



28 **Utah Code Sections Affected:**

29 AMENDS:

30 **10-1-406**, as enacted by Laws of Utah 2003, Chapter 253

31 ENACTS:

32 **10-5-133**, Utah Code Annotated 195333 **10-5-134**, Utah Code Annotated 195334 **10-6-134.3**, Utah Code Annotated 195335 **10-6-134.5**, Utah Code Annotated 195336 **17-63-711**, Utah Code Annotated 1953

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38 *Be it enacted by the Legislature of the state of Utah:*39 Section 1. Section **10-1-406** is amended to read:40 **10-1-406 . Limitation of other telecommunications taxes or fees.**41 (1) As used in this section:42 (a) "Broadband" means facilities and services used to make high-capacity, high-speed i  
43 nternet service available to users.44 (b) "General fee" means the same as that term is defined in Section 10-6-134.3.45 (2)(a) Except as provided in Subsection (2)(b), a city may not impose a general fee for  
46 broadband.47 (b)(i) Subject to Subsection (2)(b)(ii), a city that, before May 6, 2026, imposes a  
48 general fee for broadband shall repeal the general fee no later than July 1, 2027.49 (ii)(A) A city that, before May 6, 2026, issues a bond secured by revenue from a  
50 general fee for broadband shall repeal the general fee within 60 days after the  
51 bond is paid.52 (B) A city that, before May 6, 2026, imposes a general fee to pay for a bond the  
53 city issued before January 1, 2026, to pay for broadband shall repeal the  
54 general fee within 60 days after the bond is paid.55 (3) Subject to the other provisions of this section, a municipality may not levy or collect a  
56 telecommunications tax or fee on a person except for a telecommunications tax or fee  
57 imposed by the municipality:58 (a) on a telecommunications provider to recover the management costs of the  
59 municipality caused by the activities of the telecommunications provider in the  
60 right-of-way of a municipality if the telecommunications tax or fee:61 (i) is imposed in accordance with Section 72-7-102; and

- 62 (ii) is not related to:
- 63 (A) a municipality's loss of use of a highway as a result of the activities of the
- 64 telecommunications provider in a right-of-way; or
- 65 (B) increased deterioration of a highway as a result of the activities of the
- 66 telecommunications provider in a right-of-way; or
- 67 (b) on a person that:
- 68 (i) is not subject to a municipal telecommunications license tax under this part; and
- 69 (ii) locates telecommunications facilities, as defined in Section 72-7-108, in the
- 70 municipality.

71 ~~[(2)]~~ (4) Subsection ~~[(1)(a)]~~ (3)(a) may not be interpreted as exempting a

72 telecommunications provider from complying with any ordinance:

- 73 (a) related to excavation, construction, or installation of a telecommunications facility;
- 74 and
- 75 (b) that addresses the safety and quality standards of the municipality for excavation,
- 76 construction, or installation.

77 ~~[(3)]~~ (5) A telecommunications tax or fee imposed under Subsection ~~[(1)(b)]~~ (3)(b) shall be

78 imposed:

- 79 (a) by ordinance; and
- 80 (b) on a competitively neutral basis.

81 Section 2. Section **10-5-133** is enacted to read:

82 **10-5-133 . General fee for public safety service prohibited -- Exception.**

83 (1) As used in this section:

- 84 (a)(i) "General fee" means a fee imposed generally on the public at large or on a
- 85 segment of the public.
- 86 (ii) "General fee" does not include:
  - 87 (A) a fee that a town charges an identifiable user of a town-provided service or a
  - 88 town facility to cover the town's cost of the user's use of the service or facility;
  - 89 or
  - 90 (B) a registration or similar fee that a town charges a participant in an activity or
  - 91 program sponsored by the town to offset the town's administrative cost of
  - 92 sponsoring the activity or program.
- 93 (b) "Public safety service" means law enforcement service, fire protection service, 911
- 94 ambulance or paramedic service, or emergency service.

95 (2) Except as provided in Subsection (3), a town may not impose a general fee for a public

96 safety service.

97 (3) A town may impose a general fee for a public safety service if:

98 (a)(i) the fee is imposed before January 1, 2026;

99 (ii) the fee is to generate revenue to pay for the town's obligation under an agreement  
100 with one or more other political subdivisions for a public safety service provided  
101 to the town; and

102 (iii) after January 1, 2026, the fee is reauthorized by a vote of the town council at  
103 least every three years; or

104 (b) the public safety service the town offers is volunteer public safety service.

105 (4) A town that, before May 6, 2026, imposes a general fee for a public safety service that  
106 is prohibited under Subsection (2) shall repeal the general fee no later than July 1, 2027.

107 (5)(a) Nothing in this section precludes or abrogates the property tax exemptions  
108 provided for in Utah Constitution, Article XIII, Section 3.

109 (b) To the extent that a court determines a fee authorized in this section is a property tax  
110 for purposes of Utah Constitution, Article XIII, Section 3, a town may not require a  
111 person to pay that fee with respect to property or the use of property that is exempt  
112 from property tax under Utah Constitution, Article XIII, Section 3.

113 Section 3. Section **10-5-134** is enacted to read:

114 **10-5-134 . Transportation utility fee.**

115 A town may impose and collect a transportation utility fee under the process described  
116 in Section 10-6-134.5, the same as if the town were a city.

117 Section 4. Section **10-6-134.3** is enacted to read:

118 **10-6-134.3 . General fee for public safety service prohibited -- Exception.**

119 (1) As used in this section:

120 (a)(i) "General fee" means a fee imposed generally on the public at large or on a  
121 segment of the public.

122 (ii) "General fee" does not include:

123 (A) a fee that a city charges an identifiable user of a city-provided service or a city  
124 facility to cover the city's cost of the user's use of the service or facility; or

125 (B) a registration or similar fee that a city charges a participant in an activity or  
126 program sponsored by the city to offset the city's administrative cost of  
127 sponsoring the activity or program.

128 (b) "Public safety service" means law enforcement service, fire protection service, 911  
129 ambulance or paramedic service, or emergency service.

- 130 (2) Except as provided in Subsection (3), a city may not impose a general fee for a public  
131 safety service.
- 132 (3) A city of the third, fourth, or fifth class may impose a general fee for a public safety  
133 service if:
- 134 (a)(i) the fee is imposed before January 1, 2026;  
135 (ii) the fee is to generate revenue to pay for the city's obligation under an agreement  
136 with one or more other political subdivisions for a public safety service provided  
137 to the city; and  
138 (iii) after January 1, 2026, the fee is reauthorized by a vote of the city council at least  
139 every three years; or
- 140 (b) the public safety service is volunteer public safety service.
- 141 (4) A city that, before May 6, 2026, imposes a general fee for a public safety service that is  
142 prohibited under Subsection (2) shall repeal the general fee no later than July 1, 2027.
- 143 (5)(a) Nothing in this section precludes or abrogates the property tax exemptions  
144 provided for in Utah Constitution, Article XIII, Section 3.
- 145 (b) To the extent that a court determines a fee authorized in this section is a property tax  
146 for purposes of Utah Constitution, Article XIII, Section 3, a city may not require a  
147 person to pay that fee with respect to property or the use of property that is exempt  
148 from property tax under Utah Constitution, Article XIII, Section 3.
- 149 Section 5. Section **10-6-134.5** is enacted to read:
- 150 **10-6-134.5 . Transportation utility fee.**
- 151 (1) As used in this section:
- 152 (a) "Transportation facility" means any of the items listed in Subsection 59-12-2212.2(1)  
153 as purposes for which revenue from a local option sales and use tax under Section  
154 59-12-2212.2 may be expended.
- 155 (b) "Transportation fund" means a fund described in and established under Subsection (9).
- 156 (c) "Transportation utility fee" means a fee imposed to generate revenue to pay for costs  
157 associated with developing, constructing, maintaining, operating, repairing,  
158 upgrading, or replacing a transportation facility.
- 159 (d) "User segment" means a segment of the city's population based on a classification  
160 established under Subsection (5).
- 161 (2)(a) A city may impose and collect a transportation utility fee:
- 162 (i) if the city establishes a reasonable relationship between:
- 163 (A) the amount of the transportation utility fee; and

164 (B) the services provided to, the benefits received by, or the need created by those  
165 who pay the transportation utility fee; and

166 (ii) only as provided in this section.

167 (b) A city may impose a transportation utility fee to provide funding for any number of  
168 transportation facilities but may not have more than a single transportation utility fee  
169 in effect at a time.

170 (3)(a) A city may not impose or increase a transportation utility fee unless the city first  
171 conducts a study as described in this Subsection (3).

172 (b) A study under Subsection (3)(a) shall:

173 (i) determine and provide a reasonable estimate of the need for a new transportation  
174 facility or for maintaining, operating, repairing, upgrading, or replacing an  
175 existing transportation facility;

176 (ii) identify and provide a reasonable estimate of existing funding sources that could  
177 be used to pay for a new transportation facility or for maintaining, operating,  
178 repairing, upgrading, or replacing an existing transportation facility;

179 (iii) explain and provide a reasonable calculation showing how existing city funding  
180 sources are inadequate to cover the cost of constructing a new transportation  
181 facility or maintaining, operating, repairing, upgrading, or replacing an existing  
182 transportation facility;

183 (iv) determine whether the proposed transportation utility fee is reasonably related to:

184 (A) the services provided to those who pay the transportation utility fee;

185 (B) the benefits received by persons who pay the transportation utility fee; or

186 (C) the need created by those who pay the transportation utility fee;

187 (v) explain the reasonable relationship determined under Subsection (3)(b)(iv); and

188 (vi) determine whether there is a reasonable basis for different rates within a  
189 proposed transportation utility fee based on different levels of services provided  
190 to, benefits received by, or need created by those who pay the transportation  
191 utility fee, as described in Subsection (7), and, if so, explain the basis for the  
192 proposed different rates.

193 (c) A city that conducts a study under Subsection (3)(a) shall post a copy of the study on  
194 the city's website, if the city has a website.

195 (4)(a) In developing a fee calculation for a transportation utility fee, a city shall:

196 (i) use methodologies based on trip generation, vehicle types, and traffic counts,  
197 including local data or standard civil engineering manuals;

- 198           (ii) exclude traffic counts from whichever day of the week generates the lowest  
199           amount of traffic, on average and as best approximated with the methodologies  
200           used under Subsection (4)(a)(i), for the transportation facility or transportation  
201           facility system; and
- 202           (iii) utilize the study described in Subsection (3)(a).
- 203       (b) A city may not utilize a fee study or fee calculation that takes into account the  
204           ownership or fair market value of a property owned by a user that will be subject to  
205           the fee.
- 206       (c) A city may utilize a fee study or fee calculation that takes the size of a property  
207           owned by a user into account to the extent that size is only used to determine trip  
208           generation, vehicle types, or traffic counts, based on objective data.
- 209       (5)(a) A city shall establish different rates within a transportation utility fee for different  
210           classifications of users of a transportation facility if the rates and classifications have  
211           a reasonable basis.
- 212       (b) The different types of classifications of users of a transportation facility under  
213           Subsection (5)(a) shall include, at a minimum:
- 214           (i) residential users;  
215           (ii) commercial users; and  
216           (iii) other users.
- 217       (c) A reasonable basis under Subsection (5)(a) may include:
- 218           (i) different levels of benefits received by users of a transportation utility fee;  
219           (ii) different impacts on or usage of transportation facilities by those who pay the  
220           transportation utility fee;  
221           (iii) a difference in the cost of providing a transportation facility to different  
222           classifications of users;  
223           (iv) a difference in levels of risk to the operation of a transportation facility for  
224           different classifications of users;  
225           (v) differing contributions that different classifications of users make, separate from a  
226           transportation utility fee, to the cost of constructing, maintaining, or operating a  
227           transportation facility; or  
228           (vi) distinguishable differences in the needs or conditions of different classifications  
229           of users based on economic, public policy, or other identifiable elements.
- 230       (d) A reasonable basis under Subsection (5)(a) may not include:
- 231           (i) whether a user resides inside or outside the city boundary;

- 232           (ii) a consideration of the age of development within areas with the same zoning  
233           designation; or
- 234           (iii) the lack of financial contributions, or the reduced financial contributions, that a  
235           tax-exempt organization user makes to the cost of constructing, maintaining, or  
236           operating a transportation facility.
- 237 (6)(a) Before adopting an ordinance imposing or increasing a transportation utility fee,  
238           the governing body shall comply with the notice and public hearing requirements  
239           established in Sections 10-6-113 and 10-6-114.
- 240           (b)(i) The governing body of a city that proposes to impose or increase a  
241           transportation utility fee shall, in addition to the notice required under Subsection  
242           (6)(a), provide notice of the proposed fee and the public hearing:
- 243                   (A) in a notice with the city's monthly utility bill, if the city mails or emails  
244                   residents a monthly utility bill; or
- 245                   (B) through another primary means of communicating with residents, if the city  
246                   does not provide residents a monthly utility bill.
- 247           (ii) The public hearing required for a proposal to impose or increase a transportation  
248           utility fee may be held in conjunction with a budget hearing under Section  
249           10-6-114 but shall be separate and distinct from the budget hearing.
- 250 (7)(a) A transportation utility fee may be imposed or increased only by an ordinance  
251           adopted by the city's governing body.
- 252           (b)(i) Subject to Subsection (7)(b)(ii), the governing body may adopt an ordinance  
253           imposing or increasing a transportation utility fee at the same meeting in which  
254           the governing body adopts the city budget.
- 255           (ii) The governing body vote on the imposition or increase of a transportation utility  
256           fee shall be separate from the governing body vote on the city budget or any other  
257           item.
- 258           (c) The amount of a transportation utility fee for the city's population or for any user  
259           segment shall be reasonably related to the services provided to, benefits received by,  
260           or need created by those within the city's population or user segment who pay the  
261           transportation utility fee, as determined in the study under Subsection (3).
- 262           (d)(i) Revenue from a transportation utility fee may not supplant existing general  
263           fund appropriations that the city has budgeted for transportation facilities as of the  
264           date the transportation utility fee becomes effective.
- 265           (ii) The limitation under Subsection (7)(d)(i) does not apply to a designated

266 transportation facilities capital or reserve account established before the effective  
267 date of a transportation utility fee under this section.

268 (8)(a) Simultaneously with adopting an ordinance described in Subsection (7), a city  
269 shall establish an appeals process for an individual or entity that wishes to challenge  
270 the user classification, as described in Subsection (5), the city assigns to the  
271 individual or entity.

272 (b) As part of an appeal described in Subsection (8)(a), the individual or entity shall:  
273 (i) demonstrate why the city's assignment of a user classification to the individual or  
274 entity is not reasonable as applied to the individual or entity; and  
275 (ii) provide evidence of the individual's or entity's actual traffic count or trip  
276 generation.

277 (c) The appeal process described in Subsection (8)(a) shall establish the individual or  
278 body at the city that shall hear and make a final decision on the appeal, which shall  
279 be:  
280 (i) the same individual or body that hears appeals related to other fee appeals, if the  
281 city has a process to appeal fees;  
282 (ii) the governing body; or  
283 (iii) the mayor, if the city operates under the council-mayor form of government  
284 established in Chapter 3b, Part 2, Council-Mayor Form of Municipal Government.

285 (9)(a) A city that imposes a transportation utility fee shall establish a transportation fund  
286 as provided in this Subsection (9).

287 (b) A city shall deposit into the transportation fund all revenue from a transportation  
288 utility fee.

289 (c) A city may not:

290 (i) deposit into or commingle with a transportation fund any money from any other  
291 source; or

292 (ii) use money in a transportation fund for any purpose other than to pay for the cost  
293 of:

294 (A) the development or construction of a new transportation facility;

295 (B) upgrading or replacing an existing transportation facility;

296 (C) the maintenance, operation, or repair of an existing transportation facility; or

297 (D) reasonable administrative costs associated with the transportation fund or with  
298 activities described in Subsections (9)(c)(ii)(A), (B), and (C).

299 (d) Notwithstanding Sections 10-6-124, 10-6-125, and 10-6-135.5, a city may not

- 300           transfer money in a transportation fund to any other fund or to a separate account.
- 301   (10)(a) A city that imposes a transportation utility fee shall conduct an annual review of  
302           the transportation utility fee as provided in this Subsection (10) and prepare a written  
303           report of the annual review.
- 304   (b) In an annual review under Subsection (10)(a), the governing body shall:
- 305           (i) review the balance of the transportation fund;  
306           (ii) review the current amount of the transportation utility fee;  
307           (iii) demonstrate that there is still a reasonable relationship between the amount of the  
308           transportation utility fee and the transportation services provided to, benefits  
309           received by, or need created by those who pay the fee;  
310           (iv) consider other possible revenue sources that the city could use for transportation  
311           facilities instead of a transportation utility fee;  
312           (v) ensure that the city is compliant with Subsection (7)(d); and  
313           (vi) demonstrate that revenue from the transportation utility fee continues to be  
314           needed to provide a transportation facility that the city could not otherwise  
315           provide from other existing revenue sources.
- 316   (c)(i) A city shall submit a copy of the written report under Subsection (10)(a) to the  
317           state auditor.
- 318           (ii) A city may fulfill the requirement of Subsection (10)(c)(i) by submitting the  
319           written report as part of the city's annual financial reports submitted to the state  
320           auditor.
- 321   (11)(a) A transportation utility fee imposed under this section expires 10 years after the  
322           effective date of the ordinance imposing the transportation utility fee.
- 323   (b) The 10-year period described in Subsection (11)(a) begins again with any subsequent  
324           adoption of any ordinance imposing a transportation utility fee after the initial  
325           adoption of an ordinance imposing a transportation utility fee.
- 326   (12) An ordinance imposing a transportation utility fee is subject to local referenda as  
327           provided in Title 20A, Chapter 7, Part 6, Local Referenda - Procedures.
- 328   (13) A city that, before May 6, 2026, imposes a fee to pay for a transportation facility shall,  
329           no later than July 1, 2027:
- 330           (a) ensure that requirements of this section have been complied with for the fee that the  
331           city imposes; or
- 332           (b) repeal the fee.
- 333   (14)(a) Nothing in this section precludes or abrogates the property tax exemptions

334 provided for in Utah Constitution, Article XIII, Section 3.

335 (b) To the extent that a court determines a transportation utility fee is a property tax for  
336 purposes of Utah Constitution, Article XIII, Section 3, a city may not require a  
337 person to pay that transportation utility fee with respect to property or the use of  
338 property that is exempt from property tax under Utah Constitution, Article XIII, Sec  
339 tion 3.

340 Section 6. Section **17-63-711** is enacted to read:

341 **17-63-711 . Transportation utility fee.**

342 (1) As used in this section:

343 (a) "Transportation facility" means any of the items listed in Subsection 59-12-2212.2(1)  
344 as purposes for which revenue from a local option sales and use tax under Section  
345 59-12-2212.2 may be expended.

346 (b) "Transportation fund" means a fund described in and established under Subsection (9).

347 (c) "Transportation utility fee" means a fee imposed to generate revenue to pay for costs  
348 associated with developing, constructing, maintaining, operating, repairing,  
349 upgrading, or replacing a transportation facility owned and operated by a county.

350 (d) "User segment" means a segment of the county's population, or a segment of the  
351 county's industrial or commercial operations, based on a classification established  
352 under Subsection (5).

353 (2)(a) A county may impose and collect a transportation utility fee:

354 (i) if the county establishes a reasonable relationship between:

355 (A) the amount of the transportation utility fee; and

356 (B) the services provided to, the benefits received by, or the need created by those  
357 who pay the transportation utility fee; and

358 (ii) only as provided in this section.

359 (b) A county may impose a transportation utility fee to provide funding for any number  
360 of transportation facilities but may not have more than a single transportation utility  
361 fee in effect at a time.

362 (3)(a) A county may not impose or increase a transportation utility fee unless the county  
363 first conducts a study as described in this Subsection (3).

364 (b) A study under Subsection (3)(a) shall:

365 (i) determine and provide a reasonable estimate of the need for a new transportation  
366 facility or for maintaining, operating, repairing, upgrading, or replacing an  
367 existing transportation facility;

- 368           (ii) identify and provide a reasonable estimate of existing funding sources that could  
369           be used to pay for a new transportation facility or for maintaining, operating,  
370           repairing, upgrading, or replacing an existing transportation facility;
- 371           (iii) explain and provide a reasonable calculation showing how existing county  
372           funding sources are inadequate to cover the cost of constructing a new  
373           transportation facility or maintaining, operating, repairing, upgrading, or replacing  
374           an existing transportation facility;
- 375           (iv) determine whether the proposed transportation utility fee is reasonably related to:  
376           (A) the services provided to those who pay the transportation utility fee;  
377           (B) the benefits received by persons who pay the transportation utility fee; or  
378           (C) the need created by those who pay the transportation utility fee;
- 379           (v) explain the reasonable relationship determined under Subsection (3)(a)(iv); and  
380           (vi) determine whether there is a reasonable basis for different rates within a  
381           proposed transportation utility fee based on different levels of services provided  
382           to, benefits received by, or need created by those who pay the transportation  
383           utility fee, as described in Subsection (7), and if so, explain the basis for the  
384           proposed different rates.
- 385           (c) A county that conducts a study under Subsection (3)(a) shall post a copy of the study  
386           on the county's website, if the county has a website.
- 387           (4)(a) In developing a fee calculation for a transportation utility fee, a county shall:
- 388           (i) use methodologies based on trip generation, vehicle types, and traffic counts,  
389           including local data or standard civil engineering manuals;
- 390           (ii) exclude traffic counts from whichever day of the week generates the lowest  
391           amount of traffic, on average and as best approximated with the methodologies  
392           used under Subsection (4)(a)(i), for the transportation facility or transportation  
393           facility system; and
- 394           (iii) utilize the study described in Subsection (3)(a).
- 395           (b) A county may not utilize a fee study or fee calculation that takes into account the  
396           ownership or fair market value of a property owned by a user that will be subject to  
397           the fee.
- 398           (c) A county may utilize a fee study or fee calculation that takes the size of a property  
399           owned by a user into account to the extent that size is only used to determine trip  
400           generation, vehicle types, or traffic counts, based on objective data.
- 401           (5)(a) A county shall establish different rates within a transportation utility fee for

- 402 different classifications of users of a transportation facility if the rates and  
403 classifications have a reasonable basis.
- 404 (b) The different types of classifications of users of a transportation facility under  
405 Subsection (5)(a) shall include, at a minimum:
- 406 (i) residential users;
  - 407 (ii) commercial users;
  - 408 (iii) agricultural users;
  - 409 (iv) industrial users; and
  - 410 (v) other users.
- 411 (c) A reasonable basis under Subsection (5)(a) may include:
- 412 (i) different levels of benefits received by users of a transportation utility fee;
  - 413 (ii) different impacts on or usage of transportation facilities by those who pay the  
414 transportation utility fee;
  - 415 (iii) a difference in the cost of providing a transportation facility to different  
416 classifications of users;
  - 417 (iv) a difference in levels of risk to the operation of a transportation facility for  
418 different classifications of users;
  - 419 (v) differing contributions that different classifications of users make, separate from a  
420 transportation utility fee, to the cost of constructing, maintaining, or operating a  
421 transportation facility; or
  - 422 (vi) distinguishable differences in the needs or conditions of different classifications  
423 of users based on economic, public policy, or other identifiable elements.
- 424 (d) A reasonable basis under Subsection (5)(a) may not include:
- 425 (i) whether a user resides inside or outside the county boundary or on unincorporated  
426 land;
  - 427 (ii) a consideration of the age of development within areas with the same zoning  
428 designation; or
  - 429 (iii) the lack of financial contributions, or the reduced financial contributions, that a  
430 tax-exempt organization user makes to the cost of constructing, maintaining, or  
431 operating a transportation facility.
- 432 (6)(a) Before adopting an ordinance imposing or increasing a transportation utility fee,  
433 the county governing body shall comply with the notice and public hearing  
434 requirements established in Sections 17-63-303 and 17-63-304.
- 435 (b)(i) The governing body of a county that proposes to impose or increase a

- 436 transportation utility fee shall, in addition to the notice required under Subsection  
437 (6)(a), provide notice of the proposed fee and the public hearing:
- 438 (A) in a notice with the county's monthly utility bill, if the county mails or emails  
439 residents a monthly utility bill; or
- 440 (B) through another primary means of communicating, if the county does not  
441 provide residents a monthly utility bill.
- 442 (ii) The public hearing required for a proposal to impose or increase a transportation  
443 utility fee may be held in conjunction with a budget hearing under Part 3,  
444 Preparation and Adoption of County Budgets, but shall be separate and distinct  
445 from the budget hearing.
- 446 (7)(a) A transportation utility fee may be imposed or increased only by an ordinance  
447 adopted by the county's governing body.
- 448 (b)(i) Subject to Subsection (7)(b)(ii), the governing body may adopt an ordinance  
449 imposing or increasing a transportation utility fee at the same meeting in which  
450 the public body adopts the county budget.
- 451 (ii) The governing body vote on the imposition or increase of a transportation utility  
452 fee shall be separate from the governing body vote on the county budget or any  
453 other item.
- 454 (c) The amount of a transportation utility fee for any user segment shall be reasonably  
455 related to the services provided to, benefits received by, or need created by the user  
456 segment that pays the transportation utility fee, as determined in the study under  
457 Subsection (3).
- 458 (d)(i) Revenue from a transportation utility fee may not supplant existing general  
459 fund appropriations that the county has budgeted for transportation facilities as of  
460 the date the transportation utility fee becomes effective.
- 461 (ii) The limitation under Subsection (7)(d)(i) does not apply to a designated  
462 transportation facilities capital or reserve account established before the effective  
463 date of a transportation utility fee under this section.
- 464 (8)(a) Simultaneously with adopting an ordinance described in Subsection (7), a county  
465 shall establish an appeals process for an individual or entity that wishes to challenge  
466 the user classification, as described in Subsection (5), the county assigns to the  
467 individual or entity.
- 468 (b) As part of an appeal described in Subsection (8)(a), the individual or entity shall:  
469 (i) demonstrate why the county's assignment of a user classification to the individual

- 470 or entity is not reasonable as applied to the individual or entity; and  
471 (ii) provide evidence of the individual's or entity's actual traffic count or trip  
472 generation.
- 473 (c) The appeal process described in Subsection (8)(a) shall establish the individual or  
474 body at the county that shall hear and make a final decision on the appeal, which  
475 shall be:
- 476 (i) the same individual or body that hears appeals related to other fee appeals, if the  
477 county has a process to appeal fees; or
- 478 (ii) the governing body.
- 479 (9)(a) A county that imposes a transportation utility fee shall establish a fund as  
480 provided in this Subsection (9).
- 481 (b) A county shall deposit into the transportation fund all revenue from a transportation  
482 utility fee.
- 483 (c) A county may not:
- 484 (i) deposit into or commingle with a transportation fund any money from any other  
485 source; or
- 486 (ii) use money in a transportation fund for any purpose other than to pay for the cost  
487 of:
- 488 (A) the development or construction of a new transportation facility;  
489 (B) upgrading or replacing an existing transportation facility;  
490 (C) the maintenance, operation, or repair of an existing transportation facility; or  
491 (D) reasonable administrative costs associated with the transportation fund or with  
492 activities described in Subsections (9)(c)(ii)(A), (B), and (C).
- 493 (d) Notwithstanding any other provision in this chapter, a county may not transfer  
494 money into a transportation fund to any other fund or to a separate account.
- 495 (10) A county that imposes a transportation utility fee may charge the fee to a user annually  
496 or monthly.
- 497 (11)(a) A county that imposes a transportation utility fee shall conduct an annual review  
498 of the transportation utility fee as provided in this Subsection (11) and prepare a  
499 written report of the annual review.
- 500 (b) In an annual review under Subsection (11)(a), the governing body shall:
- 501 (i) review the balance of the transportation fund;  
502 (ii) review the current amount of the transportation utility fee;  
503 (iii) demonstrate that there is still a reasonable relationship between the amount of the

- 504 transportation utility fee and the transportation services provided to, benefits  
505 received by, or need created by those who pay the fee;
- 506 (iv) consider other possible revenue sources that the county could use for  
507 transportation facilities instead of a transportation utility fee;
- 508 (v) ensure that the county is complying with Subsection (7)(d); and
- 509 (vi) demonstrate that revenue from the transportation utility fee continues to be  
510 needed to provide a transportation facility that the county could not otherwise  
511 provide from other existing revenue sources.
- 512 (c)(i) A county shall submit a copy of the written report under Subsection (11)(a) to  
513 the state auditor.
- 514 (ii) A county may fulfill the requirement of Subsection (11)(c)(i) by submitting the  
515 written report as part of the county's annual financial reports submitted to the state  
516 auditor.
- 517 (12)(a) A transportation utility fee imposed under this section expires 10 years after the  
518 effective date of the ordinance imposing the transportation utility fee.
- 519 (b) The 10-year period described in Subsection (12)(a) begins again with any subsequent  
520 adoption of any ordinance imposing a transportation utility fee after the initial  
521 adoption of an ordinance imposing a transportation utility fee.
- 522 (13) An ordinance imposing a transportation utility fee is subject to local referenda as  
523 provided in Title 20A, Chapter 7, Part 6, Local Referenda - Procedures.
- 524 (14) A county that, before May 6, 2026, imposes a fee to pay for a transportation facility  
525 shall, no later than July 1, 2027:
- 526 (a) ensure that requirements of this section have been complied with for the fee that the  
527 city imposes; or
- 528 (b) repeal the fee.
- 529 (15)(a) Nothing in this section precludes or abrogates the property tax exemptions  
530 provided for in Utah Constitution, Article XIII, Section 3.
- 531 (b) To the extent that a court determines a transportation utility fee is a property tax for  
532 purposes of Utah Constitution, Article XIII, Section 3, a county may not require a  
533 person to pay that transportation utility fee with respect to property or the use of  
534 property that is exempt from property tax under Utah Constitution, Article XIII,  
535 Section 3.

536 **Section 7. Effective Date.**

537 This bill takes effect on May 6, 2026.