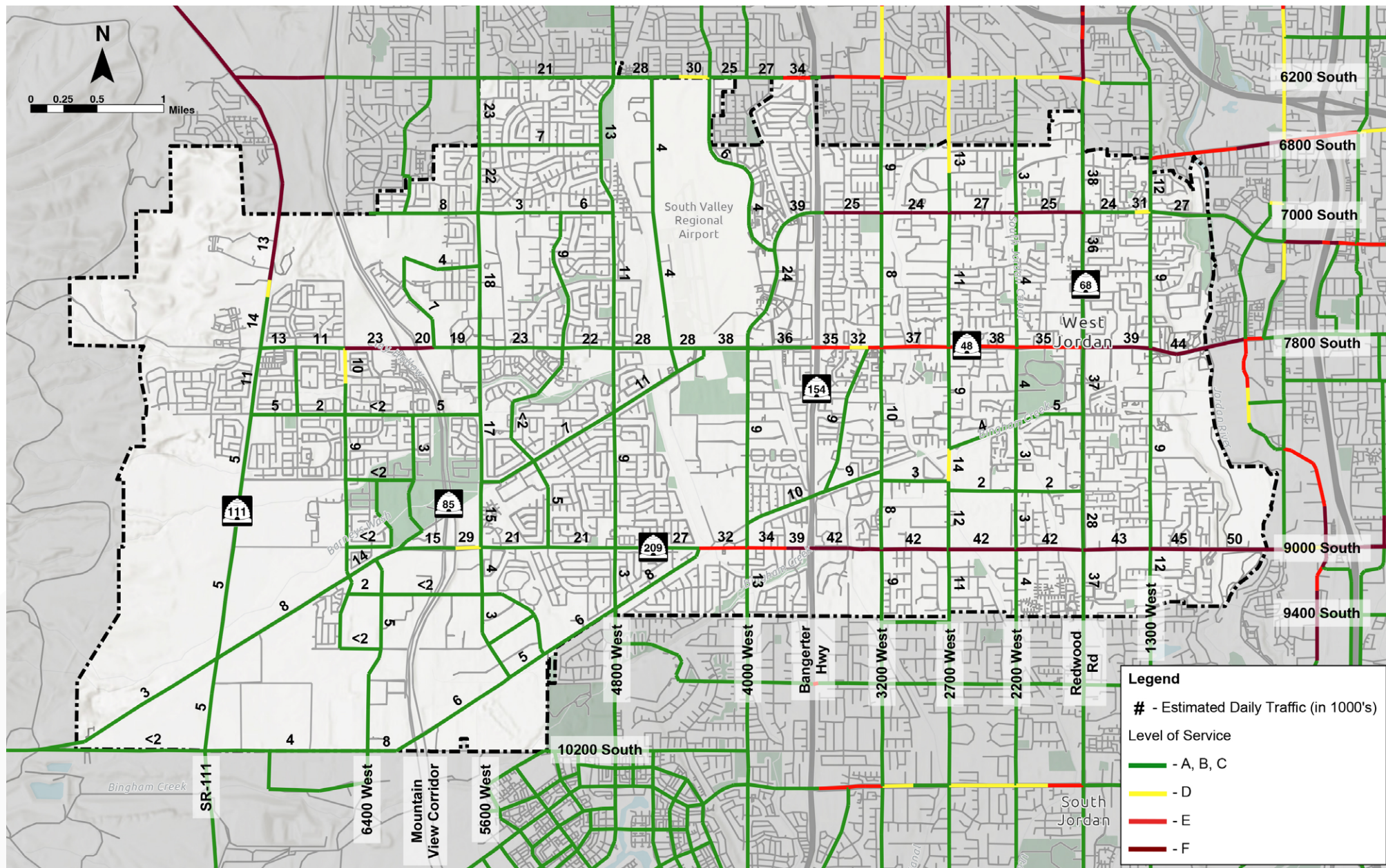
C. Future Roadway Conditions

Future traffic volumes were projected using the travel demand model. WCG used the latest model from WFRC, which is the local metropolitan planning organization (MPO), and refined it to better reflect conditions in West Jordan and the surrounding areas. The existing traffic volumes and data from planned developments and land uses were used to adjust the model to estimate future traffic volumes. The model was developed to estimate future volumes in 2033, assuming a no-build condition, meaning that no City roadway improvements were assumed. A no-build scenario is intended to show what the roadway network would be like in the future if no action is taken to improve the City roadway network. The future (2033) no-build LOS is shown in Figure 4. As shown, there are a number of roadways that are anticipated to deteriorate to LOS E or F. In addition, there are several new roads that will be needed to accommodate future development.

Based on the analysis in the West Jordan TMP, the anticipated growth resulting from new development in West Jordan City from 2023 to 2033 is **106,687** daily trips.



Figure 3: Existing (2023) Roadway LOS





IV. MITIGATION PROJECTS

A. Purpose

The purpose of this chapter is to discuss the recommended improvements and new roadways that will mitigate capacity deficiencies on City roadways, as well as the cost of those improvements. The cost of the recommended improvements is critical in the calculation of the impact fees.

B. Future Projects

Reduced levels of service on roadways are generally mitigated by building new roads or adding travel lanes. In some cases, additional lanes can be gained by re-striping the existing pavement width. This can be accomplished by eliminating on-street parking, creating narrower travel lanes, or adding two-way left-turn lanes where they don't currently exist. Improvements can also be made at intersections to improve LOS by adding turn lanes or by changing the intersection type or the intersection control. At signalized intersections, methods to improve intersection LOS include additional left- and right-turn lanes and signal-timing improvements.

The existing and future (2033) no-build scenarios were used as a basis to predict the necessary projects to include in the IFFP. For the purposes of this IFFP, only projects that are planned to be completed by 2033 will be considered. Table 2 and Table 3 shows all City projects expected to be constructed by 2033 to meet the demands placed on the roadway network by new development. These projects are included in the IFFP analysis. UDOT projects will be funded entirely with state funds and are therefore not eligible for impact fee expenditure and are not included in this analysis. The projects planned to be completed by 2033 are shown in Figure 5.

The Impact Fees Act allows for the inclusion of a time price differential to ensure the future value of costs incurred at a later date are accurately calculated to include the costs of construction inflation. The costs shown herein represent 2024 costs, but the Impact Fee Analysis (IFA) includes an inflation component to reflect the future cost of facilities. The impact fee analysis should be updated regularly to account for changes in cost estimates over time.



TABLE 2: WEST JORDAN CITY 2033 ROADWAY PROJECT LIST

Project ID	Description	Responsibility	Improvement Scope	# of Lanes		Estimated Cost
				2023	Proposed	
1-1	7000 South Widening from Bangerter Highway to Redwood Road*	WFRC, WJC	Widening	4	5	\$43,280,000
1-2	7800 South Widening from Redwood Road to Bingham Junction Boulevard*	WFRC, WJC, Midvale	Widening	5	7	\$19,632,000
1-3	7800 South Widening from SR-111 to 5600 West*	WFRC, WJC	Widening	3	5	\$18,904,081
1-4	9000 South New Construction from SR-111 to New Bingham Highway*	WFRC, WJC, Developer	New Construction	0	5	\$38,340,000
1-5	9000 South Widening from New Bingham Highway to Bangerter Highway	WFRC, UDOT	Widening	5	7	\$65,950,000
1-6	9000 South Widening from Bangerter Highway to Redwood Road	WFRC, UDOT	Widening	5	7	\$56,970,000
1-7	10200 South Widening from Bacchus Highway to Mountain View Corridor*	WFRC, WJC	Widening	2	5	\$19,410,000
1-8	SR-111 / Bacchus Highway Widening from 5400 South to South Jordan Parkway (11000 South)	WFRC, UDOT	Widening	2	5	\$156,590,000
1-9	Mountain View Corridor Widening from Old Bingham Highway to Porter Rockwell Boulevard	WFRC, UDOT	Widening	2 NB, 2 SB	2Fr+2Fwy NB, Fr+2Fwy SB	\$490,000,000
1-10	7000 South New Construction from WJC Limits to 6100 West*	WFRC, WJC, Developer	New Construction	0	3	\$29,390,000
1-11	8600 South New Construction from WJC Limits to 5600 West*	WFRC, WJC, Developer	New Construction	0	3	\$42,320,000
1-12	7200 West New Construction from 8200 South to 9000 South*	WFRC, WJC, Developer	New Construction	0	3	\$27,690,000
1-13	6700 West New Construction from 8600 South to Wells Park Rd*	WFRC, WJC, Developer	New Construction	0	3	\$26,550,000
1-14	9000 South New Construction from City Limits to SR-111*	WFRC, WJC, Developer	New Construction	0	3	\$18,990,000
1-15	7800 South Operations from Bangerter Highway to Jaguar Drive	WFRC, UDOT	Operations	5	5	\$3,500,000
1-16	7800 South Widening from Jaguar Drive to Redwood Road	WFRC, UDOT	Widening	5	7	\$21,550,000
1-17	9400 South New Construction from SR-111 to 6700 West*	WFRC, WJC, Developer	New Construction	0	3	\$9,696,000
1-18	7800 South New Construction from SR-111 to Tracks*	WFRC, WJC, Developer	New Construction	1	3	\$15,300,000
1-19	Old Bingham Highway: 5600 West to Mountain View Corridor*	WJC, Developer	Widening	2	3	\$7,053,889
1-20	5600 West: Park and Ride to 10200 South	WJC	New Construction	0	2	\$3,207,544
1-21	Wells Park Road Extension to 6700 West	WJC, Developer	New Construction	0	2	\$2,865,472
1-22	Verdigris Drive New Construction	WJC, Developer	New Construction	0	2	\$2,853,078
1-23	Copper Rim Drive: 7000 South to Verdigris Drive	WJC, Developer	New Construction	0	2	\$4,593,183
1-24	Wood Ranch Collector	Developer	New Construction	0	2	\$14,867,735
1-25	New Sycamore Drive; 7000 South to 7800 South	Developer	New Construction	0	2	\$11,000,835
1-26	6200 South; 4800 West to Bangerter*	WFRC, WJC, Taylorsville, Kearns	Widening	4 / 5	7	\$34,120,000
1-27	4000 West; Old Bingham Hwy to South Jordan Border*	WJC, WFRC	Widening	3	5	\$17,367,169
1-28	6600 West; Wells Park Rd to Old Bingham Hwy	WJC, Developer	New Roadway	0	2	\$11,052,889
1-29	7400 South; SR-111 to Wood Ranch Collector	WJC, Developer	New Roadway	0	2	\$8,737,707
1-30	New Bingham Highway	WJC, UDOT	Widening	3	5	\$3,604,577
1-31	7400 South from 6700 West to SR-111	WJC, Developer	New Construction	0	3	\$2,751,955
1-32	7400 South New Construction from Brook Maple Way to Verdigris Drive*	WFRC, WJC, Developer	New Construction	0	3	\$5,780,000
1-33	Haven Maple Drive to Fallwater Drive	WJC, Developer	New Construction	0	2	\$5,949,077

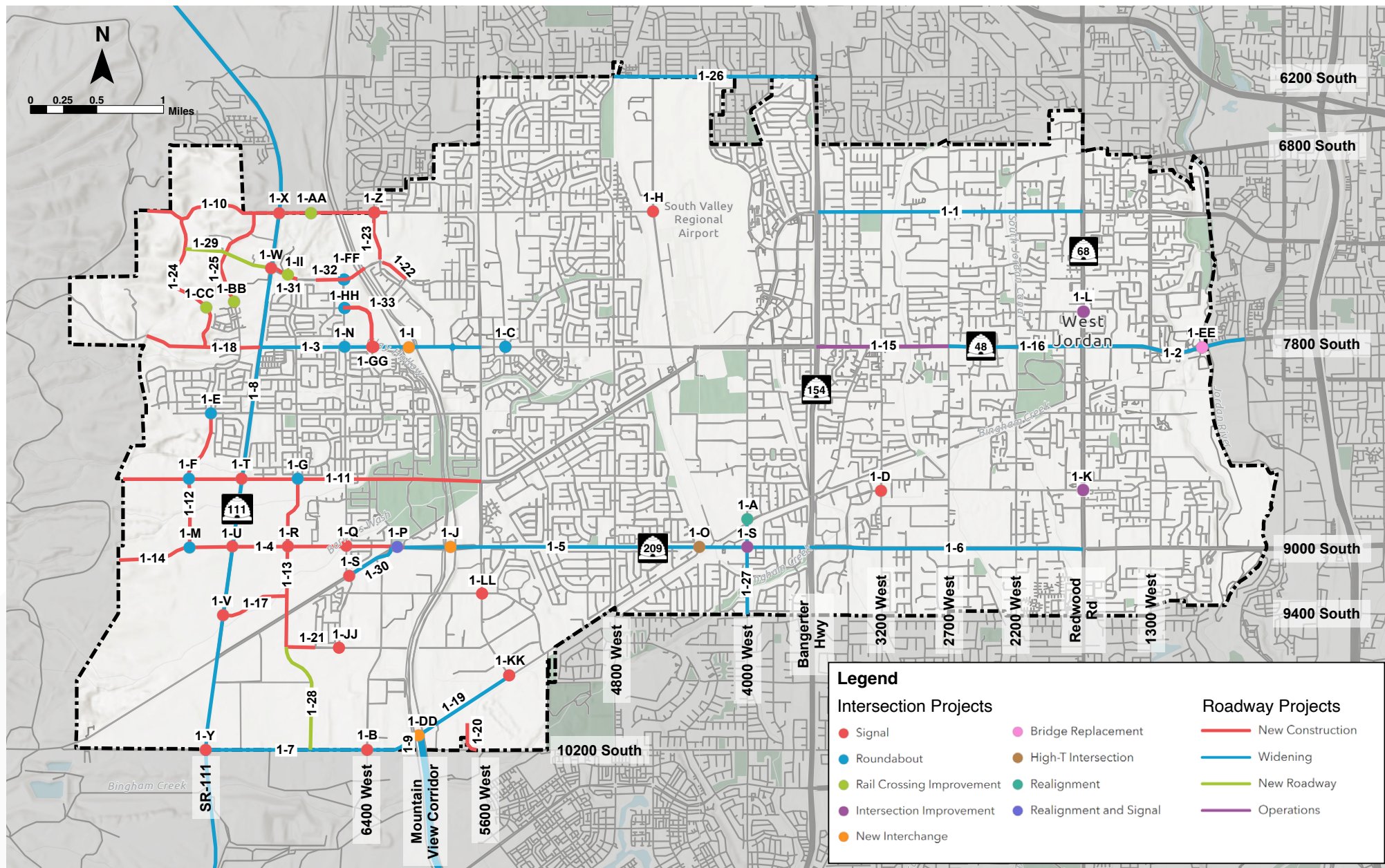
* Impact Fee Eligible Project

TABLE 3: WEST JORDAN CITY 2033 INTERSECTION PROJECT LIST

Project ID	Description	Responsibility	Improvement Scope	Estimated Cost
1-A	4000 West & Old Bingham - Realignment to North*	WJC	Realignment	\$5,000,000
1-B	Prosperity & 10200 South*	WJC, SJC	Signal	\$400,000
1-C	5490 West & 7800 South*	WJC, WFRC	Roundabout	\$1,500,000
1-D	3200 West & Jordan Line Parkway	Developer	Signal	\$375,000
1-E	7200 West & 8200 South*	WJC	Roundabout	\$1,499,551
1-F	7200 West & 8600 South	WJC, Developer	Roundabout	\$1,253,248
1-G	6700 West & 8600 South*	WJC	Roundabout	\$1,458,767
1-H	Airport Rd & 7000 South*	WJC	Signal	\$375,000
1-I	Mountain View Corridor Interchange	WFRC, UDOT	New Interchange	\$50,000,000
1-J	Mountain View Corridor Interchange	WFRC, UDOT	New Interchange	\$50,000,000
1-K	Gardner Lane and Redwood Road*	UDOT, WJC	Intersection Improvements	\$718,000
1-L	7600 South and Redwood Road*	UDOT, WJC	Intersection Improvements	\$600,000
1-M	7300 West and 9000 South	WJC, Developer	Roundabout	\$1,253,248
1-N	6400 West and 7800 South	WJC, WFRC	Roundabout	\$1,565,329
1-O	9000 South and Old Bingham Highway	WJC, UDOT	High-T Intersection	\$1,000,000
1-P	9000 South & New Bingham Hwy	WJC, UDOT, WFRC	Realignment and Signal	\$4,705,308
1-Q	9000 South & 6400 West*	WJC	Signal	\$400,000
1-R	9000 South & 6700 West*	WJC	Signal	\$400,000
1-S	6400 West & New Bingham Highway	UDOT	Signal	\$400,000
1-T	8600 South & Bacchus Highway	UDOT	Signal	\$450,000
1-U	9000 South & Bacchus Highway	UDOT	Signal	\$450,000
1-V	9400 South & SR-111	UDOT	Signal	\$450,000
1-W	7400 South & SR-111	UDOT	Signal	\$400,000
1-X	7000 South & SR-111	UDOT	Signal	\$450,000
1-Y	Old Bingham Hwy & SR-111	UDOT	Signal	\$400,000
1-Z	7000 South & High Bluff Drive*	WJC	Signal	\$400,000
1-AA	7000 South Rail Crossing Improvement	WJC, Developer	Rail Crossing Improvement	\$3,000,000
1-BB	New Sycamore Drive Rail Crossing Improvement*	WJC	Rail Crossing Improvement	\$2,000,000
1-CC	Wood Ranch Collector Rail Crossing Improvement*	WJC	Rail Crossing Improvement	\$2,000,000
1-DD	Old Bingham Hwy & Mountain View Corridor Interchange	UDOT, WFRC	New Interchange	\$60,000,000
1-EE	7800 South & Jordan River Bridge Replacement*	WJC, WFRC, Midvale, UDOT	Bridge Replacement	\$20,000,000
1-FF	6400 West & 7400 South*	WJC	Roundabout	\$1,246,032
1-GG	6200 West & 7800 South*	WJC	Roundabout	\$1,556,551
1-HH	6400 West & 7600 South*	WJC, Developer	Roundabout	\$1,437,910
1-II	7400 South Rail Crossing Improvement*	WJC	Rail Crossing Improvement	\$2,000,000
1-JJ	6400 West & Wells Park Road*	WJC	Signal	\$450,000
1-KK	Old Bingham Hwy & Hawley Park Road*	WJC	Signal	\$450,000
1-LL	Bagley Park Rd & Hawley Park Road*	WJC	Signal	\$400,000

* Impact Fee Eligible Project

Figure 5: Phase 1 (2023-2032) Projects



C. Project Costs Attributable to Future Growth

Table 4 and Table 5 represent all projects expected to be constructed by 2033 based on the analysis in the TMP. The total cost for all projects is estimated to be \$1,460,311,137. Only a portion of the total cost is impact fee eligible. Some projects are expected to be partially or fully funded by developers. Funding for regional projects can also come through other sources, such as the local metropolitan planning organization, UDOT, or the County. The Mountain View Corridor widening project from Old Bingham Highway to Porter Rockwell Boulevard, for example, is expected to cost \$490,000,000 and is fully funded by UDOT. The City will need to find funding to cover the portion of the projects that are not impact fee eligible, and are not fully funded by developers or outside sources. The cost due to future growth can be shared by new development through the assessment of transportation impact fees.

The amount of each project to be funded by impact fees varies depending on the cut-through traffic, projected traffic volumes, and capacity of each roadway. A vehicle trip is considered cut-through when the origin and the destination for a specific trip occurs outside the city limits. A cut-through traffic analysis was completed on key roadways where projects are planned in the city using a select-link analysis within the travel demand model. Specific cut-through values were assigned to each project roadway based on this analysis. The select-link analysis is described in the cut-through section in Chapter 2.

The impact fee eligibility of each project was calculated by dividing the total new development-related traffic volume of the future (2033) traffic volume by roadway capacity added by the proposed project. This eligibility percentage was then multiplied by the project cost to calculate the impact fee eligible cost for each project. The following formulas outline how the impact fee eligible cost was calculated.

$$2033 \text{ ADT in Excess of } 2023 \text{ Capacity} = 2033 \text{ ADT} - 2023 \text{ Capacity} - \text{Existing Trips shifted to New Road}$$

¹ If 2033 ADT is greater than 2033 capacity, then use 2033 capacity

$$\% \text{ Impact Fee Eligible} = \frac{2033 \text{ ADT in Excess of } 2023 \text{ Capacity}}{\text{New Capacity}} \times (1 - \% \text{ cut through})$$

$$\text{Impact Fee Eligible Cost} = \% \text{ Impact Fee Eligible} \times \text{Total Project Cost}$$

A summary of the costs and impact fee eligibility of each project is shown in Table 4 and Table 5. As shown, the total impact fee eligible cost for planned West Jordan City projects expected to be completed by 2033 is **\$35,074,254**.



TABLE 4: WEST JORDAN CITY 2033 ROADWAY PROJECT IMPACT FEE ELIGIBLE COST SUMMARY

#	Project	Type	Functional Class	Cost ²	Outside Funding Sources ¹	Outside Funding	2023 ADT	2033 ADT	2023 Capacity	2033 Capacity	'33 ADT in Excess of '23 Capacity	New Capacity	% Cut-through	% Impact Fee Eligible (until 2033)	Impact Fees Beyond 2033	Impact Fee Eligible Cost (until 2033)
Phase 1 (2023 - 2033)																
1-1	7000 South Widening from Bangerter Highway to Redwood Road	Widening	Minor Arterial (5-lane)	\$43,280,000	WFRC	\$40,349,944	27,000	34,000	27,900	32,300	4,400	4,400	21%	79%	0%	\$2,314,744
1-2	7800 South Widening from Redwood Road to Bingham Junction Boulevard	Widening	Major Arterial (7-lane)	\$19,632,000	WFRC	\$18,302,914	44,000	52,000	32,300	49,300	17,000	17,000	23%	77%	0%	\$1,023,397
1-3	7800 South Widening from SR-111 to 5600 West	Widening	Minor Arterial (5-lane)	\$18,904,081	WFRC	\$17,624,275	23,000	32,000	15,130	32,300	16,870	17,170	7%	92%	1%	\$1,177,422
1-4	9000 South New Construction from SR-111 to New Bingham Highway	New Construction	Minor Arterial (5-lane)	\$38,340,000	WFRC	\$35,744,382	0	16,000	0	32,300	16,000	32,300	1%	49%	50%	\$1,271,853
1-5	9000 South Widening from New Bingham Highway to Bangerter Highway	Widening	Major Arterial (7-lane)	\$65,950,000	WFRC, UDOT	\$65,950,000	UDOT FUNDED									
1-6	9000 South Widening from Bangerter Highway to Redwood Road	Widening	Major Arterial (7-lane)	\$56,970,000	WFRC, UDOT	\$56,970,000	UDOT FUNDED									
1-7	10200 South Widening from Bacchus Highway to Mountain View Corridor	Widening	Minor Arterial (5-lane)	\$19,410,000	WFRC, SJC	\$18,621,566	8,000	16,000	10,625	32,300	5,375	21,675	44%	14%	42%	\$110,381
1-8	SR-111 / Bacchus Highway Widening from 5400 South to South Jordan Parkway (11000 South)	Widening	Minor Arterial (5-lane)	\$156,590,000	WFRC, UDOT	\$156,590,000	UDOT FUNDED									
1-9	Mountain View Corridor Widening from Old Bingham Highway to Porter Rockwell Boulevard	Widening	Freeway	\$490,000,000	WFRC, UDOT	\$490,000,000	UDOT FUNDED									
1-10	7000 South New Construction from WJC Limits to 6100 West	New Construction	Major Collector (3-lane)	\$29,390,000	WFRC, Developer	\$27,400,297	0	10,000	0	15,130	10,000	15,130	12%	58%	30%	\$1,154,028
1-11	8600 South New Construction from WJC Limits to 5600 West	New Construction	Major Collector (3-lane)	\$42,320,000	WFRC	\$39,454,936	0	4,000	0	15,130	4,000	15,130	1%	26%	73%	\$744,917
1-12	7200 West New Construction from 8200 South to 9000 South	New Construction	Major Collector (3-lane)	\$27,690,000	WFRC	\$25,815,387	0	2,000	0	15,130	2,000	15,130	0%	13%	87%	\$243,700
1-13	6700 West New Construction from 8600 South to Wells Park Rd	New Construction	Major Collector (3-lane)	\$26,550,000	WFRC	\$24,752,565	0	5,000	0	15,130	5,000	15,130	9%	30%	61%	\$539,231
1-14	9000 South New Construction from City Limits to SR-111	New Construction	Major Collector (3-lane)	\$18,990,000	WFRC	\$17,704,377	0	12,000	0	15,130	12,000	15,130	0%	79%	21%	\$1,015,642
1-15	7800 South Operations from Bangerter Highway to Jaguar Drive	Operations	Minor Arterial (5-lane)	\$3,500,000	WFRC, UDOT	\$3,500,000	UDOT FUNDED									
1-16	7800 South Widening from Jaguar Drive to Redwood Road	Widening	Major Arterial (7-lane)	\$21,550,000	WFRC, UDOT	\$21,550,000	UDOT FUNDED									
1-17	9400 South New Construction from SR-111 to 6700 West	New Construction	Major Collector (3-lane)	\$9,696,000	WFRC	\$9,039,581	0	2,000	0	15,130	2,000	15,130	40%	8%	52%	\$52,514
1-18	7800 South New Construction from SR-111 to Tracks	New Construction	Major Collector (3-lane)	\$15,300,000	WFRC	\$14,264,190	0	11,000	0	15,130	11,000	15,130	0%	73%	27%	\$756,141
1-19	Old Bingham Highway: 5600 West to Mountain View Corridor	Widening	Major Collector (3-lane)	\$7,053,889			6,000	17,000	10,625	15,130	4,505	4,505	25%	75%	0%	\$5,290,417
1-20	5600 West: Park and Ride to 10200 South	New Construction	Minor Collector (2-lane)	\$3,207,544	WFRC, SJC	\$3,207,544	WFRC, SJC FUNDED									
1-21	Wells Park Road Extension to 6700 West	New Construction	Minor Collector (2-lane)	\$2,865,472	Developer	\$2,865,472	DEVELOPER FUNDED									
1-22	Verdigris Drive New Construction	New Construction	Minor Collector (2-lane)	\$2,853,078	Developer	\$2,853,078	DEVELOPER FUNDED									
1-23	Copper Rim Drive: 7000 South to Verdigris Drive	New Construction	Minor Collector (2-lane)	\$4,593,183	Developer	\$4,593,183	DEVELOPER FUNDED									
1-24	Wood Ranch Collector	New Construction	Minor Collector (2-lane)	\$14,867,735	Developer	\$14,867,735	DEVELOPER FUNDED									
1-25	New Sycamore Drive; 7000 South to 7800 South	New Construction	Minor Collector (2-lane)	\$11,000,835	Developer	\$11,000,835	DEVELOPER FUNDED									
1-26	6200 South; 4800 West to Bangerter	Widening	Major Arterial (7-lane)	\$34,120,000	WFRC, Kearns, Taylorsville	\$33,196,030	35,000	40,000	32,300	49,300	7,700	17,000	36%	29%	35%	\$267,951
1-27	4000 West; Old Bingham Hwy to South Jordan Border	Widening	Minor Arterial (5-lane)	\$17,367,169	WFRC	\$16,191,411	13,000	15,000	15,130	32,300	0	17,170	23%	0%	77%	\$0
1-28	6600 West; Wells Park Rd to Old Bingham Hwy	New Roadway	Minor Collector (2-lane)	\$11,052,889	Developer	\$11,052,889	DEVELOPER FUNDED									
1-29	7400 South; SR-111 to Wood Ranch Collector	New Roadway	Minor Collector (2-lane)	\$8,737,707	Developer	\$8,737,707	DEVELOPER FUNDED									
1-30	New Bingham Highway	Widening	Minor Arterial (5-lane)	\$3,604,577	UDOT	\$3,604,577	DEVELOPER FUNDED									
1-31	7400 South from 6700 West to SR-111	New Construction	Major Collector (3-lane)	\$2,751,955			0	2,000	0	15,130	2,000	15,130	0%	13%	87%	\$357,754
1-32	7400 South New Construction from Brook Maple Way to Verdigris Drive	New Construction	Major Collector (3-lane)	\$5,780,000	WFRC, UDOT	\$5,388,694	0	2,500	0	15,130	2,500	15,130	0%	16%	84%	\$62,609
1-33	Haven Maple Drive to Fallwater Drive	New Construction	Minor Collector (2-lane)	\$5,949,077	Developer	\$5,949,077	DEVELOPER FUNDED									
TOTAL				\$1,239,867,193		\$1,207,142,647										\$16,382,699

1. WFRC STIP (State Transportation Improvement Program), UDOT, adjacent cities, or other external funding sources
2. Widening costs estimates represent the cost of widening for new growth

TABLE 5: WEST JORDAN CITY 2033 INTERSECTION PROJECT IMPACT FEE ELIGIBLE COST SUMMARY

#	Intersection	Improvement	Cost	Other Outside Funding Sources ¹	Outside Funding	% Cut-through	% Impact Fee Eligible	Impact Fee Eligible Cost
PHASE #1 (2023-2033)								
1-A	4000 West & Old Bingham - Realignment to North	Realignment	\$5,000,000			23%	77%	\$3,854,671
1-B	Prosperity & 10200 South	Signal	\$400,000	SJC	\$200,000	44%	56%	\$112,191
1-C	5490 West & 7800 South	Roundabout	\$1,500,000	WFRC	\$750,000	7%	93%	\$698,629
1-D	3200 West & Jordan Line Parkway	Signal	\$375,000	Developer	\$375,000			DEVELOPER FUNDED
1-E	7200 West & 8200 South	Roundabout	\$1,499,551			0%	100%	\$1,499,551
1-F	7200 West & 8600 South	Roundabout	\$1,253,248	Developer	\$1,253,248			DEVELOPER FUNDED
1-G	6700 West & 8600 South	Roundabout	\$1,458,767			1%	99%	\$1,448,698
1-H	Airport Rd & 7000 South	Signal	\$375,000			29%	71%	\$266,661
1-I	Mountain View Corridor Interchange	New Interchange	\$50,000,000	UDOT	\$50,000,000			UDOT FUNDED
1-J	Mountain View Corridor Interchange	New Interchange	\$50,000,000	UDOT	\$50,000,000			UDOT FUNDED
1-K	Gardner Lane and Redwood Road	Intersection Improvements	\$718,000	UDOT		2%	98%	\$703,640
1-L	7600 South and Redwood Road	Intersection Improvements	\$600,000	UDOT		35%	65%	\$388,216
1-M	7300 West and 9000 South	Roundabout	\$1,253,248	Developer	\$1,253,248			DEVELOPER FUNDED
1-N	6400 West and 7800 South	Roundabout	\$1,565,329	WFRC	\$1,565,329			WFRC FUNDED
1-O	9000 South and Old Bingham Highway	High-T Intersection	\$1,000,000	UDOT	\$1,000,000			UDOT FUNDED
1-P	9000 South & New Bingham Hwy	Realignment and Signal	\$4,705,308	UDOT, WFRC	\$4,705,308			UDOT FUNDED
1-Q	9000 South & 6400 West	Signal	\$400,000			1%	99%	\$396,000
1-R	9000 South & 6700 West	Signal	\$400,000			1%	99%	\$396,000
1-S	6400 West & New Bingham Highway	Signal	\$400,000	UDOT	\$400,000			UDOT FUNDED
1-T	8600 South & Bacchus Highway	Signal	\$450,000	UDOT	\$450,000			UDOT FUNDED
1-U	9000 South & Bacchus Highway	Signal	\$450,000	UDOT	\$450,000			UDOT FUNDED
1-V	9400 South & SR-111	Signal	\$450,000	UDOT	\$450,000			UDOT FUNDED
1-W	7400 South & SR-111	Signal	\$400,000	UDOT	\$400,000			UDOT FUNDED
1-X	7000 South & SR-111	Signal	\$450,000	UDOT	\$450,000			UDOT FUNDED
1-Y	Old Bingham Hwy & SR-111	Signal	\$400,000	UDOT	\$400,000			UDOT FUNDED
1-Z	7000 South & High Bluff Drive	Signal	\$400,000			25%	75%	\$301,455
1-AA	7000 South Rail Crossing Improvement	Rail Crossing Improvement	\$3,000,000	Developer	\$3,000,000			DEVELOPER FUNDED
1-BB	New Sycamore Drive Rail Crossing Improvement	Rail Crossing Improvement	\$2,000,000			0%	100%	\$2,000,000
1-CC	Wood Ranch Collector Rail Crossing Improvement	Rail Crossing Improvement	\$2,000,000			0%	100%	\$2,000,000
1-DD	Old Bingham Hwy & Mountain View Corridor Interchange	New Interchange	\$60,000,000	UDOT, WFRC	\$60,000,000			UDOT FUNDED
1-EE	7800 South & Jordan River Bridge Replacement	Bridge Replacement	\$20,000,000	WFRC, UDOT, Midvale	\$18,646,000	23%	77%	\$1,036,044
1-FF	6400 West & 7400 South	Roundabout	\$1,246,032	Developer	\$934,524	0%	100%	\$310,782
1-GG	6200 West & 7800 South	Roundabout	\$1,556,551	UDOT, WFRC	\$1,451,173	7%	93%	\$98,161
1-HH	6400 West & 7600 South	Roundabout	\$1,437,910	Developer	\$1,437,910			DEVELOPER FUNDED
1-II	7400 South Rail Crossing Improvement	Rail Crossing Improvement	\$2,000,000			0%	100%	\$1,995,338
1-JJ	6400 West & Wells Park Road	Signal	\$450,000			0%	100%	\$448,951
1-KK	Old Bingham Hwy & Hawley Park Road	Signal	\$450,000			25%	75%	\$337,500
1-LL	Bagley Park Rd & Hawley Park Road	Signal	\$400,000			0%	100%	\$399,068
			\$220,443,944		\$199,571,739			\$18,691,555

1. WFRC STIP (State Transportation Improvement Program), UDOT, adjacent cities, or other external funding sources

V. FUNDING SOURCES

A. Purpose

The purpose of this chapter is to identify the funding sources that are available for roadway improvement projects. All possible revenue sources have been considered as a means of financing transportation capital improvements needed as a result of new growth. Funding sources for transportation are essential to enable the recommended improvements in West Jordan City to be built. This chapter discusses the potential revenue sources that could be used to fund transportation needs.

Transportation routes often span multiple jurisdictions and provide regional significance to the transportation network. As a result, other government jurisdictions or agencies often help pay for such regional benefits. Those jurisdictions and agencies could include the Federal Government, the State (UDOT), the County, and the local MPO (WFRC). The City will need to continue to partner and work with these other jurisdictions to ensure adequate funds are available for the specific improvements necessary to maintain an acceptable LOS. The City will also need to partner with adjacent communities to ensure corridor continuity across jurisdictional boundaries (i.e., arterials connect with arterials, collectors connect with collectors, etc.).

B. Federal Funding

Federal money is available to cities and counties through the federal-aid program. In Utah, UDOT administers these funds. To be eligible, a project must be listed on the five-year Statewide Transportation Improvement Program (STIP).

The Surface Transportation Program (STP) funds projects for any roadway with a functional classification of a collector street or higher as established on the Statewide Functional Classification Map. STP funds can be used for both rehabilitation and new construction. The Joint Highway Committee programs a portion of the STP funds for projects around the state in urban areas. Another portion of the STP funds can be used for projects in any area of the state at the discretion of the State Transportation Commission. Transportation Enhancement funds are allocated based on a competitive application process. The Transportation Enhancement Committee reviews all applications and then a portion of the applications are passed to the State Transportation Commission. Transportation enhancements include twelve categories ranging from historic preservation, bicycle and pedestrian facilities, and water runoff mitigation.

WFRC accepts applications for federal funds from local and regional government jurisdictions. The WFRC Technical Advisory and Regional Planning Committees select projects for funding every two years. The selected projects form the Transportation Improvement Program (TIP). In order to receive funding, projects should include one or more of the following aspects:

- **Congestion relief** – spot improvement and corridor improvement projects intended to improve levels of service and/or reduce average delay along those corridors identified in the Regional Transportation Plan as high-congestion areas
- **Mode choice** – projects improving the diversity and/or usefulness of travel modes other than single-occupant vehicles
- **Air quality improvements** – projects showing demonstrable air quality benefits
- **Safety** – improvements to vehicular, pedestrian, and bicyclist safety

C. State/County Funding

The distribution of State Class B and C program funds is established by State Legislation and is administered by UDOT. Revenues for the program are derived from State fuel taxes, registration fees, driver license fees, inspection fees, and transportation permits. Seventy-five percent of these funds are kept by UDOT for their construction and maintenance programs. The rest is made available to counties and cities. As some of the roads in West Jordan fall under UDOT jurisdiction, it is in the interest of the City that staff are aware of the procedures used by UDOT to allocate those funds and to be active in requesting the funds be made available for UDOT-owned roadways in the City.

Class B and C funds are allocated to each city and county based on the following formula: 50 percent based on the percentage that the population of the county or municipality bears to the total population of the state, and 50 percent based on the percentage that the B and C road weighted mileage of the county or municipality bears to the total Class B and Class C road total weighted mileage. Class B and C funds can be used for maintenance and construction projects.

D. City Funding

Some cities utilize general fund revenues for their transportation programs. Another option for transportation funding is to create special improvement districts. These districts are organized for the purpose of funding a single specific project that benefits an identifiable group of properties. Another source of funding used by cities is revenue bonding for projects intended to benefit the entire community.

Private interests often provide resources for transportation improvements. Developers construct the local streets within subdivisions and often dedicate right-of-way and participate in the construction of collector/arterial streets adjacent to their developments. Developers can also be considered a possible source of funds for projects through the use of impact fees. These fees are assessed as a result of the impacts a particular development will have on the surrounding roadway system, such as the need for traffic signals or street widening.

General fund revenues are typically reserved for operation and maintenance purposes as they relate to transportation. However, general funds can be used, if available, to fund the expansion or introduction of specific services. Providing a line item in the City budgeted general funds to address roadway improvements that are not impact fee eligible is a recommended practice to fund transportation projects, should other funding options fall short of the needed amount.

General obligation bonds are debt paid for or backed by the City's taxing power. In general, facilities paid for through this revenue stream are in high demand amongst the community. Typically, general obligation bonds are not used to fund facilities that are needed as a result of new growth because existing residents would be paying for the impacts of new growth. As a result, general obligation bonds are not considered a fair means of financing future facilities needed as a result of new growth. They may be considered as a reasonable method to address existing deficiencies.

Certain areas might have different needs or require different methods of funding than traditional revenue sources. A Special Assessment Area (SAA) can be created for infrastructure needs that benefit or encompass specific areas of the City. The municipality can create an SAA through a resolution declaring that public health, convenience, and necessity require the creation of an SAA. The boundaries and services provided by the district must be specified and a public hearing must be held before the SAA is created. Once the SAA is created, funding can be obtained from tax levies, bonds, and fees when approved by the majority of the qualified electors of the SAA. These funding mechanisms allow the costs to be spread out over time. Through the SAA, tax levies and bonding can apply to specific areas in the City needing to benefit from the improvements.



E. Interfund Loans

Since infrastructure generally must be built ahead of growth, it is sometimes funded before expected impact fees are collected. Bonds are the solution to this problem in some cases. In other cases, funds from existing user rate revenue will be loaned to the impact fee fund to complete initial construction of the project. As impact fees are received, they will be reimbursed. Consideration of these loans will be included in the impact fee analysis and should be considered in subsequent accounting of impact fee expenditures.

F. Developer Dedications and Exactions

Developer dedications and exactions can both be credited against the developer's impact fee analysis. If the value of the developer's dedications and/or exactions are less than the developer's impact fee liability, the developer will owe the balance of the liability to the City. If the dedications and/or exactions of the developer are greater than the impact fee liability, the City may reimburse the developer the difference.

G. Developer Impact Fees

Impact fees are a way for a community to obtain funds to assist in the construction of infrastructure improvements resulting from and needed to serve new growth. The premise behind impact fees is that if no new development occurred, the existing infrastructure would be adequate. Therefore, new development should pay for the portion of required improvements that result from new growth. Impact fees are assessed for many types of infrastructure and facilities that are provided by a community, such as roadways. According to state law, impact fees can only be used to fund growth-related system improvements.

According to State statute, impact fees must only be used to fund projects that will serve needs caused by future development. They are not to be used to address present deficiencies. Only project costs that address future needs are included in this IFFP. This ensures a fair fee since developers will not be expected to address present deficiencies.

Legislation requires that impact fees should be spent or encumbered within six years after each impact fee is paid. Impact fees collected in the next six years should be spent on those projects outlined in the IFFP as growth related costs to maintain the City established LOS. Impact fees collected as buy-in to existing facilities can be allocated to the General Fund to repay the City for historic investment.



VI. IMPACT FEE CERTIFICATION

A. Overview

This report has been prepared in accordance with Utah Code Title 11, Chapter 36a, "Impact Fees Act." This report (including its results and projections) relies upon the planning, engineering, land use, and other source data provided in the West Jordan City TMP (2024).

In accordance with Utah Code Annotate, 11-36a-306(1), WCG certifies that this impact fee facilities plan:

1. Includes only the cost of public facilities that are:
 - a. allowed under the Impact Fees Act; and
 - b. actually incurred; or
 - c. are projected to be incurred or encumbered within six years of the day on which each impact fee is paid;
2. Does not include:
 - a. costs of operation and maintenance of public facilities; or
 - b. costs for qualifying public facilities that will raise the level of service for the facilities, through impact fees, above the LOS supported by existing residents; and
3. Complies in each and every relevant respect with the Impact Fees Act.

This certification is made with the following limitations:

- All of the recommendations for implementing this IFFP and IFA are followed in their entirety by the City.
- If any portion of the IFFP is modified or amended in any way, this certification is no longer valid.

All information presented and used in the creation of this IFFP is assumed to be complete and correct, including any information received from the City or other outside sources.





REQUEST FOR COUNCIL ACTION

Action: Request feedback from Council

Meeting Date Requested : 09/09/2025

Presenter: Larry Gardner, City Planner

Deadline of item :

Applicant: West Jordan City

Department Sponsor: Community Development

Agenda Type: DISCUSSION TOPICS

Presentation Time: 5 Minutes

(Council may elect to provide more or less time)

1. AGENDA SUBJECT

Discussion on Adding Housing as a Limited Use in Commercial Zones

2. EXECUTIVE SUMMARY

Residential housing is not a use that is allowed in any commercial zones. The council has previously allowed limited residential development in the SC-3 (Jordan Landing) zone. As you discuss this topic, please consider the following:

1. Should residential housing be allowed in commercial zones at all?
2. Should residential housing be allowed as a limited option such as a mixed use, over the business use etc.?
3. Should residential housing be another use, unrestrained, in commercial zones?
4. What commercial zones should housing be allowed in CM, CG, SC-1, SC-2, SC-3?

Housing in commercial zones has become a way in the last few years of providing additional housing. If the council desires to allow housing in commercial zones it could:

- Increase the supply of housing in the city;
- Provide a 24-hour presence in commercial areas;
- Reduce the amount of commercial available space due to parking constraints, ease of leasing spaces etc;
- Prolong the life of less desirable commercial projects.

3. TIME SENSITIVITY / URGENCY

Not urgent

4. FISCAL NOTE

None at this time.

5. COUNCIL STAFF ANALYSIS

Council has often discussed home ownership opportunities in West Jordan, most recently in the [July 22 Committee of the Whole Meeting](#). In this meeting, Council specifically addressed House Bill 572 (condominium incentives) and the Home Ownership Promotion Zone (HOPZ). Councilmembers expressed support of the new state-provided tools and indicated a continued pursuit of home ownership opportunities for West Jordan residents.

Applicable Guiding Principles from the General Plan

- URBAN DESIGN

- Strengthen the identity and image of the City of West Jordan.
- Support neighborhoods and developments of character.
- **LAND USE**
 - Land use decisions should be made using a regional approach that integrates and participates with programs established to better serve the City as a whole.
 - Land use decisions should be guided by the General Plan to protect existing land uses and minimize impacts to existing neighborhoods.
 - The General Plan is the will of the community and presumed current. Developers have the burden of proof on why the General Plan should be changed.
 - Land use designs must promote quality of life, safety, and good urban design.
- **HOUSING**
 - Encourage a balanced variety of housing types that meet the needs of all life stages with a mix of opportunities for today and into the future.
 - Place high density projects near infrastructure which exists to sustain the increased density.
 - Implement programs to encourage the repair, rehabilitation, or replacement of deteriorating residential structures.

6. POSSIBLE COUNCIL ACTION

The Council may choose to:

1. Move the item forward to a future Council Meeting for consideration and possible final action;
2. Continue the item to a future Committee of the Whole meeting;
3. As applicable, refer the item to the Planning Commission, a Council Subcommittee, or an Ad Hoc Committee;
4. Table the item indefinitely;
5. Make requests of Council Staff, Administrative Staff, or the Mayor for information by way of four agreeing Council Members.



REQUEST FOR COUNCIL ACTION

Action: Request feedback from Council

Meeting Date Requested : 09/09/2025

Presenter: Council Members Bedore & Whitelock

Deadline of item :

Applicant:

Department Sponsor: Council Office

Agenda Type: DISCUSSION TOPICS

Presentation Time: 25 Minutes

(Council may elect to provide more or less time)

1. AGENDA SUBJECT

Discussion on Possible Regulations for Exterior Lighting in Residential Zones

2. EXECUTIVE SUMMARY

Permanent exterior lighting on homes has become a popular amenity in residential areas, allowing residents to celebrate everyday occasions and not just the holidays. While attractive for effortless year-round convenience, energy-efficient LED technology and increased curb appeal, permanent lighting can cause concerns regarding light trespass (shining into neighboring windows late at night), general nuisance, light pollution, and aesthetic clashes.

West Jordan currently has code regulating flashing or strobe-like lighting effects for signs ([Title 12: Sign Regulations](#)), but little regarding the use of external lighting for residences.

The sponsors are looking for council deliberation on this topic related to:

- The prohibition of flashing/animation during certain hours
- If there is a consensus on illumination during certain hours

3. TIME SENSITIVITY / URGENCY

None

4. FISCAL NOTE

N/A

5. ADMINISTRATIVE STAFF ANALYSIS

There is an executive role related to enforcement after hours that may need funding from the council.

6. MAYOR RECOMMENDATION

7. COUNCIL STAFF ANALYSIS

Various Utah cities and counties have attempted to regulate permanent exterior lighting, typically via "dark sky" ordinances to reduce light population. Such regulations (Park City, Moab, Cottonwood Heights, among others) typically require new or replaced outdoor light fixtures to be fully shielded and directed downward to prevent glare and skyglow.

Several cities in Summit County permit the use of external holiday lighting only during a specified date range (Nov. 1 through March 1 in Park City, for example). Park City also requires that seasonal lighting be turned off by 11pm.

8. POSSIBLE COUNCIL ACTION

The Council may choose to:

1. Move the item forward to a future Council Meeting for consideration and possible final action;
2. Continue the item to a future Committee of the Whole meeting;
3. As applicable, refer the item to the Planning Commission, a Council Subcommittee, or an Ad Hoc Committee;
4. Table the item indefinitely;
5. Make requests of Council Staff, Administrative Staff, or the Mayor for information by way of four agreeing Council Members.

9. ATTACHMENTS



REQUEST FOR COUNCIL ACTION

Action: Request feedback from Council

Meeting Date Requested : 09/09/2025

Presenter: Alan Anderson & Patrick Boice

Deadline of item :

Applicant: Council Members Green & Bloom

Department Sponsor: Council Office

Agenda Type: DISCUSSION TOPICS

Presentation Time: 20 Minutes

(Council may elect to provide more or less time)

1. AGENDA SUBJECT

Discussion on Permitting and Regulating the Use of Golf Carts on City Streets

2. EXECUTIVE SUMMARY

Under Utah Code [41-6a-1510](#) a municipality may, by ordinance, allow a person to operate a golf cart on specified highways under the jurisdiction of the municipality.

West Jordan can authorize their use, and the City can designate, among other things:

- the highways a person may operate a golf cart;
- who may operate a golf cart on a highway; and
- hours during which a golf cart may operate on a highway.

3. TIME SENSITIVITY / URGENCY

N/A

4. FISCAL NOTE

N/A

5. MAYOR RECOMMENDATION

The Mayor has indicated that he would not support a golf cart ordinance.

6. COUNCIL STAFF ANALYSIS

Timeline & Background Information

The Council previously discussed a potential golf cart ordinance during the [July 8 Committee of the Whole meeting](#):

- The potential ordinance proposed allowing golf carts on roads with speed limits under 35 mph, with possible exceptions for 2700 West and 3200 West to improve access to schools and churches.
- Safety concerns were raised, especially regarding unlicensed minors operating carts and potential accidents with larger vehicles.
- WJPD shared accident statistics (14% speed-related, 7% distracted driving in 2023) and stressed enforcement challenges.
- As the discussion continued, suggestions included:
 - Limiting use to sunrise–sunset hours.
 - Minimum driver age of 16.
 - Helmet requirements for passengers under 16.

- Passenger limits are based on the number of seats installed at the time the golf cart was manufactured.
- Prohibited in city parks, trails, and sidewalks.
- **OUTCOME** - There was consensus among several members (Green, Shelton, Jacob, Bloom) to move forward with drafting an ordinance. Staff were directed to begin preparing a draft, with input from law enforcement to address safety and enforcement concerns.

Additional Information & Analysis

[Utah State Law](#) does not permit the use of a golf cart on a highway unless it is authorized by the municipality in which the highway is located. In Utah, a “highway” is broadly defined as any public road, street, or way, including the entire area within the right of way that is open to public use for vehicular travel. The intent of Utah Code [72-3-102](#) seems to indicate that state roads are Class A roads and that UDOT maintains “jurisdiction and control” over all state highways. This may not be applicable in this instance, as all state-maintained roads in the City of West Jordan are 35 mph or greater.

[St. George](#), [Nephi](#), [Hurricane](#), and [Highland](#) cities have ordinances permitting the use of golf carts. These cities have detailed certain city streets for golf cart use, age requirements, and designated speed limits. There are no Salt Lake County cities which permit the use of golf carts on city streets.

7. POSSIBLE COUNCIL ACTION

The Council may choose to:

1. Move the item forward to a future Council Meeting for consideration and possible final action;
2. Continue the item to a future Committee of the Whole meeting;
3. As applicable, refer the item to the Planning Commission, a Council Subcommittee, or an Ad Hoc Committee;
4. Table the item indefinitely;
5. Make requests of Council Staff, Administrative Staff, or the Mayor for information by way of four agreeing Council Members.

8. ATTACHMENTS

Title 7, Chapter 6 – Draft
City Street Map (30mph or less)
COTW Minutes – July 8, 2025

1 TITLE 7

2 CHAPTER 6 - GOLF CARTS

3
4 6-6-1 - Definitions

5 6-6-2 - Restrictions On Operations

6 6-6-3 - Traffic Rules

7 6-6-4 - Violation

8 6-6-5 - Penalty

9
10 6-6-1 - DEFINITIONS:

11 All terms used in this chapter shall have the same meaning as those found in section
12 41-6a-102 of the Utah Code, or successor provision.

13
14 6-6-2 – OPERATION OF GOLF CARTS:

15 Golf carts may be operated within the City pursuant to the following:

16 A. Golf carts may only be operated by persons 16 years of age or older.

17 B. Golf carts may not be operated on any public trail, or path, or sidewalk, or
18 within a city-designated park.

19 C. Golf carts may be operated on roadways where the posted speed limit is 30
20 miles per hour or less.

21 D. A golf cart may not be operated after civil sunset or before civil sunrise.

22 E. It is unlawful to operate a golf cart with more passengers than the number of
23 individuals for which the golf cart was originally manufactured.

24 F. All golf cart passengers under the age of 16 must wear a bicycle helmet or
25 DOT approved helmet.

26
27
28
29 6-6-3 - TRAFFIC RULES:

A golf cart shall comply with the same requirements as a bicycle for traffic rules under Utah Code title 41, chapter 6a, or successor provision.

6-6-4 - VIOLATION:

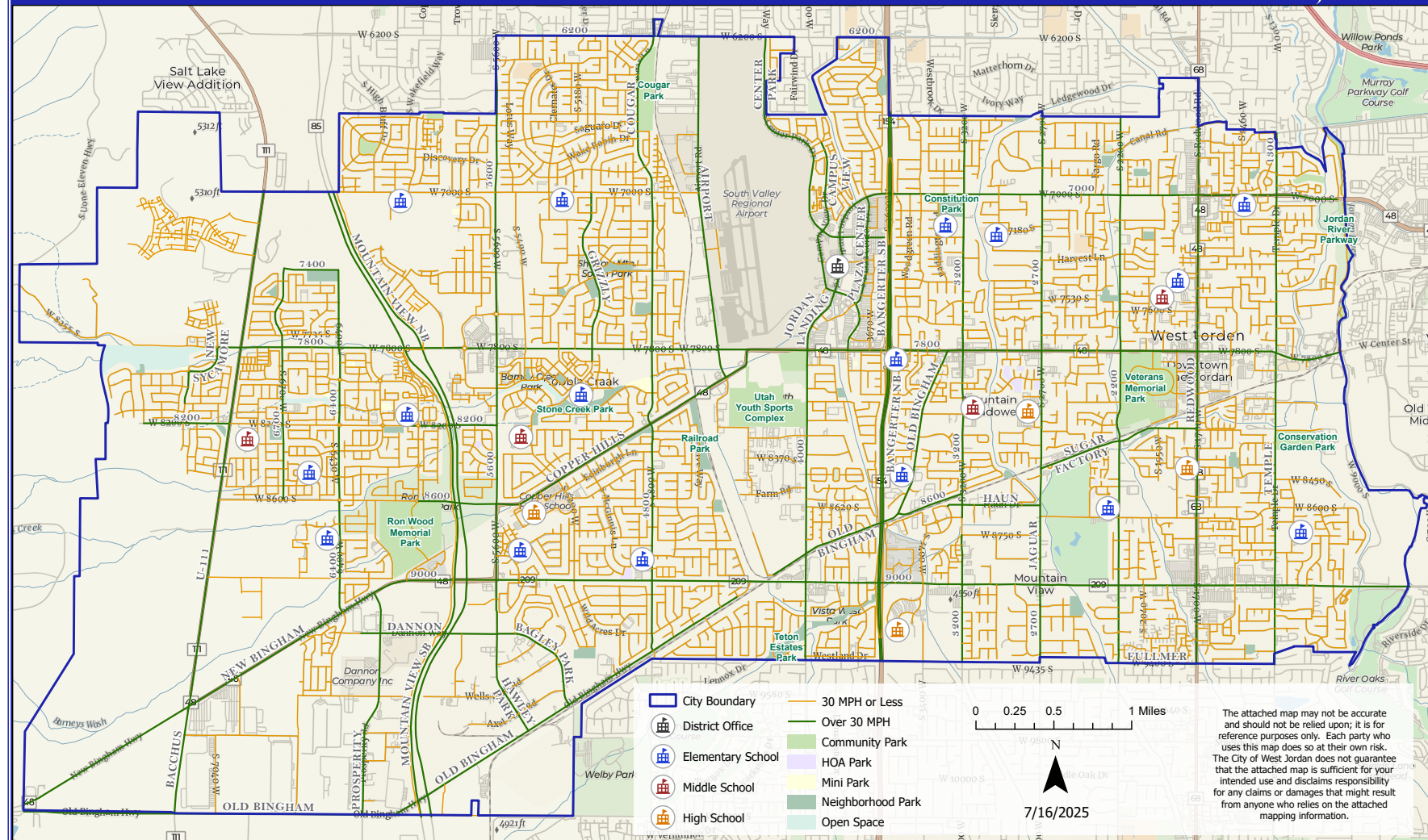
A. It is unlawful for a parent or guardian or any individual to allow a person under the age of 16 to operate a golf cart in violation of this chapter.

B. It is unlawful for a person under the age of 16 to violate this chapter.

6-6-5 - PENALTY:

A violation of this chapter may be prosecuted as a class B misdemeanor or by a civil citation.

Streets with Speed Limits 30 MPH and Below





**MINUTES OF THE CITY OF WEST JORDAN
COMMITTEE OF THE WHOLE
Tuesday, July 08, 2025 – 4:00 pm
Approved July 22, 2025
8000 S Redwood Road, 3rd Floor
West Jordan, UT 84088**

1. CALL TO ORDER

COUNCIL: Chair Kayleen Whitelock, Vice Chair Bob Bedore, Pamela Bloom (remote), Kelvin Green, Zach Jacob, Chad Lamb, Kent Shelton

STAFF: Council Office Director Alan Anderson, Senior Assistant City Attorney Patrick Boice, Mayor Dirk Burton, City Attorney Josh Chandler, Public Works Director Brian Clegg, Utilities Manager Greg Davenport, Economic Development Director David Dobbins, Assistant Planner Mark Forsythe, Policy Analyst & Public Liaison Warren Hallmark, Assistant City Administrator Paul Jerome, Community Development Director Scott Langford, City Administrator Korban Lee, Administrative Services Director Danyce Steck, Police Chief Ken Wallentine, Utility Manager Greg Davenport, Community Preservation Manager Brock Hudson

Chair Whitelock called the meeting to order at 4:00 pm, and noted that Council Member Bloom would join remotely.

2. DISCUSSION TOPICS

a. Discussion of the Sugar Factory on the Creek Townhomes Development Concept Plan

Associate Planner Mark Forsythe introduced the proposed 23-unit Sugar Factory on the Creek Townhome Development on 1.47 acres at 1790 West Sugar Factory Road, and the requested rezone of three parcels from City Center-Frame (CC-F) Zone to City Center-Residential (CC-R) Zone. Mr. Forsythe showed the location of the three parcels on a map, said surrounding properties on Sugar Factory Road were primarily small residential lots, and pointed out a Trax Station was quarter mile away. He said the County had plans to take the Bingham Creek Trail along the side of Sugar Factory Road.

Mr. Forsythe explained the CC-F Zone only allowed for mixed-use residential, and the applicant specifically wanted to develop townhomes. He showed a concept plan for the 23 proposed units, and answered questions about the proposed detention basin and guest parking. Mr. Forsythe said access to green space across Bingham Creek had not yet been addressed.

Dale Bennett with Benchmark Civil, representing the applicant, said the units would have two-car garages, with parking for two guest vehicles in each 20-foot driveway. Mr. Forsythe said the maximum allowed parking per unit in the CC-F Zone was 1.5 parking spaces per unit. The proposed plan included parking for two vehicles per unit in two-car

garages. He said the Transit Station Overlay District (TSOD) allowed the Council flexibility with parking requirements for infill.

Council Member Jacob felt the proposed development was probably the right use for the property, being tangential to the City Center. He said he would rather see redevelopment on a larger scale with more property. Mr. Forsythe said staff had talked to the applicant about trying to develop in a way that would allow for future development on adjoining property. Responding to a question from Council Member Green, Mr. Bennett said the units were intended for sale.

Council Member Lamb liked the proposed upper portion of the project, but had an issue with the lower portion because he believed additional parking was needed. Council Member Jacob said the proposed row of townhomes facing the rear of the property did not seem conducive to a well-design neighborhood. Council Member Green said no units in the proposed plan faced each other, and said he would rather see the road run on the outside so the houses could face each other.

Chair Whitelock said there were currently three water equivalent residential connections (ERCs), and asked how allowing the 23 proposed units would affect development in another area. Utility Manager Greg Davenport said the City had the extra 20 ERCs, but the Council would need to decide how they desired to use them. Chair Whitelock said the Council wanted to be able to do something amazing on School District property in the City Center. Council Member Green said he did not want to make any decisions regarding ERCs until decisions were made by the Council regarding transfer rights, conservation easements, and agricultural protection zones. Mr. Bennett said he was told by Dave Murphy that the area had plenty of ERCs (formerly ERUs) for the project. Council Member Green said the City had a certain allocation from Jordan Valley Water Conservancy District (JVWCD).

Responding to a question from Vice Chair Bedore, Mr. Bennett said the planned detention area would be underground, with a playground/open space area on the surface. Council Member Shelton said he would like to see access to the green space on the other side of Bingham Creek. Vice Chair Bedore expressed concern about the proposed car-centric configuration with units facing the rear of the property.

Chair Whitelock summarized that overall, the Council seemed comfortable with the proposed number of units if utilities were taken care of, but wanted the development to look more like a community and be more pedestrian friendly than car friendly.

Council Member Bloom joined at 4:26 pm.

Mr. Bennett said he would do some brainstorming about the suggestion for a more community-centric layout. Several members of the Council encouraged a bridge over the creek for access to green space. Vice Chair Bedore said he did not like the proposed location of the playground amenities because they would not be useful for all.

b. Discussion of Proposed Revisions to Articles D and H of Title 4, Chapter 2, regarding provisions for Home Occupations and Massage Establishments

Senior Assistant City Attorney Patrick Boice said at the Council Retreat earlier in the year, the Council discussed a desire to review and update provisions of Title 4 related to special licensing and regulation of specific businesses. Mr. Boice proposed that staff present proposed updates to a few business types at a time, with discussion of Article D: Home Occupations, and Article H: Massage, that evening.

Mr. Boice explained that home occupations (Article D) were presently extensively regulated by State Title 13, and recommended keeping Title 13 as the primary location for home occupation requirements. Council Member Green said he appreciated removal of unnecessary verbiage. He pointed out that not all home occupations were required to have a business license, and suggested that all home-based occupations should need to apply for a business license, to be reviewed by staff and evaluated for potential impacts. Council Member Green said his wife's home occupation was permitted and not required by the City to have a business license, but entities with which she contracted wanted proof of a business license. He asked if a mechanism was in place to prevent a capricious decision by a zoning administrator, and suggested the mechanics of the process needed to be reviewed. Mr. Boice said the City currently charged an application fee, separate from the business license fee, which would be contrary to the State's intentions if all home occupations were required to apply.

Chair Whitelock believed that Council Member Green was asking for a separate category for a business that needed a business license but would not have an impact. Council Member Shelton said the City had not required him to have a business license, but he needed one professionally, and did not like that he would need to pay the full business license fee. Mr. Boice suggested not requiring a fee from those who were not required to have a business license. Chair Whitelock suggested a reduced fee for those not required to have a license. Council Members Jacob, Bedore, Shelton, Green, and Bloom indicated support for not charging any fee from those who were not required by the State to have a business license.

Mr. Boice reported of issues with illegal activity in a number of massage businesses (Article H). He said the proposed language would bring the City into full compliance with State House Bill 278, bolster regulations to help prevent illicit massage parlors, attempt to leave legitimate services unaffected, and would limit the ability of shops to continue opening in the same location one after another. Council Member Jacob commented that making certain activities more illegal would not prevent the activities from happening. Council Member Shelton suggested the boundaries would make illegal activity easier for officials to identify. Mr. Boice said it was known that human trafficking occurred, and proposed regulations would give law enforcement and Code Enforcement an opportunity to go in and check a business out.

Chief Wallentine informed Council that he had helped establish the Utah Trafficking Task Force, and said proposed language would give the Police Department the ability to move in when illicit activity was known, before Federal or State agencies could arrive. Chief Wallentine said he had worked with Mr. Boice on the language, and believed the language was narrowly tailored and reflected the best practice available.

Council Member Jacob said making it difficult for all massage businesses, including legitimate businesses, to operate would not necessarily stop illegal practices. Community Preservation Manager Brock Hudson said allowing action on business licenses could enable the Police Department to get in the door for enforcement of illegal activity. Council Member Green said the language as written did not provide for immediate suspension or revocation of a business license, and suggested allowing immediate suspension with requirement to show cause for reinstatement to the Administrative Law Judge. Council Member Green said the ordinance did not need to repeat requirements in State statute.

Council Member Green said the proposed ordinance would create more work for City employees, and said he did not believe documentation of a business's employees at time of license renewal would accomplish anything because staffing changes happened frequently. Mr. Boice said staff had discussed the possibility of changing the language to require ongoing updates of employee lists.

Chair Whitelock said she did not feel the Council had consensus on the issue, and suggested Council Member Green work with staff to make changes and bring proposed amendments back for Council review. Council Member Jacob gave examples of cities that had put strict massage establishment requirements in place, only to have illicit activities moved to other permitted business licenses (e.g. reflexology, nail and spa hybrids). Mr. Boice emphasized the importance of giving the Police Department the right tools to be able to take action without waiting for State or Federal entities.

c. Discussion of Permitting and Regulating the Use of Golf Carts on City Streets

Chair Whitelock commented that speakers were not set up in the work room at that time to be able to hear comments from Council Member Bloom, who was participating remotely.

Council Member Green said Utah Code 40-168-1510 allowed golf carts to be driven on city streets, and allowed cities to regulate some aspects. He asked the Council if they wanted to permit golf carts on public streets, and if so, which streets may they operate on, who may operate the carts, and which hours may the golf carts be operated. Council Member Green commented that golf carts could be an environmentally friendly and sustainable form of transportation. He said golf carts were treated like bicycles at intersections under State Code.

Chair Whitelock said there was a reason only licensed drivers were allowed to operate vehicles. She said there were already so many traffic accidents in West Jordan, and she did not want to add accidents between trucks and golf carts. Council Member Green said if golf carts were only allowed on streets with speed limits under 35 miles per hour, the golf carts would basically be limited to residential streets. He mentioned the possibility of exempting 2700 West and 3200 West so that golf carts could reach schools and churches.

Council Member Bedore asked how often Council Members Green and Bloom thought golf carts would be used. Council Member Green read aloud a text from Council Member Bloom stating Highland became the first city in Utah to allow golf carts on 25 mph roads,

and commenting that golf carts were not noisy. Council Member Green said golf carts could be a simple, environmentally-friendly mode of transportation that various people in the population could use to help kids get to school and travel around the city.

Council Member Bedore said he lived near a golf course and did not know anyone who owned a golf cart. Council Member Bedore brought up the question of stopping at intersections, and said he would treat a golf cart like a car at an intersection instead of a bike. He said he was not sure citizens were asking for golf carts to be allowed on streets.

Council Member Lamb said he was not sure the schools would want golf carts parked in their parking lots. Chair Whitelock said the packet indicated the Mayor would not support an ordinance permitting the use of golf carts on City streets. Council Member Lamb said for him it was a safety issue. He said the only individuals he saw driving golf carts on City streets were kids without licenses driving their parents' golf carts like go-carts. He said he had not been approached by any residents wanting golf carts to be legal on City streets.

Council Member Bedore said it was common for him to see golf carts driven in his neighborhood. Council Member Green stated State statute prohibited cities from requiring a license for a driver of a golf cart on a city street, but cities could prohibit golf carts on the streets. Council Member Jacob said he would be comfortable allowing golf carts to be driven on residential streets, but not okay with allowing kids to drive them.

Council Member Shelton said guests to his daughter's wedding reception had been driven from a parking lot to the reception at a home on city streets in a different city, and it had never occurred to him that using the golf cart would not be legal.

Council Member Green said the idea in bringing the question forward had been to lead out in the County in allowing a more sustainable form of transportation. Council Member Shelton said he would be willing to vote in favor to see what happened. Council Members Green, Shelton, Jacob, and Bloom indicated a desire for a draft ordinance to be brought back to the Council for review. Council Member Green asked if the Council would want golf carts allowed on 2700 West and 3200 West. Council Member Lamb responded there were more collector roads than 27th and 32nd. Council Member Green said his thought had been to allow golf carts on roads with speed limits less than 35 mph, with 27th and 32nd as exceptions.

Council Office Director Alan Anderson said most municipal ordinances he reviewed regarding golf carts allowed golf carts on city streets from civic sunrise to civic sunset. At least three Council Members expressed support for a driving age limit of 16. Mr. Anderson suggested limiting the number of passengers to the number of seats provided by the manufacturer. The Council discussed the possibility of requiring passengers under age 16 to wear helmets.

Sergeant Hutchings shared statistics relating to golf carts, stating in 2023, 14 percent of golf cart accidents were related to speed and 7 percent due to distracted driving. Sergeant Hutchings said his concern was with enforcement. Mr. Anderson said one city he researched required the driver to have government issued identification that proved their age. Council Members Shelton and Green said they liked the idea. Responding to a

question from Council Member Lamb, Sergeant Hutchings said he had responded to two golf cart situations in 2025, both near the skate park.

Sergeant Hutchings spoke of the importance of education and making sure residents were aware of requirements, and repeated his concern for enforcement. He said he knew issues would occur whether there was a law or not. Chief Wallentine suggested Sergeant Hutchings and Lieutenant Saunders be part of drafting the language.

d. Discussion of Public Utilities Department, Risk, and IT Services Budget

Administrative Services Director Danyce Steck reviewed changes from the prior year utility budgets with the Council. New utility billing software would be shared between all utilities, and a full-time Water Conservation Coordinator would be shared between the Water Fund and Storm Water Fund. The Water Fund Budget included addition of a hydro-excavator, a Mack 10-wheel dump truck, and Zone 5/6/7 water study. The Storm Water Fund Budget included weed abatement in the amount of \$50,000.

Ms. Steck said the Mayor's Budget recommended the following utility fee changes:

- Water increase of 3.5%
- Sewer Delivery decrease of 3.9%
- Sewer Treatment increase of 8.1%
- Solid Waste increase of 5.5%
- Storm Water increase of 3.5%
- Streetlight increase of 7.3%

The total impact for an average user would be a utility bill increase of 4%, equal to \$4.18 monthly.

Chair Whitelock felt the cost should be increased for landscape users more than for residents. Chair Whitelock said Council Member Bloom had shared that the HOA where she lived watered every day, even though Council Member Bloom had talked to the HOA Board. Council Member Green agreed with Chair Whitelock. He suggested names of the tiers should be changed, and the fee for higher users needed to increase (Tier 3). Council Member Green said he wanted average residential users to pay attention and try to stay out of Tier 3. Utility Manager Greg Davenport said he would be fine with changing the tier names, but would not want to use the term "commercial". Ms. Steck said the staff concern was that pushing residential users to stay in Tiers 1 and 2 would require an increase to Tier 1 and 2 fees.

Council Members Jacob, Whitelock, Bedore, Shelton, and Green indicated support for increasing the landscaping rate to be the same as the residential rate.

Ms. Steck presented the FY2026 Water Fund Budget, and showed an increase in actual water usage from FY2022 to FY2025. Mr. Davenport reported that in May of 2025, the City was at 8% over the previous year's use, which decreased to 2% over the previous year's use after distribution of the City newsletter.

Council Member Green asked why the City did not plan to incorporate the pond at Ron Wood Park into the park for public use. City Administrator Korban Lee responded the City planned to fence the pond off because of the dramatic cost increase to redesign the park to include the pond, and because of the cost to finish the planned fields. Mr. Lee said staff had considered incorporating the pond for fishing, but the frequent change in pond level would not be conducive to a stable fish population. Mr. Lee said the pond would be in a corner of the park between water tanks and the maintenance yard, and to move the pond to a more central location to provide aesthetic and recreation value would be very expensive. Responding to a question from Council Member Shelton, Mr. Lee said it might be possible for the pond to be made accessible to the public. Mr. Davenport expressed the opinion that the pond area was currently too dangerous to allow public access.

Ms. Steck reviewed the Sewer Fund, Solid Waste Fund, Street Light Fund, and Storm Water Fund FY2026 Budgets with the Council, and answered questions. Mr. Davenport answered questions regarding the adopt-a-storm-drain program. The Council discussed encouraging drought-tolerant landscaping while remaining business friendly. Council Member Jacob suggested increasing landscaping water fees 10% over the residential rate, and using the extra amount collected to start a landscape replacement rebate incentive.

The Council and staff reviewed the FY2026 Risk Management Fund Budget. Mr. Lee said he would like the Risk Management Department to give a presentation to the Council at a future meeting. Ms. Steck presented the FY2026 IT Management Fund Budget, and explained that IT agreements were required to be recognized on the budget as leased assets. She reported the City received Community Development Block Grant (CDBG) money for FY2026, so a CDBG budget would need to be adopted as a budget amendment.

Ms. Steck said amendments discussed would be prepared and presented to the Council at the first Council meeting in August.

3. ADMINISTRATIVE ITEMS

Council Member Green encouraged Council Members to let the Council Office know if they intended to attend the upcoming ULCT Conference.

4. ADJOURN

Chair Whitelock adjourned the meeting at 6:23 pm.

I certify that the foregoing minutes represent an accurate summary of what occurred at the meeting held on July 8, 2025. This document constitutes the official minutes for the West Jordan Committee of the Whole meeting.

Cindy M. Quick, MMC
Council Office Clerk

Approved this 22nd day of July 2025