LRB PUBLIC FINANCE ADVISORS

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WEST JORDAN CITY, UTAH

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IMPACT FEE ANALYSIS (IFA)
TRANSPORTATION

PREPARED BY:

LRB PUBLIC FINANCE ADVISORS
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IMPACT FEE CERTIFICATION

IFA CERTIFICATION

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

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

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

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 If all or a portion of the IFFP or IFA are modified or amended, this certification is no longer valid.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

LRB PUBLIC FINANCE ADVISORS

DEFINITIONS

The following acronyms or abbreviations are used in this document:

AADT: Average Annual Daily Trips

IFA: Impact Fee Analysis

IFFP: Impact Fee Facilities Plan

KSF: 1,000 Square Feet

LOS: Level of Service

LRB: LRB Public Finance Advisors

SECTION I: EXECUTIVE SUMMARY

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

- **Impact Fee Service Area:** The impact fees related to transportation will be assessed within the proposed Service Area as shown in **Figure 3.1**.

- **Demand Analysis:** The demand unit utilized in this analysis are trips on existing and proposed roadways. As residential and commercial growth occurs within the City, it generates new trips on existing and proposed roadways. The capital improvements identified in this study are designed to maintain the current level of service for new growth.

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

- **Excess Capacity:** It is anticipated that new development will benefit from the existing roadways that have been constructed within the service area. Approximately 12.9 percent of the system is attributed to the demand within the IFFP planning horizon. As a result, **$14.9M** of the total original system cost is included in this analysis, based on the original cost of system improvements as identified in the City's financial records.

- **Capital Facilities Analysis:** The IFFP has identified **$75.5M** in city-funded improvements needed within the next ten years, based on construction timing and inflation of five percent annually. A total of **$44.6M** is related to the demand within the next ten years.

- **Financing of Future Facilities:** The future capital projects which are intended to serve new growth will be financed using impact fees, transportation funding, general fund revenues, or inter-fund loans. The costs associated with future debt are not included in the Impact Fee Analysis.

PROPORTIONATE SHARE ANALYSIS

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

TABLE 1.1: PROPORTIONATE SHARE ANALYSIS

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

IMPACT FEE SUMMARY BY LAND USE TYPE

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

TABLE 1.2: IMPACT FEE SUMMARY BY LAND USE TYPE

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

Source: ITETripGen Web-Based App, Trip Generation Manual, 11th Edition, Accessed 4.24.2025
Adjustment factors based on "List of Land Uses with Vehicle Pass-By Rates and Data", ITE Generation Manual, 11th Edition, Accessed 4.24.2025

NON-STANDARD IMPACT FEES

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

FORMULA FOR NON-STANDARD TRANSPORTATION IMPACT FEES:

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

CONSIDERATION OF ALL REVENUE SOURCES

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

EXPENDITURE OF IMPACT FEES

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

GROWTH-DRIVEN EXTRAORDINARY COSTS

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

SUMMARY OF TIME PRICE DIFFERENTIAL

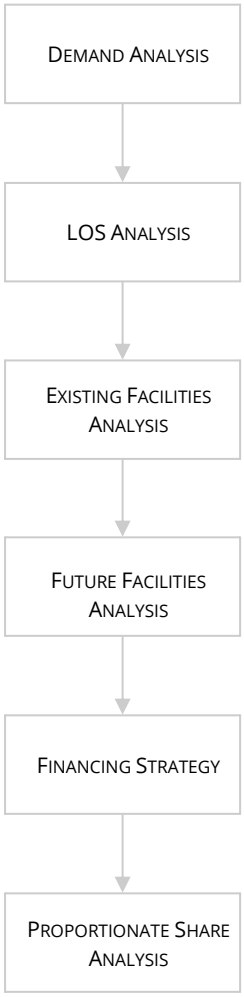
The Impact Fees Act allows for the inclusion of a time price differential to ensure that the future value of costs incurred at a later date is accurately calculated to include the costs of construction inflation. A five percent annual construction inflation adjustment is applied to the proposed capital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

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

SECTION II: GENERAL IMPACT FEE METHODOLOGY

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

FIGURE 2.1: IMPACT FEE METHODOLOGY



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

DEMAND ANALYSIS

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

LEVEL OF SERVICE ANALYSIS

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

EXISTING FACILITY INVENTORY

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

FUTURE CAPITAL FACILITIES ANALYSIS

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

FINANCING STRATEGY

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

PROPORTIONATE SHARE ANALYSIS

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

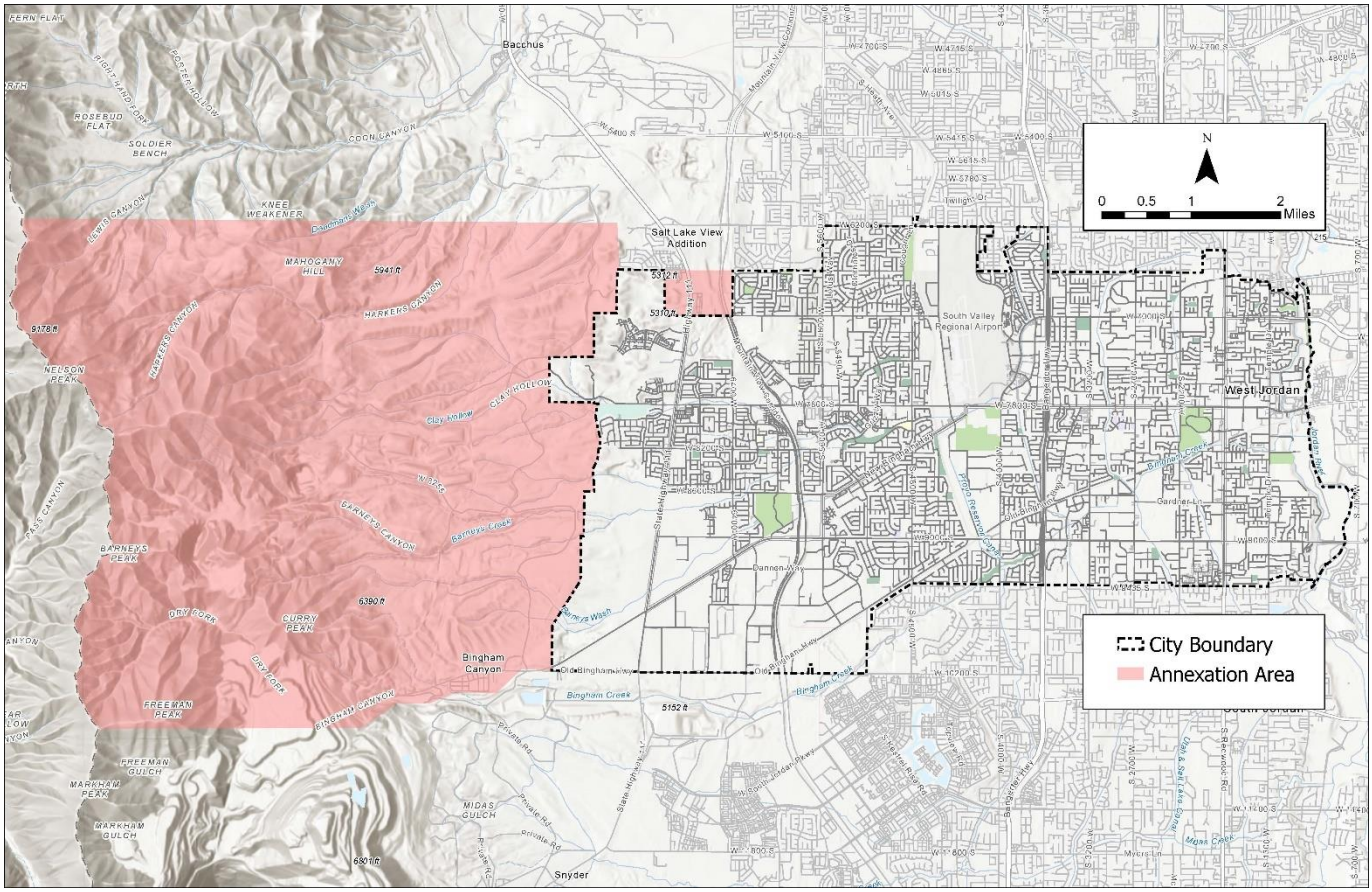
[2] 11-36a-302(2)
[3] 11-36a-302(3)

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

SERVICE AREA

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

FIGURE 3.1: PROPOSED SERVICE AREA



DEMAND UNITS

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

To determine the proportionate impact from each land use type, the existing trips are allocated to the different land use types based on trip statistics as presented in the Institute of Traffic Engineers (ITE) Trip Generation

Manual, 11th Edition. The most common method of determining growth is measuring the number of trips within a community based on existing and future land uses. Appropriate adjustment factors are applied to remove pass-by traffic. Based on the growth in trips, the City will need to expand its current facilities to accommodate new growth. Growth from new development will create an additional 106,687 trips by 2033, as shown in **Table 3.1**.

TABLE 3.1: PROJECTED NEW TRIPS OVER IFFP PLANNING HORIZON

	2023	2033	2050 (BUILDOUT)
Total Trips	586,103	692,790	825,570
New Trips		**106,687**	239,467

Source: IFFP, p. 7
WCG

LEVEL OF SERVICE

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

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

EXCESS CAPACITY & BUY-IN

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

EXISTING TRANSPORTATION SYSTEM BUY-IN

The determination of a buy-in component related to existing infrastructure is based on proportionate trips generated within the IFFP planning horizon. The eligible system value is used to determine the appropriate buy-in fee. City records indicate that the transportation system is valued at $202M. However, only approximately $115M is considered system improvements, with the remaining considered project improvements or have a life expectancy that is less than ten years[5], and therefore removed from the analysis. It is anticipated that new development will benefit from the existing roadways that have been constructed within the service area. Approximately 12.9 percent of the total demand on the system through buildout will occur within the IFFP planning horizon. As a result, $14,917,703 of the total original system cost is included in this analysis, as shown in **Table 4.1**.

TABLE 4.1: ALLOCATION OF BUY-IN COMPONENT

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

[5] 11-36a-102(17)

SECTION V: CAPITAL FACILITY ANALYSIS

FUTURE CAPITAL PROJECTS

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

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

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

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

Source: IFFP, p. 15
* Based on review by City staff. Project year may differ from that in the IFFP.

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

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

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

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

Source: IFFP, p. 16
* Based on review by City staff. Project year may differ from that in the IFFP.
** Displays the rounded base cost to align with IFFP. The calculated construction year cost and cost to IFA reflects actual costs.
***Project year established by City staff is beyond the IFFP horizon and is not IFA eligible.

SYSTEM VS. PROJECT IMPROVEMENTS

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

[6] 11-36a-102(21)

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

FUNDING OF FUTURE FACILITIES

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

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

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

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

PROPOSED CREDITS OWED TO DEVELOPMENT

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

[7] 11-36a-102(14)
[8] 11-36a-302(2)
[9] 11-36a-302(3)
[10] 11-36a-402(2)

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

EQUITY OF IMPACT FEES

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

NECESSITY OF IMPACT FEES

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

SECTION VI: TRANSPORTATION IMPACT FEE CALCULATION

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

PROPOSED TRANSPORTATION IMPACT FEE

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

TABLE 6.1: PROPORTIONATE SHARE ANALYSIS

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

IMPACT FEE SUMMARY BY LAND USE TYPE

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

TABLE 6.2: IMPACT FEE SUMMARY BY LAND USE TYPE

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

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

Source: ITETripGen Web-Based App, Trip Generation Manual, 11th Edition, Accessed 4.24.2025
Adjustment factors based on "List of Land Uses with Vehicle Pass-By Rates and Data", ITE Generation Manual, 11th Edition, Accessed 4.24.2025

NON-STANDARD IMPACT FEES

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

FORMULA FOR NON-STANDARD TRANSPORTATION IMPACT FEES:

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

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

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

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

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

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

CONSIDERATION OF ALL REVENUE SOURCES

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

EXPENDITURE OF IMPACT FEES

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

GROWTH-DRIVEN EXTRAORDINARY COSTS

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

SUMMARY OF TIME PRICE DIFFERENTIAL

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

APPENDIX A: TRANSPORTATION IMPACT FEE FACILITIES PLAN PROJECT COSTS

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

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

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

1. WFRC STIP (State Transportation Improvement Program), UDOT, adjacent cities, or other external funding sources
2. Widening costs estimates represent the cost of widening for new growth
Source: IFFP, p. 15
*Based on review by City staff. Project year may differ from that in the IFFP.

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

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

[1] WFRC STIP (State Transportation Improvement Program), UDOT, adjacent cities, or other external funding sources
Source: IFFP, p. 16
* Based on review by City staff. Project year may differ from that in the IFFP.
** Displays the rounded base cost to align with IFFP. The calculated construction year cost and cost to IFA reflects actual costs.
*** Project year established by City staff is beyond the IFFP horizon and is not IFA eligible.