

“5th 5th” Local Option Sales Tax - Weber County

Background: The 0.20% county-imposed local option transportation sales tax, also known as the “5th5th” was authorized by [SB136](#) (2018 Legislative Session) specifically for public transit capital and service delivery expenses. With the authorization set to expire and few counties having imposed, [SB 260](#) (2023 Legislative Session) eliminated the imposition deadline, allowing (but not requiring) any county legislative body to impose the 0.20% local option sales tax, and divided the 0.20% between transit, cities, and counties. The 0.20% authorization was further amended in [HB488](#) (2024 Legislative Session) which, among other changes, gave additional flexibility to Salt Lake County for uses of the county portion for public safety. Further changes were authorized by [HB502](#) (2025 Legislative Session), and [SB242](#) (2026 legislative session), which amended the distribution of some of the funds and provided 2nd class counties with additional flexibility. This is codified in [59-12-2220](#) unless otherwise specified.

Details of .20% Distribution in Weber County:

1. 0.05% to the cities/towns/unincorporated county for transportation (broadly defined in [59-12-2212.2](#)) (~\$3.3M per year)
 - a. Funds are distributed by standard 50/50 sales tax formula:
 - i. 50% based on the percentage that the population each city/town/unincorporated area bears to the total population of all counties that have imposed this local option
 - ii. 50% based on the location of the transaction
 - b. Eligibility for a city/town/unincorporated area to receive their 0.05% funds depends on their compliance with moderate income housing planning (MIHP) requirements ([10-9a-408](#)).
 - c. Funds from the 5th5th cannot be used to supplant existing general funds that are budgeted for transportation.
2. 0.05% to the county for transportation and/or “public safety” (~\$3.3M per year)
3. 0.10% for transit (~\$6.5M per year):

For the first three years after Weber imposes:

- a. The 0.10% for transit may be used “for a purpose determined by the County legislative body” (~\$6.5M per year)

After the first three years of imposition, the .10% transit portion is divided:

- a. 0.05% to the county legislative body for transit capital and service delivery expenses (~\$3.3M per year)
- b. 0.05% to the UDOT Transit Transportation Investment Fund (TTIF) Commuter Rail Subaccount (~\$3.3M per year) to be used in Weber County

Note: See attached 2026 Estimates for city distributions and further details.

All values are estimated in 2026 dollars

Davis County 59-12-2220 Estimated Annual Distributions (based on Fiscal Year 2026 Taxable Sales)

		Estimated 59-12-2220 Revenue	Estimated Annual Total Distribution	Estimated One Calendar Quarter Distribution
Total	0.20%	\$16,370,000	\$16,370,000	\$4,092,500
Transit ¹	0.10%		\$8,190,000	\$2,047,500
County ²	0.05%		\$4,090,000	\$1,022,500
Cities ³	0.05%		\$4,090,000	\$1,022,500
	<i>Bountiful</i>	\$1,690,000	\$450,000	\$112,500
	<i>Centerville</i>	\$1,170,000	\$240,000	\$60,000
	<i>Clearfield</i>	\$920,000	\$310,000	\$77,500
	<i>Clinton</i>	\$680,000	\$210,000	\$52,500
	<i>Davis County (Unincorporated)</i>	\$270,000	\$50,000	\$12,500
	<i>Farmington</i>	\$1,540,000	\$340,000	\$85,000
	<i>Fruit Heights</i>	\$110,000	\$50,000	\$12,500
	<i>Kaysville</i>	\$1,290,000	\$340,000	\$85,000
	<i>Layton</i>	\$4,340,000	\$1,000,000	\$250,000
	<i>North Salt Lake</i>	\$1,320,000	\$290,000	\$72,500
	<i>South Weber</i>	\$230,000	\$70,000	\$17,500
	<i>Sunset</i>	\$110,000	\$40,000	\$10,000
	<i>Syracuse</i>	\$800,000	\$310,000	\$77,500
	<i>West Bountiful</i>	\$560,000	\$100,000	\$25,000
	<i>West Point</i>	\$210,000	\$100,000	\$25,000
	<i>Woods Cross</i>	\$1,130,000	\$200,000	\$50,000

1. For the transit portion of this local option in Davis County:

For the first three years after imposition, the 0.10% for transit may be used "for a purpose determined by the County legislative body."

After the first three years after imposition, the .10% transit portion is divided:

0.05% to the county legislative body for transit capital and service delivery expenses

0.05% to the UDOT Transit Transportation Investment Fund (TTIF) Commuter Rail Subaccount, to be used in Davis County

2. The county portion of this local option in Davis County can be used for transportation as described in Section 59-12-2212.2 and/or "public safety."

3. The city portion of this local option in Davis County can be used for transportation as described in Section 59-12-2212.2, but cannot be used to supplant existing general funds that are budgeted for transportation. Eligibility for a city/town/unincorporated area to receive their 0.05% funds depends on their compliance with moderate income housing planning (MIHP) requirements (10-9a-408). The city distribution is based 50% on population and 50% on point of sale.

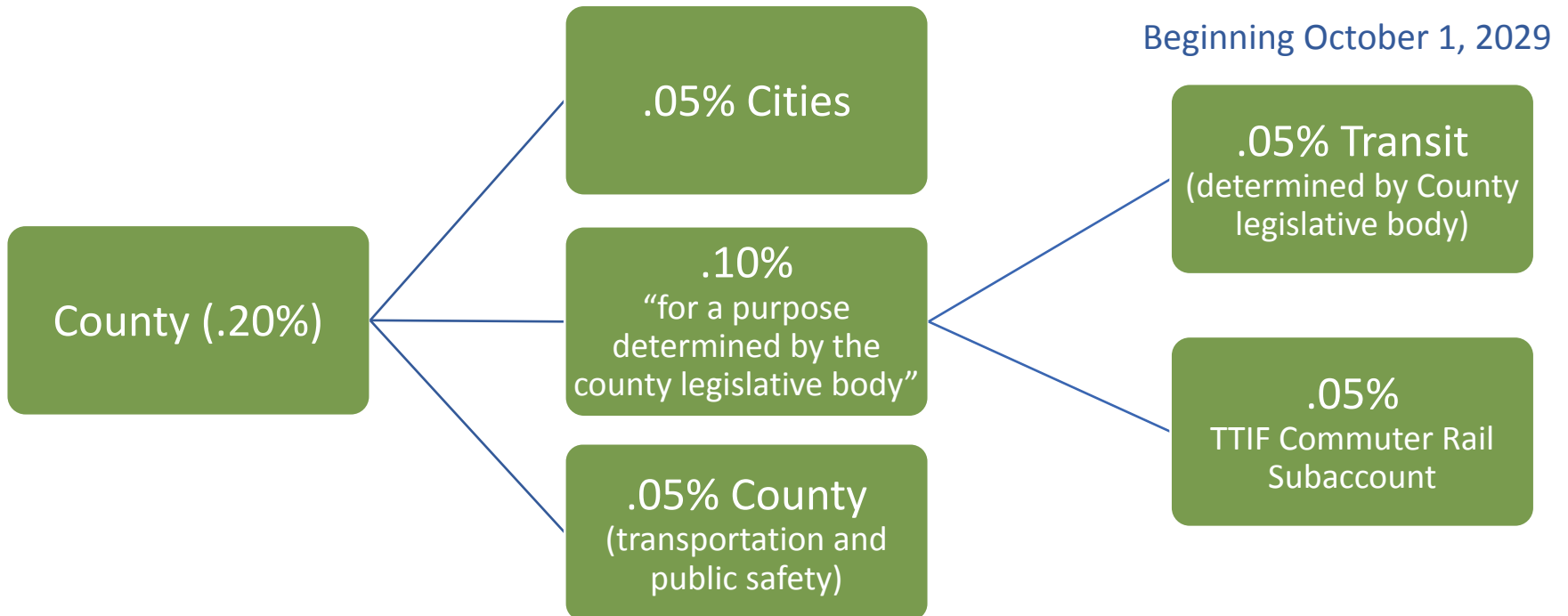
[Taxable Sales](#) from Utah State Tax Commission for Fiscal Year 2026

[Population Estimation](#) from Kem C. Gardner Policy Institute, Utah Subcounty Estimates, 2020-2025

Prepared by the [Wasatch Front Regional Council](#). Last updated: September 28, 2026.



Until September 30, 2029



Beginning October 1, 2029