



# IMPACT FEE FACILITIES PLAN

Adopted March 2026



# TABLE OF CONTENTS

- I. INTRODUCTION. . . . . 3**
  - A. Overview . . . . . 3
  - B. Service Area . . . . . 3
- II. ANALYSIS METHODOLOGY . . . . . 4**
  - A. Purpose . . . . . 4
  - B. Proposed LOS . . . . . 4
  - C. Excess Capacity . . . . . 5
  - D. Trips . . . . . 5
  - E. Cut-through Trips . . . . . 6
  - F. Existing Overcapacity . . . . . 6
  - G. Intersection Projects . . . . . 6
  - H. System and Project Improvement. . . . . 6
- III. TRANSPORTATION DEMANDS . . . . . 7**
  - A. Purpose . . . . . 7
  - B. Existing Roadway Conditions . . . . . 7
  - C. Future Roadway Conditions . . . . . 7
- IV. MITIGATION PROJECTS . . . . . 10**
  - A. Purpose . . . . . 10
  - B. Future Projects. . . . . 10
  - C. Project Costs Attributable to Future Growth. . . . . 14
- V. EXCESS CAPACITY BUY-IN. . . . . 17**
  - A. Purpose . . . . . 17
- VI. FUNDING SOURCES . . . . . 18**
  - A. Purpose . . . . . 18
  - B. Federal Funding . . . . . 18
  - C. State/County Funding. . . . . 18
  - D. City Funding . . . . . 19
  - E. Interfund Loans . . . . . 19
  - F. Developer Dedications and Exactions. . . . . 19
  - G. Developer Impact Fees . . . . . 20
- VII. IMPACT FEE CERTIFICATION . . . . . 21**
  - A. Overview . . . . . 21

## TABLES

- Table 1: Level of Service Capacities (Two Way Daily Trips) . . . . 4
- Table 2: Herriman City 2035 Roadway Project List . . . . . 11
- Table 3: Herriman City 2035 Intersection Project List . . . . . 12
- Table 4: Herriman City 2035 Roadway Project Impact Fee  
Eligible Cost Summary . . . . . 15
- Table 5: Herriman City 2035 Intersection Project Impact Fee  
Eligible Cost Summary . . . . . 16
- Table 6: Herriman City Buy-In Project List. . . . . 17

## FIGURES

- Figure 1: Service Area – Herriman City . . . . . 3
- Figure 2: Level of Service Categories . . . . . 4
- Figure 3: Existing (2025) Roadway LOS and ADT . . . . . 8
- Figure 4: Future 2035 No Build LOS . . . . . 9
- Figure 5: Phase 1 Future Projects . . . . . 13

# I. INTRODUCTION

## A. Overview

The purpose of the Herriman 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:

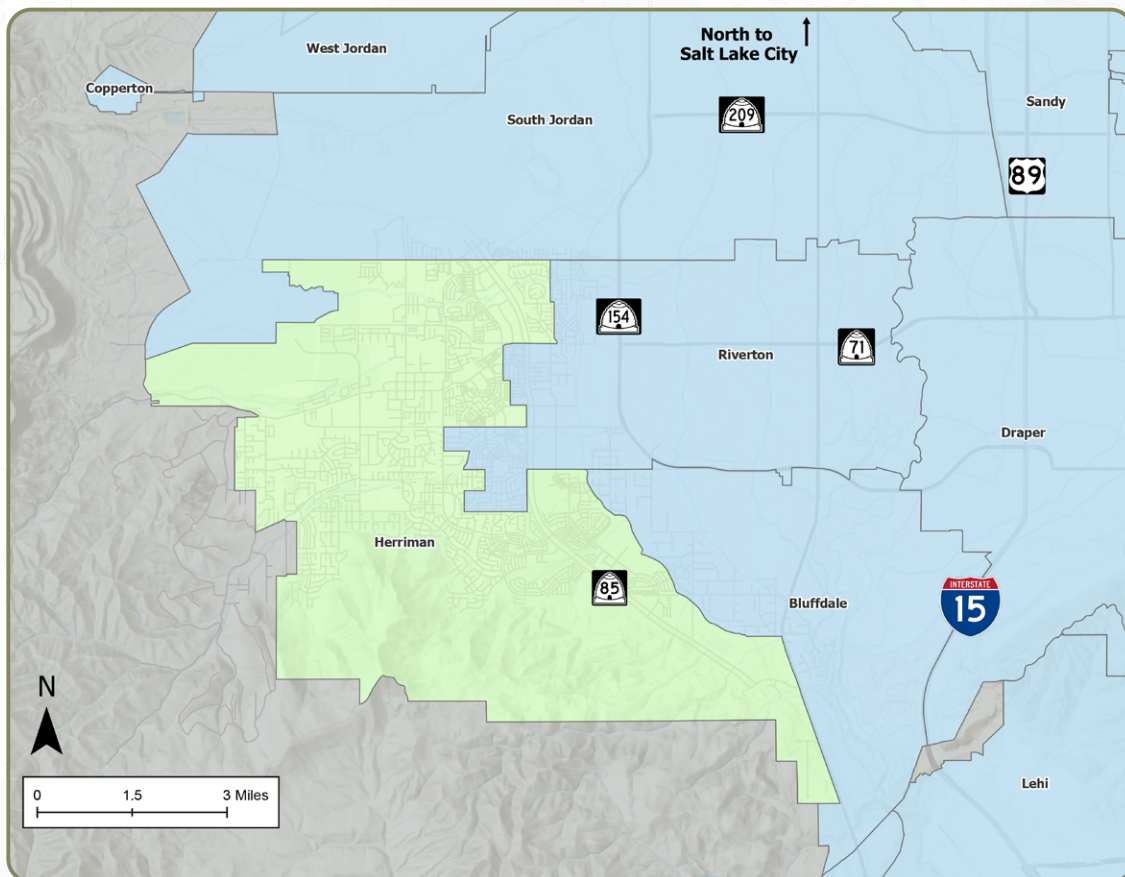
- Identify the existing level of service (LOS)
- Establish a proposed LOS
- Identify any excess capacity to accommodate future growth at the proposed LOS
- Identify demands placed upon existing public facilities by new development activity at the proposed LOS
- Identify the means by which the political 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 Herriman Transportation Master Plan (TMP) (2025), which was completed by Wall Consultant Group (WCG). The TMP includes information regarding the existing and future demands on the transportation infrastructure and the proposed improvements to provide acceptable levels of service. The TMP provides additional detail regarding the methodology used to determine future travel demand.

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

## B. Service Area

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



**FIGURE 1: Service Area – Herriman City**

# II. ANALYSIS METHODOLOGY

## A. Purpose

The purpose of this chapter is to discuss the Level of Service (LOS) methodology and the proposed LOS threshold for Herriman 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. Herriman 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 Herriman TMP (2025).

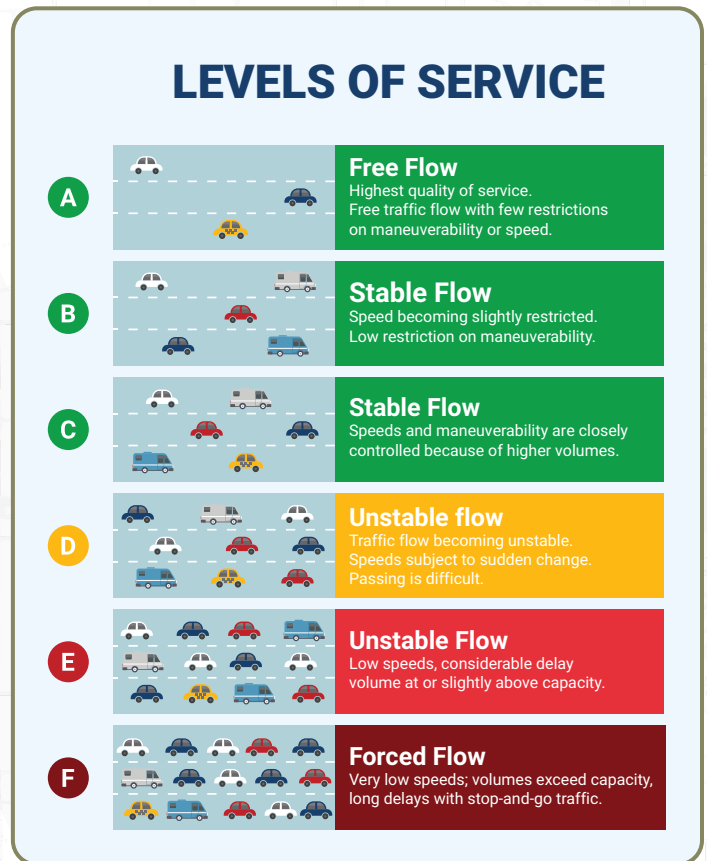


FIGURE 2: Level of Service Categories

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 Herriman TMP (2025), the proposed LOS threshold for Herriman is LOS D. Therefore, improvements are recommended and eligible for impact fees for roadways that are projected to operate at LOS E or F in the future.

## C. Excess Capacity

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

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

## D. Trips

The unit of demand for transportation impact is the vehicle trip. A vehicle trip is defined by the Institute of Transportation Engineers (ITE) as a “single or one-direction vehicle movement with either the origin or the destination (exiting or entering) inside a study site”. The total traffic impact of a new development can be determined by the sum of the total number of vehicle trips generated by a development in a typical weekday. This trip generation number or impact can be estimated for an individual development using the ITE Trip Generation Manual, 12th ed. (2025). 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 Herriman City need to be removed from the impact fee calculation. For example, if the driver of a vehicle starts a trip in Bluffdale, travels through Herriman City, and ends that trip in South Jordan, this trip adds traffic to a Herriman roadway. However, the cost of the incremental congestion it adds to Herriman 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 Herriman Transportation Master Plan was used to determine cut-through percentages on Herriman 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 Herriman City were totaled, then divided by the total link volume to obtain the cut-through percentage. This analysis was performed on roadways within Herriman City that have a planned improvement project that is impact fee eligible.

Roadways within Herriman City were found to have cut-through rates ranging from 0 to 62%. Roadways that will connect adjacent municipalities or straddle city boundaries, such as 11800 South, had higher cut-through rates due to connectivity to other jurisdictions.

## F. Existing Overcapacity

If a project is identified for a roadway that is already operating with volumes in excess of the acceptable capacity, the amount by which it is overcapacity is not impact fee eligible. The volume of existing traffic that exceeds existing capacity is subtracted from the volume of future traffic that exceeds existing capacity when determining the amount of new development-related traffic projected to use the newly created roadway capacity.

## G. Intersection Projects

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

## H. System and Project Improvement

There are six primary classifications of roads defined in the Herriman TMP:

- Major Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Local
- Minor Local

These are defined in the roadway classification map in the Herriman TMP.

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

# III. TRANSPORTATION DEMANDS

## A. Purpose

The purpose of this chapter is to identify the existing and future transportation demands on Herriman 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 Herriman City, WCG, the Utah Department of Transportation (UDOT), the Wasatch Front Regional Council (WFRC) Regional Transportation Plan (RTP) (2023 – 2050), and other previous studies. The traffic volumes were compared with each roadway capacity to identify the LOS of each segment.

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

- **12600 South**; Herriman Auto Row to Bangerter Highway
- **13400 South**; Mirabella Drive to Rosecrest Road
- **Rosecrest Road**; River Chase Drive to Mountain View Corridor
- **Redwood Road**; Porter Rockwell Boulevard to south Herriman border

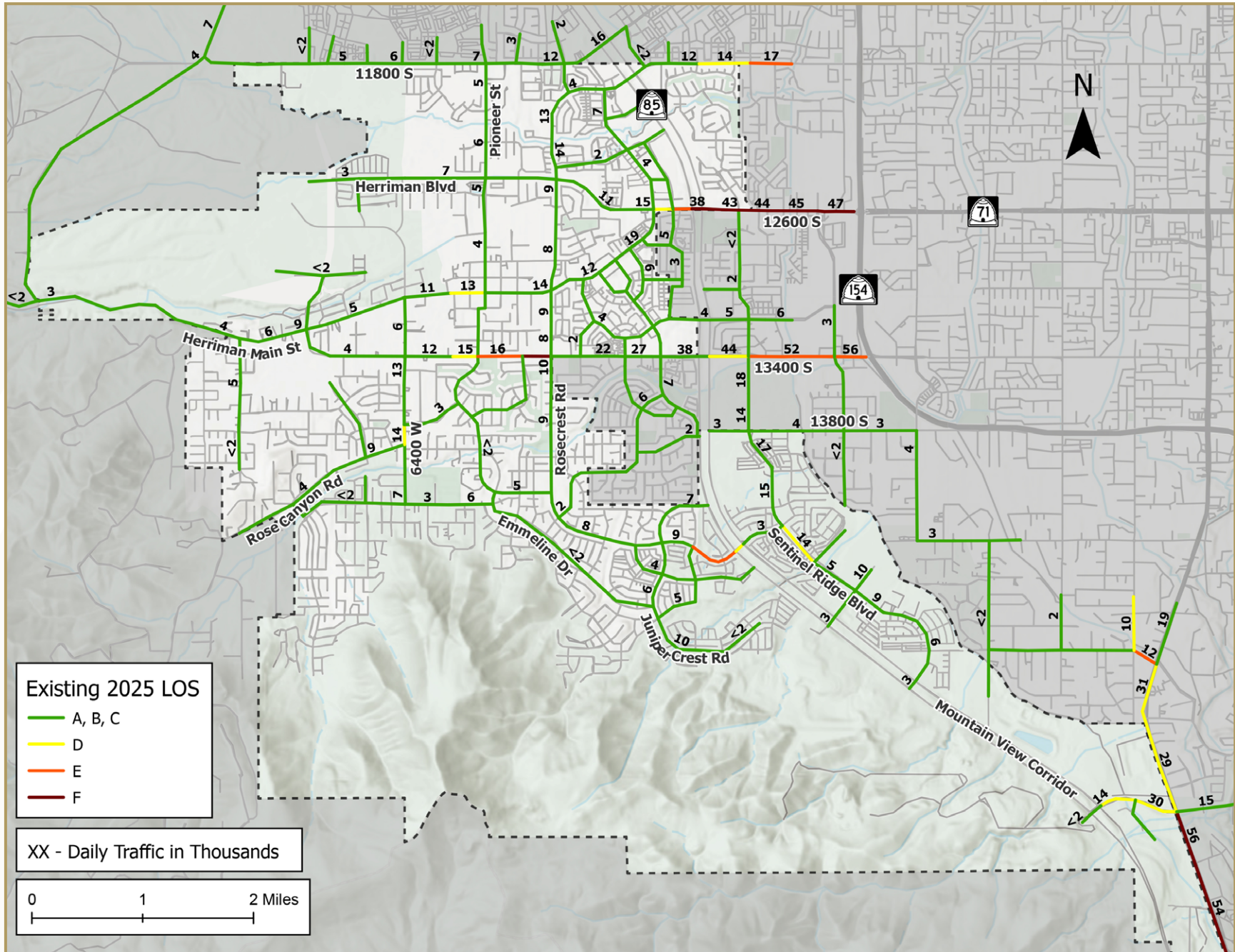
## C. Future Roadway Conditions

Future traffic volumes were projected using the travel demand model. WCG used the latest model from WFRC, which is the local metropolitan planning organization (MPO), and refined it to better reflect conditions in Herriman 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 2035, 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 (2035) no-build LOS is shown in **Figure 4**. As shown, there are a number of roadways that are anticipated to deteriorate to LOS E or F. In addition, there are several new roads that will be needed to accommodate future development.

Based on the analysis in the Herriman TMP, the anticipated growth resulting from new development in Herriman City from 2025 to 2035 is **140,827** daily trips.

2025 Trips	2035 Trips	New Trips
234,799	375,626	140,827





**FIGURE 3: Existing (2025) Roadway LOS and ADT**

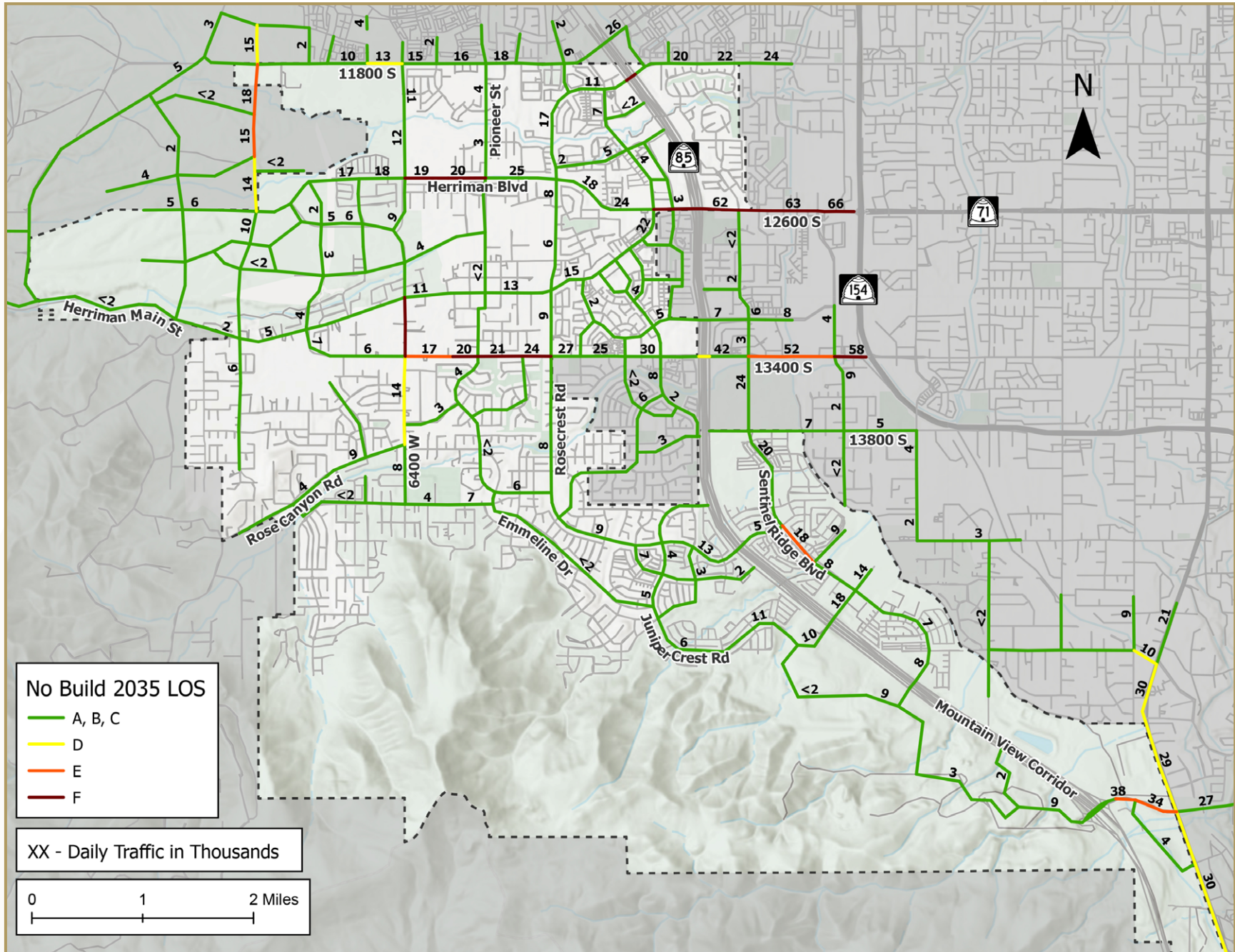


FIGURE 4: Future 2035 No Build LOS

# 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 (2035) 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 2035 will be considered. **Table 2** and **Table 3** shows all City projects expected to be constructed by 2035 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. Often, larger developments, such as Olympia, include a Master Development Agreement, in which the developer pays for the roadways and then transfers them to City ownership for maintenance. These roadways are also excluded from analysis. Projects planned to be completed by 2035 are shown in **Figure 5**.

The Impact Fees Act allows for the inclusion of a time price differential to ensure the future value of costs incurred at a later date are accurately calculated to include the costs of construction inflation. The costs shown herein represent current 2025 costs, but the Impact Fee Analysis (IFA) includes an inflation component to reflect the future cost of facilities. The impact fee analysis should be updated regularly to account for changes in cost estimates over time.



**TABLE 2: HERRIMAN CITY 2035 ROADWAY PROJECT LIST**

Project Number	Description	Boundaries	Responsibility	Improvement Scope	# of Lanes		Estimated Cost
					Current	Proposed	
<b>PHASE 1 PROJECTS (2025 - 2034)</b>							
1-1	SR-111	11800 South to Herriman Boulevard	UDOT	New Roadway	-	5	\$54,600,000**
1-2	11800 South*	SR-111 to Outfitter Way	Herriman/South Jordan	Widening	2	5	\$2,088,556
1-3	11800 South*	Outfitter Way to Prosperity Road	Herriman	Widening	3	5	\$2,823,646
1-4	6400 West*	11800 South to Herriman Boulevard	Herriman	New Roadway	-	3	\$14,660,495
1-5	MVC	Old Bingham Highway to Porter Rockwell Boulevard	UDOT	Widening	4	Freeway	\$490,000,000**
1-6	11800 South*	Mountain View Corridor to Oakmond Road	Herriman/South Jordan	Widening	3	5	\$4,600,678
1-7	New Roadway	SR-111 to Dansie Oaks Boulevard	Developer	New Roadway	-	2	\$3,853,064
1-8	Herriman Boulevard	7600 West to SR-111	Herriman	New Roadway	-	3	\$6,360,499
1-9	Herriman Boulevard	SR-111 to Clipper Peak Drive	UDOT	New Roadway	-	5	\$14,399,361
1-10	Herriman Boulevard*	6400 West to 6000 West	WFRC/Herriman	Widening	2	5	\$4,827,515
1-11	6000 West*	Herriman Boulevard to Silver Sky Drive	WFRC/Herriman	Widening	2	3	\$6,585,905
1-12	12600 South	Herriman Main Street to Riverton	UDOT	Widening	4	7	\$2,469,288
1-13	7600 West	Herriman Boulevard to Olympia Boulevard	Developer	New Roadway	-	2	\$6,119,902
1-14	Olympia Boulevard	7600 West to existing Olympia Boulevard	Herriman	New Roadway	-	3	\$12,885,077
1-15	Silver Sky Drive	Olympia Boulevard to 7300 West	Developer	New Roadway	-	2	\$18,144,035
1-16	7300 West	Herriman Boulevard to Herriman Main Street	Herriman	New Roadway	-	3	\$15,466,014
1-17	Silver Sky Drive	7300 West to existing Silver Sky Drive	Developer	New Roadway	-	2	\$4,258,416
1-18	New Roadway	Olympia Boulevard to Silver Sky Drive	Developer	New Roadway	-	2	\$1,863,029
1-19	Dansie Oaks Boulevard	Herriman Boulevard to Silver Sky Drive	Developer	New Roadway	-	2	\$7,373,225
1-20	Silver Sky Drive	Twisted Oaks Drive to 6400 West	Developer	New Roadway	-	3	\$4,602,521
1-21	Silver Sky Drive*	6400 West to Starlite Hill Lane	Herriman	New Roadway	-	3	\$3,457,037
1-22	6000 West*	Silver Sky Drive to Herriman Main Street	WFRC/Herriman	Widening	2	3	\$4,218,001
1-23	7600 West	Silver Sky Drive to Herriman Main Street	Developer	New Roadway	-	2	\$3,316,846
1-24	Herriman Main Street*	Herriman border to 7300 West	WFRC/Herriman	Widening	2	3	\$12,799,590
1-25	13400 South*	Split Oak Drive* to Rose Canyon Road	WFRC/Herriman	Widening	2	3	\$4,277,111
1-26	Rose Canyon Road*	Herriman Main Street to 13400 South	Herriman	Widening	2	3	\$3,734,299
1-27	13400 South*	Rose Canyon Road to Rosecrest Road	WFRC/Herriman	Widening	3	5	\$11,203,831
1-28	Blayde Drive*	13400 South to existing Blayde Drive	Developer	New Roadway	-	2	\$2,526,561
1-29	Rose Canyon Road*	Maria Way to 6400 West	Herriman	Widening	2	3	\$1,698,080
1-30	Real Vista Drive*	SLCC access to 14400 South (Bluffdale)	Herriman	New Roadway	-	3	\$2,807,410
1-31	Juniper Crest Road	Existing Juniper Crest Road to Panorama View Drive	Herriman	New Roadway	-	3	\$1,371,124
1-32	Juniper Crest Road	Panorama View Drive to Mountain View Corridor	Herriman	New Roadway	-	5	\$6,471,809
1-33	Panorama View Drive	Juniper Crest Road to Academy Parkway	Herriman	New Roadway	-	3	\$16,392,616
1-34	Academy Parkway	Panorama View Drive to Mountain View Corridor	Herriman	New Roadway	-	5	\$1,907,280
1-35	Soleil Hills Drive	Academy Parkway to Soleil Vista Drive	Herriman	New Roadway	-	3	\$19,355,373
1-36	Soleil Vista Drive	Mountain View Corridor to Soleil Hills Drive	Herriman	New Roadway	-	3	\$6,790,856
1-37	Soleil Hills Drive	Soleil Vista Drive to Porter Rockwell Boulevard	Herriman	New Roadway	-	3	\$8,096,822
1-38	McDougall Road*	Existing McDougall Road to Mortimer Way	Herriman	New Roadway	-	2	\$3,696,286

\* Impact Fee Eligible Project

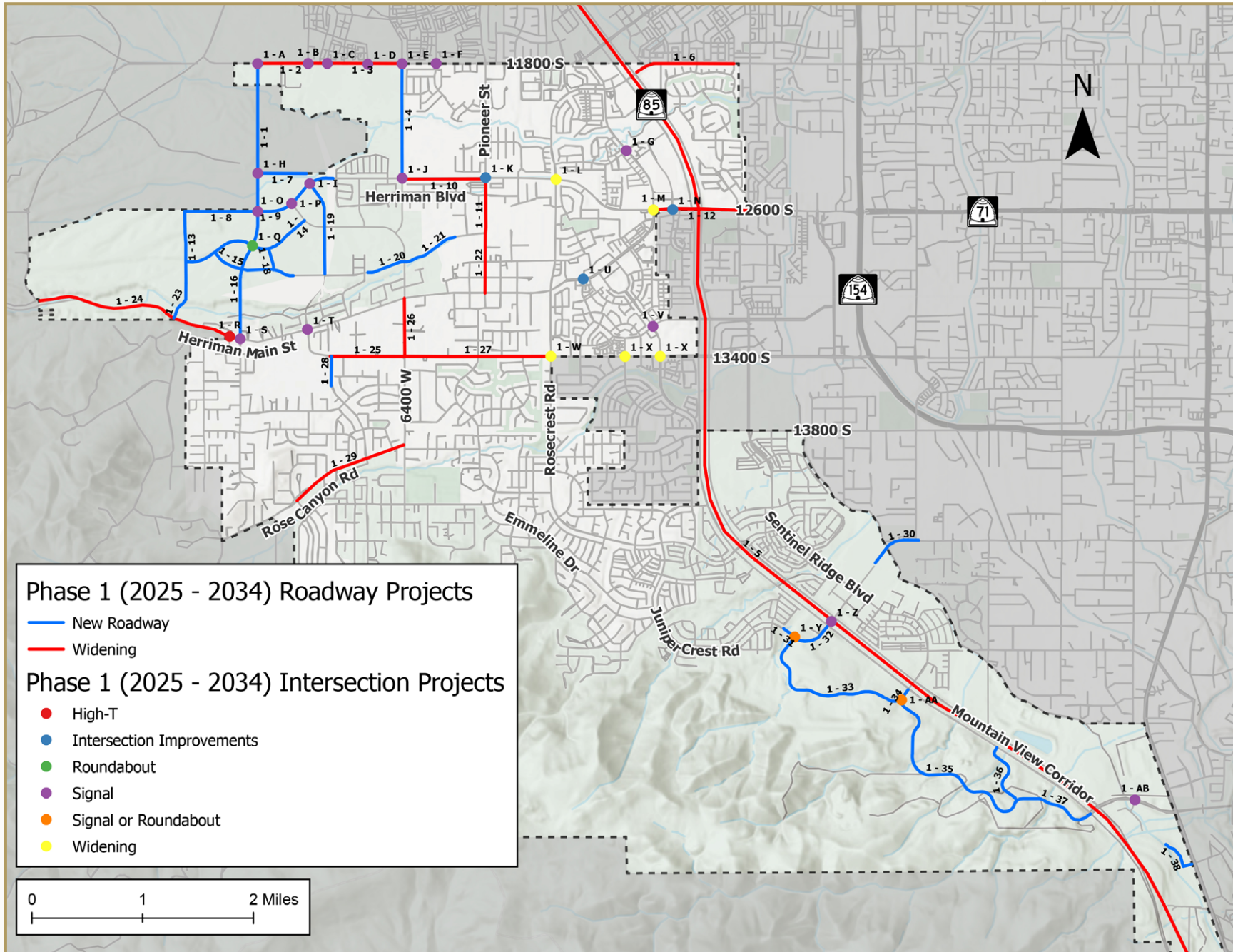
\*\* Cost estimate is from WFRC or UDOT for entire project (including segments outside of Herriman)

\*\*\* It is anticipated that a jurisdictional transfer of 12600 South to UDOT ownership will occur before any widening project is completed.

**TABLE 3: HERRIMAN CITY 2035 INTERSECTION PROJECT LIST**

Project Number	Description	Location	Responsibility	Improvement Scope	Estimated Cost
<b>PHASE 1 PROJECTS (2025 - 2034)</b>					
1-A	Signal	SR-111 / 11800 South	UDOT	Dual lefts (EB/WB), right turn pockets (SB/NB)	\$567,602
1-B	Signal*	Bingham Rim Road / 11800 South	Herriman / South Jordan	Left and right turn pockets	\$567,602
1-C	Signal*	Silver Pond Drive / 11800 South	Herriman / South Jordan	Left and right turn pockets	\$567,602
1-D	Signal*	Flying Fish Drive / 11800 South	Herriman / South Jordan	Signal only	\$567,602
1-E	Signal*	Prosperity Road / 11800 South	Herriman / South Jordan	Left and right turn pockets	\$569,677
1-F	Signal*	Willow Walk Drive / 11800 South	Herriman / South Jordan	Signal only	\$567,602
1-G	Signal*	Miller Crossing Drive / 12560 South	Herriman	Signal only	\$541,095
1-H	Signal*	SR-111 / New Roadway	UDOT / Herriman / South Jordan	Signal only	\$567,602
1-I	Signal	Dansie Boulevard / Herriman Boulevard	Herriman	Left and right turn pockets	\$525,074
1-J	Signal*	6400 West / Herriman Boulevard	Herriman	Left and right turn pockets	\$554,464
1-K	Intersection Improvements	Mustang Trail Way / Herriman Boulevard	Herriman	EB/WB Dual LT	\$1,405,860
1-L	Widening	Anthem Park Boulevard / Herriman Boulevard	Herriman	EB/WB dual left, EB/WB right-turn lanes	\$1,640,804
1-M	Widening	Herriman Boulevard / Herriman Main Street	Herriman	Free NBR and WBL dual lefts	\$1,187,998
1-N	Intersection Improvements*	Auto Road / 12600 South	Herriman	Three quarter intersection (limited lefts from minor roads)	\$71,073
1-O	Signal	SR-111 / Herriman Boulevard	UDOT	Left turn lane (all), right turn lane (EB/WB)	\$589,254
1-P	Signal	Herriman Boulevard / Olympia Boulevard	UDOT	New	\$577,532
1-Q	Roundabout (Olympia)	7300 West / Olympia Boulevard	Developer	New	\$1,445,000
1-R	High-T*	Hi Country Road / Herriman Main Street	Herriman	High-T Intersection	\$1,730,471
1-S	Signal*	7300 West / Herriman Main Street	Herriman	Left and right turn pockets	\$416,869
1-T	Signal*	13400 South / Herriman Main Street	Herriman	Left turn pockets (all), right turn pockets (EB)	\$497,385
1-U	Intersection Improvements*	Herriman Rose Boulevard / Herriman Main Street	Herriman	Access Management Improvements	\$336,346
1-V	Signal*	Herriman Rose Boulevard / Fort Herriman Parkway	Herriman	Signal only	\$547,347
1-W	Widening*	Rosecrest Road / 13400 South	Herriman	SB/WB dual lefts	\$1,756,479
1-X	Widening*	5200 West / 13400 South & Fort Herriman Parkway / 13400 South	WFRC / Herriman / Riverton	Right turn pockets	\$1,793,980
1-Y	Signal or Roundabout*	Juniper Crest Road / Soleil Hills Drive	Herriman	Left and right turn pockets or hybrid roundabout	\$529,670
1-Z	Signal*	Real Vista Drive / Mountain View Corridor	UDOT	Left and right turn pockets	\$3,469,050
1-AA	Signal or Roundabout*	Academy Parkway / Soleil Hills Drive	Herriman	Left and right turn pockets or hybrid roundabout	\$529,670
1-AB	Signal	Porter Rockwell Boulevard / Rockwell Park Lane	UDOT	Left and right turn pockets	\$568,656

\* Impact Fee Eligible Project



**FIGURE 5: Phase 1 Future Projects**

## C. Project Costs Attributable to Future Growth

**Table 4** and **Table 5** represent all projects expected to be constructed by 2035 based on the analysis in the TMP. The total cost for all projects is estimated to be **\$326,791,522<sup>1</sup>**. Detailed cost estimates for each project are provided in Appendix B of the Transportation Master Plan. 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.

The impact fee eligibility of each project was calculated by dividing the total new development-related component of the future (2035) traffic volume that exceeds existing capacity by roadway capacity added with construction of 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.

$$2035 \text{ ADT in Excess of 2025 Capacity} = 2035 \text{ ADT} - 2025 \text{ Capacity}$$

$$2025 \text{ ADT in Excess of 2025 Capacity} = 2025 \text{ ADT} - 2025 \text{ Capacity}$$

<sup>1</sup> If 2035 ADT is greater than 2035 capacity, then use 2035 capacity

$$\% \text{ Impact Fee Eligible} = \frac{2035 \text{ ADT in Excess of 2025 Capacity} - 2025 \text{ ADT in Excess of 2025 Capacity}}{\text{New Capacity}} \times (1 - \% \text{ cut through})$$

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

A summary of the costs and impact fee eligibility of each project is shown in **Table 4** and **Table 5**. As shown, the total impact fee eligible cost for planned Herriman City projects expected to be completed by 2035 is **\$35,334,766**.



<sup>1</sup> Cost excludes Mountain View Corridor Widening, as much of this project is outside of Herriman and funded by UDOT.

**TABLE 4: HERRIMAN CITY 2035 ROADWAY PROJECT IMPACT FEE ELIGIBLE COST SUMMARY**

Project Number	Project	Type	Functional Class	Cost <sup>2</sup>	Outside Funding Sources <sup>1</sup>	Outside Funding	2025 ADT	2035 ADT	2025 Capacity	2035 Capacity	2025 ADT in Excess of '25 Capacity	2035 ADT in Excess of '25 Capacity	New Capacity	% Cut-through	% New Capacity for Existing Demand	% Impact Fee Eligible (until 2035)	% Impact Fee Eligible Beyond 2035	Impact Fee Eligible Cost (Until 2035)	
1-1	SR-111 new construction from 11800 South to Herriman Boulevard	New Construction	Minor Arterial (5-lane)																
UDOT FUNDED																			
1-2	11800 South widening from SR-111 to Outfitter Way	Widening	Minor Arterial (5-lane)	\$2,088,566	Cost represents only widening on Herriman side, not South Jordan side		4,000	13,000	10,625	32,300	0	2,375	21,675	59%	0%	4%	37%	\$83,543	
1-3	11800 South widening from Outfitter Way to Prosperity Road	Widening	Minor Arterial (5-lane)	\$2,823,646			5,000	13,000	15,130	32,300	0	0	17,170	59%	0%	0%	41%	-	
1-4	6400 West new construction from 11800 South to Herriman Boulevard	New Construction	Major Collector (3-lane)	\$14,660,495			0	11,000	0	15,130	0	11,000	15,130	6%	0%	68%	26%	\$9,969,137	
1-5	Mountain View Corridor widening through Herriman	Widening	Freeway																
UDOT FUNDED																			
1-6	11800 South widening from Mountain View Corridor to Oakmond Road	Widening	Minor Arterial (5-lane)	\$4,600,678	South Jordan City	\$1,840,271	14,000	22,000	15,130	32,300	0	6,870	17,170	44%	0%	23%	33%	\$634,894	
1-7	New Roadway new construction from SR-111 to Dansie Oaks Boulevard	New Construction	Minor Collector (2-lane)																
DEVELOPER FUNDED																			
1-8	Herriman Boulevard new construction from 7600 West to SR-111	New Construction	Major Collector (3-lane)																
DEVELOPER FUNDED																			
1-9	Herriman Boulevard new construction from SR-111 to Clipper Peak Drive	New Construction	Minor Arterial (5-lane)																
UDOT FUNDED																			
1-10	Herriman Boulevard widening from 6400 West to 6000 West	Widening	Minor Arterial (5-lane)	\$4,827,515	ROW Already Funded		7,000	20,000	10,625	32,300	0	9,375	21,675	13%	0%	37%	49%	\$1,809,423	
1-11	6000 West widening from Herriman Boulevard to Silver Sky Drive	Widening	Major Collector (3-lane)	\$6,585,905			7,000	20,000	10,625	32,300	0	9,375	21,675	13%	0%	37%	49%	-	
1-12	12600 South widening from Herriman Main Street to Riverton*	Widening	Major Arterial (7-lane)																
UDOT FUNDED																			
1-13	7600 West new construction from Herriman Boulevard to Olympia Boulevard	New Construction	Local (2-lane)																
INELIGIBLE DUE TO LOCAL ROAD CLASSIFICATION																			
1-14	Olympia Boulevard new construction from 7600 West to existing Olympia Boulevard	New Construction	Minor Collector (3-lane)																
DEVELOPER FUNDED																			
1-15	Silver Sky Drive new construction from Olympia Boulevard to 7300 West	New Construction	Minor Collector (2-lane)																
DEVELOPER FUNDED																			
1-16	7300 West new construction from Herriman Boulevard to Herriman Main Street	New Construction	Minor Collector (3-lane)																
DEVELOPER FUNDED																			
1-17	Silver Sky Drive new construction from 7300 West to existing Silver Sky Drive	New Construction	Minor Collector (2-lane)																
DEVELOPER FUNDED																			
1-18	New Roadway new construction from Olympia Boulevard to Silver Sky Drive	New Construction	Minor Collector (2-lane)																
DEVELOPER FUNDED																			
1-19	Dansie Boulevard new construction from Herriman Boulevard to Silver Sky Drive	New Construction	Minor Collector (2-lane)																
DEVELOPER FUNDED																			
1-20	Silver Sky Drive new construction from Twisted Oaks Drive to 6400 West	New Construction	Minor Collector (3-lane)																
DEVELOPER FUNDED																			
1-21	Silver Sky Drive new construction from existing Silver Sky Drive to Starlite Hill Lane	New Construction	Minor Collector (3-lane)	\$3,457,037			0	4,000	0	15,130	0	4,000	15,130	1%	0%	26%	73%	\$902,947	
1-22	6000 West widening from Silver Sky Drive to Herriman Main Street	Widening	Major Collector (3-lane)	\$4,218,001			4,000	2,000	10,625	15,130	0	0	4,505	0%	0%	0%	100%	-	
1-23	7600 West new construction from Silver Sky Drive to Herriman Main Street	New Construction	Local (2-lane)																
INELIGIBLE DUE TO LOCAL ROAD CLASSIFICATION																			
1-24	Herriman Main Street widening from Herriman border to 7300 West	New Construction	Major Collector (3-lane)	\$12,799,590			3,000	2,000	10,625	15,130	0	0	4,505	62%	0%	0%	38%	-	
1-25	13400 South widening from Split Oak Drive to Rose Canyon Road	Widening	Minor Collector (3-lane)	\$4,277,111			4,000	6,000	10,625	15,130	0	0	4,505	5%	0%	0%	95%	-	
1-26	Rose Canyon Road widening from Herriman Main Street to 13400 South	Widening	Major Collector (3-lane)	\$3,734,299			6,000	12,000	10,625	15,130	0	1,375	4,505	2%	0%	30%	68%	\$1,119,698	
1-27	13400 South widening from Rose Canyon Road to Rosecrest Road	Widening	Minor Arterial (5-lane)	\$11,203,831	WFRC	\$3,000,000	16,000	21,000	15,130	32,300	870	5,870	17,170	5.1%	4.8%	28%	62%	\$2,267,334	
1-28	Blayde Drive new construction from 13400 South to existing Blayde Drive	New Construction	Minor Collector (2-lane)	\$2,526,561			0	2,000	0	10,625	0	2,000	10,625	5%	0%	18%	77%	\$451,367	
1-29	Rose Canyon Road widening from Maria Way to 6400 West	Widening	Major Collector (3-lane)	\$1,698,080			9,000	10,000	10,625	15,130	0	0	4,505	5%	0%	0%	95%	-	
1-30	Real Vista Drive new construction from SLCC access to 14400 South (Bluffdale)	New Construction	Major Collector (3-lane)	\$2,807,410			0	29,000	0	15,130	0	15,130	15,130	12%	0%	88%	0%	\$2,470,013	
1-31	Juniper Crest Road new construction from existing Juniper Crest Road to Panorama View Drive	New Construction	Major Collector (3-lane)																
DEVELOPER FUNDED																			
1-32	Juniper Crest Road new construction from Panorama View Drive to Mountain View Corridor	New Construction	Major Collector (5-lane)																
DEVELOPER FUNDED																			
1-33	Panorama View Drive new construction from Juniper Crest Road to Academy Parkway	New Construction	Minor Collector (3-lane)																
DEVELOPER FUNDED																			
1-34	Academy Parkway new construction from Panorama View Drive to Mountain View Corridor	New Construction	Major Collector (5-lane)																
DEVELOPER FUNDED																			
1-35	Soleil Hills Drive new construction from Academy Parkway to Soleil Vista Drive	New Construction	Minor Collector (3-lane)																
DEVELOPER FUNDED																			
1-36	Soleil Vista Drive new construction from MVC to Soleil Hills Drive	New Construction	Minor Collector (3-lane)																
DEVELOPER FUNDED																			
1-37	Soleil Hills Drive new construction from Soleil Vista Drive to Porter Rockwell Boulevard	New Construction	Minor Collector (3-lane)	\$8,096,822			0	9,000	0	15,130	0	9,000	15,130	0%	0%	59%	41%	\$4,816,351	
1-38	McDougall Road new construction from existing McDougall Road to Mortimer Way	New Construction	Minor Collector (2-lane)	\$3,696,286			0	4,000	0	10,625	0	4,000	10,625	44%	0%	21%	35%	\$777,962	
<b>TOTAL</b>				<b>\$94,101,833</b>		<b>\$4,840,271</b>													<b>\$25,302,669</b>

<sup>1</sup> WFRC STIP (State Transportation Improvement Program), UDOT, adjacent cities, or other external funding sources / <sup>2</sup> Widening cost estimates represent the cost of widening for new growth. / \* It is anticipated that a jurisdictional transfer of 12600 South to UDOT ownership will occur before any widening project is completed.

**TABLE 5: HERRIMAN CITY 2035 INTERSECTION PROJECT IMPACT FEE ELIGIBLE COST SUMMARY**

Project Number	Intersection	Improvement	Cost	Outside Funding Sources <sup>1</sup>	Outside Funding	% Cut-through	% Impact Fee Eligible	Impact Fee Eligible Cost
1-A	SR-111 / 11800 South	Signal	UDOT FUNDED					
1-B	Bingham Rim Road / 11800 South	Signal	\$567,602	SJC	\$283,801	59%	41%	\$115,937
1-C	Silver Pond Drive / 11800 South	Signal	\$567,602	SJC	\$283,801	59%	41%	\$115,937
1-D	Flying Fish Drive / 11800 South	Signal	\$567,602	SJC	\$283,801	59%	41%	\$115,937
1-E	Prosperity Road / 11800 South	Signal	\$569,677	SJC	\$284,839	59%	41%	\$116,361
1-F	Willow Walk Drive / 11800 South	Signal	\$567,602	SJC	\$283,801	59%	41%	\$115,937
1-G	Miller Crossing Drive / 12560 South	Signal	\$541,095			0%	100%	\$541,095
1-H	SR-111 / New Roadway	Signal	\$567,602	SJC	\$283,801	0%	100%	\$283,801
1-I	Dansie Boulevard / Herriman Boulevard	Signal	UDOT FUNDED					
1-J	6400 West / Herriman Boulevard	Signal	\$554,464			13%	87%	\$480,483
1-K	Mustang Trail Way / Herriman Boulevard	Intersection Improvements	UDOT FUNDED					
1-L	Anthem Park Boulevard / Herriman Boulevard	Widening	UDOT FUNDED					
1-M	Herriman Boulevard / Herriman Main Street	Widening	UDOT FUNDED					
1-N	Auto Road / 12600 South	Intersection Improvements	\$71,073			13%	87%	\$61,590
1-O	SR-111 / Herriman Boulevard	Signal	UDOT FUNDED					
1-P	Herriman Boulevard / Olympia Boulevard	Signal	UDOT FUNDED					
1-Q	7300 West / Olympia Boulevard	Roundabout (Olympia)	DEVELOPER FUNDED					
1-R	Hi Country Road / Herriman Main Street	High-T	\$1,730,471			62%	38%	\$653,401
1-S	7300 West / Herriman Main Street	Signal	\$416,869			11%	89%	\$371,263
1-T	13400 South / Herriman Main Street	Signal	\$497,385			11%	89%	\$442,970
1-U	Herriman Rose Boulevard / Herriman Main Street	Intersection Improvements	\$602,000	UDOT (SRTS)	\$561,245	5%	95%	\$38,903
1-V	Herriman Rose Boulevard / Fort Herriman Parkway	Signal	\$547,347			0%	100%	\$547,347
1-W	Rosecrest Road / 13400 South	Widening	\$1,756,479			5%	95%	\$1,667,025
1-X	"5200 West / 13400 South & Fort Herriman Parkway / 13400 South"	Widening	\$1,793,980	Riverton	\$896,990	5%	95%	\$851,308
1-Y	Juniper Crest Road / Soleil Hills Drive	Signal	\$529,670			0%	100%	\$529,670
1-Z	Real Vista Drive / Mountain View Corridor	Intersection Improvements	\$2,453,463			0%	100%	\$2,453,463
1-AA	Academy Parkway / Soleil Hills Drive	Signal	\$529,670			0%	100%	\$529,670
1-AB	"Porter Rockwell Boulevard / Rockwell Park Lane"	Signal	UDOT FUNDED					
			<b>\$15,431,651</b>	<b>\$3,162,077</b>		<b>\$10,032,097</b>		

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

# V. EXCESS CAPACITY BUY-IN

## A. Purpose

The purpose of this chapter is to identify the available capacity on existing roadways that is available for new development in the City before additional infrastructure will be needed. This represents a buy-in component from the City for projects that have already been constructed.

Similar to new project impact fees, the eligible cost only includes the portion that can be directly tied to new growth within Herriman. Thus, cut-through and the portion of the capacity serving existing residents are removed from the eligible cost.

**TABLE 6: HERRIMAN CITY BUY-IN PROJECT LIST**

Project	Executed Date	Project Description	Functional Class	Total Amt to Roads	2025 ADT	2035 ADT	2025 Capacity	'25 to '35 ADT growth	% Cut-through	% Existing	% Impact Fee Eligible	Impact Fees Beyond 2035	Impact Fee Eligible Cost
Autumn Crest Transportation	06/2016	Construction of Autumn Crest Drive (<Academy Pkwy> 15000 South to Mountain View Corridor)	Major Collector	\$1,450,567	6,000	7,000	15,130	1,000	0%	40%	7%	53%	\$101,540
Silver Bowls Transportation	08/2016	Street improvement along Silver Sky Dr (approx. 6100 W to 6000 W)	Minor Collector	\$292,174	500	4,000	10,625	3,500	1%	5%	33%	61%	\$96,417
Bella Vea (Bruin View Dr)	08/2016	Construction of 4000 West beginning at Autumn Crest Blvd	Minor Collector	\$222,279	1,000	2,000	10,625	1,000	0%	9%	9%	82%	\$20,005
Teton Ranch	12/2018	Half road ROW improvements along Herriman Blvd & 11800 S from 6000 W to 6400 W	Major Arterial	\$2,719,888	7,000	18,000	32,300	11,000	19%	22%	28%	32%	\$761,569
Ridges at Rose Canyon	12/2019	25,587 sq ft of street improvements at 7274 W Rose Canyon Rd	Major Collector	\$94,406	800	820	15,130	20	0%	5%	0%	95%	\$0
Pendley Subdivision	12/2018	2,756 square feet of real property deeded to the City (7300 West)	Minor Collector	\$5,566	5,000	6,000	10,625	1,000	0%	47%	9%	44%	\$501
Brook and Maddy Heights Transportation	12/2018	18,905 sq ft of street improvements at 7300 W Rose Canyon Rd	Major Collector	\$82,841	800	820	15,130	20	0%	5%	0%	95%	\$0
Rockwell Park	10/2019	Reimbursement for portion of Porter Rockwell Blvd and Rockwell Park Ln	Minor Collector	\$331,614	500	4,000	10,625	3,500	21%	5%	26%	48%	\$86,220
Reserves at Sky Ranch	12/2021	Additional paving and striping at 6400 W 13400 S	Major Collector	\$45,365	6,000	12,000	15,130	6,000	30%	40%	28%	2%	\$12,702
Hidden Oaks	09/2022	Dansie Blvd (Herriman Main St to 13400 S)	Major Collector	\$379,885	4,000	8,000	15,130	4,000	5%	26%	25%	43%	\$94,971
Sorenson		Sorenson Rosecrest Rd	Major Collector	\$3,543,383	9,000	10,000	15,130	1,000	5%	59%	6%	30%	\$212,603
Sorenson		Sorenson Real Vista Dr	Major Collector	\$4,050,987	10,000	28,000	32,300	18,000	12%	31%	49%	8%	\$1,984,984
Sorenson		Sorenson Juniper Crest Road	Major Collector	\$6,145,272	6,000	6,000	32,300	-	0%	19%	0%	81%	\$0
2015A Bonds	2015	Herriman Blvd from 6000 W to 6400 W	Major Arterial	\$1,898,031	7,000	20,000	32,300	13,000	37%	22%	25%	16%	\$474,508
2015B Bonds	2015	Refinance bond for Herriman Blvd roadwork east of 6000 West	Major Arterial	\$6,045,000	7,000	24,000	32,300	17,000	37%	22%	33%	8%	\$1,994,850
2016 Bonds	2016	U-Road and traffic signals at Black Locust and Fort Herriman at Main Street	Minor Collector	\$9,438,740	2,000	3,000	10,625	1,000	0%	19%	9%	72%	\$849,487
2021 Bonds	2021	Future construction of Main Street from 6250 West to 7300 West	Major Collector	\$9,438,740	6,000	6,000	15,130	-	18%	40%	0%	43%	\$0
<b>TOTAL</b>				<b>\$46,184,738</b>									<b>\$6,690,356</b>

# VI. 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 Herriman 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 Herriman are anticipated to transfer to UDOT jurisdiction, it is in the interest of the City that staff are aware of the procedures used by UDOT to allocate those funds and to be active in requesting the funds be made available for UDOT-owned roadways in the City.

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

## D. City Funding

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

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

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

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

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

## E. Interfund Loans

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

## F. Developer Dedications and Exactions

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

## G. Developer Impact Fees

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

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

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



# VII. 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 Herriman City TMP (2025).

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.

