SOUTH JORDAN CITY COUNCIL
CITY COUNCIL REPORT

Council Meeting Date: August 6, 2024

Issue: **AN ORDINANCE ADOPTING AN AMENDED AND UPDATED TRANSPORTATION IMPACT FEE FACILTIES PLAN AND IMPACT FEE ANALYSIS; ADOPTING AN AMENDED AND UPDATED IMPACT FEE FOR TRANSPORTATION; ESTABLISHING CERTAIN POLICES RELATED TO IMPACT FEES FOR ROAD INFRASTRUCTURE; ESTABLISHING CERTAIN POLICES RELATED TO IMPACT FEES FOR TRANSPRTATION INFRASTRUCTURE; ESTABLISHING SERVICE AREAS; AND/OR OTHER RELATED MATTERS.**

Submitted By: Brad Klavano / Jeremy Nielson Department: Engineering

Staff Recommendation (Motion Ready): Approve Ordinance 2024-15 adopting an amended and updated transportation impact fee facilities plan and impact fee analysis.

BACKGROUND: This ordinance will adopt the Transportation Impact Fee Facilities Plan and the Transportation Impact Fee Analysis.

1. The purpose of the Impact Fee Facilities Plan (IFFP) is to identify the demands placed upon the existing public facilities by new development activity and the proposed means by which the local political subdivision will meet these demands.

   The calculation for the IFFP considers three service areas: South Jordan Proper Service Area includes all land outside the Kennecott Master Subdivision and recently annexed Rio Tinto property. The Daybreak Service Area includes all the area within the Kennecott Master Subdivision. The Rio Tinto Service Area includes the recently annexed Rio Tinto property. Only City owned roads are considered in this IFFP. UDOT owned roads are mentioned, but not included as an impact fee eligible cost.

   Only system improvements are considered in the IFFP which are defined as "collector" and "arterial" streets. Local streets are considered project improvements and are therefore not considered.

   The IFFP shows the total impact fee eligible cost for planned South Jordan City projects, expected to be completed by 2033, is $29,253,777 including $5,511,993 assigned to South Jordan Proper Service Area, $15,060,949 assigned to the Daybreak Service Area and $8,680,836 assigned to Rio tinto Service Area.

2. The purpose of the Transportation Impact Fee Analysis (IFA) is to fulfill the requirements established in Utah Code Title 11 Chapter 36a, the "Impact Fees Act", and assist South Jordan City to plan, finance and construct necessary capital

improvements related to its municipal transportation system in order to meet the service demands created by development activity.

The information from the IFFP was used to complete the Transportation Impact Fee Analysis (IFA). Based upon the IFA, below is a comparison of the changes to the Transportation Impact Fee for a single family residential unit:

Service Area	2019 IFA	2024 IFA
South Jordan Proper	$1,806.84	$3,403.10
Daybreak	$263.30	$705.17
Rio Tinto	NA	$4,736.18

Some of the reasons for the increase include:

- More projects are included in this 6 year horizon period than what was considered previously – 8 projects were included in 2019, whereas 33 projects are included in 2024.
- High inflation over the past 5 years.

TEAM FINDINGS, CONCLUSIONS & RECOMMENDATIONS:

FINDINGS: The Ordinance 2024-15, IFFP and IFA all meet state requirements in regards to the implementation of the Transportation Impact Fees and the City desires to assess development a Transportation Impact fee to offset the impacts to existing City Streets.

CONCLUSIONS: This ordinance will allow the City to collect Transportation Impact fees on new development within the City of South Jordan.

RECOMMENDATIONS: Based on the Findings and Conclusions listed above, Staff recommends that the City Council take comments at the public hearing and approve Ordinance No. 2024-15.

FISCAL IMPACT: As outlined in the IFA

ALTERNATIVES:

- Recommend denial of the Ordinance.
- Postpone a decision to a future date.

SUPPORT MATERIALS:

- Ordinance No. 2024-15
- Transportation Impact Facilities Plan (IFFP)
- Transportation Impact Fee Analysis (IFA)

City Council Action Requested: Brad Klavano
Brad Klavano (Aug 1, 2024 13:19 MDT)

Department Head

8/1/24

Date

ORDINANCE NO. 2024-15

AN ORDINANCE ADOPTING AN AMENDED AND UPDATED TRANSPORTATION IMPACT FEE FACILITIES PLAN AND IMPACT FEE ANALYSIS; ADOPTING AN AMENDED AND UPDATED IMPACT FEE FOR TRANSPORTATION; ESTABLISHING CERTAIN POLICIES RELATED TO IMPACT FEES FOR ROAD INFRASTRUCTURE; ESTABLISHING CERTAIN POLICIES RELATED TO IMPACT FEES FOR TRANSPORTATION INFRASTRUCTURE; ESTABLISHING SERVICE AREAS; AND/OR OTHER RELATED MATTERS

WHEREAS, the City of South Jordan (the "City") is a political subdivision of the State of Utah, authorized and organized under the provisions of Utah law; and

WHEREAS, the City has legal authority, pursuant to Title 11, Chapter 36a Utah Code Annotated, as amended ("Impact Fees Act" or "Act"), to impose Impact Fees as a condition of development approval, which impact fees are used to defray capital infrastructure costs attributable to growth activity; and

WHEREAS, the City has historically assessed Impact Fees as a condition precedent to development approval in order to assign capital infrastructure costs to development in an equitable and proportionate manner; and

WHEREAS, the City has traditionally provided a high level of service in its transportation infrastructure, which has been a factor in the City's growth, and high property values due to the unique aesthetics which City residents enjoy; and

WHEREAS, in the exercise of its legislative discretion the City Council desires to take a conservative approach in preparing the Impact Fee Facilities Plan ("IFFP") and Impact Fee Analysis ("IFA") and in the assessment of an impact fee which may be less than might otherwise be justified by the IFA and IFFP in order to promote economic development, expand the tax base, allow for more job creation, and respond to current economic realities; and

WHEREAS, the City properly noticed its intent to prepare the IFFP and IFA on July 12, 2023 and the City held the required hearing on August 6, 2024; and

WHEREAS, the City has completed a Transportation IFFP and IFA which meets the requirements of State Law and City Ordinance; and

WHEREAS, the City Council has directed Lewis Young Robertson & Burningham, Inc. to prepare a Written Impact Fee Analysis consistent and in compliance with the Act specifically 11-36a-303; and

WHEREAS, the City and consultants retained by the City have reviewed and evaluated the land within the City boundaries and have determined there shall be three service areas. The South

Jordan Proper Service Area includes all land outside the Kennecott Master Subdivision and recently annexed Rio Tinto property. The Daybreak Service Area includes all the area within the Kennecott Master Subdivision. The Rio Tinto Service Area includes the recently annexed Rio Tinto property; and

WHEREAS, the South Jordan City Council has reviewed the Transportation IFFP and IFA, including the creation of two service areas, and find it in the best interest of the welfare of the residents of the City to adopt the Transportation IFFP and IFA and enact a new Transportation Impact Fee based on the IFFP and IFA.

NOW THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL (the "Council") OF SOUTH JORDAN CITY, UTAH AS FOLLOWS:

SECTION 1 PURPOSE

This Impact Fee Ordinance establishes the City's Transportation Impact Fee policies and procedures and repeals certain provisions of prior ordinances related to Transportation Impact Fees and conforms to the requirements of the Utah Impact Fees Act (§ 11-36a, the Act). This Ordinance repeals any prior ordinances related to Transportation facilities within the Service Areas, provides a schedule of Impact Fees for differing types of land-use development, and sets forth direction for challenging, modifying and appealing Impact Fees.

SECTION 2 DEFINITIONS

Words and phrases that are defined in the Act shall have the same definition in this Impact Fee Ordinance. The following words and phrases shall have the following meanings:

1. "City" means a political subdivision of the State of Utah and is referred to herein as City of South Jordan.

2. "Development Activity" means any construction or expansion of building, structure or use, any change in use of building or structure, or any change in the use of land located within the Service Area that creates additional demand and need for Roadway Facilities.

3. "Development Approval" means any written authorization from the City that authorizes the commencement of Development Activity and vests the property owner with the right to commence Development Activity, whether or not a specific building permit has been issued.

4. "Impact Fee" means a payment of money imposed upon Development Activity as a condition of development approval. "Impact Fee" includes development Impact Fees, but is not a tax, a special assessment, a hookup fee, a building permit fee, a fee for project improvements, or other reasonable permit or application fees.

5. "Impact Fee Analysis" or ("IFA") means the written analysis required by Section 11-36a-201 of the Act and is included in this ordinance by this reference and attached in Exhibit B.

6. "Impact Fee Facilities Plan" or ("IFFP") means the plan required by Section 11-36a-301 of the Act. In Section 11-36a-301 (3) (a) there is an exception for cities of 5,000 or less in population, based on the latest census. "The City of South caused to be prepared an Impact Fee Facilities Plan in accordance with the Impact Fees Act. The IFFP is to be adopted by passage of this Ordinance, and is included by this reference and attached hereto in Exhibit A."

7. "Project Improvements" includes but is not limited to site improvements and facilities that are planned and designed to provide service for development resulting from a Development Activity and are necessary solely for the use and convenience of the occupants or users of said Development Activity. "Project Improvements" do not include "System Improvements" as defined below.

8. "Proportionate Share" of the cost of Roadway Facility improvements means an amount that is roughly proportionate and reasonably related to the service demands and needs of a Development Activity.

9. "Roadway Facilities" means a street or road that has been designated on an officially adopted subdivision plat, roadway plan, or general plan of a political subdivision, together with all necessary appurtenances.

10. "Service Area" refers to a geographic area designated by the City based on sound planning and engineering principles in which a defined set of the City's Roadway Facilities provides service. For purposes of this Ordinance, there will be three service areas. The South Jordan Proper Service Area includes all land outside the Kennecott Master Subdivision and recently annexed Rio Tinto property. The Daybreak Service Area includes all the area within the Kennecott Master Subdivision. The Rio Tinto Service Area includes the recently annexed Rio Tinto property as described in this Ordinance and in the attached IFFP and IFA. A map of each Service Area is included in Exhibit C attached hereto.

11. "System Improvements" refer both to existing Roadway Facilities designed to provide services within the Service Areas and to future Roadway Facilities identified in the Transportation IFFP adopted by the City that are intended to provide service to the Service Area. "System Improvements" do not include "Project Improvements" as defined above.

SECTION 3 WRITTEN IMPACT FEE ANALYSIS

1. Executive Summary. A summary of the findings of the written impact fee analysis that is designed to be understood by a lay person is included in the attached

Transportation IFFP and IFA and demonstrates the need for Impact Fees to be assessed on Development Activity. The Executive Summary has been available for public inspection at least ten (10) days prior to the adoption of this Ordinance.

2. Impact Fee Analysis. The City has commissioned the IFFP and IFA for the Transportation Impact Fees which identifies the impacts upon Roadway Facilities required by the Development Activity, demonstrates how those impact the City and the facilities required by Development Activity, demonstrates how those impacts on System Improvements are reasonably related to Development Activity, estimates the proportionate share of the costs of impacts on System Improvements that are reasonably related to the Development Activity and identifies how the Impact Fees are calculated. A copy of the Transportation IFFP and IFA has been available for public inspection at least ten (10) days prior to the adoption of this Ordinance.

3. Proportionate Share Analysis. In connection with the IFFP and IFA, the City has prepared a Proportionate Share analysis which determines the cost assignable to new development based on the proposed capital projects and the new growth served by the proposed projects. A copy of the Proportionate Share analysis is included in the written Transportation Impact Fee Analysis and has been available for public inspection at least ten (10) days prior to the adoption of this Ordinance.

SECTION 4 IMPACT FEE CALCULATIONS

1. Ordinance Enacting Impact Fees. The City Council does, by this Ordinance, approve Impact Fees in accordance with the Transportation IFFP and IFA.

   a. Elements. In calculating the Impact Fee, the City has included the construction costs, land acquisition costs, costs of improvements, fees for planning, surveying, and engineering services provided for and directly related to the construction of System Improvements, and outstanding or future debt service charges if the City might use Impact Fees as a revenue stream to pay principal and interest on bonds or other obligations to finance the cost of System Improvements.

   b. Notice and Hearing. In conjunction with the approval of this, the City held a public hearing on August 6, 2024, and made a copy of the Ordinance available to the public in the South Jordan City Library and Daybreak Library, at least ten (10) days before the date of the hearing, all in conformity with the requirements of Utah Code Annotated 11-36a-502 (1). After the public hearing, the Council adopted this Impact Fee Ordinance as presented herein.

   c. Contents of the Ordinance. The Ordinance adopting or modifying an Impact Fee contains such detail and elements as deemed appropriate by the

Council, including a designation of the Service Areas within which the Impact Fees are to be calculated and imposed. The South Jordan Proper, Daybreak and Rio Tinto Service Areas are the only service areas, with a map defining their boundaries included in the Transportation IFFP and IFA. The Ordinance herein includes (i) a schedule of Impact Fees to be imposed for Transportation and (ii) the formula to be used by the City in calculating the Impact Fee.

d. Adjustments. The standard Impact Fee may be adjusted at the time the fee is assessed due to inflation and/or in response to unusual circumstances or to fairly allocate costs associated with impacts created by a Development Activity or project. The standard Impact Fee may also be adjusted to ensure that Impact Fees are imposed fairly for affordable housing projects, in accordance with the local government's affordable housing policy, and other development activities with broad public purposes. The Impact Fee assessed to a particular development may also be adjusted should the developer supply sufficient written information and/or data to the City showing a discrepancy between the fee being assessed and the actual impact on the system.

e. Previously Incurred Costs. To the extent that new growth and Development Activity will be served by previously constructed improvements, the City's Impact Fees may include Roadway Facility costs and outstanding bond costs related to the Transportation improvements previously incurred by the City. These costs may include all projects included in the Impact Fee Facilities Plan which are under construction or completed but have not been utilized to their capacity, as evidenced by outstanding debt obligations. Any future debt obligations determined to be necessitated by growth activity may also be included to offset the costs of future capital projects.

2. Developer Credits. Development Activity may be allowed a credit against Impact Fees for any dedication or improvement to land or new construction of System Improvements provided by the Development Activity provided that the Development Activity is (i) identified in the City's Impact Fee Facilities Plans and (ii) required by the City as a condition of Development Approval. Otherwise, no credit may be given.

3. Impact Fees Accounting. The City will establish a separate interest-bearing ledger account for the Impact Fees collected pursuant to this Ordinance and will conform to the accounting requirements provided in the Impact Fees Act. All interest earned on the collection of Transportation Impact Fees shall accrue to the benefit of the segregated account. Impact Fees collected prior to the effective date of this Ordinance need not meet the requirements of this section.

a. Reporting. At the end of each fiscal year, the City shall prepare a report pursuant to Utah Code Ann, 11-36a-601.

b. Impact Fee Expenditures. The City may expend Impact Fees pursuant to Utah Code Ann.§ 11-36-602 the Impact Fees Policy only for System Improvements that are (i) Roadway Facilities identified in the City's Impact Fee Facilities Plans and (ii) of the specific Roadway Facility type for which the fee was collected. Impact Fees will be expended on a First-In First-Out ("FIFO") basis.

c. Time of Expenditure. Impact fees collected pursuant to the requirements of this Impact Fees Ordinance are to be expended, dedicated or encumbered for a permissible use within six years of the receipt of those funds by the City, unless the City meets other conditions outlined in the Act. For purposes of this calculation, the first funds received shall be deemed to be the first funds expended.

d. Refunds. The City shall refund any Impact Fees paid by a developer plus interest actually earned when (i) the developer does not proceed with the Development Activity and files a written request for a refund; (ii) the fees have not been spent or encumbered; and (iii) no impact has resulted. An impact that would preclude a developer from a refund from the City may include any impact reasonably identified by the City, including, but not limited to, the City having sized facilities and/or paid for, installed and/or caused the installation of facilities based in whole or in part upon the developer's planned Development Activity even though that capacity may, at some future time, be utilized by another development.

4. Other Impact Fees. To the extent allowed by law, the City Council may negotiate or otherwise impose Impact Fees and other fees different from those currently charged. Those charges may, at the discretion of the City Council, include but not be limited to reductions or increases in Impact Fees, all or part of which may be reimbursed to the developer who installed improvements that service the land to be connected with the City's system.

5. Additional Fees and Costs. The Impact Fees authorized hereby are separate from and in addition to user fees and other charges lawfully imposed by the City and other fees and costs that may not be included as itemized component parts of the Impact Fee Schedule. In charging any such fees as a condition of development approval, the City recognizes that the fees must be a reasonable charge for the service provided.

6. Fees Effective at Time of Payment. Unless the City is otherwise bound by a contractual requirement, the Impact Fee shall be determined from the fee schedule

in effect at the time of Development Approval and paid in accordance with the provisions of Section 6 below.

7. Imposition of Additional Fee or Refund After Development. Should any developer undertake Development Activities such that the ultimate density or other impact of the Development Activity is not revealed to the City, either through inadvertence, neglect, a change in plans, or any other cause whatsoever, and/or the Impact Fee is not initially charged against all units or the total density within the development, the City shall be entitled to recover the total Impact Fee pursuant the IFFP and IFA from the developer or other appropriate person covering the density for which an Impact Fee was not previously paid.

SECTION 5 IMPACT FEE FACILITIES PLAN

1. Impact Fee Facilities Plan. The City has developed a Transportation IFFP for the City's transportation system. The Transportation IFFP has been prepared based on reasonable growth assumptions for the Service Areas, and analyzes the general demand characteristics of current and future users of the system. Furthermore, the IFFP identifies the impact on System Improvements created by Development Activity and estimates the Proportionate Share of the costs of impacts on System Improvements that are reasonably related to new Development Activity.

SECTION 6 IMPACT FEE SCHEDULES AND FORMULAS.

1. Fee Adoption. The City hereby adopts as the Impact fee for Transportation at the recommended level per trip found in the South Jordan Transportation IFFP & IFA and detailed below.

RECOMMENDED TRANSPORTATION IMPACT FEE SCHEDULE

Land Use	ITE Codes	Adjusted Trips	Per	SJP Fee	DB Fee	RT Fee
				$360.88	$74.78	$502.25
Single Family Residential	210	9.43	Unit	$3,403.10	$705.17	$4,736.18
Multifamily Low Rise	220	6.74	Unit	$2,432.33	$504.01	$3,385.14
Multifamily High Rise	222	4.54	Unit	$1,638.40	$339.50	$2,280.20
Senior Adult Housing-Detached	251	4.31	Unit	$1,555.40	$322.30	$2,164.68
Senior Adult Housing-Attached	252	3.24	Occ. Unit	$1,169.25	$242.28	$1,627.28
Assisted Living	254	2.60	Beds	$938.29	$194.43	$1,305.84
Hotel	310	7.99	Rooms	$2,883.44	$597.49	$4,012.94
Light Industrial	110	4.87	KSF	$1,757.49	$364.17	$2,445.94
Industrial Park	130	3.37	KSF	$1,216.17	$252.01	$1,692.57
Mini Warehouse	151	1.45	KSF	$523.28	$108.43	$728.26
Elementary School	520	2.27	Students	$819.20	$169.75	$1,140.10
Middle/Jr. High School	522	2.10	Students	$757.85	$157.04	$1,054.72
High School	530	1.94	Students	$700.11	$145.07	$974.36
Daycare Center	565	26.67	KSF	$9,623.67	$1,994.15	$13,393.48
Nursing Home	620	3.06	Beds	$1,104.29	$228.82	$1,536.87
Clinic	630	37.60	KSF	$13,569.11	$2,811.70	$18,884.44
Church	560	7.60	KSF	$2,742.69	$568.32	$3,817.07
General Office	710	10.84	KSF	$3,911.94	$810.61	$5,444.34
Medical Dental Office	720	36.00	KSF	$12,991.70	$2,692.05	$18,080.84
Free-Standing Discount Store	813	35.87	KSF	$12,944.50	$2,682.27	$18,015.15
Hardware/Paint Store	816	5.97	KSF	$2,155.11	$446.57	$2,999.31
Shopping Center/General Commercial	820	26.28	KSF	$9,482.89	$1,964.98	$13,197.56
New Car Sales	841	27.06	KSF	$9,765.43	$2,023.52	$13,590.77
Tire Store	848	20.77	KSF	$7,494.59	$1,552.98	$10,430.39
Supermarket	850	71.32	KSF	$25,737.42	$5,333.13	$35,819.35
Discount Club	857	27.89	KSF	$10,065.54	$2,085.71	$14,008.43
Home Improvement Superstore	862	17.83	KSF	$6,434.21	$1,333.25	$8,954.64
Department Store	875	22.88	KSF	$8,256.95	$1,710.95	$11,491.38
Pharmacy/Drugstore w/ Drive Thru	881	55.28	KSF	$19,950.92	$4,134.09	$27,766.15
Drive-In Bank	912	65.23	KSF	$23,539.33	$4,877.66	$32,760.23
Quality Restaurant	931	46.95	KSF	$16,943.49	$3,510.91	$23,580.63
High Turnover/Sit Down Restaurant	932	61.10	KSF	$22,051.24	$4,569.31	$30,689.22

1. Maximum Supportable Impact Fees. The fee schedule included in the Transportation IFFP and IFA indicates the maximum Impact Fees which the City may impose on development within the defined Service Area and are based upon general demand characteristics and potential demand that can be created by each class of user. The City reserves the right under the Impact Fees Act (Utah Code §

11-36a-402(1)(c)) to assess an adjusted fee to respond to unusual circumstances to ensure that fees are equitably assessed. The City may also decrease the Impact Fee if the developer can provide documentation that the proposed impact will be less than what could be expected given the type of user (Utah Code § 11-36a-402(1)(d)).

SECTION 7 FEE EXCEPTIONS AND ADJUSTMENTS

1. Waiver for "Public Purpose". The City Council may, on a project by project basis, authorize exceptions or adjustments to the Impact Fees due from development for those projects the Council determines to be of such benefit to the community as a whole to justify the exception or adjustment. Such projects may include facilities being funded by tax-supported agencies, affordable housing projects, or facilities of a temporary nature. The City Council may elect to waive or adjust Impact Fees in consideration of economic benefits to be received from the Development Activity.

    a. Procedures. Applications for exceptions are to be filed with the City at the time the applicant first requests the extension of service to the applicant's development or property.

SECTION 8 APPEAL PROCEDURE

1. Any person or entity that has paid an Impact Fee pursuant to this Ordinance may challenge the Impact Fee by filing:

    a. An appeal to the City pursuant to South Jordan Municipal Code § 16.32.090. If no decision is issued pursuant to South Jordan Municipal Code §16.32.090 within 30 days of a timely filed appeal the appeal will be deemed denied.

    b. A request for arbitration as provided in Utah Code Ann. § 11-36a-705 as amended; or

    c. An action in district court.

SECTION 9 MISCELLANEOUS

1. Severability. If any section, subsection, paragraph, clause or phrase of this Impact Fee Policy shall be declared invalid for any reason, such decision shall not affect the remaining portions of this Impact Fee Policy, which shall remain in full force and effect, and for this purpose, the provisions of this Impact Fee Ordinance are declared to be severable.

2. Interpretation. This Impact Fee Ordinance has been divided into sections, subsections, paragraphs and clauses for convenience only and the interpretation of

this Impact Fee Ordinance shall not be affected by such division or by any heading contained herein.

3. Effective Date. Except as otherwise specifically provided herein, this Impact Fee Ordinance shall not repeal, modify or affect any Impact Fee of the City in existence as of the effective date of this Ordinance, other than those expressly referenced in Section 1 above. All Impact Fees established, including amendments and modifications to previously existing Impact Fees, after the effective date of this Ordinance shall comply with the requirements of this Impact Fee Ordinance.

[SIGNATURE PAGE FOLLOWS]

PASSED AND ADOPTED BY THE CITY COUNCIL OF THE CITY OF SOUTH JORDAN, UTAH, ON THIS _____ DAY OF _____, 2024 BY THE FOLLOWING VOTE:

	YES	NO	ABSTAIN	ABSENT
Patrick Harris	_____	_____	_____	_____
Kathie Johnson	_____	_____	_____	_____
Donald Shelton	_____	_____	_____	_____
Tamara Zander	_____	_____	_____	_____
Jason McGuire	_____	_____	_____	_____

Mayor: _____ Attest: _____
Dawn R. Ramsey City Recorder

Approved as to form:

Gregory Simonsen
Gregory Simonsen (Jul 31, 2024 15:14 MDT)

Office of the City Attorney

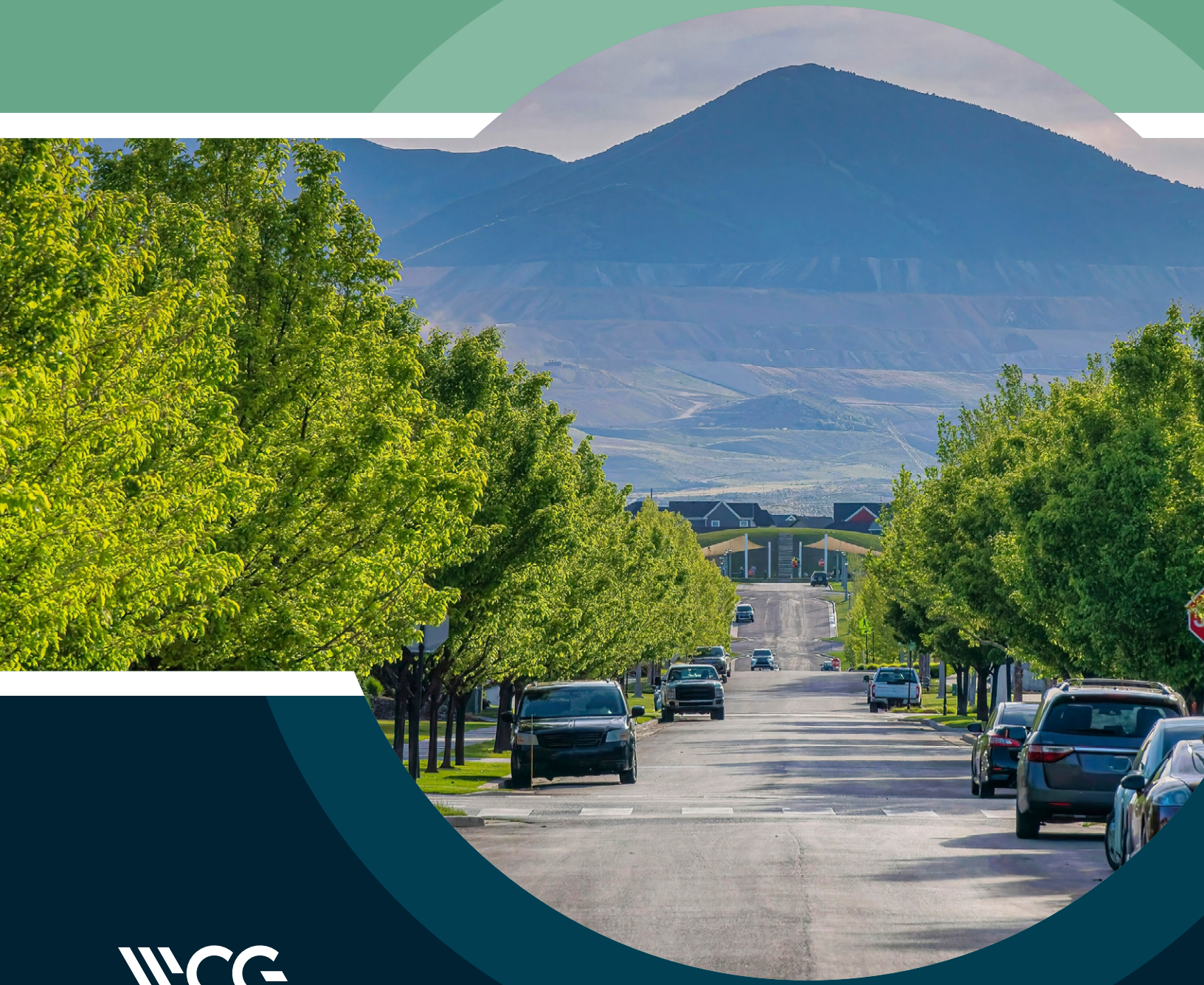
EXHIBIT A

IMPACT FEE FACILITIES PLAN

SOUTH JORDAN
UTAH

IMPACT FEE FACILITIES PLAN

JULY 2024



WCG
WALL CONSULTANT GROUP

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I. INTRODUCTION

A. Overview

The purpose of the South 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

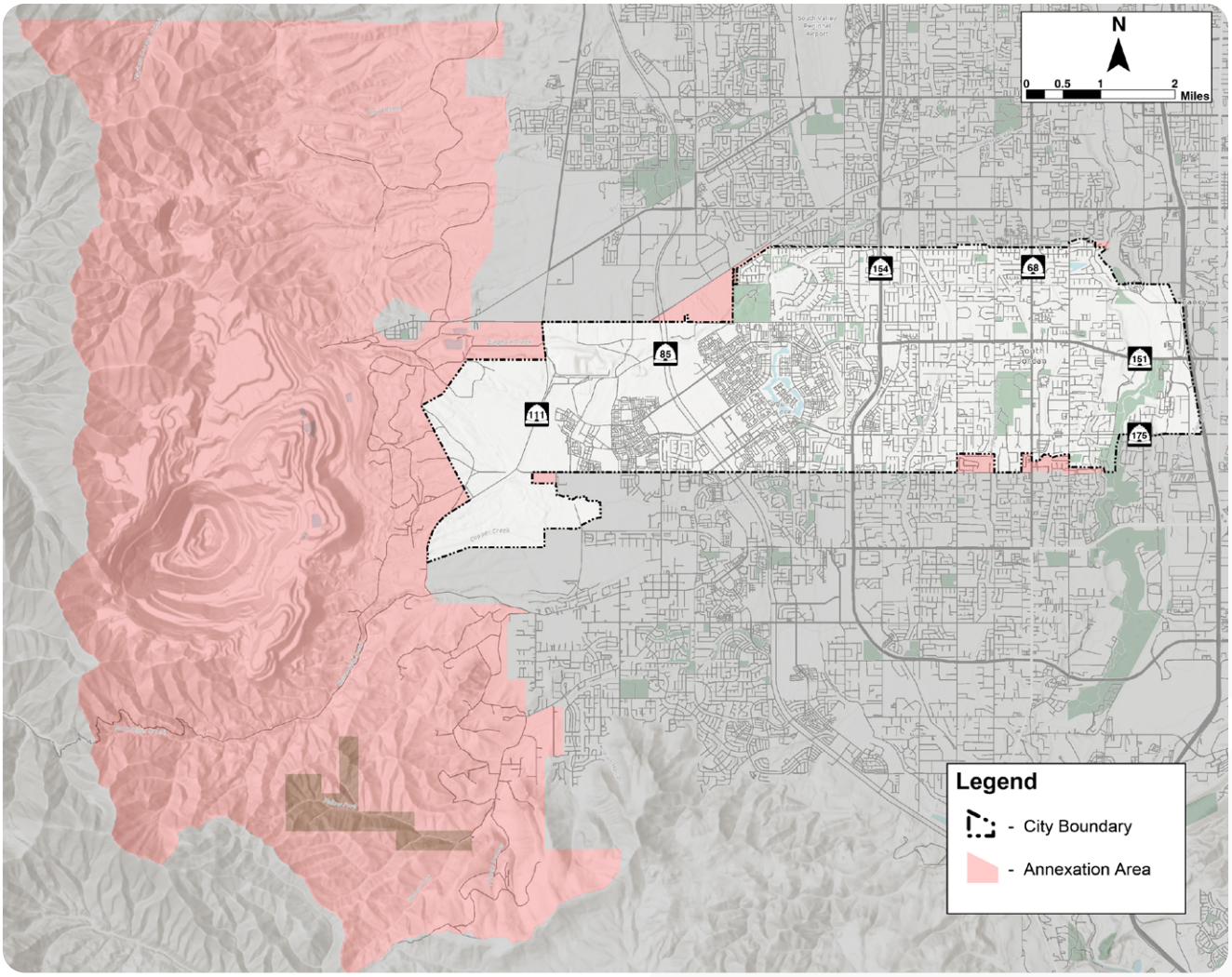
This analysis incorporates information from the South Jordan Transportation Master Plan (TMP) (2024), which was completed by Wall Consultant Group (WCG). The TMP includes information regarding the existing and future demands on the transportation infrastructure and the proposed improvements to provide 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 planning area for the transportation impact fee is the city of South Jordan. Figure 1 shows the policy annexation area of South Jordan City, which functions as the service area for the impact fee analysis.

Figure 1: Annexation Area



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 South 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 the best performance and F the worst. 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. South 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 South Jordan TMP (2024).

Figure 2: Level of Service Definitions

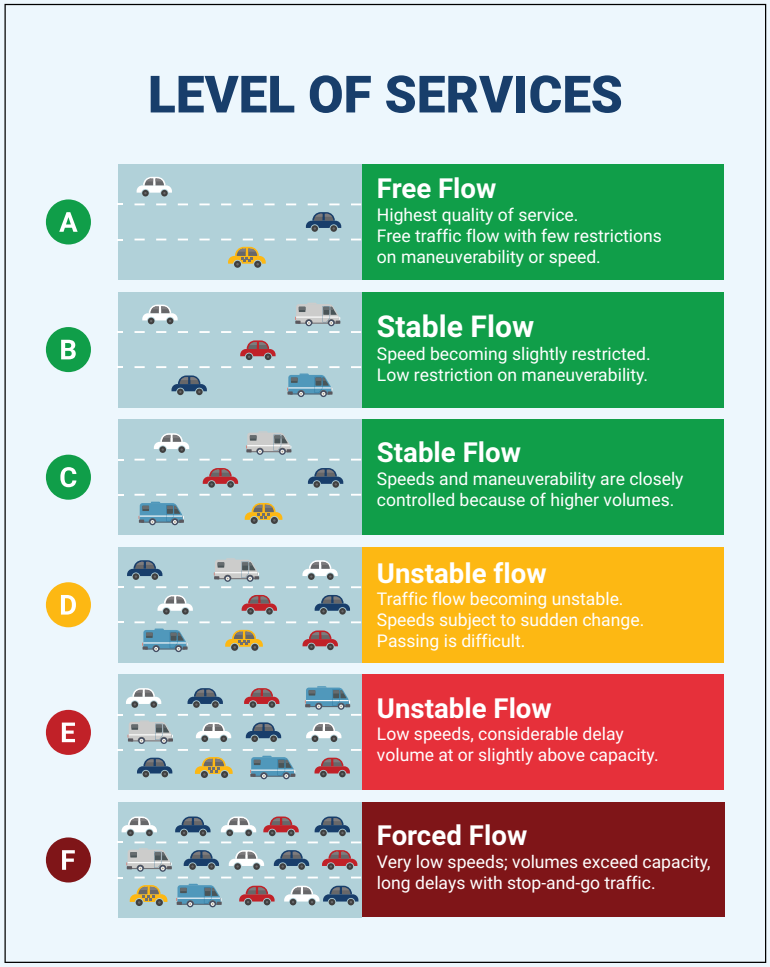


TABLE 1: DAILY MAXIMUM CAPACITIES (TWO WAY DAILY TRIPS)

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 South Jordan TMP (2024), the proposed LOS threshold for South 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.

Based on this analysis it was found that 10.9% of existing capacity of the roadway network will be utilized by new trips. Details of the full analysis for all city owned collector and above roadways is provided in the Appendix.

TABLE 2: BUY-IN COMPONENT CALCULATIONS

	Existing Facility
Capacity Miles	930,258
New VMT	101,316
Existing Capacity Used by New Trips	10.9%

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 South Jordan City need to be removed from the impact fee calculation. For example, if the driver of a vehicle starts a trip in West Jordan, travels through South Jordan City, and ends that trip in Herriman, this trip adds traffic to a South Jordan roadway. However, the cost of the incremental congestion it adds to South 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 South Jordan Transportation Master Plan was utilized to determine cut-through percentages on South 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 South 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 South Jordan City that have a planned improvement project that is impact fee eligible.

Roadways within South Jordan City were found to have cut-through rates ranging from 0 to 40%. Roadways that will connect adjacent municipalities or straddle city boundaries, such as 10200 South 11800 South, had higher cut-through rates due to connectivity to other jurisdictions.

F. 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.

G. System and Project Improvement

There are four primary classifications of roads defined in the South Jordan TMP: Arterial, Major Collector, Minor Collector and Residential. These are defined in the roadway classification map in the South Jordan TMP. South Jordan City classifies street facilities based primarily on the right-of-way (ROW) widths provided.

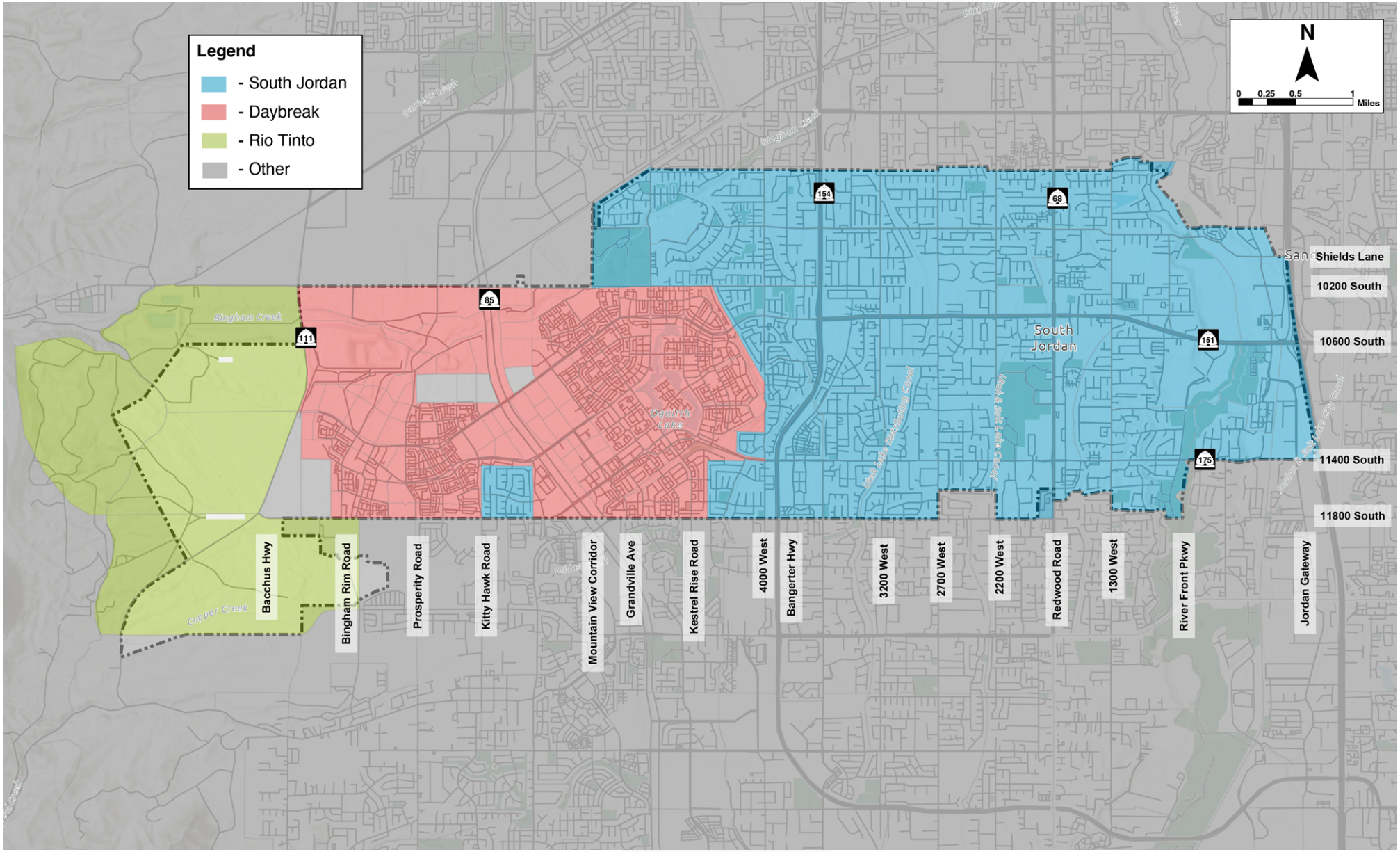
Improvements made to collectors and arterials are considered system improvements as defined in the Utah Impact Fee Law, as these streets serve users from multiple developments. All intersection improvements on existing and future collectors and arterials are also considered system improvements. System 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.

H. Service Areas

South Jordan City has calculated impact fees separately for South Jordan City proper, the Daybreak Development, and Rio Tinto. Any development projects within the Daybreak Development or Rio Tinto will have a different impact fee than projects in South Jordan City proper. However, there are a few properties located within the Daybreak Development zone that are not part of the Daybreak Development which will require separate impact fee agreements. These properties within the Daybreak Development include the following owners and parcel numbers:

- **SOUTH VALLEY WATER RECLAMATION FACILITY**
  - Parcel 26212000010000
  - Parcel 26214000010000
  - Parcel 26223000010000
  - Parcel 26223000060000
- **THE BOARD OF EDUCATION OF THE JORDAN SCHOOL DISTRICT**
  - Parcel 26143000070000
- **The Last Holdout LLC**
  - Parcel 26144000170000

Figure 3: Service Areas



III. TRANSPORTATION DEMANDS

A. Purpose

The purpose of this chapter is to identify the existing and future transportation demands on South 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 South Jordan City, 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 South Jordan City is shown in Figure 4. As shown, most of the major City roadways are currently operating at an acceptable LOS (D or better) other than:

- 10600 South; Bangerter Highway to 3200 West
- 10600 South; Culmination Street to Redwood Road
- 10600 South; River Front Parkway to I-15
- 11400 South; 4000 West to River Heights Drive
- 11400 South; Redwood Road to 700 West
- 11400 South; Engelmann Drive to Jordan Gateway
- 11800 South; Copper Rose Way to 4000 West

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 South 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 5. 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 South Jordan TMP, the anticipated growth resulting from new development in South Jordan City from 2023 to 2033 is 155,274 daily trips. 123,450 trips are attributed to Daybreak, 17,546 trips are attributed to Rio Tinto, and 14,277 trips are attributed to the South Jordan service area.

Figure 4: Existing (2023) Roadway LOS

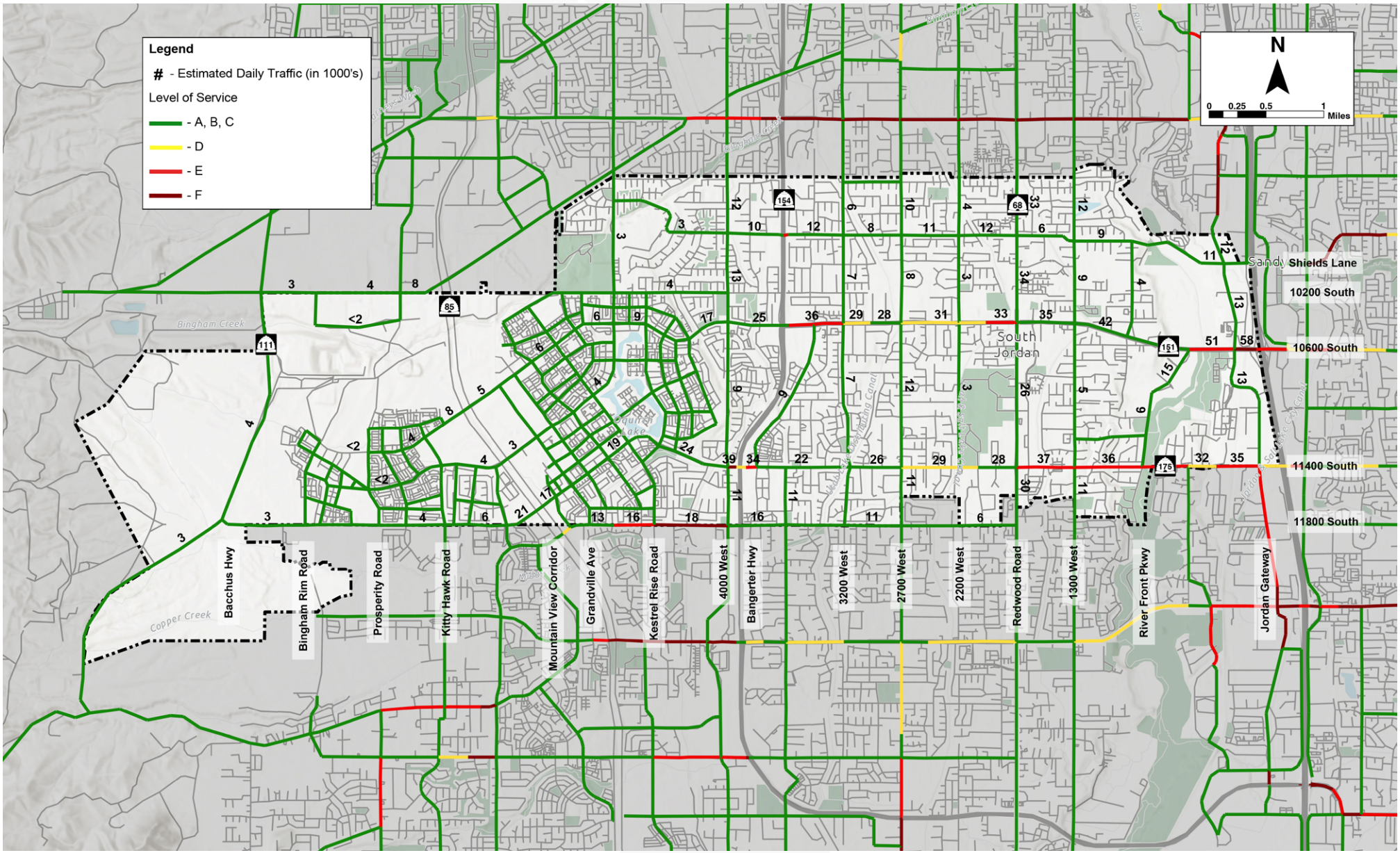
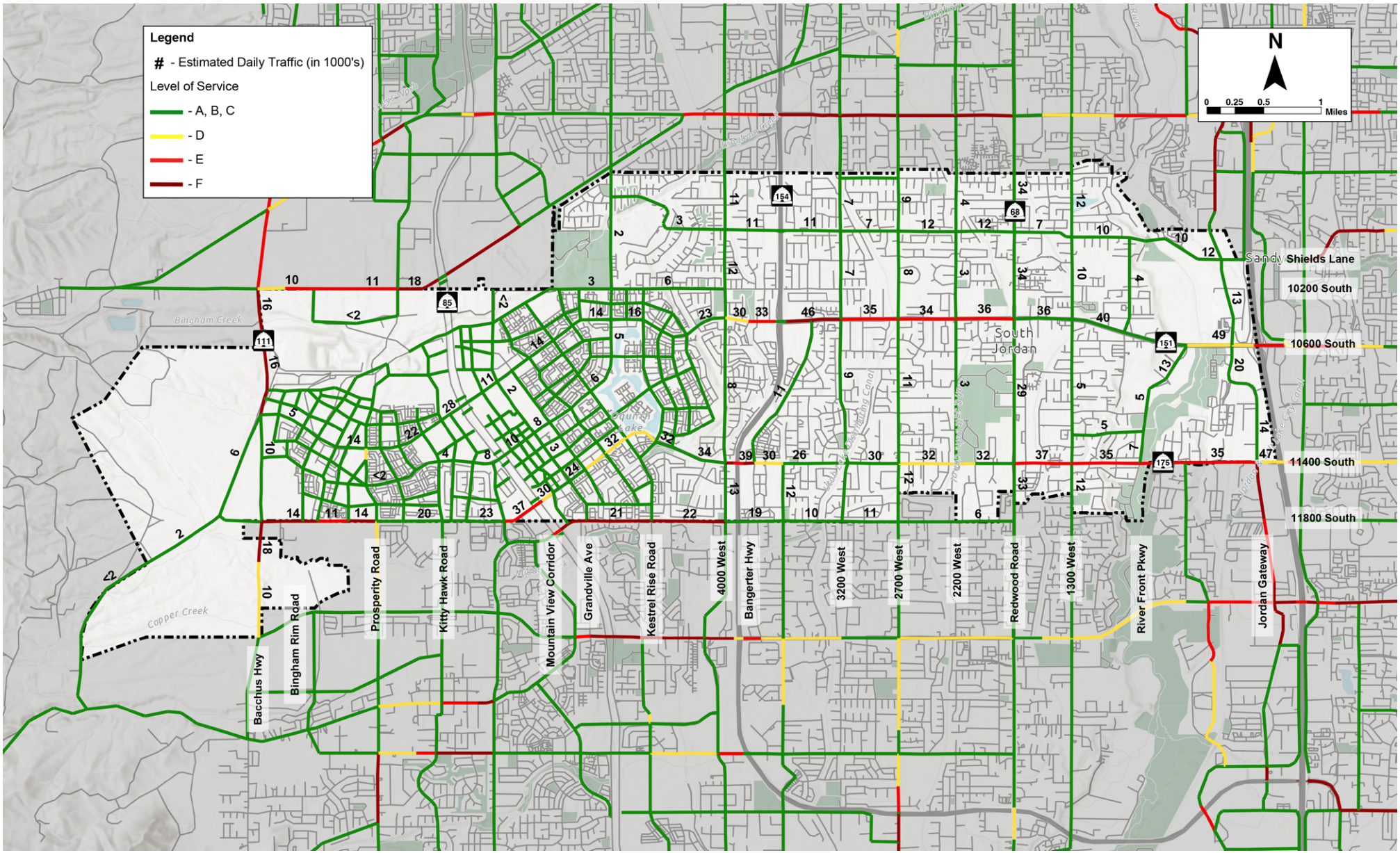


Figure 5: Future 2033 No Build LOS



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

Poor 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 3 and Table 4 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 6.

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 current 2023 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.

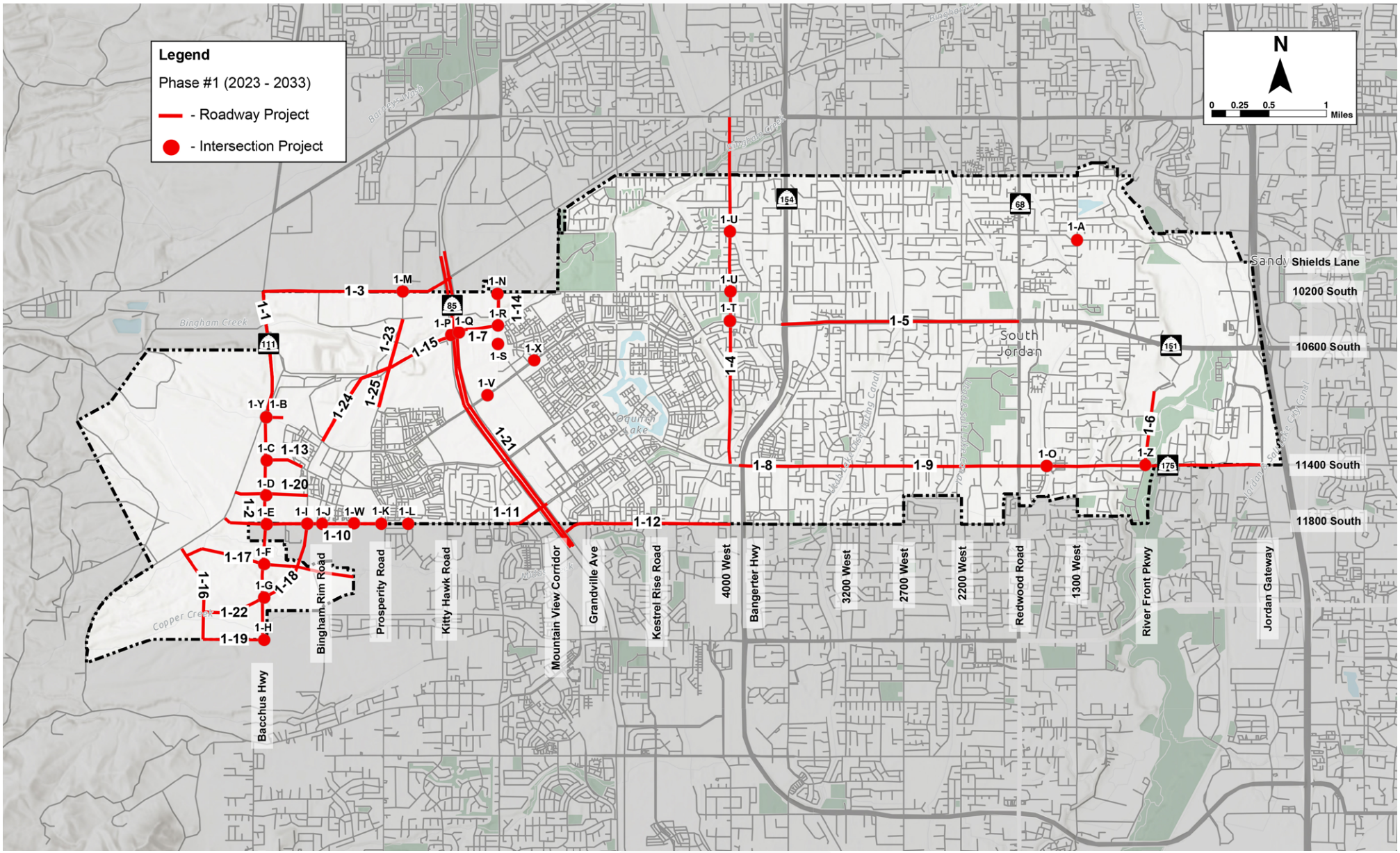
TABLE 3: SOUTH JORDAN CITY 2033 ROADWAY PROJECT LIST						
Project Number	Description	Responsibility	Improvement Scope	# of Lanes		Estimated Cost
				2023	Proposed	
PHASE #1 (2023–2032)						
1-1	SR-111: 10200 South to South Jordan Parkway	UDOT	Widening	2	5	$17,100,000
1-2	SR-111: South Jordan Parkway to Herriman Parkway	UDOT	New Roadway	-	2	$75,747,808
1-3	10200 South: Bacchus Highway to MVC*	SJC / WJC / WFRC	Widening	2	5	$17,560,000
1-4	4000 West: 9000 South to 11400 South*	SJC / WFRC	Restriping	3	5	$178,620
1-5	South Jordan Parkway: Bangerter Highway to Redwood Road	UDOT	Widening	5	7	$53,000,000
1-6	Riverfront Parkway: 11050 South to 11400 South*	SJC / WFRC	Widening	2	5	$5,500,000
1-7	Bingham Rim Road: MVC to Stavenger Drive*	UDOT	New Roadway	-	2	$3,200,000
1-8	11400 South: Bangerter Highway to 3600 West	UDOT	Widening	5	7	$3,800,000
1-9	11400 South: 3600 West to South Jordan Gateway	UDOT	Widening	5	6 / 7	$82,606,008
1-10	11800 South: Bacchus Highway to Prosperity Road*	SJC / Herriman / WFRC	Widening	2	5	$32,225,797
1-11	Daybreak Parkway: Trail Crossing Drive to MVC*	SJC	Widening	5	7	$5,988,759
1-12	11800 South: MVC to 4000 West*	SJC / Herriman / Riverton	Widening	3	5	$13,891,543
1-13	Lake Avenue: SR-111 to Lake Avenue*	SJC	New Roadway	-	2	$2,214,051
1-14	Grandville Avenue: 10200 South to Bingham Rim Road*	UDOT	New Roadway	-	2	$3,349,045
1-15	Bingham Rim Road: Prosperity Road to MVC*	SJC	New Roadway	-	3	$4,236,618
1-16	7800 West: Bacchus Highway to Herriman Parkway*	SJC / WFRC	New Roadway	-	3	$10,285,000
1-17	12150 South: 7800 West to South Jordan Border*	Developer / SJC / WFRC	New Roadway	-	3	$71,895,000
1-18	Bingham Rim Road: SR-111 to 11800 S*	SJC / Herriman	New Roadway	-	2	$5,503,679
1-19	Herriman Parkway (12600 S): 7800 W to SR-111*	SJC / WFRC	New Roadway	-	3	$16,260,000
1-20	Meadowgrass Drive: Bacchus Highway to Bingham Rim Road*	SJC	New Roadway	-	2	$4,168,269
1-21	Mountain View Corridor	UDOT	New Roadway	-	4	$125,920,000
1-22	Bingham Rim Road: 7800 W to SR-111*	SJC / Developer	New Roadway	-	3	$4,099,953
1-23	Prosperity Road: Crimson View Drive to 11000 South*	SJC / WFRC	New Roadway	-	3	$14,780,000
1-24	Bingham Rim Road: South Jordan Parkway to Prosperity Road*	SJC	New Roadway	-	2 / 3	$12,022,093
1-25	Prosperity Road: Bingham Rim Road to Copper Hawk Drive*	SJC	New Roadway	-	2	$3,500,000

* Impact Fee Eligible Project

TABLE 4: SOUTH JORDAN CITY 2033 INTERSECTION PROJECT LIST				
Project Number	**Description**	**Responsibility**	**Improvement Scope**	**Estimated Cost**
PHASE #1 (2023–2032)				
1-A	Shields Lane & 1300 W*	SJC	Intersection Improvement	$666,925
1-B	SR-111 & South Jordan Parkway	UDOT	Install Signal	$450,000
1-C	SR-111 & Lake Avenue	UDOT	Install Signal	$450,000
1-D	SR-111 & Meadowgrass Drive	UDOT	Install Signal	$450,000
1-E	SR-111 & 11800 S	UDOT	Install Signal	$450,000
1-F	SR-111 & 12150 S	UDOT	Install Signal	$450,000
1-G	SR-111 & Annex Area E/W	UDOT	Install Signal	$450,000
1-H	SR-111 & Herriman Parkway	UDOT	Install Signal	$450,000
1-I	11800 S & Bingham Rim Road*	SJC	Install Signal	$400,000
1-J	11800 S & Silver Pond Road*	SJC	Install Signal	$400,000
1-K	11800 S & Prosperity Road*	SJC	Install Signal	$400,000
1-L	11800 S & Willow Walk Drive*	SJC	Install Signal	$400,000
1-M	10200 S & 6200 W*	SJC	Install Signal	$400,000
1-N	10200 S & Grandville Avenue*	SJC	Install Signal	$250,000
1-O	11400 S & Andover Road	UDOT	Install Signal	$350,000
1-P	Bingham Rim Road & MVC SB	UDOT	Install Signal	$325,000
1-Q	Bingham Rim Road & MVC NB	UDOT	Install Signal	$325,000
1-R	Bingham Rim Road & Grandville Avenue*	SJC	Install Signal	$325,000
1-S	Grandville Avenue & Burntside Avenue*	SJC	Install Signal	$325,000
1-T	10400 S & 4000 W*	WFRC / SJC	Intersection Improvement	$5,152,400
1-U	4000 W & S Skye Drive/10200 South*	SJC	Intersection Improvement	$2,592,000
1-V	South Jordan Parkway & Vadania Drive*	SJC	Install Signal	$400,000
1-W	11800 S & Flying Fish Drive*	Herriman / SJC	Install Signal	$400,000
1-X	South Jordan Parkway & Cardinal Park Rd*	SJC	Install Signal	$425,000
1-Y	SR-111 & South Jordan Parkway*	SJC	Roadway Realignment	$1,600,000
1-Z	Riverfront Parkway & 11400 S*	SJC	Intersection Improvement	$150,000

* Impact Fee Eligible Project

Figure 6: Phase 1 Future Projects



C. Project Costs Attributable to Future Growth

Table 5 and Table 6 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 $607,468,569. 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 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. A select-link analysis was also used to estimate the portion of traffic on project roadways generated by South Jordan City proper, the Daybreak development, and the Rio Tinto development.

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.

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

[1] *If 2033 ADT is greater than 2033 capacity, then use 2033 capacity*

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

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

A summary of the costs and impact fee eligibility of each project is shown in Table 5 and Table 6. As shown, the total impact fee eligible cost for planned South Jordan City projects expected to be completed by 2033 is **$29,253,777** including $5,511,993 assigned to South Jordan City proper, $15,060,949 assigned to the Daybreak development, and $8,680,836 assigned to the Rio Tinto development.

TABLE 5: SOUTH JORDAN CITY 2033 ROADWAY PROJECT IMPACT FEE ELIGIBLE COST SUMMARY

#	Project	Type	Future Functional Class	Cost[2]	Outside Funding Sources[1]	Outside Funding Amount	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)	SJC Proper		Daybreak		Rio Tinto	
																	%	$	%	$	%	$
Phase 1 (2023 - 2032)																						
1-1	SR-111: 10200 South to South Jordan Parkway	Widening	Arterial (5-lanes)	$ 17,100,000	UDOT	$ 17,100,000								UDOT Funded								
1-2	SR-111: South Jordan Parkway to Herriman Parkway	New Roadway	Arterial (2-lanes)	$ 75,747,808	UDOT	$ 75,747,808								UDOT Funded								
1-3	10200 South: Bacchus Highway to MVC	Widening	Arterial (5-lanes)	$ 17,560,000	WJC / WFRC	$ 16,243,000	8,000	17,000	10,625	32,300	6,375	21,675	40%	18%	42%	$ 237,060	12%	$ 27,798	78%	$ 185,810	10%	$ 23,452
1-4	4000 West: 9000 South to 11400 South	Restriping	Arterial (5-lanes)	$ 178,620	WFRC	$ 151,827	13,000	15,000	15,130	32,300	0	17,170	9%	0%	91%	$ -	86%	$ -	14%	$ -	0%	$ -
1-5	South Jordan Parkway: Bangerter Highway to Redwood Road	Widening	Arterial (7-lanes)	$ 53,000,000	UDOT	$ 53,000,000								UDOT Funded								
1-6	Riverfront Parkway: 11050 South to 11400 South	Widening	Arterial (5-lanes)	$ 5,500,000	WFRC	$ 4,675,000	7,000	8,000	10,625	32,300	0	21,675	28%	0%	72%	$ -	92%	$ -	7%	$ -	1%	$ -
1-7	Bingham Rim Road: MVC to Stavenger Drive	New Roadway	Minor Collector (2-Lane)	$ 3,200,000	UDOT	$ 3,200,000								UDOT Funded								
1-8	11400 South: Bangerter Highway to 3600 West	Widening	Arterial (7-lanes)	$ 3,800,000	UDOT	$ 3,800,000								UDOT Funded								
1-9	11400 South: 3600 West to South Jordan Gateway	Widening	Arterial (6/7-lanes)	$ 82,606,008	UDOT	$ 82,606,008								UDOT Funded								
1-10	11800 South: Bacchus Highway to Prosperity Road	Widening	Arterial (5-lanes)	$ 32,225,797	Herriman / WFRC	$ 28,832,156	4,000	13,000	10,625	32,300	2,375	21,675	24%	8%	68%	$ 271,491	10%	$ 26,444	41%	$ 110,685	49%	$ 134,362
1-11	Daybreak Parkway: Trail Crossing Drive to MVC	Widening	Arterial (7-lanes)	$ 5,988,759			21,000	36,000	32,300	49,300	3,700	17,000	39%	13%	48%	$ 778,539	19%	$ 147,149	69%	$ 539,028	12%	$ 92,362
1-12	11800 South: MVC to 4000 West	Widening	Arterial (5-lanes)	$ 13,891,543	Herriman / Riverton	$ 7,640,349	18,000	24,000	15,130	32,300	8,870	17,170	32%	35%	33%	$ 2,187,918	41%	$ 895,910	58%	$ 1,259,546	1%	$ 32,462
1-13	Lake Avenue: SR-111 to Lake Avenue	New Roadway	Minor Collector (2-Lane)	$ 2,214,051			0	2,000	0	10,625	2,000	10,625	0%	19%	81%	$ 420,670	0.1%	$ 324	87%	$ 366,567	13%	$ 53,779
1-14	Grandville Avenue: 10200 South to Bingham Rim Road	New Roadway	Major Collector (2-Lane)	$ 3,349,045	UDOT	$ 3,349,045								UDOT Funded								
1-15	Bingham Rim Road: Prosperity Road to MVC	New Roadway	Major Collector (3-Lane)	$ 4,236,618			0	2,000	0	15,130	2,000	15,130	34%	9%	57%	$ 381,296	8%	$ 30,818	87%	$ 331,413	5%	$ 19,065
1-16	7800 West: Bacchus Highway to Herriman Parkway	New Roadway	Major Collector (3-Lane)	$ 10,285,000	WFRC	$ 8,742,250	0	2,000	0	15,130	2,000	15,130	5%	13%	82%	$ 200,558	4%	$ 8,292	16%	$ 32,094	80%	$ 160,171
1-17	12150 South: 7800 West to South Jordan Border	New Roadway	Major Collector (3-Lane)	$ 71,895,000	WFRC	$ 61,110,750	0	10,000	0	15,130	10,000	15,130	5%	63%	32%	$ 6,794,078	4%	$ 280,915	16%	$ 1,087,210	80%	$ 5,425,952
1-18	Bingham Rim Road: SR-111 to 11800 S	New Roadway	Minor Collector (2-Lane)	$ 5,503,679	Herriman	$ 2,201,472	0	2,000	0	10,625	2,000	10,625	5%	18%	77%	$ 594,397	4%	$ 24,577	16%	$ 95,117	80%	$ 474,703
1-19	Herriman Parkway (12600 S): 7800 W to SR-111	New Roadway	Major Collector (3-Lane)	$ 16,260,000	WFRC / Herriman	$ 15,040,500	0	2,000	0	15,130	2,000	15,130	5%	13%	82%	$ 158,535	4%	$ 6,555	16%	$ 25,369	80%	$ 126,611
1-20	Meadowgrass Drive: Bacchus Highway to Bingham Rim Road	New Roadway	Minor Collector (2-Lane)	$ 4,168,269			0	2,000	0	10,625	2,000	10,625	4%	18%	78%	$ 750,288	0%	$ -	96%	$ 719,465	4%	$ 30,823
1-21	Mountain View Corridor	New Roadway	Highway (4-lane)	$ 125,920,000	UDOT	$ 125,920,000								UDOT Funded								
1-22	Bingham Rim Road: 7800 W to SR-111	New Roadway	Major Collector (3-Lane)	$ 4,099,953			0	6,000	0	15,130	6,000	15,130	5%	38%	57%	$ 1,557,982	4%	$ 64,418	16%	$ 249,313	80%	$ 1,244,251
1-23	Prosperity Road: Crimson View Drive to Bingham Rim Road	New Roadway	Major Collector (3-Lane)	$ 14,780,000	WFRC	$ 12,563,000	0	8,000	0	15,130	8,000	15,130	34%	35%	31%	$ 775,950	8%	$ 62,715	87%	$ 674,437	5%	$ 38,798
1-24	Bingham Rim Road: South Jordan Parkway to Prosperity Road	New Roadway	Minor Collector (2-Lane)	$ 12,022,093			0	8,000	0	10,625	8,000	10,625	34%	49%	17%	$ 5,890,826	8%	$ 476,121	87%	$ 5,120,163	5%	$ 294,541
1-25	Prosperity Road: Bingham Rim Road to Copper Hawk Drive	New Roadway	Minor Collector (2-Lane)	$ 3,500,000			0	5,000	0	10,625	5,000	10,625	34%	31%	35%	$ 1,085,000	8%	$ 87,694	87%	$ 943,056	5%	$ 54,250
			TOTAL	**$ 589,032,244**		**$521,923,164**										**$ 22,084,587**		**$ 2,139,730**		**$ 11,739,276**		**$ 8,205,581**

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 6: SOUTH JORDAN CITY 2033 INTERSECTION PROJECT IMPACT FEE ELIGIBLE COST SUMMARY

#	Intersection	Improvement	Cost	Other Outside Funding Sources[1]	Outside Funding Amount	% Cut-through	% Impact Fee Eligible	Impact Fee Eligible Cost	SJC Proper		Daybreak		Rio Tinto	
									%	$	%	$	%	$
Phase 1 (2023 - 2032)														
1-A	Shields Lane & 1300 W	Intersection Improvement	$ 666,925			13%	87%	$ 582,147	85%	$ 494,566	15%	$ 86,112	0.3%	$ 1,469
1-B	SR-111 & South Jordan Parkway	Install Signal	$ 450,000	UDOT	$ 450,000				UDOT Funded					
1-C	SR-111 & Lake Avenue	Install Signal	$ 450,000	UDOT	$ 450,000				UDOT Funded					
1-D	SR-111 & Meadowgrass Drive	Install Signal	$ 450,000	UDOT	$ 450,000				UDOT Funded					
1-E	SR-111 & 11800 S	Install Signal	$ 450,000	UDOT	$ 450,000				UDOT Funded					
1-F	SR-111 & 12150 S	Install Signal	$ 450,000	UDOT	$ 450,000				UDOT Funded					
1-G	SR-111 & Annex Area E/W	Install Signal	$ 450,000	UDOT	$ 450,000				UDOT Funded					
1-H	SR-111 & Herriman Parkway	Install Signal	$ 450,000	UDOT	$ 450,000				UDOT Funded					
1-I	11800 S & Bingham Rim Road	Install Signal	$ 400,000	Herriman	$ 200,000	24%	76%	$ 151,207	10%	$ 14,728	41%	$ 61,646	49%	$ 74,833
1-J	11800 S & Silver Pond Road	Install Signal	$ 400,000	Herriman	$ 200,000	24%	76%	$ 151,207	10%	$ 14,728	41%	$ 61,646	49%	$ 74,833
1-K	11800 S & Prosperity Road	Install Signal	$ 400,000	Herriman	$ 200,000	24%	76%	$ 151,207	10%	$ 14,728	41%	$ 61,646	49%	$ 74,833
1-L	11800 S & Willow Walk Drive	Install Signal	$ 400,000	Herriman	$ 200,000	24%	76%	$ 151,207	10%	$ 14,728	41%	$ 61,646	49%	$ 74,833
1-M	10200 S & 6200 W	Install Signal	$ 400,000	WJC	$ 200,000	40%	60%	$ 120,339	12%	$ 14,111	78%	$ 94,323	10%	$ 11,905
1-N	10200 S & Grandville Avenue	Install Signal	$ 250,000			12%	88%	$ 221,192	5%	$ 11,718	95%	$ 209,473	0%	$ -
1-O	11400 S & Andover Road	Install Signal	$ 350,000	UDOT	$ 350,000				UDOT Funded					
1-P	Bingham Rim Road & MVC SB	Install Signal	$ 325,000	UDOT	$ 325,000				UDOT Funded					
1-Q	Bingham Rim Road & MVC NB	Install Signal	$ 325,000	UDOT	$ 325,000				UDOT Funded					
1-R	Bingham Rim Road & Grandville Avenue	Install Signal	$ 325,000			12%	88%	$ 287,549	5%	$ 15,234	95%	$ 272,316	0%	$ -
1-S	Grandville Avenue & Burntside Avenue	Install Signal	$ 325,000			12%	88%	$ 287,549	5%	$ 15,234	95%	$ 272,316	0%	$ -
1-T	10400 S & 4000 W	Intersection Improvements	$ 5,152,400	WFRC	$ 4,715,816	9%	91%	$ 396,276	86%	$ 342,233	13%	$ 52,864	0.3%	$ 1,180
1-U	4000 W & S Skye Drive/10200 South	Intersection Improvements	$ 2,592,000			9%	91%	$ 2,352,693	86%	$ 2,031,835	13%	$ 313,851	0.3%	$ 7,006
1-V	South Jordan Parkway & Vadania Drive	Install Signal	$ 400,000			14%	86%	$ 345,106	29%	$ 101,317	69%	$ 237,084	2%	$ 6,705
1-W	11800 S & Flying Fish Drive	Install Signal	$ 400,000	Herriman	$ 200,000	24%	76%	$ 151,207	10%	$ 14,728	41%	$ 61,646	49%	$ 74,833
1-X	South Jordan Parkway & Cardinal Park Rd	Install Signal	$ 425,000			14%	86%	$ 366,675	29%	$ 107,649	69%	$ 251,902	2%	$ 7,124
1-Y	SR-111 & South Jordan Parkway	Roadway Realignment	$ 1,600,000			16%	84%	$ 1,346,355	5%	$ 66,246	90%	$ 1,216,047	5%	$ 64,063
1-Z	Riverfront Parkway & 11400 S	Intersection Improvement	$ 150,000			28%	72%	$ 107,275	92%	$ 98,481	7%	$ 7,156	2%	$ 1,638
		TOTAL	**$ 18,436,325**		**$10,065,816**			**$7,169,190**		**$ 3,372,263**		**$ 3,321,673**		**$ 475,254**

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 South 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 South 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 extractions 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 extractions 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 South 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.

SOUTH JORDAN
UTAH

VII. APPENDIX

Buy-In Analysis

Existing Facility Buy-In Percentage

LINKID[1]	Street Name	From	To	Length (mi)	LOS D Capacity	2023 ADT	2033 ADT	% Cut-Through	New ADT[2]	% Attributed to New Growth	Capacity Miles	New VMT
21162_21206	Skye Dr	4800 W	4000 W	0.23	10,625	5,000	5,000	13%	0	0%	2,450	0
21194_21200	Skye Dr	4800 W	4000 W	0.05	10,625	1,000	1,000	13%	0	0%	493	0
21194_21292	Skye Dr	4800 W	4000 W	0.51	15,130	1,000	1,000	13%	0	0%	7,780	0
21200_21225	Skye Dr	4800 W	4000 W	0.10	10,625	3,000	2,000	13%	0	0%	1,107	0
21206_21214	Skye Dr	4800 W	4000 W	0.04	10,625	5,000	5,000	13%	0	0%	433	0
21214_21231	Skye Dr	4800 W	4000 W	0.22	10,625	3,000	2,000	13%	0	0%	2,314	0
21225_21231	Skye Dr	4800 W	4000 W	0.05	10,625	3,000	2,000	13%	0	0%	566	0
21292_21350	Skye Dr	4000 W	Bangerter Hwy	0.24	15,130	6,000	7,000	13%	873	6%	3,650	211
21350_21393	Skye Dr	4000 W	Bangerter Hwy	0.21	15,130	10,000	11,000	13%	873	6%	3,114	180
21393_21402	Skye Dr	4000 W	Bangerter Hwy	0.04	15,130	10,000	11,000	13%	873	6%	620	36
21393_21406	Skye Dr	4000 W	Bangerter Hwy	0.08	15,130	1,000	3,000	13%	1,746	12%	1,204	139
21402_21406	Skye Dr	4000 W	Bangerter Hwy	0.04	15,130	18,000	11,000	13%	0	0%	597	0
21933_21955	Shields Ln	1000 W	Jordan Gateway	0.14	15,130	9,000	10,000	13%	873	6%	2,166	125
21955_22005	Shields Ln	1000 W	Jordan Gateway	0.17	15,130	9,000	10,000	13%	873	6%	2,606	150
22005_22043	Shields Ln	1000 W	Jordan Gateway	0.34	15,130	9,000	10,000	13%	873	6%	5,070	292
22043_22081	Shields Ln	1000 W	Jordan Gateway	0.21	15,130	11,000	12,000	13%	873	6%	3,126	180
21838_21892	Shields Ln	1300 W	1000 W	0.30	15,130	6,000	7,000	13%	873	6%	4,607	266
21892_21933	Shields Ln	1300 W	1000 W	0.20	15,130	9,000	10,000	13%	873	6%	2,971	171
21406_21451	Shields Ln	Bangerter Hwy	3200 W	0.22	15,130	12,000	11,000	13%	0	0%	3,384	0
21451_21486	Shields Ln	Bangerter Hwy	3200 W	0.25	15,130	9,000	8,000	13%	0	0%	3,838	0
21486_21522	Shields Ln	3200 W	2700 W	0.24	15,130	7,000	6,000	13%	0	0%	3,704	0
21522_21579	Shields Ln	3200 W	2700 W	0.26	15,130	8,000	7,000	13%	0	0%	3,883	0
21579_21631	Shields Ln	2700 W	2200 W	0.26	15,130	10,000	11,000	13%	873	6%	3,893	225
21631_21681	Shields Ln	2700 W	2200 W	0.24	15,130	11,000	12,000	13%	873	6%	3,676	212
21681_21708	Shields Ln	2200 W	Redwood Rd	0.20	15,130	12,000	12,000	13%	0	0%	3,009	0
21708_21758	Shields Ln	2200 W	Redwood Rd	0.31	15,130	11,000	10,000	13%	0	0%	4,618	0
21758_21830	Shields Ln	Redwood Rd	1300 W	0.40	15,130	6,000	7,000	13%	873	6%	6,040	348
21830_21833	Shields Ln	Redwood Rd	1300 W	0.06	15,130	10,000	11,000	13%	873	6%	891	51
21833_21838	Shields Ln	Redwood Rd	1300 W	0.05	15,130	10,000	11,000	13%	873	6%	767	44
22081_22114	10000 S	Jordan Gateway	I-15	0.16	15,130	11,000	13,000	13%	1,746	12%	2,444	282
22114_22122	10000 S	Jordan Gateway	I-15	0.02	32,300	16,000	18,000	13%	1,746	5%	502	27
20480_29706	10200 S	Bacchus Hwy	6200 W	0.12	10,625	3,000	9,000	40%	3,610	34%	1,254	426
20627_20660	10200 S	Bacchus Hwy	6200 W	0.10	10,625	4,000	10,000	40%	3,610	34%	1,017	345
20627_29705	10200 S	Bacchus Hwy	6200 W	0.12	10,625	3,000	10,000	40%	4,212	40%	1,235	489
20660_20714	10200 S	Bacchus Hwy	6200 W	0.15	10,625	4,000	10,000	40%	3,610	34%	1,624	552
29705_29706	10200 S	Bacchus Hwy	6200 W	0.12	10,625	3,000	10,000	40%	4,212	40%	1,307	518
20714_20743	10200 S	6200 W	North City Limits	0.11	10,625	8,000	16,000	40%	1,579	15%	1,162	173
20921_20939	10200 S	Bingham Rim Rd	4800 W	0.08	10,625	1,000	2,000	13%	873	8%	825	68
20939_20973	10200 S	Bingham Rim Rd	4800 W	0.17	10,625	1,000	2,000	13%	873	8%	1,846	152
20973_21014	10200 S	Bingham Rim Rd	4800 W	0.28	10,625	2,000	3,000	13%	873	8%	3,008	247
21014_21042	10200 S	4800 W	4000 W	0.13	10,625	4,000	6,000	13%	1,746	16%	1,387	228
21042_21074	10200 S	4800 W	4000 W	0.15	10,625	4,000	6,000	13%	1,746	16%	1,593	262
21074_21100	10200 S	4800 W	4000 W	0.26	10,625	4,000	6,000	13%	1,746	16%	2,798	460
21100_21190	10200 S	4800 W	4000 W	0.44	15,130	4,000	6,000	13%	1,746	12%	6,695	773
20349_29707	South Jordan Pkwy	Bacchus Hwy	Bingham Rim Rd	0.13	32,300	1,000	5,000	14%	3,451	11%	4,065	434
20349_29708	South Jordan Pkwy	Bacchus Hwy	Bingham Rim Rd	0.11	32,300	1,000	5,000	14%	3,451	11%	3,628	388
20359_29708	South Jordan Pkwy	Bacchus Hwy	Bingham Rim Rd	0.16	32,300	1,000	5,000	14%	3,451	11%	5,009	535
20359_20373	South Jordan Pkwy	Bingham Rim Rd	Prosperity Rd	0.18	32,300	1,000	8,000	14%	6,039	19%	5,838	1,092
20373_29718	South Jordan Pkwy	Bingham Rim Rd	Prosperity Rd	0.10	32,300	1,000	12,000	14%	9,490	29%	3,142	923
20403_29718	South Jordan Pkwy	Bingham Rim Rd	Prosperity Rd	0.16	32,300	1,000	14,000	14%	11,216	35%	5,299	1,840
20403_20416	South Jordan Pkwy	Prosperity Rd	Kitty Hawk Rd	0.12	32,300	1,000	19,000	14%	15,530	48%	3,895	1,873
20416_20434	South Jordan Pkwy	Prosperity Rd	Kitty Hawk Rd	0.10	32,300	2,000	20,000	14%	15,530	48%	3,180	1,529
20434_20448	South Jordan Pkwy	Prosperity Rd	Kitty Hawk Rd	0.07	32,300	2,000	20,000	14%	15,530	48%	2,245	1,079
20448_20474	South Jordan Pkwy	Prosperity Rd	Kitty Hawk Rd	0.10	32,300	4,000	22,000	14%	15,530	48%	3,269	1,572
20474_20505	South Jordan Pkwy	Prosperity Rd	Kitty Hawk Rd	0.13	32,300	4,000	22,000	14%	15,530	48%	4,200	2,019
20505_20575	South Jordan Pkwy	Kitty Hawk Rd	MVC	0.20	32,300	7,000	24,000	14%	14,667	45%	6,568	2,982
20575_29712	South Jordan Pkwy	Kitty Hawk Rd	MVC	0.09	42,500	8,000	28,000	14%	17,255	41%	3,847	1,562
20621_20650	South Jordan Pkwy	Kitty Hawk Rd	MVC	0.11	42,500	6,000	24,000	14%	15,530	37%	4,715	1,723
20621_29712	South Jordan Pkwy	Kitty Hawk Rd	MVC	0.09	42,500	8,000	29,000	14%	18,118	43%	3,667	1,563
20650_29790	South Jordan Pkwy	MVC	Grandville Ave	0.07	42,500	5,000	12,000	14%	6,039	14%	2,814	400
20675_29790	South Jordan Pkwy	MVC	Grandville Ave	0.08	32,300	5,000	12,000	14%	6,039	19%	2,460	460
20675_29795	South Jordan Pkwy	MVC	Grandville Ave	0.08	32,300	5,000	10,000	14%	4,314	13%	2,490	333
20720_29795	South Jordan Pkwy	MVC	Grandville Ave	0.08	32,300	5,000	10,000	14%	4,314	13%	2,564	342
20720_29805	South Jordan Pkwy	Grandville Ave	Lake Run Rd	0.11	32,300	5,000	12,000	14%	6,039	19%	3,394	635

Existing Facility Buy-In Percentage

LINKID[1]	Street Name	From	To	Length (mi)	LOS D Capacity	2023 ADT	2033 ADT	% Cut-Through	New ADT[2]	% Attributed to New Growth	Capacity Miles	New VMT
20757_29805	South Jordan Pkwy	Grandville Ave	Lake Run Rd	0.06	32,300	5,000	12,000	14%	6,039	19%	1,813	339
20757_20793	South Jordan Pkwy	Lake Run Rd	Kestrel Rise Rd	0.18	32,300	5,000	13,000	14%	6,902	21%	5,925	1,266
20793_20846	South Jordan Pkwy	Lake Run Rd	Kestrel Rise Rd	0.26	32,300	6,000	13,000	14%	6,039	19%	8,322	1,556
20846_20876	South Jordan Pkwy	Kestrel Rise Rd	4800 W	0.16	32,300	6,000	13,000	14%	6,039	19%	5,093	952
20876_20890	South Jordan Pkwy	Kestrel Rise Rd	4800 W	0.05	32,300	6,000	13,000	14%	6,039	19%	1,722	322
20890_20923	South Jordan Pkwy	Kestrel Rise Rd	4800 W	0.09	32,300	6,000	13,000	14%	6,039	19%	2,791	522
20923_20968	South Jordan Pkwy	Kestrel Rise Rd	4800 W	0.26	32,300	6,000	13,000	14%	6,039	19%	8,510	1,591
20968_29901	South Jordan Pkwy	4800 W	Oquirrh Lake Rd	0.13	32,300	7,000	14,000	14%	6,039	19%	4,318	807
21015_29901	South Jordan Pkwy	4800 W	Oquirrh Lake Rd	0.15	32,300	9,000	15,000	14%	5,177	16%	4,738	759
21032_21049	South Jordan Pkwy	Oquirrh Lake Rd	4000 W	0.11	32,300	11,000	17,000	14%	5,177	16%	3,591	576
21049_21080	South Jordan Pkwy	Oquirrh Lake Rd	4000 W	0.12	32,300	15,000	22,000	14%	6,039	19%	3,831	716
21080_21099	South Jordan Pkwy	Oquirrh Lake Rd	4000 W	0.14	32,300	16,000	23,000	14%	6,039	19%	4,395	822
21099_21111	South Jordan Pkwy	Oquirrh Lake Rd	4000 W	0.06	32,300	17,000	23,000	14%	5,177	16%	1,966	315
21111_21128	South Jordan Pkwy	Oquirrh Lake Rd	4000 W	0.08	32,300	17,000	23,000	14%	5,177	16%	2,438	391
21128_21147	South Jordan Pkwy	Oquirrh Lake Rd	4000 W	0.11	32,300	17,000	23,000	14%	5,177	16%	3,430	550
21015_21032	South Jordan Pkwy	Oquirrh Lake Rd	4000 W	0.19	32,300	9,000	15,000	14%	5,177	16%	6,031	967
21147_21179	South Jordan Pkwy	4000 W	Bangerter Hwy	0.20	32,300	22,000	30,000	14%	6,902	21%	6,568	1,403
21179_21220	South Jordan Pkwy	4000 W	Bangerter Hwy	0.24	32,300	25,000	33,000	14%	6,298	19%	7,729	1,507
20361_20378	Lake Ave	Prosperity Rd	Kitty Hawk Rd	0.11	10,625	1,000	1,000	1%	0	0%	1,173	0
20378_20394	Lake Ave	Prosperity Rd	Kitty Hawk Rd	0.17	10,625	1,000	1,000	1%	0	0%	1,826	0
20394_20421	Lake Ave	Prosperity Rd	Kitty Hawk Rd	0.11	10,625	1,000	2,000	1%	988	9%	1,208	112
20421_20440	Lake Ave	Prosperity Rd	Kitty Hawk Rd	0.07	10,625	1,000	2,000	1%	988	9%	769	72
20440_20467	Lake Ave	Prosperity Rd	Kitty Hawk Rd	0.13	10,625	1,000	2,000	1%	988	9%	1,330	124
20467_20486	Lake Ave	Prosperity Rd	Kitty Hawk Rd	0.09	10,625	1,000	2,000	1%	988	9%	986	92
20486_20514	Lake Ave	Kitty Hawk Rd	Trail Crossing Dr	0.13	32,300	1,000	4,000	1%	2,965	9%	4,161	382
20514_20542	Lake Ave	Kitty Hawk Rd	Trail Crossing Dr	0.17	32,300	1,000	3,000	1%	1,976	6%	5,472	335
20542_20564	Lake Ave	Kitty Hawk Rd	Trail Crossing Dr	0.10	32,300	4,000	6,000	1%	1,976	6%	3,269	200
20564_20582	Lake Ave	Kitty Hawk Rd	Trail Crossing Dr	0.07	32,300	4,000	6,000	1%	1,976	6%	2,377	145
20582_20589	Lake Ave	Trail Crossing Dr	MVC	0.04	32,300	6,000	8,000	1%	1,976	6%	1,416	87
20589_20618	Lake Ave	Trail Crossing Dr	MVC	0.08	32,300	4,000	11,000	1%	6,918	21%	2,564	549
20618_29772	Lake Ave	MVC	Grandville Ave	0.07	32,300	3,000	10,000	1%	6,918	21%	2,208	473
20659_29772	Lake Ave	MVC	Grandville Ave	0.10	32,300	3,000	10,000	1%	6,918	21%	3,104	665
20659_29773	Lake Ave	MVC	Grandville Ave	0.06	32,300	3,000	10,000	1%	6,918	21%	1,980	424
20697_29773	Lake Ave	MVC	Grandville Ave	0.09	32,300	3,000	9,000	1%	5,929	18%	2,913	535
20697_20712	Lake Ave	Grandville Ave	Lake Run Rd	0.09	10,625	3,000	8,000	1%	4,941	47%	989	460
20734_20751	Lake Ave	Lake Run Rd	Kestrel Rise Rd	0.08	10,625	2,000	4,000	1%	1,976	19%	828	154
20751_20780	Lake Ave	Lake Run Rd	Kestrel Rise Rd	0.14	10,625	2,000	4,000	1%	1,976	19%	1,531	285
20780_20809	Lake Ave	Lake Run Rd	Kestrel Rise Rd	0.12	10,625	3,000	5,000	1%	1,976	19%	1,273	237
20809_20825	Lake Ave	Lake Run Rd	Kestrel Rise Rd	0.10	10,625	3,000	5,000	1%	1,976	19%	1,092	203
20496_20509	Daybreak Pkwy	Trail Crossing Dr	MVC	0.04	32,300	19,000	35,000	39%	8,111	25%	1,425	358
20509_20570	Daybreak Pkwy	Trail Crossing Dr	MVC	0.20	32,300	21,000	37,000	39%	6,891	21%	6,409	1,367
20570_20594	Daybreak Pkwy	Trail Crossing Dr	MVC	0.09	32,300	19,000	35,000	39%	8,111	25%	3,027	760
20594_20642	Daybreak Pkwy	MVC	Grandville Ave	0.13	32,300	17,000	30,000	15%	11,080	34%	4,067	1,395
20642_29887	Daybreak Pkwy	MVC	Grandville Ave	0.06	32,300	16,000	26,000	15%	8,523	26%	2,004	529
20678_29887	Daybreak Pkwy	MVC	Grandville Ave	0.11	32,300	16,000	26,000	15%	8,523	26%	3,500	924
20678_20717	Daybreak Pkwy	Grandville Ave	Lake Run Rd	0.17	32,300	15,000	24,000	15%	7,671	24%	5,391	1,280
20717_20767	Daybreak Pkwy	Lake Run	Kestrel Rise Rd	0.22	32,300	15,000	29,000	15%	11,932	37%	7,175	2,651
20767_29883	Daybreak Pkwy	Lake Run	Kestrel Rise Rd	0.11	32,300	18,000	31,000	15%	11,080	34%	3,438	1,179
20814_29883	Daybreak Pkwy	Lake Run	Kestrel Rise Rd	0.11	32,300	19,000	32,000	15%	11,080	34%	3,665	1,257
20814_20826	Daybreak Pkwy	Kestrel Rise Rd	Oquirrh Lake Rd	0.09	32,300	20,000	32,000	15%	10,228	32%	2,843	900
20826_20843	Daybreak Pkwy	Kestrel Rise Rd	Oquirrh Lake Rd	0.10	32,300	21,000	32,000	15%	9,375	29%	3,310	961
20843_20845	Daybreak Pkwy	Kestrel Rise Rd	Oquirrh Lake Rd	0.12	32,300	21,000	32,000	15%	9,375	29%	3,804	1,104
20845_20859	Daybreak Pkwy	Oquirrh Lake Rd	4000 W	0.15	42,500	24,000	34,000	15%	8,523	20%	6,274	1,258
20859_20875	Daybreak Pkwy	Oquirrh Lake Rd	4000 W	0.27	42,500	27,000	36,000	15%	7,671	18%	11,384	2,055
20875_20919	Daybreak Pkwy	Oquirrh Lake Rd	4000 W	0.22	42,500	27,000	36,000	15%	7,671	18%	9,347	1,687
20919_20933	Daybreak Pkwy	4000 W	Bangerter Hwy	0.07	32,300	39,000	48,000	15%	0	0%	2,328	0
20125_20126	11800 S	Bacchus Hwy	SR-111	0.06	10,625	3,000	6,000	37%	1,903	18%	628	112
20126_20172	11800 S	Bacchus Hwy	SR-111	0.25	10,625	3,000	6,000	37%	1,903	18%	2,608	467
20172_20229	11800 S	SR-111	Bingham Rim Rd	0.09	10,625	3,000	14,000	37%	4,838	46%	937	427
20229_20255	11800 S	SR-111	Bingham Rim Rd	0.09	10,625	3,000	14,000	37%	4,838	46%	944	430
20255_29719	11800 S	Bingham Rim Rd	Silver Pond Rd	0.06	10,625	3,000	14,000	37%	4,838	46%	667	304
20310_20339	11800 S	Silver Pond Rd	Prosperity Rd	0.12	10,625	4,000	14,000	37%	4,203	40%	1,274	504
20310_29754	11800 S	Silver Pond Rd	Prosperity Rd	0.08	10,625	3,000	11,000	37%	4,838	46%	845	385
29719_29754	11800 S	Silver Pond Rd	Prosperity Rd	0.06	10,625	3,000	11,000	37%	4,838	46%	621	283
20339_20363	11800 S	Prosperity Rd	Kitty Hawk Rd	0.12	32,300	4,000	17,000	37%	8,248	26%	3,813	974
20363_20406	11800 S	Prosperity Rd	Kitty Hawk Rd	0.17	32,300	6,000	20,000	37%	8,883	28%	5,459	1,501
20406_29850	11800 S	Kitty Hawk Rd	Trail Crossing Dr	0.04	32,300	5,000	20,000	37%	9,517	29%	1,204	355

Existing Facility Buy-In Percentage

LINKID[1]	Street Name	From	To	Length (mi)	LOS D Capacity	2023 ADT	2033 ADT	% Cut-Through	New ADT[2]	% Attributed to New Growth	Capacity Miles	New VMT
20427_20464	11800 S	Kitty Hawk Rd	Trail Crossing Dr	0.09	32,300	6,000	20,000	37%	8,883	28%	2,950	811
20427_29850	11800 S	Kitty Hawk Rd	Trail Crossing Dr	0.07	32,300	5,000	20,000	37%	9,517	29%	2,127	627
20464_20496	11800 S	Kitty Hawk Rd	Trail Crossing Dr	0.08	32,300	10,000	23,000	37%	8,248	26%	2,429	620
20626_20648	11800 S	South City Limits	Grandville Ave	0.06	15,130	13,000	18,000	37%	1,351	9%	912	81
20648_20690	11800 S	Grandville Ave	Kestrel Rise Rd	0.10	15,130	13,000	19,000	37%	1,351	9%	1,579	141
20690_20736	11800 S	Grandville Ave	Kestrel Rise Rd	0.18	15,130	16,000	21,000	37%	0	0%	2,661	0
20736_20776	11800 S	Kestrel Rise Rd	4000 W	0.14	15,130	18,000	22,000	37%	0	0%	2,153	0
20776_20827	11800 S	Kestrel Rise Rd	4000 W	0.18	15,130	18,000	21,000	37%	0	0%	2,689	0
20827_20882	11800 S	4000 W	3600 W	0.18	32,300	16,000	19,000	37%	1,903	6%	5,780	341
20882_20916	11800 S	4000 W	3600 W	0.07	32,300	14,000	16,000	37%	1,269	4%	2,328	91
20916_20954	11800 S	3600 W	3200 W	0.11	15,130	8,000	9,000	37%	634	4%	1,664	70
20954_21007	11800 S	3600 W	3200 W	0.15	15,130	9,000	10,000	37%	634	4%	2,200	92
21007_21054	11800 S	3200 W	2700 W	0.12	15,130	10,000	10,000	37%	0	0%	1,777	0
21054_21098	11800 S	3200 W	2700 W	0.13	15,130	11,000	11,000	37%	0	0%	1,937	0
21178_21221	11800 S	2700 W	Redwood Rd	0.10	15,130	6,000	6,000	37%	0	0%	1,551	0
21221_21281	11800 S	2700 W	Redwood Rd	0.08	15,130	3,000	3,000	37%	0	0%	1,175	0
20857_20921	Bingham Rim Rd	Kestrel Rise Rd	10200 S	0.24	10,625	1,000	2,000	4%	956	9%	2,602	234
20857_29895	Bingham Rim Rd	Grandville Ave	Kestrel Rise Rd	0.26	10,625	1,000	4,000	4%	2,867	27%	2,736	738
20309_29836	Bingham Rim Rd	South Jordan Pkwy	Lake Ave	0.09	10,625	1,000	2,000	27%	732	7%	990	68
20359_29713	Bingham Rim Rd	South Jordan Pkwy	Lake Ave	0.12	10,625	1,000	3,000	27%	1,464	14%	1,286	177
29713_29836	Bingham Rim Rd	South Jordan Pkwy	Lake Ave	0.08	10,625	1,000	2,000	27%	732	7%	878	61
20255_29839	Bingham Rim Rd	Lake Ave	11800 S	0.12	10,625	1,000	3,000	27%	1,464	14%	1,281	177
20292_29837	Bingham Rim Rd	Lake Ave	11800 S	0.09	10,625	1,000	2,000	27%	732	7%	911	63
20292_29839	Bingham Rim Rd	Lake Ave	11800 S	0.13	10,625	1,000	2,000	27%	732	7%	1,334	92
20309_29837	Bingham Rim Rd	Lake Ave	11800 S	0.13	10,625	1,000	2,000	27%	732	7%	1,340	92
20373_29833	Silver Pond Rd	South Jordan Pkwy	Lake Ave	0.06	10,625	1,000	6,000	27%	3,661	34%	637	219
29724_29725	Silver Pond Rd	South Jordan Pkwy	Lake Ave	0.05	10,625	1,000	3,000	27%	1,464	14%	501	69
29724_29835	Silver Pond Rd	South Jordan Pkwy	Lake Ave	0.08	10,625	1,000	4,000	27%	2,197	21%	826	171
29733_29833	Silver Pond Rd	South Jordan Pkwy	Lake Ave	0.07	10,625	1,000	6,000	27%	3,661	34%	712	245
29733_29835	Silver Pond Rd	South Jordan Pkwy	Lake Ave	0.07	10,625	1,000	4,000	27%	2,197	21%	768	159
29719_29841	Silver Pond Rd	Lake Ave	11800 S	0.09	10,625	1,000	4,000	27%	2,197	21%	949	196
29725_29732	Silver Pond Rd	Lake Ave	11800 S	0.16	10,625	1,000	3,000	27%	1,464	14%	1,671	230
29732_29841	Silver Pond Rd	Lake Ave	11800 S	0.10	10,625	1,000	4,000	27%	2,197	21%	1,090	225
20403_29960	Prosperity Rd	Copper Hawk Dr	South Jordan Pkwy	0.10	10,625	1,000	1,000	27%	0	0%	1,096	0
20437_20473	Prosperity Rd	Copper Hawk Dr	South Jordan Pkwy	0.15	10,625	1,000	1,000	27%	0	0%	1,564	0
20437_29960	Prosperity Rd	Copper Hawk Dr	South Jordan Pkwy	0.10	10,625	1,000	1,000	27%	0	0%	1,064	0
20361_29855	Prosperity Rd	South Jordan Pkwy	Lake Ave	0.12	10,625	1,000	4,000	27%	2,197	21%	1,228	254
20403_29720	Prosperity Rd	South Jordan Pkwy	Lake Ave	0.10	10,625	1,000	10,000	27%	6,590	62%	1,061	658
29720_29855	Prosperity Rd	South Jordan Pkwy	Lake Ave	0.10	10,625	1,000	4,000	27%	2,197	21%	1,108	229
20339_20352	Prosperity Rd	Lake Ave	11800 S	0.15	15,130	1,000	6,000	27%	3,661	24%	2,195	531
20352_20358	Prosperity Rd	Lake Ave	11800 S	0.13	10,625	1,000	6,000	27%	3,661	34%	1,424	491
20358_20361	Prosperity Rd	Lake Ave	11800 S	0.06	10,625	1,000	6,000	27%	3,661	34%	586	202
20486_29710	Kitty Hawk Rd	South Jordan Pkwy	Lake Ave	0.06	10,625	4,000	3,000	8%	0	0%	655	0
20497_20505	Kitty Hawk Rd	South Jordan Pkwy	Lake Ave	0.10	10,625	4,000	3,000	8%	0	0%	1,107	0
20497_29710	Kitty Hawk Rd	South Jordan Pkwy	Lake Ave	0.12	10,625	4,000	3,000	8%	0	0%	1,269	0
20406_20419	Kitty Hawk Rd	Lake Ave	11800 S	0.14	10,625	4,000	3,000	8%	0	0%	1,461	0
20419_20436	Kitty Hawk Rd	Lake Ave	11800 S	0.13	10,625	4,000	3,000	8%	0	0%	1,355	0
20436_20451	Kitty Hawk Rd	Lake Ave	11800 S	0.10	10,625	4,000	4,000	8%	0	0%	1,091	0
20451_20476	Kitty Hawk Rd	Lake Ave	11800 S	0.09	10,625	4,000	4,000	8%	0	0%	909	0
20476_20486	Kitty Hawk Rd	Lake Ave	11800 S	0.06	10,625	4,000	4,000	8%	0	0%	669	0
20496_29851	Trail Crossing Dr	Lake Ave	11800 S	0.18	15,130	5,000	12,000	8%	6,429	42%	2,765	1,175
20528_20566	Trail Crossing Dr	Lake Ave	11800 S	0.14	10,625	2,000	2,000	8%	0	0%	1,480	0
20528_29851	Trail Crossing Dr	Lake Ave	11800 S	0.12	10,625	2,000	6,000	8%	3,674	35%	1,222	423
20566_20582	Trail Crossing Dr	Lake Ave	11800 S	0.08	10,625	2,000	2,000	8%	0	0%	860	0
20720_20725	Grandville Ave	North City Limits	South Jordan Pkwy	0.11	15,130	1,000	1,000	12%	0	0%	1,701	0
20725_20745	Grandville Ave	North City Limits	South Jordan Pkwy	0.14	15,130	1,000	1,000	12%	0	0%	2,061	0
20745_29807	Grandville Ave	North City Limits	South Jordan Pkwy	0.11	15,130	1,000	1,000	12%	0	0%	1,606	0
20792_29807	Grandville Ave	North City Limits	South Jordan Pkwy	0.16	15,130	1,000	1,000	12%	0	0%	2,420	0
20697_29782	Grandville Ave	South Jordan Pkwy	Lake Ave	0.06	15,130	1,000	3,000	12%	1,770	12%	972	114
20706_29782	Grandville Ave	South Jordan Pkwy	Lake Ave	0.07	15,130	1,000	3,000	12%	1,770	12%	1,006	118
20706_29788	Grandville Ave	South Jordan Pkwy	Lake Ave	0.10	15,130	1,000	2,000	12%	885	6%	1,555	91
20713_20720	Grandville Ave	South Jordan Pkwy	Lake Ave	0.09	15,130	1,000	2,000	12%	885	6%	1,338	78
20713_29730	Grandville Ave	South Jordan Pkwy	Lake Ave	0.11	15,130	1,000	2,000	12%	885	6%	1,635	96
29729_29730	Grandville Ave	South Jordan Pkwy	Lake Ave	0.07	15,130	1,000	2,000	12%	885	6%	1,075	63
29729_29788	Grandville Ave	South Jordan Pkwy	Lake Ave	0.05	15,130	1,000	2,000	12%	885	6%	753	44
20678_29865	Grandville Ave	Lake Ave	Daybreak Pkwy	0.13	15,130	1,000	5,000	12%	3,539	23%	1,913	448
20685_20689	Grandville Ave	Lake Ave	Daybreak Pkwy	0.14	15,130	1,000	1,000	12%	0	0%	2,067	0

Existing Facility Buy-In Percentage

LINKID[1]	Street Name	From	To	Length (mi)	LOS D Capacity	2023 ADT	2033 ADT	% Cut-Through	New ADT[2]	% Attributed to New Growth	Capacity Miles	New VMT
20685_29865	Grandville Ave	Lake Ave	Daybreak Pkwy	0.12	15,130	1,000	4,000	12%	2,654	18%	1,771	311
20689_29953	Grandville Ave	Lake Ave	Daybreak Pkwy	0.06	15,130	1,000	3,000	12%	1,770	12%	950	111
20697_29953	Grandville Ave	Lake Ave	Daybreak Pkwy	0.07	15,130	1,000	3,000	12%	1,770	12%	1,079	126
20648_20669	Grandville Ave	Daybreak Pkwy	11800 S	0.14	10,625	1,000	2,000	12%	885	8%	1,499	125
20669_29878	Grandville Ave	Daybreak Pkwy	11800 S	0.07	10,625	1,000	2,000	12%	885	8%	710	59
20678_29878	Grandville Ave	Daybreak Pkwy	11800 S	0.19	10,625	1,000	2,000	12%	885	8%	1,978	165
20734_29799	Lake Run Rd	South Jordan Pkwy	Lake Ave	0.07	10,625	1,000	2,000	0%	996	9%	698	65
20737_20740	Lake Run Rd	South Jordan Pkwy	Lake Ave	0.11	10,625	1,000	2,000	0%	996	9%	1,129	106
20737_29799	Lake Run Rd	South Jordan Pkwy	Lake Ave	0.06	10,625	1,000	2,000	0%	996	9%	666	62
20740_29798	Lake Run Rd	South Jordan Pkwy	Lake Ave	0.13	10,625	1,000	1,000	0%	0	0%	1,372	0
20750_20757	Lake Run Rd	South Jordan Pkwy	Lake Ave	0.09	10,625	1,000	1,000	0%	0	0%	967	0
20750_29798	Lake Run Rd	South Jordan Pkwy	Lake Ave	0.10	10,625	1,000	1,000	0%	0	0%	1,010	0
20717_29881	Lake Run Rd	Lake Ave	Daybreak Pkwy	0.07	15,130	3,000	8,000	0%	4,982	33%	1,002	330
20727_29866	Lake Run Rd	Lake Ave	Daybreak Pkwy	0.10	10,625	2,000	6,000	0%	3,985	38%	1,071	402
20727_29870	Lake Run Rd	Lake Ave	Daybreak Pkwy	0.13	10,625	1,000	3,000	0%	1,993	19%	1,365	256
20734_29870	Lake Run Rd	Lake Ave	Daybreak Pkwy	0.16	10,625	1,000	3,000	0%	1,993	19%	1,678	315
29866_29881	Lake Run Rd	Lake Ave	Daybreak Pkwy	0.06	15,130	2,000	8,000	0%	5,978	40%	933	369
20846_20851	Kestrel Rise Rd	Bingham Rim Rd	South Jordan Pkwy	0.14	10,625	2,000	4,000	0%	1,993	19%	1,449	272
20851_29925	Kestrel Rise Rd	Bingham Rim Rd	South Jordan Pkwy	0.13	10,625	2,000	4,000	0%	1,993	19%	1,411	265
20857_29925	Kestrel Rise Rd	Bingham Rim Rd	South Jordan Pkwy	0.14	10,625	1,000	2,000	0%	996	9%	1,445	136
20825_20830	Kestrel Rise Rd	South Jordan Pkwy	Lake Ave	0.18	10,625	3,000	3,000	0%	0	0%	1,900	0
20830_20833	Kestrel Rise Rd	South Jordan Pkwy	Lake Ave	0.05	10,625	2,000	3,000	0%	996	9%	565	53
20833_20871	Kestrel Rise Rd	South Jordan Pkwy	Lake Ave	0.17	10,625	2,000	3,000	0%	996	9%	1,796	168
20840_20846	Kestrel Rise Rd	South Jordan Pkwy	Lake Ave	0.08	10,625	3,000	4,000	0%	996	9%	877	82
20840_20871	Kestrel Rise Rd	South Jordan Pkwy	Lake Ave	0.06	10,625	3,000	4,000	0%	996	9%	642	60
20814_29867	Kestrel Rise Rd	Lake Ave	Daybreak Pkwy	0.12	10,625	7,000	7,000	0%	0	0%	1,325	0
20819_29867	Kestrel Rise Rd	Lake Ave	Daybreak Pkwy	0.10	10,625	7,000	8,000	0%	996	9%	1,022	96
20819_29871	Kestrel Rise Rd	Lake Ave	Daybreak Pkwy	0.12	10,625	6,000	6,000	0%	0	0%	1,307	0
20825_29871	Kestrel Rise Rd	Lake Ave	Daybreak Pkwy	0.16	10,625	5,000	5,000	0%	0	0%	1,742	0
20736_29873	Kestrel Rise Rd	Daybreak Pkwy	11800 S	0.14	10,625	3,000	4,000	0%	996	9%	1,495	140
20799_29873	Kestrel Rise Rd	Daybreak Pkwy	11800 S	0.20	10,625	2,000	2,000	0%	0	0%	2,143	0
20799_29945	Kestrel Rise Rd	Daybreak Pkwy	11800 S	0.09	10,625	2,000	3,000	0%	996	9%	910	85
20806_20810	Kestrel Rise Rd	Daybreak Pkwy	11800 S	0.11	10,625	1,000	2,000	0%	996	9%	1,218	114
20806_29945	Kestrel Rise Rd	Daybreak Pkwy	11800 S	0.14	10,625	3,000	4,000	0%	996	9%	1,492	140
20810_20814	Kestrel Rise Rd	Daybreak Pkwy	11800 S	0.10	10,625	1,000	2,000	0%	996	9%	1,038	97
21015_29930	Oquirrh Lake Rd	10200 S	South Jordan Pkwy	0.08	10,625	2,000	3,000	0%	996	9%	847	79
21047_21074	Oquirrh Lake Rd	10200 S	South Jordan Pkwy	0.12	10,625	2,000	2,000	0%	0	0%	1,307	0
21047_29930	Oquirrh Lake Rd	10200 S	South Jordan Pkwy	0.06	10,625	2,000	2,000	0%	0	0%	679	0
20845_20881	Oquirrh Lake Rd	South Jordan Pkwy	Daybreak Pkwy	0.10	10,625	3,000	3,000	0%	0	0%	1,020	0
20881_29934	Oquirrh Lake Rd	South Jordan Pkwy	Daybreak Pkwy	0.10	10,625	3,000	3,000	0%	0	0%	1,081	0
20906_20926	Oquirrh Lake Rd	South Jordan Pkwy	Daybreak Pkwy	0.21	10,625	2,000	2,000	0%	0	0%	2,230	0
20906_29934	Oquirrh Lake Rd	South Jordan Pkwy	Daybreak Pkwy	0.10	10,625	3,000	3,000	0%	0	0%	1,076	0
20926_20930	Oquirrh Lake Rd	South Jordan Pkwy	Daybreak Pkwy	0.19	10,625	2,000	2,000	0%	0	0%	2,015	0
20930_20958	Oquirrh Lake Rd	South Jordan Pkwy	Daybreak Pkwy	0.09	10,625	3,000	2,000	0%	0	0%	990	0
20958_29938	Oquirrh Lake Rd	South Jordan Pkwy	Daybreak Pkwy	0.10	10,625	2,000	2,000	0%	0	0%	1,062	0
20988_21015	Oquirrh Lake Rd	South Jordan Pkwy	Daybreak Pkwy	0.17	10,625	2,000	2,000	0%	0	0%	1,842	0
20988_29938	Oquirrh Lake Rd	South Jordan Pkwy	Daybreak Pkwy	0.04	10,625	2,000	2,000	0%	0	0%	468	0
21014_21078	4800 W	North City Limits	10200 S	0.30	15,130	3,000	2,000	1%	0	0%	4,503	0
21078_21162	4800 W	North City Limits	10200 S	0.50	15,130	3,000	2,000	1%	0	0%	7,580	0
21162_21213	4800 W	North City Limits	10200 S	0.24	15,130	7,000	6,000	1%	0	0%	3,620	0
20968_29958	4800 W	10200 S	South Jordan Pkwy	0.07	10,625	5,000	6,000	1%	988	9%	771	72
20995_21014	4800 W	10200 S	South Jordan Pkwy	0.13	10,625	5,000	6,000	1%	988	9%	1,346	125
20995_29958	4800 W	10200 S	South Jordan Pkwy	0.06	10,625	5,000	6,000	1%	988	9%	655	61
20825_20860	4800 W	South Jordan Pkwy	Kestrel Rise Rd	0.16	10,625	4,000	6,000	1%	1,976	19%	1,693	315
20860_20884	4800 W	South Jordan Pkwy	Kestrel Rise Rd	0.12	10,625	4,000	6,000	1%	1,976	19%	1,299	242
20884_20907	4800 W	South Jordan Pkwy	Kestrel Rise Rd	0.09	10,625	4,000	6,000	1%	1,976	19%	967	180
20907_20941	4800 W	South Jordan Pkwy	Kestrel Rise Rd	0.16	10,625	4,000	5,000	1%	988	9%	1,654	154
20941_20951	4800 W	South Jordan Pkwy	Kestrel Rise Rd	0.07	10,625	4,000	5,000	1%	988	9%	726	68
20951_20968	4800 W	South Jordan Pkwy	Kestrel Rise Rd	0.10	10,625	4,000	5,000	1%	988	9%	1,028	96
21292_21347	4000 W	North City Limits	Skye Dr	0.22	15,130	11,000	10,000	9%	0	0%	3,272	0
21347_21418	4000 W	North City Limits	Skye Dr	0.28	15,130	12,000	11,000	9%	0	0%	4,249	0
21190_21238	4000 W	Skye Dr	10200 S	0.23	15,130	13,000	12,000	9%	0	0%	3,507	0
21238_21292	4000 W	Skye Dr	10200 S	0.28	15,130	12,000	12,000	9%	0	0%	4,270	0
21147_21173	4000 W	10200 S	South Jordan Pkwy	0.12	15,130	11,000	11,000	9%	0	0%	1,744	0
21173_21190	4000 W	10200 S	South Jordan Pkwy	0.13	15,130	11,000	10,000	9%	0	0%	2,021	0
20919_29947	4000 W	South Jordan Pkwy	Daybreak Pkwy	0.14	32,300	9,000	8,000	9%	0	0%	4,489	0
21034_21102	4000 W	South Jordan Pkwy	Daybreak Pkwy	0.55	15,130	9,000	7,000	9%	0	0%	8,299	0

Existing Facility Buy-In Percentage

LINKID[1]	Street Name	From	To	Length (mi)	LOS D Capacity	2023 ADT	2033 ADT	% Cut-Through	New ADT[2]	% Attributed to New Growth	Capacity Miles	New VMT
21034_29947	4000 W	South Jordan Pkwy	Daybreak Pkwy	0.32	15,130	9,000	8,000	9%	0	0%	4,776	0
21102_21147	4000 W	South Jordan Pkwy	Daybreak Pkwy	0.25	15,130	8,000	7,000	9%	0	0%	3,790	0
20827_20863	4000 W	Daybreak Pkwy	11800 S	0.23	32,300	10,000	12,000	9%	1,815	6%	7,448	419
20863_20919	4000 W	Daybreak Pkwy	11800 S	0.28	32,300	11,000	13,000	9%	1,815	6%	9,012	506
20916_20956	3600 W	11400 S	11800 S	0.22	15,130	11,000	12,000	23%	775	5%	3,385	173
20956_21005	3600 W	11400 S	11800 S	0.27	15,130	11,000	11,000	23%	0	0%	4,108	0
21486_21519	3200 W	North City Limits	Shields Ln	0.23	15,130	6,000	5,000	15%	0	0%	3,497	0
21519_21566	3200 W	North City Limits	Shields Ln	0.23	15,130	6,000	5,000	15%	0	0%	3,440	0
21566_21641	3200 W	North City Limits	Shields Ln	0.04	15,130	7,000	7,000	15%	0	0%	658	0
21345_21403	3200 W	Shields Ln	10400 S	0.26	10,625	4,000	4,000	15%	0	0%	2,741	0
21403_21424	3200 W	Shields Ln	10400 S	0.14	10,625	4,000	4,000	15%	0	0%	1,512	0
21424_21486	3200 W	Shields Ln	10400 S	0.36	10,625	7,000	6,000	15%	0	0%	3,816	0
21107_21122	3200 W	10400 S	11400 S	0.08	15,130	5,000	5,000	15%	0	0%	1,243	0
21122_21182	3200 W	10400 S	11400 S	0.36	15,130	5,000	5,000	15%	0	0%	5,386	0
21182_21192	3200 W	10400 S	11400 S	0.11	15,130	5,000	5,000	15%	0	0%	1,685	0
21192_21259	3200 W	10400 S	11400 S	0.34	15,130	6,000	5,000	15%	0	0%	5,202	0
21259_21345	3200 W	10400 S	11400 S	0.36	15,130	7,000	6,000	15%	0	0%	5,454	0
21007_21096	3200 W	11400 S	11800 S	0.44	10,625	2,000	2,000	15%	0	0%	4,642	0
21096_21107	3200 W	11400 S	11800 S	0.07	10,625	3,000	3,000	15%	0	0%	739	0
21579_21632	2700 W	North City Limits	Shields Ln	0.25	15,130	9,000	9,000	15%	0	0%	3,761	0
21632_21674	2700 W	North City Limits	Shields Ln	0.21	15,130	10,000	9,000	15%	0	0%	3,180	0
21674_21725	2700 W	North City Limits	Shields Ln	0.06	15,130	10,000	10,000	15%	0	0%	846	0
21443_21503	2700 W	Shields Ln	10400 S	0.41	15,130	7,000	6,000	15%	0	0%	6,132	0
21503_21579	2700 W	Shields Ln	10400 S	0.35	15,130	8,000	6,000	15%	0	0%	5,312	0
21184_21355	2700 W	10400 S	11400 S	0.82	15,130	8,000	7,000	15%	0	0%	12,335	0
21355_21443	2700 W	10400 S	11400 S	0.43	15,130	12,000	11,000	15%	0	0%	6,581	0
21098_21123	2700 W	11400 S	South City Limits	0.15	15,130	10,000	9,000	15%	0	0%	2,271	0
21123_21152	2700 W	11400 S	South City Limits	0.18	15,130	11,000	10,000	15%	0	0%	2,732	0
21152_21184	2700 W	11400 S	South City Limits	0.17	15,130	12,000	11,000	15%	0	0%	2,596	0
21681_21717	2200 W	North City Limits	Shields Ln	0.25	10,625	2,000	2,000	5%	0	0%	2,661	0
21717_21759	2200 W	North City Limits	Shields Ln	0.25	10,625	4,000	4,000	5%	0	0%	2,656	0
21517_21557	2200 W	Shields Ln	10400 S	0.20	10,625	1,000	1,000	5%	0	0%	2,086	0
21557_21611	2200 W	Shields Ln	10400 S	0.27	10,625	2,000	2,000	5%	0	0%	2,821	0
21611_21681	2200 W	Shields Ln	10400 S	0.29	10,625	3,000	3,000	5%	0	0%	3,113	0
21284_21379	2200 W	10400 S	11400 S	0.42	10,625	1,000	1,000	5%	0	0%	4,456	0
21379_21426	2200 W	10400 S	11400 S	0.27	10,625	1,000	1,000	5%	0	0%	2,852	0
21426_21517	2200 W	10400 S	11400 S	0.56	10,625	3,000	3,000	5%	0	0%	5,971	0
21838_21890	1300 W	North City Limits	9800 S	0.29	15,130	9,000	11,000	15%	1,697	11%	4,429	497
21890_22022	1300 W	North City Limits	9800 S	0.29	15,130	12,000	13,000	15%	848	6%	4,419	248
21712_21788	1300 W	9800 S	10400 S	0.40	15,130	8,000	9,000	15%	848	6%	6,100	342
21788_21838	1300 W	9800 S	10400 S	0.31	15,130	9,000	10,000	15%	848	6%	4,644	260
21479_21501	1300 W	10400 S	11400 S	0.16	15,130	9,000	9,000	15%	0	0%	2,419	0
21501_21512	1300 W	10400 S	11400 S	0.09	15,130	8,000	8,000	15%	0	0%	1,343	0
21512_21642	1300 W	10400 S	11400 S	0.55	15,130	3,000	4,000	15%	848	6%	8,374	470
21642_21712	1300 W	10400 S	11400 S	0.44	15,130	5,000	5,000	15%	0	0%	6,724	0
21372_21437	1300 W	11400 S	South City Limits	0.09	15,130	9,000	11,000	15%	1,697	11%	1,316	148
21437_21479	1300 W	11400 S	South City Limits	0.25	15,130	11,000	12,000	15%	848	6%	3,792	213
21772_21803	1000 W	9800 S	10400 S	0.13	10,625	4,000	4,000	0%	0	0%	1,429	0
21803_21847	1000 W	9800 S	10400 S	0.24	10,625	4,000	4,000	0%	0	0%	2,542	0
21847_21933	1000 W	9800 S	10400 S	0.45	10,625	1,000	1,000	0%	0	0%	4,826	0
21655_21722	River Front Pkwy	10400 S	Park Palisade Dr	0.38	32,300	6,000	5,000	28%	0	0%	12,174	0
21722_21760	River Front Pkwy	10400 S	Park Palisade Dr	0.17	32,300	6,000	5,000	28%	0	0%	5,344	0
21760_21852	River Front Pkwy	10400 S	Park Palisade Dr	0.35	32,300	15,000	13,000	28%	0	0%	11,160	0
21589_21626	River Front Pkwy	Park Palisade Dr	11400 S	0.17	10,625	7,000	7,000	28%	0	0%	1,799	0
21626_21655	River Front Pkwy	Park Palisade Dr	11400 S	0.10	10,625	6,000	6,000	28%	0	0%	1,107	0
22081_22106	Jordan Gateway	North City Limits	Shields Ln	0.25	32,300	12,000	13,000	14%	864	3%	8,190	219
22106_22117	Jordan Gateway	North City Limits	Shields Ln	0.01	32,300	12,000	13,000	14%	864	3%	482	13
21915_21973	Jordan Gateway	Shields Ln	10400 S	0.23	32,300	13,000	13,000	14%	0	0%	7,583	0
21973_21998	Jordan Gateway	Shields Ln	10400 S	0.13	32,300	13,000	13,000	14%	0	0%	4,275	0
21998_22027	Jordan Gateway	Shields Ln	10400 S	0.09	32,300	13,000	13,000	14%	0	0%	2,989	0
22027_22061	Jordan Gateway	Shields Ln	10400 S	0.20	32,300	11,000	12,000	14%	864	3%	6,466	173
22061_22081	Jordan Gateway	Shields Ln	10400 S	0.09	32,300	11,000	12,000	14%	864	3%	2,966	79
21776_21867	Jordan Gateway	10400 S	11400 S	0.50	32,300	11,000	14,000	14%	2,591	8%	16,304	1,308
21862_21868	Jordan Gateway	10400 S	11400 S	0.06	32,300	13,000	16,000	14%	2,591	8%	1,917	154
21862_21870	Jordan Gateway	10400 S	11400 S	0.06	32,300	16,000	20,000	14%	3,454	11%	1,977	211
21867_21877	Jordan Gateway	10400 S	11400 S	0.06	32,300	13,000	16,000	14%	2,591	8%	2,042	164
21868_21882	Jordan Gateway	10400 S	11400 S	0.10	32,300	13,000	16,000	14%	2,591	8%	3,122	250

Existing Facility Buy-In Percentage

LINKID[1]	Street Name	From	To	Length (mi)	LOS D Capacity	2023 ADT	2033 ADT	% Cut-Through	New ADT[2]	% Attributed to New Growth	Capacity Miles	New VMT
21870_21894	Jordan Gateway	10400 S	11400 S	0.13	32,300	16,000	20,000	14%	3,454	11%	4,148	444
21877_21885	Jordan Gateway	10400 S	11400 S	0.08	32,300	13,000	16,000	14%	2,591	8%	2,717	218
21882_21885	Jordan Gateway	10400 S	11400 S	0.06	32,300	13,000	16,000	14%	2,591	8%	1,838	147
21894_21915	Jordan Gateway	10400 S	11400 S	0.13	32,300	16,000	20,000	14%	3,454	11%	4,114	440

1. Rows represent travel demand model links. Precise traffic loading locations and minor street intersections may result in variation in traffic volumes across links with similar "From" and "To" segmentation.

2. New ADT is the amount of new non-cut-through traffic added in 2033, up to the LOS D capacity.

	Capacity Miles	New VMT
Total	930,258	101,316
Existing Capacity Used by New Trips	**10.9%**	

EXHIBIT B

TRANSPORTATION IMPACT FEE ANALYSIS

LRB PUBLIC FINANCE ADVISORS

LEWIS | ROBERTSON | BURNINGHAM

SOUTH JORDAN CITY, UTAH

JULY 2024

IMPACT FEE ANALYSIS (IFA)
TRANSPORTATION

PREPARED BY:

LRB PUBLIC FINANCE ADVISORS
FORMERLY LEWIS YOUNG ROBERTSON & BURNINGHAM INC.

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IMPACT FEE CERTIFICATION

IFA CERTIFICATION

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

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

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

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

LRB PUBLIC FINANCE ADVISORS

DEFINITIONS

The following acronyms or abbreviations are used in this document:

AADT: Average Annual Daily Trips

DB: Daybreak Service Area

CFP: Capital Facilities Plan

FT: Feet

HH: Household

ITE: Institute of Traffic Engineers

IFA: Impact Fee Analysis

IFFP: Impact Fee Facilities Plan

KSF: 1,000 Square Feet

LOS: Level of Service

LRB: LRB Public Finance Advisors

RT: Rio Tinto Service Area

SJP: South Jordan Proper Service Area

SF: Square Feet

VMT: Vehicle Miles Traveled (VMT)

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 the City of South Jordan (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 2024 South Jordan Impact Fee Facilities Plan (IFFP).

- **Impact Fee Service Areas:** The impact fees related to transportation will be assessed within the proposed Service Area, which incorporates the entire municipal boundaries and the City's annexation areas. The Service Area is further refined based on the Daybreak Service Area (DB), the South Jordan Proper Service Area (SJP), the Rio Tinto Service Area (RT), and other areas not included in this analysis.

- **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 11 percent of the system is attributed to the demand within the IFFP planning horizon.

- **Capital Facilities Analysis:** The IFFP identifies the public facilities that will allow the City to maintain the current level of service for future development. Approximately $4.7M of growth-related infrastructure is included related to the SJP Service Area, $6.3M for the DB Service Area, and $8.2M for the RT Service Area.

- **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 average impact fee per trip service area is shown in **Table 1.1** below.

TABLE 1.1: PROPORTIONATE SHARE ANALYSIS

	TOTAL QUALIFIED COST	% TO NEW GROWTH	COST TO NEW GROWTH	TRIPS	COST PER TRIP
SOUTH JORDAN PROPER SERVICE AREA					
Existing Facilities	$48,489,108	10.9%	$5,281,042	155,274	$34.01
Future Facilities (IFFP Planning Horizon)	$1,544,773	100.0%	$1,544,773	14,277	$108.20
Future Intersections (IFFP Planning Horizon)	$3,121,111	100.0%	$3,121,111	14,277	$218.61
Professional Expense	$10,080	100.0%	$10,080	155,274	$0.06
SOUTH JORDAN SERVICE AREA IMPACT FEE			**$9,957,006**		**$360.88**
DAYBREAK SERVICE AREA					
Existing Facilities	$48,489,108	10.9%	$5,281,042	155,274	$34.01
Future Facilities (IFFP Planning Horizon)	$4,258,609	100.0%	$4,258,609	123,450	$34.50
Future Intersections (IFFP Planning Horizon)	$2,078,583	100.0%	$2,078,583	123,450	$16.84

	TOTAL QUALIFIED COST	% TO NEW GROWTH	COST TO NEW GROWTH	TRIPS	COST PER TRIP
Professional Expense	$10,080	100.0%	$10,080	155,274	$0.06
DAYBREAK SERVICE AREA IMPACT FEE			**$11,628,314**		**$85.41**
Accounting Credit for Traffic on DB Roads	($1,312,396)	100.0%	($1,312,396)	123,450	($10.63)
Daybreak Net Cost Per Trip					**$74.78**
RIO TINTO SERVICE AREA					
Existing Facilities	$48,489,108	10.9%	$5,281,042	155,274	$34.01
Future Facilities (IFFP Planning Horizon)	$7,753,124	100.0%	$7,753,124	17,546	$441.87
Future Intersections (IFFP Planning Horizon)	$461,424	100.0%	$461,424	17,546	$26.30
Professional Expense	$10,080	100.0%	$10,080	155,274	$0.06
RIO TINTO SERVICE AREA IMPACT FEE			**$13,505,670**		**$502.25**

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	ITE CODES	ADJUSTED TRIPS	PER	SJP FEE	DB FEE	RT FEE
Fee Per Trip				**$360.88**	**$74.78**	**$502.25**
Single Family Residential	210	9.43	Unit	$3,403.10	$705.17	$4,736.18
Multifamily Low Rise	220	6.74	Unit	$2,432.33	$504.01	$3,385.14
Multifamily High Rise	222	4.54	Unit	$1,638.40	$339.50	$2,280.20
Senior Adult Housing-Detached	251	4.31	Unit	$1,555.40	$322.30	$2,164.68
Senior Adult Housing-Attached	252	3.24	Occ. Unit	$1,169.25	$242.28	$1,627.28
Assisted Living	254	2.60	Beds	$938.29	$194.43	$1,305.84
Hotel	310	7.99	Rooms	$2,883.44	$597.49	$4,012.94
Light Industrial	110	4.87	KSF	$1,757.49	$364.17	$2,445.94
Industrial Park	130	3.37	KSF	$1,216.17	$252.01	$1,692.57
Mini Warehouse	151	1.45	KSF	$523.28	$108.43	$728.26
Elementary School	520	2.27	Students	$819.20	$169.75	$1,140.10
Middle/Jr. High School	522	2.10	Students	$757.85	$157.04	$1,054.72
High School	530	1.94	Students	$700.11	$145.07	$974.36
Daycare Center	565	26.67	KSF	$9,623.67	$1,994.15	$13,393.48
Nursing Home	620	3.06	Beds	$1,104.29	$228.82	$1,536.87
Clinic	630	37.60	KSF	$13,569.11	$2,811.70	$18,884.44
Church	560	7.60	KSF	$2,742.69	$568.32	$3,817.07
General Office	710	10.84	KSF	$3,911.94	$810.61	$5,444.34
Medical Dental Office	720	36.00	KSF	$12,991.70	$2,692.05	$18,080.84
Free-Standing Discount Store	813	35.87	KSF	$12,944.50	$2,682.27	$18,015.15
Hardware/Paint Store	816	5.97	KSF	$2,155.11	$446.57	$2,999.31
Shopping Center/General Commercial	820	26.28	KSF	$9,482.89	$1,964.98	$13,197.56
New Car Sales	841	27.06	KSF	$9,765.43	$2,023.52	$13,590.77
Tire Store	848	20.77	KSF	$7,494.59	$1,552.98	$10,430.39
Supermarket	850	71.32	KSF	$25,737.42	$5,333.13	$35,819.35
Discount Club	857	27.89	KSF	$10,065.54	$2,085.71	$14,008.43
Home Improvement Superstore	862	17.83	KSF	$6,434.21	$1,333.25	$8,954.64
Department Store	875	22.88	KSF	$8,256.95	$1,710.95	$11,491.38
Pharmacy/Drugstore w/ Drive Thru	881	55.28	KSF	$19,950.92	$4,134.09	$27,766.15
Drive-In Bank	912	65.23	KSF	$23,539.33	$4,877.66	$32,760.23
Quality Restaurant	931	46.95	KSF	$16,943.49	$3,510.91	$23,580.63

LAND USE	ITE CODES	ADJUSTED TRIPS	PER	SJP FEE	DB FEE	RT FEE
Fee Per Trip				**$360.88**	**$74.78**	**$502.25**
High Turnover/Sit Down Restaurant	932	61.10	KSF	$22,051.24	$4,569.31	$30,689.22

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:

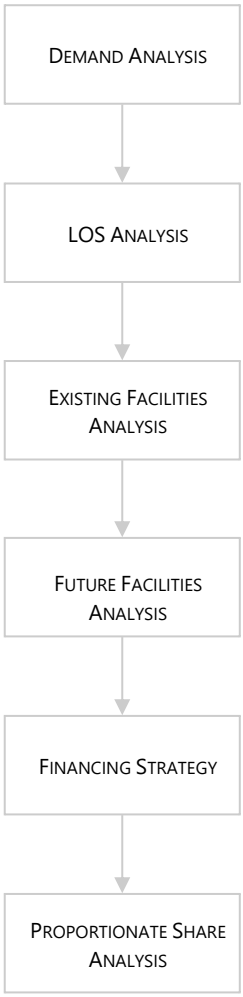
Total Demand Units x Estimate Trips per Unit x Service Area Cost per Trip = Impact Fee per Unit

[1] 11-36a-402(1)(c)

SECTION II: GENERAL 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 demands placed upon existing facilities by future development and evaluate how these demands will be met. The IFFP is also intended to outline the improvements which are intended to be funded by impact fees. The IFA is designed to proportionately allocate the cost of the new facilities and any excess capacity to new development, while ensuring that all methods of financing are considered. Each component must consider the historic level of service 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.

FIGURE 2.1: IMPACT FEE METHODOLOGY



DEMAND ANALYSIS

The demand analysis serves as the foundation for the IFFP. This element focuses on a specific demand unit related to each public service – 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 system beyond the existing capacity justifies the construction of new 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 **system** 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 system. This list includes any excess capacity of existing facilities as well as future **system improvements** necessary to maintain the level of service. Any demand generated from new development that overburdens the existing system beyond the existing capacity justifies the construction of new facilities.

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 finance system improvements.[2] 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.[3]

PROPORTIONATE SHARE ANALYSIS

The written impact fee analysis is required under the Impact Fees Act and must identify the impacts placed on the facilities by development activity and how these impacts are reasonably related to the new development. The written impact fee analysis must include a proportionate share analysis, clearly detailing each cost component and the methodology used to calculate each impact fee. 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 achieve an equitable allocation to the costs borne in the past and to be borne in the future (UCA 11-36a-302).

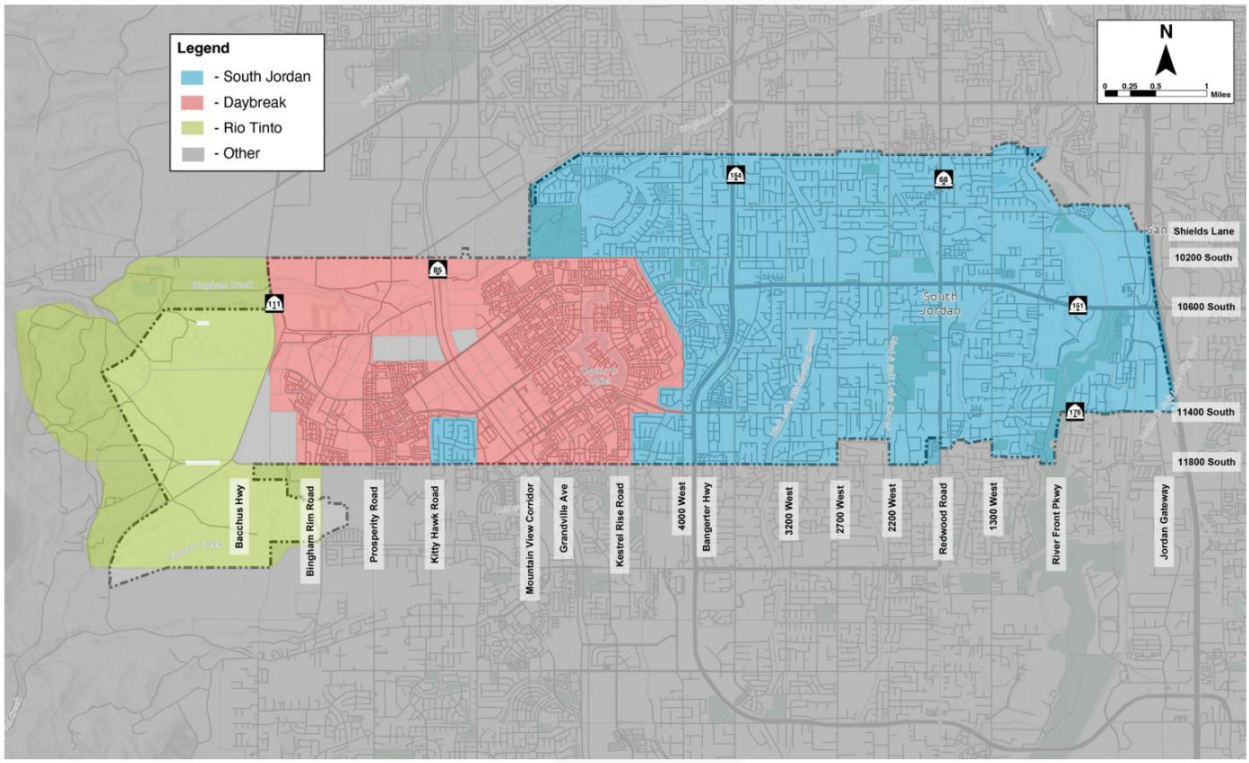
[2] 11-36a-302(2)
[3] 11-36a-302(3)

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, which incorporates the entire municipal boundaries and the City's annexation areas. The Service Area is further refined based on the Daybreak Service Area (DB), the South Jordan Proper Service Area (SJP), the Rio Tinto Service Area (RT), and other service areas not included in this analysis.

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 155,274 trips by 2034, as show in **Table 3.1**.

TABLE 3.1: PROJECTED TRAFFIC FOR EACH SERVICE AREA

	TRIPS	PROPORTIONATE SHARE
SJP	14,277	9%
Daybreak	123,450	80%
Rio Tinto	17,546	11%
TOTAL	**155,274**	**100%**
Source: IFFP p. 10		

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. South Jordan City has adopted an acceptable standard of LOS D for its street network and intersections.[4]

[4] See South Jordan Transportation Impact Fee Facilities Plan, 2024 p.5

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 roadways is based on a capacity utilization analysis of existing roadways. According to the analysis shown in **Table 4.1**, approximately 11 percent of the existing system roadways will be used by new demand in the IFFP planning horizon. This analysis excludes State or County owned road facilities, as well as project improvements (neighborhood roadways).

TABLE: 4.1: ALLOCATION OF BUY-IN COMPONENT

	CAPACITY MILES	NEW VMT
Total Vehicle Miles Traveled (VMT)	930,258	101,316
Length	52.29	
EXISTING CAPACITY USED BY NEW TRIPS		10.9%

Source: IFFP p. 6
Total length of facilities evaluated for buy-in 52.29 miles.

The City's existing roadway facilities are valued at $315 million. 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. **Table 4.2** illustrates the process for evaluating existing facilities. According to Utah Department of Transportation, there is a total of 340 road miles in the City. This produces an average cost per land mile of $927,373. Multiplying the average cost per mile by the linear feet of roadways in each service area, produces the buy-in values shown in **Table 4.2**. A value of $48,489,108 is included in this analysis as eligible system value.

TABLE 4.2: COST PER LANE MILE

CITY	TOTAL ACTUAL MILES	TRANSPORTATION COSTS	COST PER MILE	MILES EVALUATED AS SYSTEM BUY IN	VALUE INCLUDED IN IFA
South Jordan	340.12	$315,417,969	$927,372	52.26	$48,489,108

VALUATION OF EXCESS CAPACITY

As stated previously, a value of $48,489,108 is included in this analysis as eligible buy-in value. The average existing capacity used by new demand within the IFFP planning horizon is 11 percent, or $5,281,042 impact fee eligible buy-in value.

FUNDING MECHANISM OF EXISTING FACILITIES

No outstanding debt is included in this analysis.

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** illustrates the projected roadway capital costs allocated to new development within each Service Area, as identified in the IFFP.

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

#	PROJECT	SJC PROPER		DAYBREAK		RIO TINTO	
		%	$	%	$	%	$
1-3	10200 South: Bacchus Highway to MVC	12%	$27,798	78%	$185,810	10%	$23,452
1-10	11800 South: Bacchus Highway to Prosperity Road	10%	$26,444	41%	$110,685	49%	$134,362
1-11	Daybreak Parkway: Trail Crossing Drive to MVC	19%	$147,149	69%	$539,028	12%	$92,362
1-12	11800 South: MVC to 4000 West	41%	$895,910	58%	$1,259,546	1%	$32,462
1-13	Lake Avenue: SR-111 to Lake Avenue	0%	$324	87%	$366,567	13%	$53,779
1-15	Bingham Rim Road: Prosperity Road to MVC	8%	$30,818	87%	$331,413	5%	$19,065
1-16	7800 West: Bacchus Highway to Herriman Parkway	4%	$8,292	16%	$32,094	80%	$160,171
1-17	12150 South: 7800 West to South Jordan Border	4%	$280,915	16%	$1,087,210	80%	$5,425,952
1-18	Bingham Rim Road: SR-111 to 11800 S	4%	$24,577	16%	$95,117	80%	$474,703
1-19	Herriman Parkway (12600 S): 7800 W to SR-111	4%	$6,555	16%	$25,369	80%	$126,611
1-20	Meadowgrass Drive: Bacchus Highway to Bingham Rim Road	0%	$0	96%	$719,465	4%	$30,823
1-22	Bingham Rim Road: 7800 W to SR-111	4%	$64,418	16%	$249,313	80%	$1,244,251
1-23	Prosperity Road: Crimson View Drive to Bingham Rim Road	8%	$62,715	87%	$674,437	5%	$38,798
1-24	Bingham Rim Road: South Jordan Parkway to Prosperity Road	8%	$476,121	87%	$5,120,163	5%	$294,541
1-25	Prosperity Road: Bingham Rim Road to Copper Hawk Drive	8%	$87,694	87%	$943,056	5%	$54,250
	TOTAL		**$2,139,730**		**$11,739,273**		**$8,205,582**

The City anticipates the Daybreak Service Area will fund several of the proposed roadway improvements. **Table 5.2** illustrates the allocation of cost excluding Daybreak funding. The Daybreak Service Area will receive a credit for the cost attributable to the other service areas for these projects.

TABLE 5.2: SUMMARY OF FUTURE ROADWAY SYSTEM IMPROVEMENTS WITHIN IFFP PLANNING HORIZON – EXCLUDING DAYBREAK FUNDING

#	PROJECT	SJC PROPER		DAYBREAK		RIO TINTO		DAYBREAK FUNDING
		%	$	%	$	%	$	
1-3	10200 South: Bacchus Highway to MVC	12%	$27,798	78%	$185,810	10%	$23,452	0%
1-10	11800 South: Bacchus Highway to Prosperity Road	10%	$26,444	41%	$110,685	49%	$134,362	0%

#	PROJECT	SJC PROPER		DAYBREAK		RIO TINTO		DAYBREAK FUNDING
		%	$	%	$	%	$	
1-11	Daybreak Parkway: Trail Crossing Drive to MVC	19%	$147,149	69%	$539,028	12%	$92,362	0%
1-12	11800 South: MVC to 4000 West	41%	$895,910	58%	$1,259,546	1%	$32,462	0%
1-13	Lake Avenue: SR-111 to Lake Avenue	0%	$0	0%	$0	0%	$0	100%
1-15	Bingham Rim Road: Prosperity Road to MVC	0%	$0	0%	$0	0%	$0	100%
1-16	7800 West: Bacchus Highway to Herriman Parkway	4%	$8,292	16%	$32,094	80%	$160,171	0%
1-17	12150 South: 7800 West to South Jordan Border	4%	$280,915	16%	$1,087,210	80%	$5,425,952	0%
1-18	Bingham Rim Road: SR-111 to 11800 S	4%	$24,577	16%	$95,117	80%	$474,703	0%
1-19	Herriman Parkway (12600 S): 7800 W to SR-111	4%	$6,555	16%	$25,369	80%	$126,611	0%
1-20	Meadowgrass Drive: Bacchus Highway to Bingham Rim Road	0%	$0	0%	$0	0%	$0	100%
1-22	Bingham Rim Road: 7800 W to SR-111	4%	$64,418	16%	$249,313	80%	$1,244,251	0%
1-23	Prosperity Road: Crimson View Drive to Bingham Rim Road	8%	$62,715	87%	$674,437	5%	$38,798	0%
1-24	Bingham Rim Road: South Jordan Parkway to Prosperity Road	0%	$0	0%	$0	0%	$0	100%
1-25	Prosperity Road: Bingham Rim Road to Copper Hawk Drive	0%	$0	0%	$0	0%	$0	100%
	TOTAL EXCLUDING DAYBREAK FUNDING		**$1,544,773**		**$4,258,609**		**$7,753,124**	

Table 5.3 illustrates the projected intersection costs allocated to future development within each Service Area, as identified in the IFFP.

TABLE 5.3: SUMMARY OF FUTURE SIGNALIZATION SYSTEM IMPROVEMENTS WITHIN IFFP PLANNING HORIZON

#	INTERSECTION	SJC PROPER		DAYBREAK		RIO TINTO	
		%	$	%	$	%	$
1-B	Shields Lane & 1300 W	85%	$494,566	15%	$86,112	0%	$1,469
1-J	11800 S & Bingham Rim Road	10%	$14,728	41%	$61,646	49%	$74,833
1-K	11800 S & Silver Pond Road	10%	$14,728	41%	$61,646	49%	$74,833
1-L	11800 S & Prosperity Road	10%	$14,728	41%	$61,646	49%	$74,833
1-M	11800 S & Willow Walk Drive	10%	$14,728	41%	$61,646	49%	$74,833
1-N	10200 S & 6200 W	12%	$14,111	78%	$94,323	10%	$11,905
1-O	10200 S & Grandville Avenue	5%	$11,718	95%	$209,473	0%	$0
1-S	Bingham Rim Road & Grandville Avenue	5%	$15,234	95%	$272,316	0%	$0
1-T	Grandville Avenue & Burntside Avenue	5%	$15,234	95%	$272,316	0%	$0
1-U	10400 S & 4000 W	86%	$342,233	13%	$52,864	0%	$1,180
1-V	4000 W & S Skye Drive/10200 South	86%	$2,031,835	13%	$313,851	0%	$7,006
1-W	South Jordan Parkway & Vadania Drive	29%	$101,317	69%	$237,084	2%	$6,705
1-X	11800 S & Flying Fish Drive	10%	$14,728	41%	$61,646	49%	$74,833
1-Y	South Jordan Parkway & Cardinal Park Rd	29%	$107,649	69%	$251,902	2%	$7,124

#	INTERSECTION	SJC PROPER		DAYBREAK		RIO TINTO	
		%	$	%	$	%	$
1-Z	SR-111 & South Jordan Parkway	5%	$66,246	90%	$1,216,047	5%	$64,063
1-AA	Riverfront Parkway & 11400 S	92%	$98,481	7%	$7,156	2%	$1,638
	TOTAL		$3,372,263		$3,321,673		$475,254

The City anticipates the Daybreak Service Area will fund several of the proposed intersection improvements. **Table 5.4** illustrates the allocation of cost excluding Daybreak funding. The Daybreak Service Area will receive a credit for the cost attributable to the other service areas for these projects.

TABLE 5.4: SUMMARY OF FUTURE INTERSECTION SYSTEM IMPROVEMENTS WITHIN IFFP PLANNING HORIZON – EXCLUDING DAYBREAK FUNDING

#	INTERSECTION	SJC PROPER		DAYBREAK		RIO TINTO		DAYBREAK FUNDING
		%	$	%	$	%	$	
1-B	Shields Lane & 1300 W	85%	$494,566	15%	$86,112	0%	$1,469	0%
1-J	11800 S & Bingham Rim Road	10%	$14,728	41%	$61,646	49%	$74,833	0%
1-K	11800 S & Silver Pond Road	10%	$14,728	41%	$61,646	49%	$74,833	0%
1-L	11800 S & Prosperity Road	10%	$14,728	41%	$61,646	49%	$74,833	0%
1-M	11800 S & Willow Walk Drive	10%	$14,728	41%	$61,646	49%	$74,833	0%
1-N	10200 S & 6200 W	12%	$14,111	78%	$94,323	10%	$11,905	0%
1-O	10200 S & Grandville Avenue	0%	$0	0%	$0	0%	$0	100%
1-S	Bingham Rim Road & Grandville Avenue	0%	$0	0%	$0	0%	$0	100%
1-T	Grandville Avenue & Burntside Avenue	0%	$0	0%	$0	0%	$0	100%
1-U	10400 S & 4000 W	86%	$342,233	13%	$52,864	0%	$1,180	0%
1-V	4000 W & S Skye Drive/10200 South	86%	$2,031,835	13%	$313,851	0%	$7,006	0%
1-W	South Jordan Parkway & Vadania Drive	0%	$0	0%	$0	0%	$0	100%
1-X	11800 S & Flying Fish Drive	10%	$14,728	41%	$61,646	49%	$74,833	0%
1-Y	South Jordan Parkway & Cardinal Park Rd	0%	$0	0%	$0	0%	$0	100%
1-Z	SR-111 & South Jordan Parkway	5%	$66,246	90%	$1,216,047	5%	$64,063	0%
1-AA	Riverfront Parkway & 11400 S	92%	$98,481	7%	$7,156	2%	$1,638	0%
	TOTAL		$3,121,111		$2,078,583		$461,424	

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.[5] Project improvements are improvements and facilities that are planned and designed to provide service for a specific development (resulting from a development activity) and considered

[5] 11-36a-102(21)

necessary for the use and convenience of the occupants or users of that development.[6] 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.[7] 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.[8]

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 IFFP 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.

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.[9] 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

[6] 11-36a-102(14)
[7] 11-36a-302(2)
[8] 11-36a-302(3)
[9] 11-36a-402(2)

Impact fees are intended to recover the costs of capital infrastructure that relate 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.

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 (including an annual inflation rate for projects constructed after 2019).

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 average impact fee per trip by service area is shown in **Table 6.1** below.

TABLE 6.1: PROPORTIONATE SHARE ANALYSIS

	TOTAL QUALIFIED COST	% TO NEW GROWTH	COST TO NEW GROWTH	TRIPS	COST PER TRIP
SOUTH JORDAN PROPER SERVICE AREA					
Existing Facilities	$48,489,108	10.9%	$5,281,042	155,274	$34.01
Future Facilities (IFFP Planning Horizon)	$1,544,773	100.0%	$1,544,773	14,277	$108.20
Future Intersections (IFFP Planning Horizon)	$3,121,111	100.0%	$3,121,111	14,277	$218.61
Professional Expense	$10,080	100.0%	$10,080	155,274	$0.06
SOUTH JORDAN SERVICE AREA IMPACT FEE			**$9,957,006**		**$360.88**
DAYBREAK SERVICE AREA					
Existing Facilities	$48,489,108	10.9%	$5,281,042	155,274	$34.01
Future Facilities (IFFP Planning Horizon)	$4,258,609	100.0%	$4,258,609	123,450	$34.50
Future Intersections (IFFP Planning Horizon)	$2,078,583	100.0%	$2,078,583	123,450	$16.84
Professional Expense	$10,080	100.0%	$10,080	155,274	$0.06
DAYBREAK SERVICE AREA IMPACT FEE			**$11,628,314**		**$85.41**
Accounting Credit for Traffic on DB Roads	($1,312,396)	100.0%	($1,312,396)	123,450	($10.63)
Daybreak Net Cost Per Trip					**$74.78**
RIO TINTO SERVICE AREA					
Existing Facilities	$48,489,108	10.9%	$5,281,042	155,274	$34.01
Future Facilities (IFFP Planning Horizon)	$7,753,124	100.0%	$7,753,124	17,546	$441.87
Future Intersections (IFFP Planning Horizon)	$461,424	100.0%	$461,424	17,546	$26.30
Professional Expense	$10,080	100.0%	$10,080	155,274	$0.06
RIO TINTO SERVICE AREA IMPACT FEE			**$13,505,670**		**$502.25**

IMPACT FEE SUMMARY BY LAND USE TYPE

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

TABLE 6.2: IMPACT FEE SUMMARY BY LAND USE TYPE

LAND USE	ITE CODES	ADJUSTED TRIPS	PER	SJP FEE	DB FEE	RT FEE
Fee Per Trip				**$360.88**	**$74.78**	**$502.25**
Single Family Residential	210	9.43	Unit	$3,403.10	$705.17	$4,736.18
Multifamily Low Rise	220	6.74	Unit	$2,432.33	$504.01	$3,385.14
Multifamily High Rise	222	4.54	Unit	$1,638.40	$339.50	$2,280.20
Senior Adult Housing-Detached	251	4.31	Unit	$1,555.40	$322.30	$2,164.68
Senior Adult Housing-Attached	252	3.24	Occ. Unit	$1,169.25	$242.28	$1,627.28
Assisted Living	254	2.60	Beds	$938.29	$194.43	$1,305.84
Hotel	310	7.99	Rooms	$2,883.44	$597.49	$4,012.94

LAND USE	ITE CODES	ADJUSTED TRIPS	PER	SJP FEE	DB FEE	RT FEE
Fee Per Trip				**$360.88**	**$74.78**	**$502.25**
Light Industrial	110	4.87	KSF	$1,757.49	$364.17	$2,445.94
Industrial Park	130	3.37	KSF	$1,216.17	$252.01	$1,692.57
Mini Warehouse	151	1.45	KSF	$523.28	$108.43	$728.26
Elementary School	520	2.27	Students	$819.20	$169.75	$1,140.10
Middle/Jr. High School	522	2.10	Students	$757.85	$157.04	$1,054.72
High School	530	1.94	Students	$700.11	$145.07	$974.36
Daycare Center	565	26.67	KSF	$9,623.67	$1,994.15	$13,393.48
Nursing Home	620	3.06	Beds	$1,104.29	$228.82	$1,536.87
Clinic	630	37.60	KSF	$13,569.11	$2,811.70	$18,884.44
Church	560	7.60	KSF	$2,742.69	$568.32	$3,817.07
General Office	710	10.84	KSF	$3,911.94	$810.61	$5,444.34
Medical Dental Office	720	36.00	KSF	$12,991.70	$2,692.05	$18,080.84
Free-Standing Discount Store	813	35.87	KSF	$12,944.50	$2,682.27	$18,015.15
Hardware/Paint Store	816	5.97	KSF	$2,155.11	$446.57	$2,999.31
Shopping Center/General Commercial	820	26.28	KSF	$9,482.89	$1,964.98	$13,197.56
New Car Sales	841	27.06	KSF	$9,765.43	$2,023.52	$13,590.77
Tire Store	848	20.77	KSF	$7,494.59	$1,552.98	$10,430.39
Supermarket	850	71.32	KSF	$25,737.42	$5,333.13	$35,819.35
Discount Club	857	27.89	KSF	$10,065.54	$2,085.71	$14,008.43
Home Improvement Superstore	862	17.83	KSF	$6,434.21	$1,333.25	$8,954.64
Department Store	875	22.88	KSF	$8,256.95	$1,710.95	$11,491.38
Pharmacy/Drugstore w/ Drive Thru	881	55.28	KSF	$19,950.92	$4,134.09	$27,766.15
Drive-In Bank	912	65.23	KSF	$23,539.33	$4,877.66	$32,760.23
Quality Restaurant	931	46.95	KSF	$16,943.49	$3,510.91	$23,580.63
High Turnover/Sit Down Restaurant	932	61.10	KSF	$22,051.24	$4,569.31	$30,689.22

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.[10] 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 Estimate Trips per Unit x Service Area Cost Per Trip = Impact Fee per Unit

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

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

[10] 11-36a-402(1)(c)

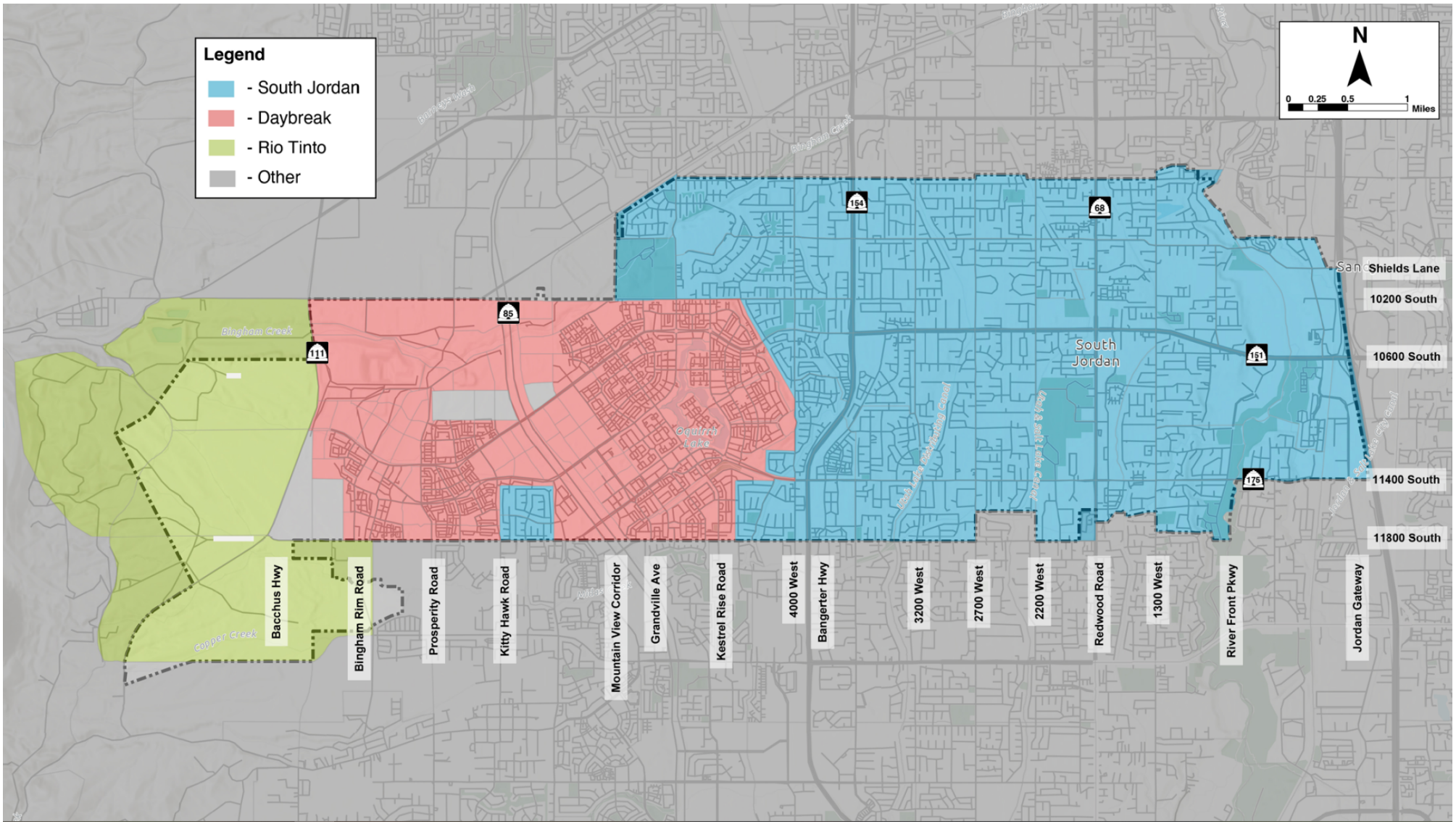
The City does not anticipate any extraordinary costs necessary to provide services to future development.

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 are accurately calculated to include the costs of construction inflation. A three 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.

EXHIBIT C

IMPACT FEE SERVICE AREAS MAP


Legend
- South Jordan
- Daybreak
- Rio Tinto
- Other
N
0 0.25 0.5 1 Miles
Shields Lane
10200 South
10600 South
11400 South
11800 South
Bacchus Hwy
Bingham Rim Road
Prosperity Road
Kitty Hawk Road
Mountain View Corridor
Grandville Ave
Kestrel Rise Road
4000 West
Bangerter Hwy
3200 West
2700 West
2200 West
Redwood Road
1300 West
River Front Pkwy
Jordan Gateway
South Jordan
Squirrel Lake
Bingham Creek
Copper Creek
Utah & Salt Lake Canal
Utah Lake Distributing Canal
154
68
85
111
151
175