



**THE CITY OF WEST JORDAN
COMMITTEE OF THE WHOLE
MEETING
October 28, 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. Council Tour of the West Jordan Historical Museum – 2053 West 7800 South
- b. Discussion of the Transportation Impact Fee Study
- c. Discussion of House Bill 48 Wildland Urban Interface (WUI) Modifications and its Impact on the City of West Jordan
- d. Discussion on Separate Utility Meters for Accessory Dwelling Units – Time permitting

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

- CANCELED – Tuesday, November 4, 2025 – Committee of the Whole (4:00p) – Regular City Council (7:00p)
- Tuesday, November 18, 2025 – Committee of the Whole (4:00p) – Regular City Council (7:00p)

- Tuesday, November 18, 2025 – Board of Canvassers (6:30p)
- Tuesday, December 2, 2025 – Committee of the Whole (4:00p) – Regular City Council (7:00p)
- Tuesday, December 16, 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 October 23, 2025 Cindy M. Quick, MMC, Council Office Clerk



REQUEST FOR COUNCIL ACTION

Action: Provide information to Council

Meeting Date Requested : 10/28/2025

Presenter: Alan R. Anderson, Council Office Director

Deadline of item :

Applicant:

Department Sponsor: Council Office

Agenda Type: DISCUSSION TOPICS

Presentation Time: 45 Minutes

(Council may elect to provide more or less time)

1. AGENDA SUBJECT

Council Tour of the West Jordan Historical Museum – 2053 West 7800 South

2. EXECUTIVE SUMMARY

The Committee of the Whole meeting will begin with an in-person tour of the West Jordan Historical Museum, located at 2053 West 7800 South.

The tour is open to the public but will not be live-streamed or recorded. Following the tour, the Council will return to City Hall at approximately 5:00 p.m. to continue with the remaining agenda items.

3. TIME SENSITIVITY / URGENCY

None

4. FISCAL NOTE

None

5. COUNCIL STAFF ANALYSIS

Timeline & Background Information

• [July 22, 2025, City Council Meeting](#)

- Robbie Dalley, President of the West Jordan Historical Society (WJHS), presented a 2024–2025 Annual Report, highlighting an annual fundraiser, rebranding efforts, and volunteer engagement. Mr. Dalley reported \$89,573 in revenue and \$87,703 in expenses for 2024/2025.
- Council Member Bloom expressed concern about the financial statement, noting limited detail, minimal private contributions, and reliance on public funds. She expected a more comprehensive report given the public funding involved. Mr. Dalley acknowledged the concerns and indicated he could provide additional information. Council Member Bloom also divulged that the museum was closed during several of her attempted visits and questioned whether the Historical Society and museum were meeting community needs relative to public support received.
- **Outcome** – The report from the WJHS required no action by Council. However, moving forward, Council requested a discussion during a Committee of the Whole meeting about Council’s oversight and the WJHS’ operations, as appropriate.

• [August 26, 2025, Committee of the Whole Meeting](#)

- Council discussed expectations for future reports, from the WJHS and similar groups.
- They supported creating a report template to document facility use, review museum operations, and apply a “zero-based” approach to determine what the museum should contain and how often it should be open.
- **Outcome** - As part of the process in creating the template, Council requested a tour of the museum.

Additional Information & Analysis

Council staff worked directly with Robbie Dalley (President of the West Jordan Historical Society) to coordinate the tour on October 28, 2025.

Guiding Principles from the General Plan

- **HISTORIC PRESERVATION**

- Preserve the character and significance of historic sites and structures located in the City.

6. POSSIBLE COUNCIL ACTION

Site Visit – No requested action from Council

7. ATTACHMENTS



REQUEST FOR COUNCIL ACTION

Action: Request feedback from Council

Meeting Date Requested : 10/28/2025

Presenter: Danyce Steck / Fred Philpot of LRB

Deadline of item : 10/28/2025

Applicant:

Department Sponsor: Admin. Services

Agenda Type: DISCUSSION TOPICS

Presentation Time: 60 Minutes

(Council may elect to provide more or less time)

1. AGENDA SUBJECT

Discussion of the Transportation Impact Fee Study

2. EXECUTIVE SUMMARY

Further discussion on impact fees for transportation. The Impact Fee Facilities Plan (IFFP) and the Impact Fee Analysis (IFA) have been prepared by outside consultants, Wall Consultant Group (WCG) and LRB Public Finance Advisors (LRB). These were presented to the council at a work session on September 9, 2025. It was the desire of Council to have further discussion about the recommendations and the level of impact fees to adopt. Once a level is decided upon, staff will prepare the ordinance and begin the noticing process for a public hearing.

3. TIME SENSITIVITY / URGENCY

The timeline for this item includes the following considerations:

- Council review of the IFFP and IFA ([COTW on September 9, 2025](#))
- Further Council discussion (COTW on October 28, 2025)
- Public hearing and adoption of the fees – as early as November 18, 2025
- 90-day waiting period after adoption before taking effect – as early as 2/16/2026

Additional time before adoption of the new fees will delay the receipt of the increased impact fees into the City’s revenues.

4. FISCAL NOTE

The financial impact depends on the fees adopted and is discussed in the IFA and the materials presented by the consultant.

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. These reports were presented to the Council on Sept 9. 2025.

Our consultants will again attend this work session and present recommendations and answer questions. This meeting will allow for open dialogue between the Council, staff, and the consultants.

6. MAYOR RECOMMENDATION

7. COUNCIL STAFF ANALYSIS

Background Information

Council was presented with road impact fee reports initially in the [September 9, 2025, Committee of the Whole Meeting](#):

- Council was presented with the proposed update to road impact fees based on a two-part study addressing future transportation needs and cost allocation due to city growth.
- Staff explained that road construction costs had significantly increased since the last study in 2013, and the proposed fees—calculated at \$558.27 per trip—would help ensure new development paid its fair share for infrastructure.
- Council members debated the political and economic implications, especially regarding affordable housing, and requested further data on current fee shortfalls, percent increases, and project impacts.
- **Outcome** - The Council expressed interest in continuing the discussion in a future work session.

Additional Information & Analysis

Explained within the IFA draft (Attachment B), 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 explained is 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 (note the tentative timeline above under *Time Sensitivity / Urgency*).
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

Impact Fee Facilities Plan

Impact Fee Analysis

Presentation



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

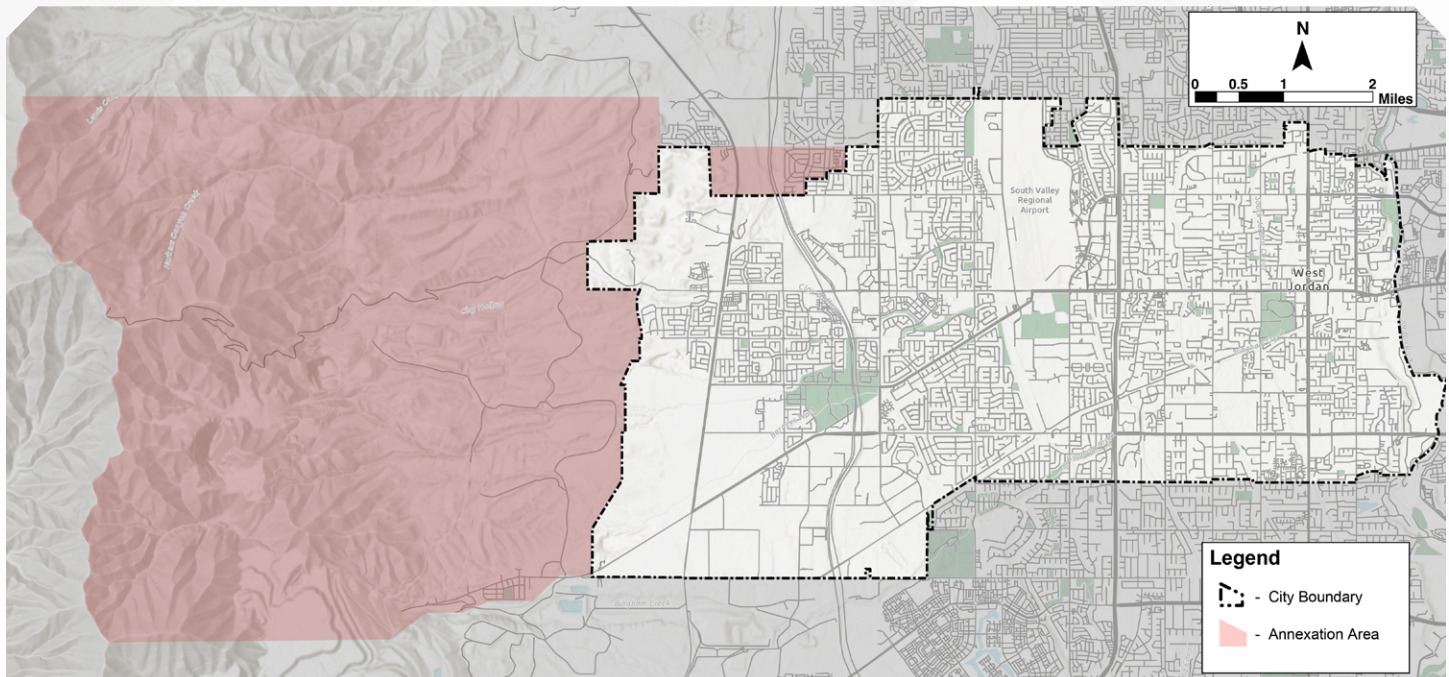
This analysis incorporates information from the West Jordan Transportation Master Plan (TMP) (2024), which was completed by Wall Consultant Group (WCG). The TMP includes information regarding the existing and future demands on the transportation infrastructure and the proposed improvements to provide 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

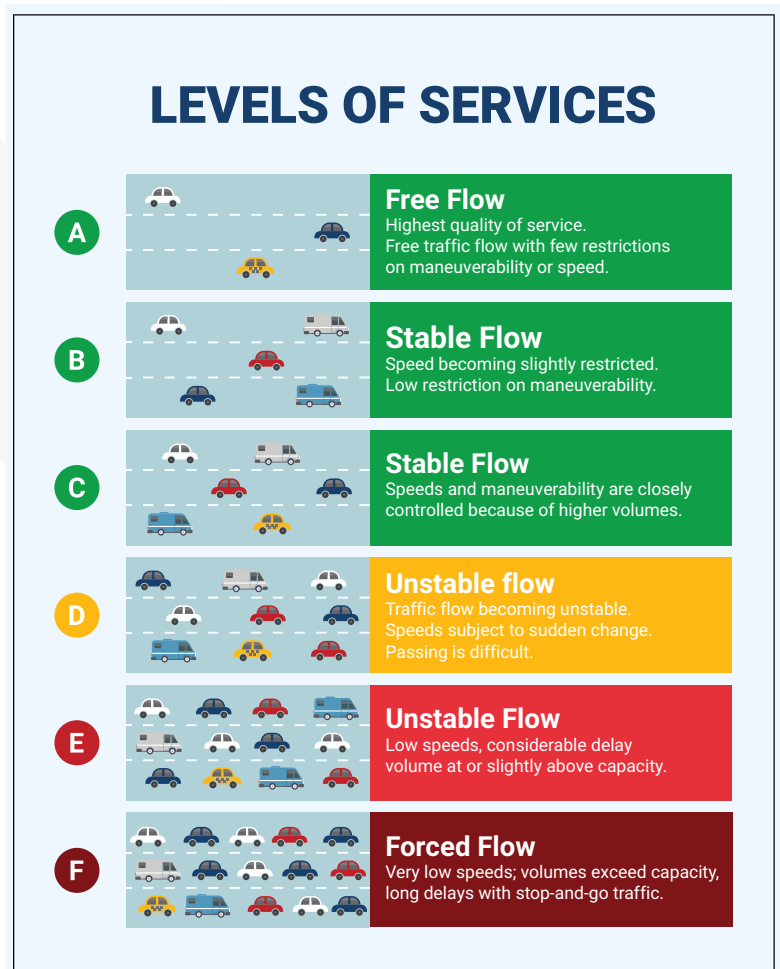


TABLE 1: LEVEL OF SERVICE CAPACITIES (TWO WAY DAILY TRIPS)

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

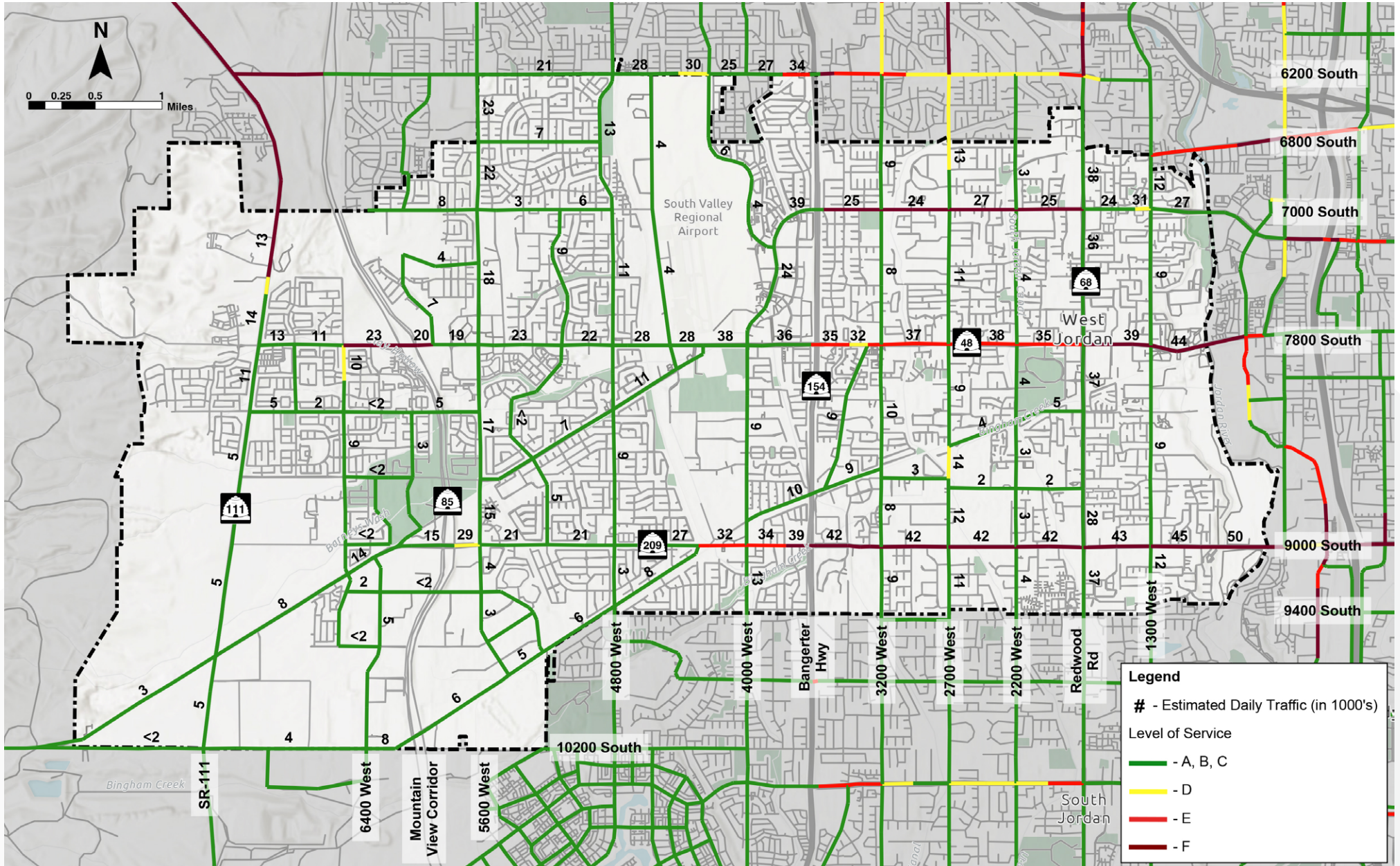
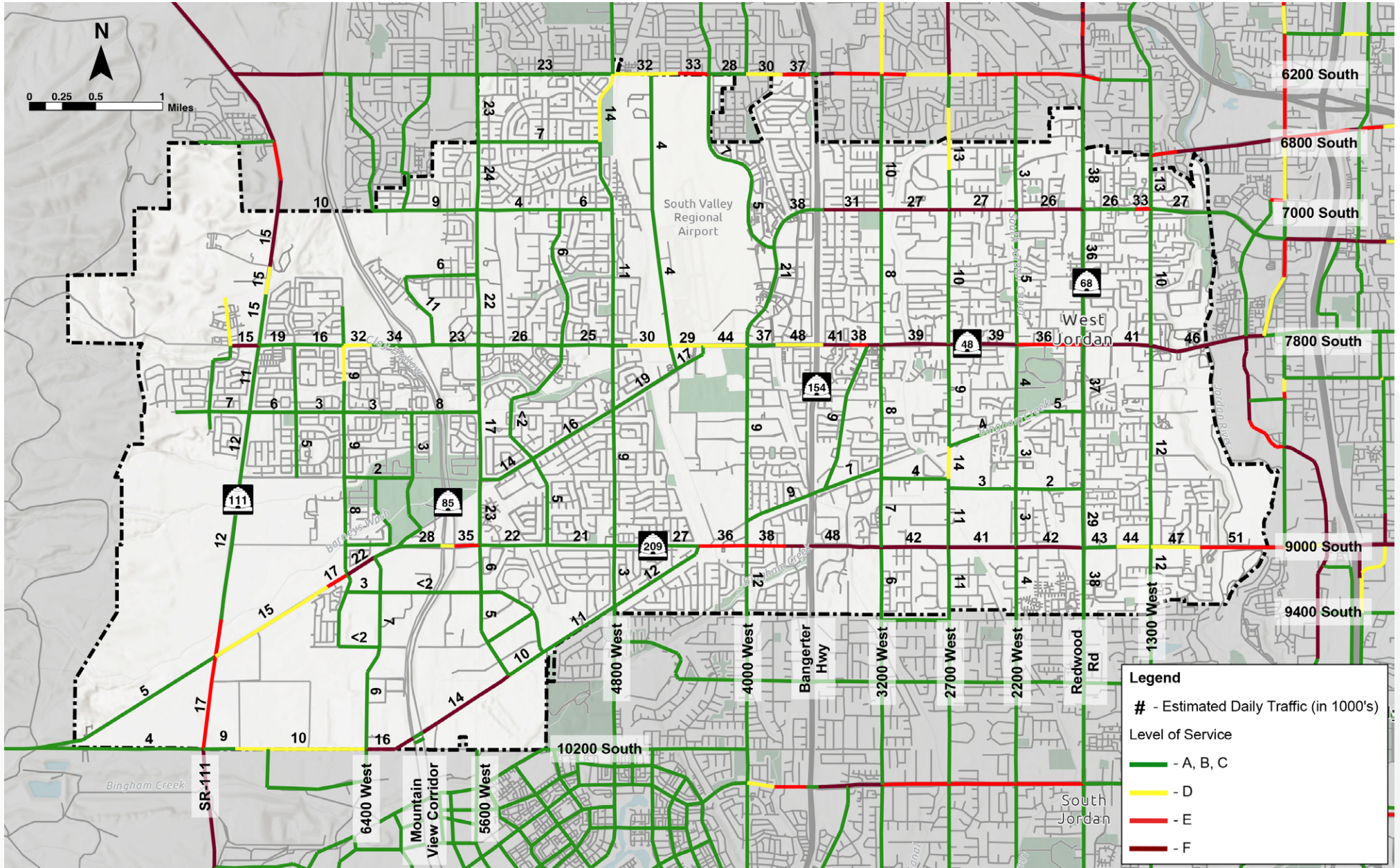


Figure 4: Future (2033) No Build Roadway LOS



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

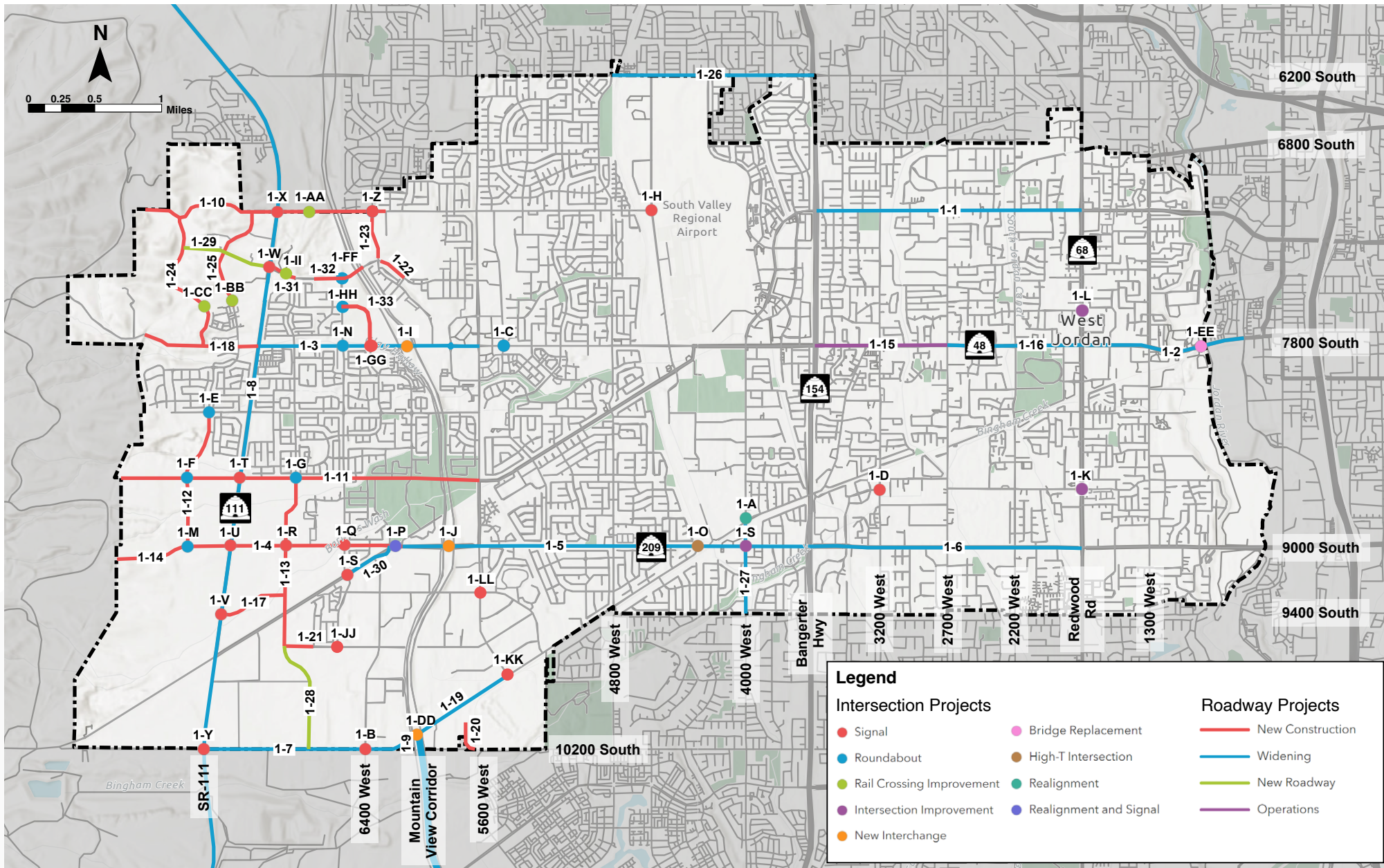
* Impact Fee Eligible Project

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.

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

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

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

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

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			
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			
1-U	9000 South & Bacchus Highway	Signal	\$450,000	UDOT	\$450,000			
1-V	9400 South & SR-111	Signal	\$450,000	UDOT	\$450,000			
1-W	7400 South & SR-111	Signal	\$400,000	UDOT	\$400,000			
1-X	7000 South & SR-111	Signal	\$450,000	UDOT	\$450,000			
1-Y	Old Bingham Hwy & SR-111	Signal	\$400,000	UDOT	\$400,000			
1-Z	7000 South & High Bluff Drive	Signal	\$400,000					
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.





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FINANCE
ADVISORS

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WEST
JORDAN
CITY, UTAH

SEPTEMBER
2025

IMPACT FEE ANALYSIS (IFA)
TRANSPORTATION

PREPARED BY:

LRB PUBLIC FINANCE ADVISORS

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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	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
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	Restaurant/ Drinking	KSF	843	54.57	43%	57%	31.10	\$17,362
Restaurant: Sit-Down		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

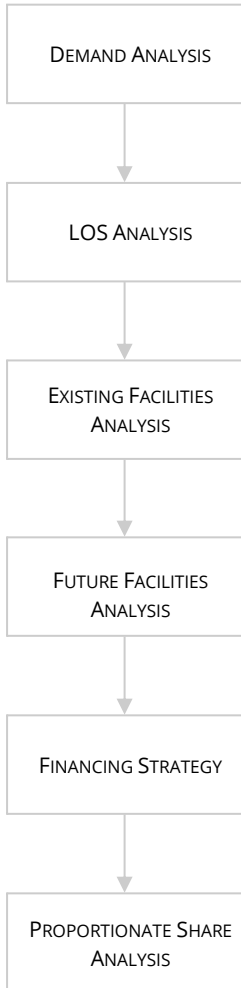
The Impact Fees Act allows for the inclusion of a time price differential to ensure that the future value of costs incurred at a later date is accurately calculated to include the costs of construction inflation. A five percent annual construction inflation adjustment is applied to the proposed capital 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)

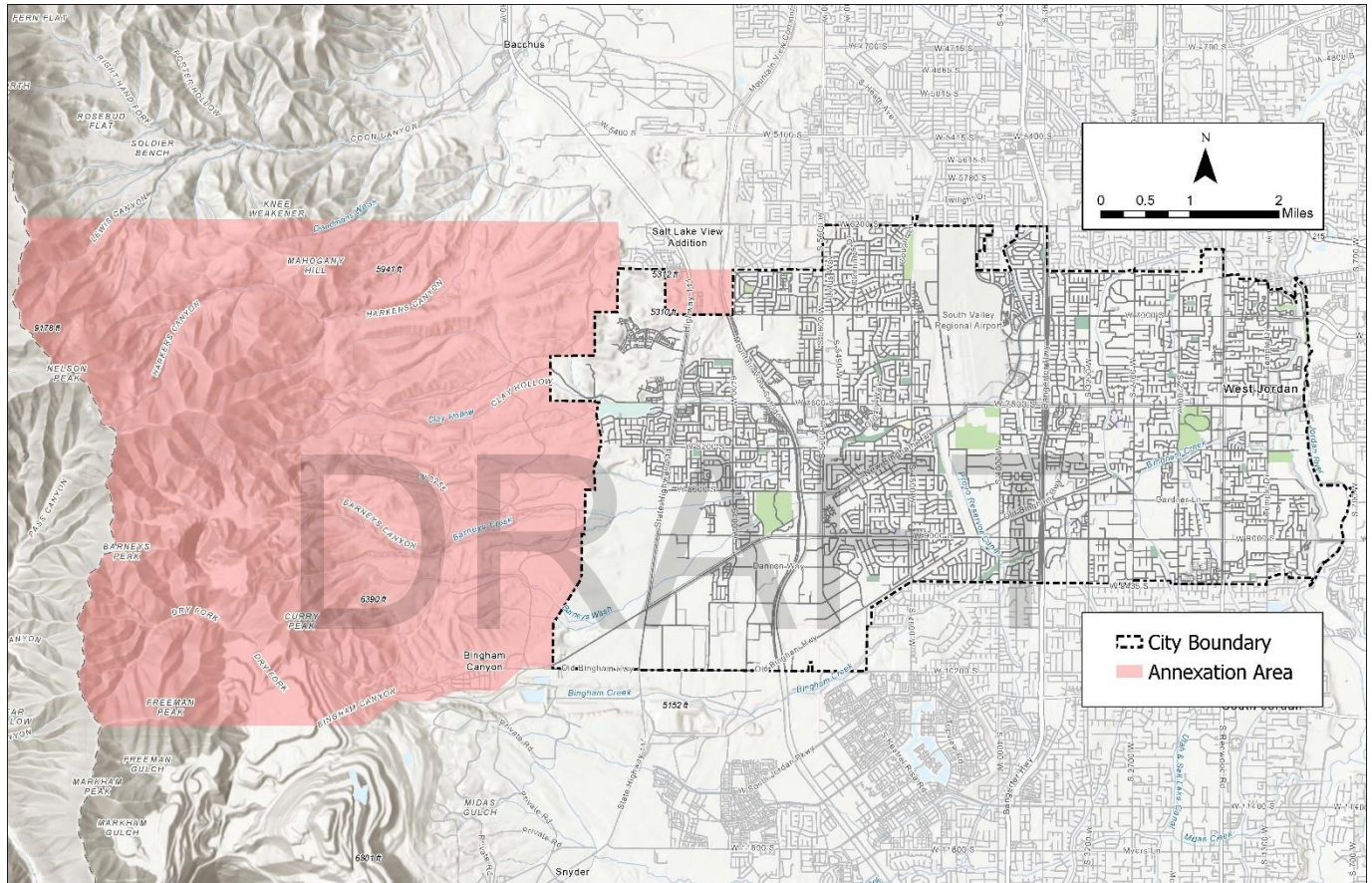


SECTION III: OVERVIEW OF SERVICE AREA, DEMAND, AND LEVEL OF SERVICE

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 IFPP PLANNING HORIZON

	2023	2033	2050 (BUILDOUT)
Total Trips	586,103	692,790	825,570
New Trips		106,687	239,467
Source: IFPP, 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 Bangarter	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.

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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	Medical	KSF	560	7.60	0%	100%	7.60	\$4,243
Day Care		KSF	565	47.62	44%	56%	26.67	\$14,889
Hospital		KSF	610	10.77	0%	100%	10.77	\$6,013
Nursing Home	Office	KSF	620	6.75	0%	100%	6.75	\$3,768
General 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/	KSF	932	107.20	43%	57%	61.10	\$34,110
Fast Food, w/Drive-Up	Drinking	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 SR-111/Bacchus Hwy Widening from 5400 S to South Jordan Parkway (11000 S)	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	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											



#	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		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	WFRC,UDOT	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	Developer	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.

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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.





REQUEST FOR COUNCIL ACTION

Action: Need Council to take action

Meeting Date Requested : 10/28/2025

Presenter: Chris Trevino, Deputy Fire Chief

Deadline of item :

Applicant:

Department Sponsor: Fire Department

Agenda Type: DISCUSSION TOPICS

Presentation Time: 15 Minutes

(Council may elect to provide more or less time)

1. AGENDA SUBJECT

Discussion of House Bill 48 Wildland Urban Interface (WUI) Modifications and its Impact on the City of West Jordan

2. EXECUTIVE SUMMARY

The Council is being asked to consider the adoption of WUI Code based on the information found in House Bill 48, which was passed during the most recent legislative session in March 2025. The purpose of the proposal is to provide information regarding the bill and the associated obligations of West Jordan City. If approved, the outcome would provide compliance with state legislation.

3. TIME SENSITIVITY / URGENCY

The House Bill is effective on January 1, 2026.

4. FISCAL NOTE

The fiscal responsibility lies with those residents or business owners who have property in the high-risk areas which have been outlined by the Division of Forestry, Fire, and State Lands.

There was mention made of having local cities enforce the adopted WUI code; however, there isn't sufficient information to supply costs currently.

5. MAYOR RECOMMENDATION

6. COUNCIL STAFF ANALYSIS

Timeline & Background Information

As found on the [FAQ page](#) of the Utah Division of Forestry, Fire and State Lands (UDFFSL), House Bill 48 (HB 48), titled "Wildland Urban Interface Modifications," was passed during the 2025 General Legislative Session in Utah. The bill focuses on reducing wildfire risks in the Wildland Urban Interface (WUI) and establishes new responsibilities, standards, and fees for homeowners, cities, and counties.

Introduced "due to the increasing frequency and severity of wildfires... [and] to proactively protect communities and generate funding for mitigation efforts", HB 48 became law on March 3, 2025, and will take effect January 1, 2026. The bill can be found on the [Utah State Legislature's website](#). There is an interactive state map found at <https://wrap.wildfirerisk.utah.gov/Map/Public/#whats-your-risk>.

The UDFFSL has defined consequential roles and responsibilities accordingly, from the state level down to homeowners as outlined on the FAQ page,:

- Utah Division of Forestry, Fire, and State Lands
 - Creates the High-Risk WUI Map
 - Sets triage standards
 - Develops administrative rules
 - Maintains UWRAP portal and database
- Counties
 - Collect fees based on statewide assessment of high risk WUI properties
 - Adopt/enforce the WUI Code
 - Conduct mitigation or lot assessments (if agreed with the state)
- Cities
 - Adopt/enforce the WUI Code
 - Define and map local WUI zones in coordination with counties
- Homeowners
 - Understand and mitigate wildfire risk
 - Create defensible space
 - Harden homes against wildfire

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

House Bill 48

1 **Wildland Urban Interface Modifications**

2025 GENERAL SESSION

STATE OF UTAH

Chief Sponsor: Casey Snider

Senate Sponsor: Michael K. McKell

2
3 **LONG TITLE**

4 **General Description:**

5 This bill addresses efforts to oversee wildfire risks associated with wildland urban interface
6 property.

7 **Highlighted Provisions:**

8 This bill:

- 9 ▶ defines terms;
- 10 ▶ requires counties to take certain actions related to wildland urban interface property,
11 including assessing a fee;
- 12 ▶ directs the fee to be retained by a county and deposited into the Wildland-urban Interface
13 Prevention, Preparedness, and Mitigation Fund;
- 14 ▶ addresses insuring wildland urban interface property;
- 15 ▶ imposes notice requirements related to insuring wildland urban interface property;
- 16 ▶ requires counties and municipalities to adopt the wildland urban interface building code
17 standards;
- 18 ▶ permits the Division of Forestry, Fire, and State Lands (division) to choose not to cover
19 costs of local governments under certain circumstances;
- 20 ▶ directs the division to establish a program for wildland urban interface coordinators to
21 evaluate, using a triage scale, high risk wildland urban interface property;
- 22 ▶ addresses actions related to evaluating the high risk wildland urban interface property;
- 23 ▶ provides for a database to be accessed by certain insurers related to evaluating high risk
24 wildland urban interface property;
- 25 ▶ authorizes rulemaking;
- 26 ▶ addresses liability; and
- 27 ▶ makes technical changes.

28 **Money Appropriated in this Bill:**

29 None

30 **Other Special Clauses:**

31 This bill provides a special effective date.

32 **Utah Code Sections Affected:**

33 AMENDS:

34 **15A-5-203**, as last amended by Laws of Utah 2024, Chapters 21, 38135 **63G-7-201**, as last amended by Laws of Utah 2023, Chapters 34, 105, 259, 329, 452, and
36 45637 **65A-8-203**, as last amended by Laws of Utah 2024, Chapter 7738 **65A-8-215**, as last amended by Laws of Utah 2024, Chapter 77

39 ENACTS:

40 **17-16-22**, Utah Code Annotated 195341 **31A-22-1310**, Utah Code Annotated 195342 **65A-8-401**, Utah Code Annotated 195343 **65A-8-402**, Utah Code Annotated 195344 **65A-8-403**, Utah Code Annotated 1953

45

46 *Be it enacted by the Legislature of the state of Utah:*47 Section 1. Section **15A-5-203** is amended to read:48 **15A-5-203 . Amendments and additions to IFC related to fire safety, building,**
49 **and site requirements.**

50 (1) For IFC, Chapter 5, Fire Service Features:

51 (a) In IFC, Chapter 5, a new Section 501.5, Access grade and fire flow, is added as
52 follows: "An authority having jurisdiction over a structure built in accordance with
53 the requirements of the International Residential Code as adopted in the State
54 Construction Code, may require an automatic fire sprinkler system for the structure
55 only by ordinance and only if any of the following conditions exist:

56 (i) the structure:

57 (A) is located in an urban-wildland interface area as provided in the Utah
58 Wildland Urban Interface Code adopted as a construction code under the State
59 Construction Code; and60 (B) does not meet the requirements described in Utah Code, Subsection 65A-8-203
61 (4)[(a)] (f) and Utah Administrative Code, R652-122-1300, Minimum

- 62 Standards for County Wildland Fire Ordinance;
- 63 (ii) the structure is in an area where a public water distribution system with fire
64 hydrants does not exist as required in Utah Administrative Code, R309-550-5,
65 Water Main Design;
- 66 (iii) the only fire apparatus access road has a grade greater than 10% for more than
67 500 continual feet;
- 68 (iv) the total floor area of all floor levels within the exterior walls of the dwelling unit
69 exceeds 10,000 square feet; or
- 70 (v) the total floor area of all floor levels within the exterior walls of the dwelling unit
71 is double the average of the total floor area of all floor levels of unsprinkled
72 homes in the subdivision that are no larger than 10,000 square feet.
- 73 (vi) Exception: A single family dwelling does not require a fire sprinkler system if
74 the dwelling:
- 75 (A) is located outside the wildland urban interface;
- 76 (B) is built in a one-lot subdivision; and
- 77 (C) has 50 feet of defensible space on all sides that limits the propensity of fire
78 spreading from the dwelling to another property."
- 79 (b) In IFC, Chapter 5, Section 506.1, Where Required, is deleted and rewritten as
80 follows: "Where access to or within a structure or an area is restricted because of
81 secured openings or where immediate access is necessary for life-saving or
82 fire-fighting purposes, the fire code official, after consultation with the building
83 owner, may require a key box to be installed in an approved location. The key box
84 shall contain keys to gain necessary access as required by the fire code official. For
85 each fire jurisdiction that has at least one building with a required key box, the fire
86 jurisdiction shall adopt an ordinance, resolution, or other operating rule or policy that
87 creates a process to ensure that each key to each key box is properly accounted for
88 and secure."
- 89 (c) In IFC, Chapter 5, a new Section 507.1.1, Isolated one- and two-family dwellings, is
90 added as follows: "Fire flow may be reduced for an isolated one- and two-family
91 dwelling when the authority having jurisdiction over the dwelling determines that the
92 development of a full fire-flow requirement is impractical."
- 93 (d) In IFC, Chapter 5, a new Section 507.1.2, Pre-existing subdivision lots, is added as follows:
94 "507.1.2 Pre-existing subdivision lots.
95 The requirements for a pre-existing subdivision lot shall not exceed the requirements

96 described in Section 501.5."

97 (e) In IFC, Chapter 5, Section 507.5.1, here required, a new exception is added: "3. One
98 interior and one detached accessory dwelling unit on a single residential lot."

99 (f) IFC, Chapter 5, Section 510.1, Emergency responder communication coverage in
100 new buildings, is amended by adding: "When required by the fire code official,
101 unless the new building is a public school as that term is defined in Section
102 53G-9-205.1 or a private school, then the fire code official shall require," at the
103 beginning of the first paragraph.

104 (2) For IFC, Chapter 6, Building Services and Systems:

105 (a) IFC, Chapter 6, Section 604.6.1, Elevator key location, is deleted and rewritten as
106 follows: "Firefighter service keys shall be kept in a "Supra-Stor-a-key" elevator key
107 box or similar box with corresponding key system that is adjacent to the elevator for
108 immediate use by the fire department. The key box shall contain one key for each
109 elevator, one key for lobby control, and any other keys necessary for emergency
110 service. The elevator key box shall be accessed using a 6049 numbered key."

111 (b) IFC, Chapter 6, Section 606.1, General, is amended as follows: On line three, after
112 the word "Code", add the words "and NFPA 96".

113 (c) IFC, Chapter 6, Section 607.2, a new exception 5 is added as follows: "5. A Type 1
114 hood is not required for a cooking appliance in a microenterprise home kitchen, as
115 that term is defined in Utah Code, Section 26B-7-401, for which the operator obtains
116 a permit in accordance with Section 26B-7-416."

117 (3) IFC, Chapter 7, Fire and Smoke Protection Features, Section 702.5, is deleted.

118 Section 2. Section **17-16-22** is enacted to read:

119 **17-16-22 . Wildland urban interface evaluation and fees.**

120 (1) As used in this section:

121 (a) "County officer" means the same as that term is defined in Section 17-16-21.

122 (b) "High risk wildland urban interface property" means the same as that term is defined
123 in Section 65A-8-401.

124 (c) "Wildland urban interface" means the same as that term is defined in Section
125 65A-8-401.

126 (d) "Wildland urban interface coordinator" means the same as that term is defined in
127 Section 65A-8-401.

128 (2) If evaluation of high risk wildland urban interface property is assigned to a county under
129 Section 65A-8-402:

- 130 (a) the county shall enter into a cooperative agreement with the Division of Forestry,
131 Fire, and State Lands, in accordance with Subsection 65A-8-203(2)(a), which
132 agreement shall address compliance with this Subsection (2) for evaluation and
133 classification of high risk wildland urban interface property; and
- 134 (b) a county officer shall require that a wildland urban interface coordinator representing
135 the county annually evaluate high risk wildland urban interface property within the
136 county in accordance with Section 65A-8-402.
- 137 (3) Beginning January 1, 2026, a county officer shall:
- 138 (a) annually assess a fee:
- 139 (i) against the property owner of high risk wildland urban interface property within
140 the incorporated and unincorporated portions of the county; and
- 141 (ii) in the amount set by the Division of Forestry, Fire, and State Lands under Section
142 65A-8-402; and
- 143 (b)(i) after retaining a portion of the fee under Subsection (3)(b)(ii), transmit the fee
144 assessed under Subsection (3)(a) to the Division of Forestry, Fire, and State Lands
145 for deposit into the Wildland-urban Interface Prevention, Preparedness, and
146 Mitigation Fund created in Section 65A-8-215; and
- 147 (ii) retain that portion of the fee assessed under Subsection (3)(a) necessary to pay
148 costs incurred by the county in implementing this section, which the county may
149 include in the county's annual accounting of wildfire prevention, preparedness,
150 mitigation actions, and associated costs for purposes of Subsection
151 65A-8-203(4)(c).
- 152 (4) A county may hold a political subdivision lien on high risk wildland urban interface
153 property for a fee that is past due by following the procedures in Sections 17B-1-902
154 and 17B-1-902.1, as if the county is a special district.
- 155 Section 3. Section **31A-22-1310** is enacted to read:
- 156 **31A-22-1310 . Insuring wildland urban interface property.**
- 157 (1) As used in this section:
- 158 (a) "High risk wildland urban interface property" means the same as that term is defined
159 in Section 65A-8-401.
- 160 (b) "Wildland urban interface" means the same as that term is defined in Section
161 65A-8-401.
- 162 (c) "Wildland urban interface property and casualty insurer" means an insurer that issues
163 property or casualty insurance for wildland urban interface property.

- 164 (2)(a) For purposes of determining whether property is high risk wildland urban
165 interface property, a wildland urban interface property and casualty insurer may only
166 use the boundary provided in the wildfire risk assessment mapping tool maintained
167 by the Division of Forestry, Fire, and State Lands in accordance with Subsection
168 65A-8-203(8) to determine whether the property is high risk wildland urban interface
169 property.
- 170 (b) A wildland urban interface property and casualty insurer may use additional fire
171 hazard data, beyond the wildfire risk assessment mapping tool described in
172 Subsection (2)(a), in connection with setting a rate for, or the underwriting of, high
173 risk wildland urban interface property if the wildland urban interface property and
174 casualty insurer's use of additional fire hazard data is in compliance with:
- 175 (i) the boundary determination made in Subsection (2)(a); and
176 (ii) this title and department rules made in accordance with Title 63G, Chapter 3,
177 Utah Administrative Rulemaking Act.
- 178 (c) If a property is determined not to be high risk wildland urban interface in accordance
179 with Subsection (2)(a), this Subsection (2) does not apply to the use of fire hazard
180 data in connection with rate setting or underwriting of the property.
- 181 (d) This Subsection (2) does not restrict the use of data or underwriting tools in
182 determining risks that are unrelated to fire risk.
- 183 (3)(a) If an owner of property located within the wildland urban interface files a
184 complaint with the department asserting that a wildland urban interface property and
185 casualty insurer has violated, or is violating, this section, the department may
186 investigate the wildland urban interface property and casualty insurer to determine
187 whether a violation has occurred or is occurring.
- 188 (b) If after an investigation under this Subsection (3) the department finds that a
189 wildland urban interface property and casualty insurer has violated or is violating this
190 section, the department may:
- 191 (i) issue prohibitory, mandatory, and other orders as necessary to secure compliance
192 with this section; and
- 193 (ii) impose penalties against the wildland urban interface property and casualty
194 insurer in accordance with Section 31A-2-308.
- 195 (4) In addition to complying with relevant requirements of Section 31A-21-303, if due to
196 risks of wildfire a wildland urban interface property and casualty insurer:
- 197 (a) cancels or nonrenews property and casualty insurance covering wildland urban

198 interface property, the wildland urban interface property and casualty insurer shall
199 include in the notice of cancellation or nonrenewal the facts on which the wildland
200 urban interface property and casualty insurer's decision is based with reasonable
201 precision; and

202 (b) increases the premium by more than 20% of the previous term's premium for
203 property and casualty insurance covering wildland urban interface property, after
204 receipt of a request for the information by the insured the wildland urban interface
205 property and casualty insurer shall provide the insured the facts on which the
206 wildland urban interface property and casualty insurer's decision is based with
207 reasonable precision.

208 (5) Subsections (1) through (4) apply on and after January 1, 2026.

209 (6) This section does not:

210 (a) create a cause of action for an act or failure to act under this section against:

211 (i) the state;

212 (ii) the department;

213 (iii) the Division of Forestry, Fire, and State Lands;

214 (iv) an officer, consultant, or employee of the department or Division of Forestry,
215 Fire, and State Lands;

216 (v) a wildland urban interface coordinator, as defined in Section 65A-8-401; or

217 (vi) a county;

218 (b) waive governmental immunity in accordance with Subsection 63G-7-201(5); or

219 (c) create a cause of action against a wildland urban interface property and casualty
220 insurer for use in accordance with Subsection (2)(a) of the boundary provided in the
221 wildfire risk assessment mapping tool maintained by the Division of Forestry, Fire,
222 and State Lands in accordance with Subsection 65A-8-203(8).

223 Section 4. Section **63G-7-201** is amended to read:

224 **63G-7-201 . Immunity of governmental entities and employees from suit.**

225 (1) Except as otherwise provided in this chapter, each governmental entity and each
226 employee of a governmental entity are immune from suit for any injury that results from
227 the exercise of a governmental function.

228 (2) Notwithstanding the waiver of immunity provisions of Section 63G-7-301, a
229 governmental entity, its officers, and its employees are immune from suit:

230 (a) as provided in Section 78B-4-517; and

231 (b) for any injury or damage resulting from the implementation of or the failure to

- 232 implement measures to:
- 233 (i) control the causes of epidemic and communicable diseases and other conditions
 234 significantly affecting the public health or necessary to protect the public health as
 235 set out in Title 26A, Chapter 1, Local Health Departments;
- 236 (ii) investigate and control suspected bioterrorism and disease as set out in Sections
 237 26B-7-316 through 26B-7-324;
- 238 (iii) respond to a national, state, or local emergency, a public health emergency as
 239 defined in Section 26B-7-301, or a declaration by the President of the United
 240 States or other federal official requesting public health related activities, including
 241 the use, provision, operation, and management of:
- 242 (A) an emergency shelter;
- 243 (B) housing;
- 244 (C) a staging place; or
- 245 (D) a medical facility; and
- 246 (iv) adopt methods or measures, in accordance with Section 26B-1-202, for health
 247 care providers, public health entities, and health care insurers to coordinate among
 248 themselves to verify the identity of the individuals they serve.
- 249 (3)(a) A governmental entity, its officers, and its employees are immune from suit, and
 250 immunity is not waived, for any injury if the injury arises out of or in connection
 251 with, or results from:
- 252 (i) a latent dangerous or latent defective condition of:
- 253 (A) any highway, road, street, alley, crosswalk, sidewalk, culvert, tunnel, bridge,
 254 or viaduct; or
- 255 (B) another structure located on any of the items listed in this Subsection (3)(a)(i);
 256 or
- 257 (ii) a latent dangerous or latent defective condition of any public building, structure,
 258 dam, reservoir, or other public improvement.
- 259 (b)(i) As used in this Subsection (3)(b):
- 260 (A) "Contaminated land" means the same as that term is defined in Section
 261 11-58-102.
- 262 (B) "Contamination" means the condition of land that results from the placement,
 263 disposal, or release of hazardous matter on, in, or under the land, including any
 264 seeping or escaping of the hazardous matter from the land.
- 265 (C) "Damage" means any property damage, personal injury, or other injury or any

- 266 loss of any kind, however denominated.
- 267 (D) "Environmentally compliant" means, as applicable, obtaining a certificate of
268 completion from the Department of Environmental Quality under Section
269 19-8-111 following participation in a voluntary cleanup under Title 19, Chapter
270 8, Voluntary Cleanup Program, obtaining an administrative letter from the
271 Department of Environmental Quality for a discrete phase of a voluntary
272 cleanup that is conducted under a remedial action plan as defined in Section
273 11-58-605, or complying with the terms of an environmental covenant, as
274 defined in Section 57-25-102, signed by an agency, as defined in Section
275 57-25-102, and duly recorded in the office of the recorder of the county in
276 which the contaminated land is located.
- 277 (E) "Government owner" means a governmental entity, including an independent
278 entity, as defined in Section 63E-1-102, that acquires an ownership interest in
279 land that was contaminated land before the governmental entity or independent
280 entity acquired an ownership interest in the land.
- 281 (F) "Hazardous matter" means hazardous materials, as defined in Section 19-6-302,
282 hazardous substances, as defined in Section 19-6-302, or landfill material, as
283 defined in Section 11-58-102.
- 284 (G) "Remediation" means the same as that term is defined in Section 11-58-102.
- 285 (ii)(A) A government owner and the government owner's officers and employees
286 are immune from suit, and immunity is not waived, for any claim for damage
287 that arises out of or in connection with, or results from, contamination of
288 contaminated land.
- 289 (B) A government owner's ownership of contaminated land may not be the basis
290 of a claim against the government owner for damage that arises out of or in
291 connection with, or results from, contamination of contaminated land.
- 292 (iii) Subsection (3)(b)(ii) does not limit or affect:
- 293 (A) the liability of a person that placed, disposed of, or released hazardous matter
294 on, in, or under the land; or
- 295 (B) a worker compensation claim of an employee of an entity that conducts work
296 on or related to contaminated land.
- 297 (iv) Immunity under Subsection (3)(b)(ii)(A) is not affected by a government owner's
298 remediation of contaminated land if the government owner is environmentally
299 compliant.

- 300 (4) A governmental entity, its officers, and its employees are immune from suit, and
301 immunity is not waived, for any injury proximately caused by a negligent act or
302 omission of an employee committed within the scope of employment, if the injury arises
303 out of or in connection with, or results from:
- 304 (a) the exercise or performance, or the failure to exercise or perform, a discretionary
305 function, whether or not the discretion is abused;
 - 306 (b) except as provided in Subsections 63G-7-301(2)(j), (3), and (4), assault, battery,
307 false imprisonment, false arrest, malicious prosecution, intentional trespass, abuse of
308 process, libel, slander, deceit, interference with contract rights, infliction of mental
309 anguish, or violation of civil rights;
 - 310 (c) the issuance, denial, suspension, or revocation of, or the failure or refusal to issue,
311 deny, suspend, or revoke, any permit, license, certificate, approval, order, or similar
312 authorization;
 - 313 (d) a failure to make an inspection or making an inadequate or negligent inspection;
 - 314 (e) the institution or prosecution of any judicial or administrative proceeding, even if
315 malicious or without probable cause;
 - 316 (f) a misrepresentation by an employee whether or not the misrepresentation is negligent
317 or intentional;
 - 318 (g) a riot, unlawful assembly, public demonstration, mob violence, or civil disturbance;
 - 319 (h) the collection or assessment of taxes;
 - 320 (i) an activity of the Utah National Guard;
 - 321 (j) the incarceration of a person in a state prison, county or city jail, or other place of
322 legal confinement;
 - 323 (k) a natural condition on publicly owned or controlled land;
 - 324 (l) a condition existing in connection with an abandoned mine or mining operation;
 - 325 (m) an activity authorized by the School and Institutional Trust Lands Administration or
326 the Division of Forestry, Fire, and State Lands;
 - 327 (n) the operation or existence of a trail that is along a water facility, as defined in Section
328 73-1-8, stream, or river, regardless of ownership or operation of the water facility,
329 stream, or river, if:
 - 330 (i) the trail is designated under a general plan adopted by a municipality under
331 Section 10-9a-401 or by a county under Section 17-27a-401;
 - 332 (ii) the trail right-of-way or the right-of-way where the trail is located is open to
333 public use as evidenced by a written agreement between:

- 334 (A) the owner or operator of the trail right-of-way or of the right-of-way where the
335 trail is located; and
- 336 (B) the municipality or county where the trail is located; and
- 337 (iii) the written agreement:
- 338 (A) contains a plan for operation and maintenance of the trail; and
- 339 (B) provides that an owner or operator of the trail right-of-way or of the
340 right-of-way where the trail is located has, at a minimum, the same level of
341 immunity from suit as the governmental entity in connection with or resulting
342 from the use of the trail;
- 343 (o) research or implementation of cloud management or seeding for the clearing of fog;
- 344 (p) the management of flood waters, earthquakes, or natural disasters;
- 345 (q) the construction, repair, or operation of flood or storm systems;
- 346 (r) the operation of an emergency vehicle, while being driven in accordance with the
347 requirements of Section 41-6a-212;
- 348 (s) the activity of:
- 349 (i) providing emergency medical assistance;
- 350 (ii) fighting fire;
- 351 (iii) regulating, mitigating, or handling hazardous materials or hazardous wastes;
- 352 (iv) an emergency evacuation;
- 353 (v) transporting or removing an injured person to a place where emergency medical
354 assistance can be rendered or where the person can be transported by a licensed
355 ambulance service; or
- 356 (vi) intervening during a dam emergency;
- 357 (t) the exercise or performance, or the failure to exercise or perform, any function
358 pursuant to Title 73, Chapter 10, Board of Water Resources - Division of Water
359 Resources;
- 360 (u) an unauthorized access to government records, data, or electronic information
361 systems by any person or entity;
- 362 (v) an activity of wildlife, as defined in Section 23A-1-101, that arises during the use of
363 a public or private road;
- 364 (w) a communication between employees of one or more law enforcement agencies
365 related to the employment, disciplinary history, character, professional competence,
366 or physical or mental health of a peace officer, or a former, current, or prospective
367 employee of a law enforcement agency, including any communication made in

- 368 accordance with Section 53-14-103; or
- 369 (x) providing or failing to provide information under Section 53-27-102 or Subsection
- 370 41-1a-213(6), (7), or (8), 53-3-207(4), or 53-3-805(5).
- 371 (5) The following are immune from suit, and immunity is not waived for an action or
- 372 failure to act within the scope of duties or employment, if the injury arises out of, in
- 373 connection with, or results from the implementation of Section 17-16-22 to the extent it
- 374 addresses evaluating and classifying high risk wildland urban interface property, Section
- 375 31A-22-1310, or Title 65A, Chapter 8, Part 4, Wildland Urban Interface Property:
- 376 (a) the Division of Forestry, Fire, and State Lands;
- 377 (b) an officer, employee, or consultant of the Division of Forestry, Fire, and State Lands;
- 378 (c) a county;
- 379 (d) a wildland urban interface coordinator, as defined in Section 65A-8-401;
- 380 (e) the Insurance Department; or
- 381 (f) an officer, employee, or consultant of the Insurance Department.

382 Section 5. Section **65A-8-203** is amended to read:

383 **65A-8-203 . Cooperative fire protection agreements with eligible entities.**

- 384 (1) As used in this section:
- 385 (a) "Eligible entity" means:
- 386 (i) a county, a municipality, or a special service district, special district, or service
- 387 area with:
- 388 (A) wildland fire suppression responsibility as described in Section 11-7-1; and
- 389 (B) wildland fire suppression cost responsibility and taxing authority for a specific
- 390 geographic jurisdiction; or
- 391 (ii) upon approval by the director, a political subdivision established by a county,
- 392 municipality, special service district, special district, or service area that is
- 393 responsible for:
- 394 (A) providing wildland fire suppression services; and
- 395 (B) paying for the cost of wildland fire suppression services.
- 396 (b) "Fire service provider" means a public or private entity that fulfills the duties of
- 397 Subsection 11-7-1(1).
- 398 (2)(a) The governing body of any eligible entity may enter into a cooperative agreement
- 399 with the division to receive financial and wildfire management cooperation and
- 400 assistance from the division, as described in this part.
- 401 (b) A cooperative agreement shall last for a term of no more than five years and be

- 402 renewable if the eligible entity continues to meet the requirements of this chapter.
- 403 (3)(a) The state shall assume an eligible entity's cost of suppressing catastrophic wildfire
404 as defined in the cooperative agreement if the eligible entity has entered into, and is
405 in full compliance with, a cooperative agreement with the division, as described in
406 this section.
- 407 (b) A county or municipality that is not covered by a cooperative agreement with the
408 division, as described in this section, shall be responsible for wildland fire costs
409 within the county or municipality's jurisdiction, as described in Section 65A-8-203.2.
- 410 (4) To enter into a cooperative agreement with the division, the eligible entity shall:
- 411 [~~(a) if the eligible entity is a county, adopt and enforce on unincorporated land a~~
412 ~~wildland fire ordinance based upon minimum standards established by the division or~~
413 ~~Uniform Building Code Commission;~~]
- 414 [~~(b)~~ (a) require that the fire department or equivalent fire service provider under contract
415 with, or delegated by, the eligible entity on unincorporated land meet minimum
416 standards for wildland fire training, certification, and suppression equipment based
417 upon nationally accepted standards as specified by the division;
- 418 [~~(c)~~ (b) invest in prevention, preparedness, and mitigation efforts, as agreed to with the
419 division, that will reduce the eligible entity's risk of catastrophic wildfire;
- 420 [~~(d)~~ (c)(i) file with the division an annual accounting of wildfire prevention,
421 preparedness, mitigation actions, and associated costs;
- 422 (ii) meet the eligibility entity's participation commitment by making direct payments
423 to the division; or
- 424 (iii) do a combination of Subsections [~~(4)(d)(i) and (ii)~~] (4)(c)(i) and (ii);
- 425 [~~(e)~~ (d) return the financial statement described in Subsection (6), signed by the chief
426 executive of the eligible entity, to the division on or before the date set by the
427 division; ~~and~~]
- 428 [~~(f)~~ (e) if the eligible entity is a county, have a designated fire warden as described in
429 Section 65A-8-209.1[-] ;
- 430 (f) subject to Subsection (9), adopt and enforce the wildland urban interface building
431 standards, as defined in Section 65A-8-401, if the eligible entity is a:
432 (i) county for purposes of an unincorporated area within the county; or
433 (ii) municipality for an incorporated area within a county; and
- 434 (g) if the eligible entity is a county, comply with Section 17-16-22.
- 435 (5)(a) The state forester may execute a cooperative agreement with the eligible entity.

- 436 (b) The division shall make rules, in accordance with Title 63G, Chapter 3, Utah
 437 Administrative Rulemaking Act, governing the:
- 438 (i) cooperative agreements described in this section;
 - 439 (ii) manner in which an eligible entity shall provide proof of compliance with
 440 Subsection (4);
 - 441 (iii) manner by which the division may revoke a cooperative agreement if an eligible
 442 entity ceases to meet the requirements described in this section;
 - 443 (iv) accounting system for determining suppression costs;
 - 444 (v) manner in which the division shall determine the eligible entity's participation
 445 commitment; and
 - 446 (vi) manner in which an eligible entity may appeal a division determination.
- 447 (6)(a) The division shall send a financial statement to each eligible entity participating in
 448 a cooperative agreement that details the eligible entity's participation commitment for
 449 the coming fiscal year, including the prevention, preparedness, and mitigation actions
 450 agreed to under Subsection (4)~~(e)~~ (b).
- 451 (b) Each eligible entity participating in a cooperative agreement shall:
- 452 (i) have the chief executive of the eligible entity sign the financial statement, or the
 453 legislative body of the eligible entity approve the financial statement by
 454 resolution, confirming the eligible entity's participation for the upcoming year; and
 - 455 (ii) return the financial statement to the division, on or before a date set by the
 456 division.
- 457 (c) A financial statement shall be effective for one calendar year, beginning on the date
 458 set by the division, as described in Subsection (6)(b).
- 459 (7)(a) An eligible entity may revoke a cooperative agreement before the end of the
 460 cooperative agreement's term by:
- 461 (i) informing the division, in writing, of the eligible entity's intention to revoke the
 462 cooperative agreement; or
 - 463 (ii) failing to sign and return its annual financial statement, as described in
 464 Subsection (6)(b), unless the director grants an extension.
- 465 (b) An eligible entity may not revoke a cooperative agreement before the end of the term
 466 of a signed annual financial statement, as described in Subsection (6)(c).
- 467 (8)(a) The division shall develop and maintain a wildfire risk assessment mapping tool
 468 that is online and publicly accessible.
- 469 (b)~~(i)~~ The division shall analyze ~~[adding an additional high-risk category]~~ and

- 470 establish by rule, made in accordance with Title 63G, Chapter 3, Utah
471 Administrative Rulemaking Act, boundaries for high risk wildland urban interface
472 property and what constitutes wildland urban interface property that is not high
473 risk within the wildfire risk assessment mapping tool described in Subsection
474 (8)(a):
- 475 ~~[(A)]~~ (i) using a scientific assessment; and
476 ~~[(B)]~~ (ii) that is focused on the risk to dwellings within the wildland[-] urban interface
477 area.
- 478 ~~[(ii) The division shall report the results of the division's analysis under this~~
479 ~~Subsection (8)(b) to the Natural Resources, Agriculture, and Environment Interim~~
480 ~~Committee by no later than the 2024 November interim meeting of that committee.]~~
- 481 (c) With regard to the categories used within the wildfire risk assessment mapping tool
482 described in Subsection (8)(a), the division may adjust the assessment for
483 participation commitments if the adjustment is based on the Consumer Price Index
484 for All Urban Consumers as published by the Bureau of Labor Statistics of the
485 United States Department of Labor, in accordance with a formula established by the
486 division by rule made in accordance with Title 63G, Chapter 3, Utah Administrative
487 Rulemaking Act.
- 488 (9)(a) If the state under Section 15A-2-103 adopts an edition of the Utah Wildland
489 Urban Interface Code, issued by the International Code Council, with the alternatives
490 or amendments approved by the division, as a wildland urban interface building
491 standard that may be adopted by a local compliance agency:
- 492 (i) for purposes of an unincorporated area within a county, the county shall adopt and
493 enforce the wildland urban interface building standard described in this
494 Subsection (9)(a); and
- 495 (ii) for purposes of an incorporated area within a county, the relevant municipality
496 shall adopt and enforce the wildland urban interface building standard described
497 in this Subsection (9)(a).
- 498 (b) If a county or municipality fails to comply with Subsections (4)(f) and (9)(a), the
499 division may choose to not pay costs of the county or municipality under a
500 cooperative agreement executed under this section.
- 501 (c)(i) If the state adopts a different wildland urban interface building standard than
502 was previously adopted under Section 15A-2-103, a county or municipality has
503 two years from the date the state adopts the different wildland urban interface

504 building standard to adopt the appropriate wildland urban interface building
 505 standard.

506 (ii) If a county or municipality fails to adopt the appropriate wildland urban interface
 507 building standard within the time period described in Subsection (9)(c)(i), the
 508 division may choose to not pay costs of the county or municipality under a
 509 cooperative agreement executed under this section beginning two years from the
 510 day on which the state adopts the different wildland urban interface building
 511 standard and until such time as the county or municipality adopts the appropriate
 512 wildland urban interface building standard.

513 Section 6. Section **65A-8-215** is amended to read:

514 **65A-8-215 . Wildland-urban interface fire prevention, preparedness, and**
 515 **mitigation.**

516 (1) As used in this section:

- 517 (a) "Prevention, preparedness, and mitigation fund" means the Wildland-urban Interface
 518 Prevention, Preparedness, and Mitigation Fund created in this section.
 519 (b) "Suppression fund" means the Wildland Fire Suppression Fund created in Section
 520 65A-8-204.
 521 (c) "Wildland-urban interface" means the zone where structures and other human
 522 development meets, or intermingles with, undeveloped wildland.

523 (2)(a) There is created an expendable special revenue fund known as the

524 "Wildland-urban Interface Prevention, Preparedness, and Mitigation Fund."

525 (b) The prevention, preparedness, and mitigation fund shall consist of:

- 526 (i) interest and earnings from the investment of money from the prevention,
 527 preparedness, and mitigation fund;
 528 (ii) money received as direct payment from cooperative wildfire system participation
 529 commitments;
 530 (iii) money appropriated by the Legislature; ~~and~~
 531 (iv) money transferred to the prevention, preparedness, and mitigation fund under
 532 Section 63J-1-314[-] ; and
 533 (v) fees deposited into the prevention, preparedness, and mitigation fund under
 534 Section 17-16-22.

535 (c) The division shall administer the prevention, preparedness, and mitigation fund to:

- 536 (i) pay costs of prevention and preparedness efforts on wildland-urban interface
 537 within the state, as defined by the division by rule made in accordance with Title

- 538 63G, Chapter 3, Utah Administrative Rulemaking Act, including costs of an
539 eligible entity that has entered into a cooperative agreement, as described in
540 Section 65A-8-203;
- 541 (ii) issue fire department assistance grants, which in the aggregate may not exceed
542 10% of the money in the prevention, preparedness, and mitigation fund each fiscal
543 year; and
- 544 (iii) in cases of catastrophic need as determined by the state forester, pay costs that
545 could be paid from the suppression fund under Section 65A-8-204.
- 546 (d) Disbursements from the prevention, preparedness, and mitigation fund may only be
547 made upon written order of the state forester or the state forester's authorized
548 representative.
- 549 (3)(a) The division may by rule, made in accordance with Title 63G, Chapter 3, Utah
550 Administrative Rulemaking Act, establish criteria for community wildfire
551 preparedness plans addressing wildland-urban interface. The criteria shall require
552 action that is:
- 553 (i) qualitative and quantitative; and
554 (ii) leads to reduced wildfire risk.
- 555 (b) An eligible entity, as defined in Section 65A-8-203, shall agree to implement
556 prevention, preparedness, and mitigation actions identified in a community wildfire
557 preparedness plan addressing wildland-urban interface that is approved by the
558 division.

559 Section 7. Section **65A-8-401** is enacted to read:

560 **Part 4. Wildland Urban Interface Property**

561 **65A-8-401 . Definitions.**

562 As used in this section:

- 563 (1) "High risk wildland urban interface property" means property located within the
564 boundary of high risk wildland urban interface as designated by the wildfire risk
565 assessment tool in Subsection 65A-8-203(8)(a) and defined by rule made in accordance
566 with Subsection 65A-8-402(5)(a).
- 567 (2) "Triage scale" means a scale with three classifications adopted by the division to
568 evaluate and classify property located within the wildland urban interface as to what
569 actions are needed to prepare the property for fire.
- 570 (3) "Wildland urban interface" means the same as that term is defined in Section
571 65A-8a-102.

- 572 (4) "Wildland urban interface building standards" means the edition of the Utah Wildland
 573 Urban Interface Code adopted under Section 15A-2-103.
- 574 (5) "Wildland urban interface coordinator" means a representative of the division or a
 575 county who evaluates and classifies wildland urban interface property in accordance
 576 with Section 65A-8-402.
- 577 (6) "Wildland urban interface property and casualty insurer" means the same as that term is
 578 defined in Section 31A-22-1310.

579 Section 8. Section **65A-8-402** is enacted to read:

580 **65A-8-402 . Evaluation of wildland urban interface property -- Fee amounts --**
 581 **Rulemaking.**

- 582 (1)(a) The division shall establish a program under which a wildland urban interface
 583 coordinator evaluates and classifies high risk wildland urban interface property using
 584 a triage scale.
- 585 (b) The wildland urban interface coordinator shall be:
- 586 (i) a representative of the division; or
- 587 (ii) if the evaluation and classification is assigned to a county, a representative of the
 588 county.
- 589 (c) At the beginning of each calendar year, the division shall determine whether to
 590 assign evaluation and classification under this section of high risk wildland urban
 591 interface property to a county.
- 592 (2) After completing the evaluation and classification under this section, the wildland urban
 593 interface coordinator shall inform a property owner of property described in Subsection
 594 (1)(a) of:
- 595 (a) the classification assigned to the property described in Subsection (1)(a) under the
 596 triage scale;
- 597 (b) the fee the property owner shall pay under Section 17-16-22; and
- 598 (c) resources from the division or county that the property owner may access to bring the
 599 property described in Subsection (1)(a) to the first or second classification by
 600 applying wildland urban interface building standards.
- 601 (3) As part of the program established under this section, the division:
- 602 (a) may provide resources to a property owner described in Subsection (2)(b) to
 603 facilitate the property owner bringing the property described in Subsection (1)(a) to
 604 the first or second classification under the triage scale; and
- 605 (b) beginning on January 1, 2028, shall develop and maintain a database that may be

606 accessed by a wildland urban interface property and casualty insurer to learn the
607 classification under the triage scale for any portion of high risk wildland urban
608 interface property to be covered by the wildland urban interface property and casualty
609 insurer.

610 (4)(a) The division shall annually set a fee amount that is based on the square footage of
611 a structure within the high risk wildland urban interface to pay for the costs
612 associated with the implementation of this part to be assessed and collected by a
613 county in accordance with Section 17-16-22.

614 (b) The division may tier the fee amount to account for what level on the triage scale a
615 property is assigned by a wildland urban interface coordinator.

616 (5) The division may make rules, in accordance with Title 63G, Chapter 3, Utah
617 Administrative Rulemaking Act, to:

618 (a) define high risk wildland urban interface property and wildland urban interface
619 property that is not high risk as provided in Subsection 65A-8-203(8)(b);

620 (b) establish the criteria used to evaluate and classify property located within high risk
621 wildland urban interface property;

622 (c) create a process by which the division and counties communicate classifications
623 assigned to property described in Subsection (1)(a);

624 (d) create a process for communicating to a property owner the information described in
625 Subsection (2);

626 (e) establish how the division may provide resources under Subsection (3);

627 (f) create a process for a wildland urban interface property and casualty insurer to learn
628 the classification described in Subsection (3)(b); and

629 (g) establish how the fee amount described in Subsection (4) is set.

630 Section 9. Section **65A-8-403** is enacted to read:

631 **65A-8-403 . Liability.**

632 This part does not create a cause of action against the state, the division, an officer,
633 employee, or consultant of the division, a county, or a wildland urban interface coordinator for
634 an act or failure to act under this part and does not waive governmental immunity in
635 accordance with Subsection 63G-7-201(5).

636 Section 10. **Effective Date.**

637 This bill takes effect on January 1, 2026.



REQUEST FOR COUNCIL ACTION

Action: Request feedback from Council

Meeting Date Requested : 10/28/2025

Presenter: Council Member Chad Lamb and Kent Shelton

Deadline of item :

Applicant:

Department Sponsor: Council Office

Agenda Type: DISCUSSION TOPICS

Presentation Time: 30 Minutes

(Council may elect to provide more or less time)

1. AGENDA SUBJECT

Discussion on Separate Utility Meters for Accessory Dwelling Units – Time permitting

2. EXECUTIVE SUMMARY

Council Members are being asked to consider an amendment allowing separate utility meters to service an external Accessory Dwelling Unit (ADU).

In West Jordan, only one ADU—either internal or external—is allowed per property, and only one unit may be rented at a time, with all ADUs remaining subordinate to the main dwelling. Municipalities in Utah cannot adopt policies that block the connection or reconnection of public energy utility services. They may, however, restrict separate utility meters for internal accessory dwelling units (ADUs) and require that such units maintain the appearance of a single-family home.

State law and city code permit or not permit certain elements pertaining to ADU's, both internal ADU and external ADU.

3. TIME SENSITIVITY / URGENCY

N/A

4. FISCAL NOTE

There are no immediate fiscal impacts for this discussion. Depending on any potential direction provided by the council, there could be financial impacts related to various budgets, such as impact fees.

5. PLANNING COMMISSION RECOMMENDATION

N/A

6. MAYOR RECOMMENDATION

7. COUNCIL STAFF ANALYSIS

[Utah Code 10-9a-531](#) requires a municipality not to enact an ordinance, resolution, or policy that prohibits, the connection or reconnection of an energy utility service provided by a public utility although, [Utah Code 10-9a-530 \(4\)](#) further clarifies states that a municipality may prohibit the installation of a separate utility meter* for an internal accessory dwelling unit (IADU), require that

an internal accessory dwelling unit be designed in a manner that does not change the appearance of the primary dwelling as a single-family dwelling.

(*= "Public Utility" is defined in [54-2-1\(24\)](#) as, "includes every railroad corporation, gas corporation, electrical corporation, distribution electrical cooperative, wholesale electrical cooperative, telephone corporation, telegraph corporation, water corporation, sewerage corporation, heat corporation...")

[West Jordan City Code 13-5B-8](#) states that only one accessory dwelling unit is allowed per property, either internal or external. At no time will both an internal and external accessory dwelling unit be allowed on the same property. The owner may only rent one of the two units but not rent both units individually at the same time. In all cases, an accessory dwelling unit shall remain subordinate and accessory to the primary dwelling unit.

Through staff research, it was found that most Utah cities treat ADU's as an extension of the primary residence, requiring the utilities to be shared. [Provo City however, differs by requiring external ADU's to have a separate utility meter](#), which must remain in the property owner's name and can't be transferred to a renter, etc.

- Salt Lake City prohibits separate utility meters for both internal and detached ADUs. The entire property, including the ADU, must be on a single meter for all utilities. Salt Lake City also limits ADU size to 1,000 square feet or less, and utility meter accounts must be in the property owner's name.
- Provo assigns a separate address to the ADU, and SLC refers to the ADU with the property owner's street address, appending "Unit B".
- Salt Lake County does allow separate water and sewer utility meters so long as they are in the property owner's name. Staff review of regulations in Salt Lake County, Salt Lake City, Provo, and jurisdictions indicates that parcels containing an ADU are not permitted to be subdivided or sold separately from the primary residence. (see [SLCo Code 19.15.140](#)), as this would likely create a multi-family parcel.
- Staff findings indicate that all cities reviewed require the property owner to reside in either the primary dwelling or the ADU. Additionally, each jurisdiction requires a rental license for any ADU that is leased or rented.

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.
 - Implement programs to encourage the repair, rehabilitation, or replacement of deteriorating residential structures.

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