ORDINANCE 2023-14

AN ORDINANCE OF THE SOUTH WEBER CITY COUNCIL ADOPTING A TRANSPORTATION IMPACT FEE FACILITIES PLAN AND IMPACT FEE ANALYSIS; PROVIDING FOR THE CALCULATION AND COLLECTION OF SUCH FEES

WHEREAS, on May 10, 2021 South Weber City posted notice of intent to prepare or amend Capital Facilities Plans (CFP), Impact Fee Facilities Plan (IFFP) and Impact Fee Analyses (IFA) for multiple infrastructures; and

WHEREAS, changes in the 2020 General Plan necessitated updating the Transportation CFP, IFFP, and IFA; and

WHEREAS, requests for proposals were advertised and evaluated and Council awarded Wall Consultant Group (WCG) a contract to prepare a Transportation Master Plan (TMP), which includes a CFP, and a IFFP in 2022; and

WHEREAS, requests for proposals were sent to qualified financial consultants and Zions Public Finance Inc. (ZPFI) was selected to prepare the Transportation IFA in 2022; and

WHEREAS, City engineer Brandon Jones has worked closely with both WCG and ZPFI to get the documents drafted; and

WHEREAS, a copy of the IFFP and IFA along with a summary designed to be understood by a lay person were posted along with the public hearing; and

WHEREAS, Council has had time to consider the input of the public and the recommendations provided by WCG, ZPFI, and the city staff and balanced that with the good of the city as a whole;

NOW, THEREFORE, BE IT ORDAINED by the City Council of South Weber City, State of Utah:

Section 1. Adoption: The Transportation Impact Fee Facilities Plan in Exhibit 1 and Impact Fee Analysis in Exhibit 2 are hereby adopted, including the maximum impact fee of $349.21 per trip.

Section 2. City Code Revised: Section 11-6-2A.4: IMPACT FEES LEVIED shall be revised as follows:

4. Transportation:
    a. IFFP by Wall Consultant Group ~~Horrocks Engineers~~, dated October 2023. ~~March 15, 2019.~~
    b. IFA by Zions Public Finance, Inc., dated October 2023~~March 29, 2019~~.

Section 2. General Repealer. Ordinances in conflict with this ordinance are hereby repealed to the extent of such conflict.

Section 4. Effective Date. A 30-day period is allowed for public response with any challenges and the impact fees will take effect 90 days from the adopted date.

PASSED AND ADOPTED by the City Council of South Weber, Davis County, on the 24th day of October 2023.

Roll call vote is as follows:		
Council Member Halverson	FOR	AGAINST
Council Member Petty	FOR	AGAINST
Council Member Soderquist	FOR	AGAINST
Council Member Alberts	FOR	AGAINST
Council Member Dills	FOR	AGAINST

MAYOR: Rod Westbroek

Attest: Kimberli Guill, Deputy Recorder

SOUTH WEBER CITY * 1938 * 1971 * DAVIS COUNTY, UTAH * OFFICIAL SEAL

EXHIBIT 1
TRANSPORTATION
IMPACT FEE FACILITIES PLAN

OCTOBER
2023

IMPACT FEE FACILITIES PLAN

SOUTH WEBER

WALL CONSULTANT GROUP

TABLE OF CONTENTS

I. INTRODUCTION

A. OVERVIEW

The purpose of the South Weber City Transportation Impact Fee Facilities Plan (IFFP) is to identify public roadway improvements that are needed to accommodate anticipated development and to evaluate the amount that is impact fee eligible. Utah law requires cities to prepare an IFFP prior to preparing an impact fee analysis (IFA) and establishing an impact fee. According to Utah State Code Title 11, Chapter 36a, Section 302, the IFFP is required to accomplish the following:

- Identify the existing level of service (LOS)
- Establish a proposed LOS
- Identify any excess capacity to accommodate future growth at the proposed LOS
- Identify demands placed upon existing public facilities by new development activity at the proposed LOS
- Identify the means by which the political entity will meet those growth demands
- Include a general consideration of all potential revenue sources to finance system improvements

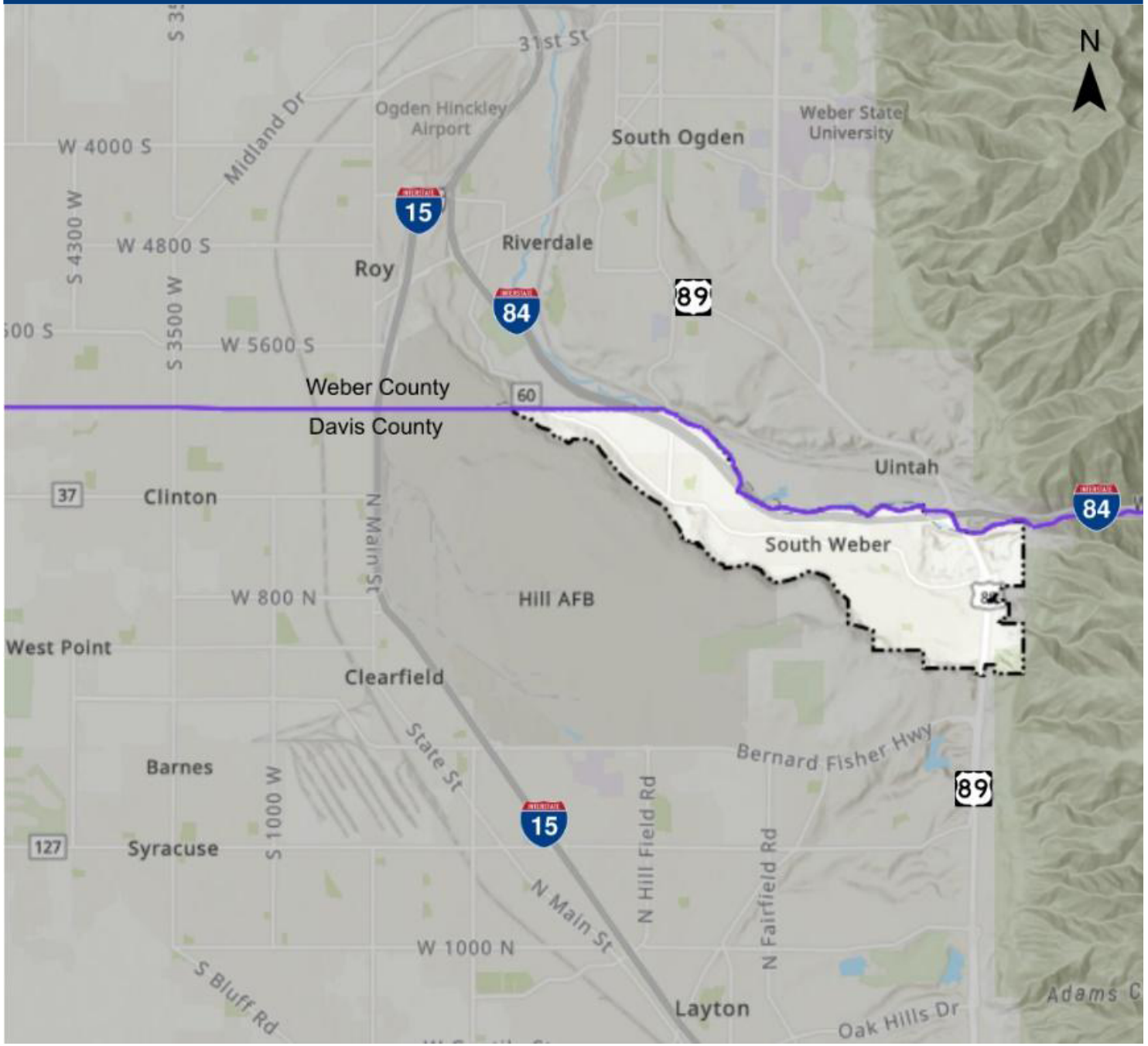
This analysis incorporates information from the South Weber Transportation Master Plan (TMP) (2023), which was completed by Wall Consultant Group (WCG). The TMP includes information regarding the existing and future demands on the transportation infrastructure and the proposed improvements to provide 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 is the entire city of South Weber. Figure 1 shows the current municipal boundaries of South Weber City, which function as the service area for the impact fee analysis.

FIGURE 1: SERVICE AREA – SOUTH WEBER CITY



II. ANALYSIS METHODOLOGY

A. PURPOSE

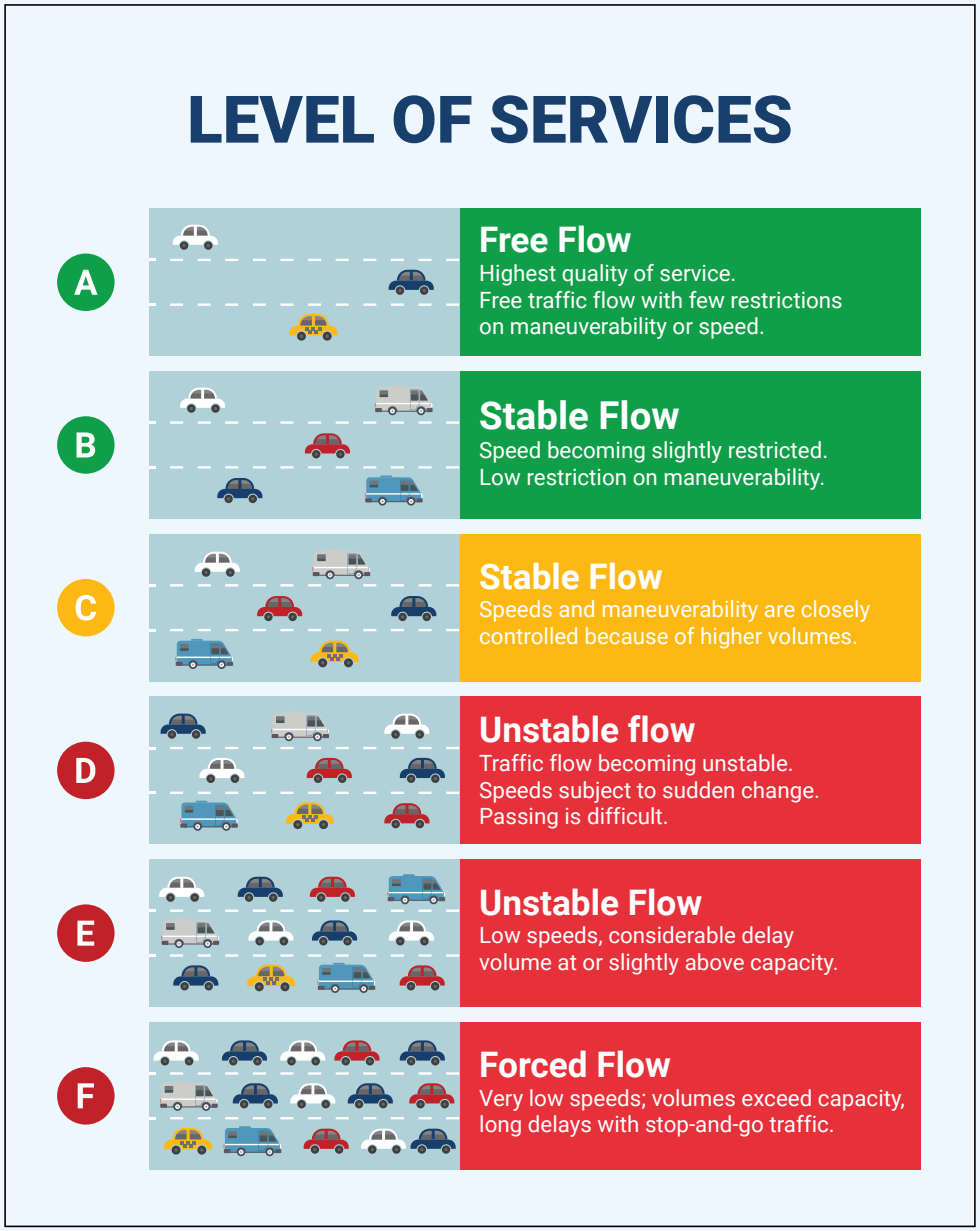
The purpose of this chapter is to discuss the Level of Service (LOS) methodology and the proposed LOS threshold for South Weber City roadways. According to Utah State Code Title 11, Chapter 36a, Section 102, LOS is defined as "the defined performance standard or unit of demand for each capital component of a public facility within a service area." The LOS of a roadway segment or intersection is used to determine if capacity improvements are necessary. LOS is measured on a roadway segment using its daily traffic volume and at an intersection based on a high level analysis of the intersection.

B. PROPOSED LOS

Level of Service (LOS) is a term that describes the operating performance of an intersection or roadway. LOS is measured quantitatively and reported on a scale from A to F, with A representing the best performance and F the worst. A visual representation of each LOS is shown in Figure 2.

The Highway Capacity Manual (HCM), 7th ed. (2022) methodology was used in this analysis to remain consistent with "state of the practice" professional standards. The capacity of roadway segments is determined based on the number of lanes and/or functional classification of the roadway. The roadway LOS is then determined by comparing the actual traffic volumes with the capacity. South Weber City determined that LOS A – C is acceptable for roadway segments within the City. LOS D – F are considered failing and are evaluated for mitigation measures to bring the level of service up to an acceptable level. Table 1 and Table 2 summarizes the maximum acceptable daily capacities (LOS C) for arterial and collector roadway segments used in the South Weber TMP (2023).

FIGURE 2: LEVEL OF SERVICE (LOS) CATEGORIES



B. PROPOSED LOS CONTINUED

Table 1: Arterial Daily Maximum Capacities (Two Way Daily Trips)			
Lanes	LOS A - B	LOS C	LOS D - F
2	≤ 10,000	10,000 - 11,500	≥ 11,500
3	≤ 11,500	11,500 - 13,000	≥ 13,000
5	≤ 22,000	22,000 - 26,500	≥ 26,500

Table 2: Collector Daily Maximum Capacities (Two Way Daily Trips)			
Lanes	LOS A - B	LOS C	LOS D - F
2	≤9,000	9,000 - 10,500	≥ 10,500
3	≤ 10,000	10,000 - 11,500	≥ 11,500
5	≤ 19,000	19,000 - 22,000	≥ 22,000

The proposed LOS provides a standard of evaluation for roadway conditions. This standard will determine whether or not a roadway will need improvements.

According to Utah State Code Title 11, Chapter 36a, Section 302:

> (b) A proposed level of service may diminish or equal the existing level of service.
>
> (c) A proposed level of service may:
>
> (i) exceed the existing level of service if, independent of the use of impact fees, the political subdivision or private entity provides, implements, and maintains the means to increase the existing level of service for existing demand within six years of the date on which new growth is charged for the proposed level of service; or
>
> (ii) establish a new public facility if, independent of the use of impact fees, the political subdivision or private entity provides, implements, and maintains the means to increase the existing level of service for existing demand within six years of the date on which new growth is charged for the proposed level of service.

As noted in the South Weber TMP (2023), the proposed LOS threshold for South Weber is LOS C. Therefore, improvements are recommended and eligible for impact fees for roadways that are projected to operate at LOS D, 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, 11th ed. (2021). ITE's trip data is based on data collection at numerous sites over several decades.

An additional consideration is that certain developments generate pass-by trips. Pass-by trips are trips taken on the way from one development to another. An example of this is someone stopping at a gas station on the way home from work. The pass-by trip is still counted at the gas station access. However, the pass-by trip was completed by a vehicle already on the road due to other developments.

Pass-by trips do not add additional traffic to the roadway and, therefore, do not create additional impact. Many land-use types in the ITE Trip Generation Manual have a suggested reduction for pass-by trips where applicable. In each case, the trip reduction rate will be applied to the trip generation rate used in the IFA.

E. CUT-THROUGH TRIPS

Trips that do not have an origin or destination within South Weber City need to be removed from the impact fee calculation. For example, if a vehicle starts a trip in Riverdale, travels through South Weber City, and ends that trip in Layton, this trip adds traffic to a South Weber roadway. However, the cost of the incremental congestion it adds to South Weber City roadways cannot be recovered through impact fees. The details behind these calculations are described in Chapter 4 of this document.

The travel demand model developed specifically for the South Weber Transportation Master Plan was utilized to determine cut-through percentages on South Weber City roadways. A "select link" analysis was performed to determine cut-through percentages. This analysis examines a specific roadway link and traces the origins and destinations of every vehicle trip on that link. All vehicle trips that had both an origin and destination outside of South Weber City were totaled, then divided by the total link volume to obtain the cut-through percentage. This analysis was performed on all major roadways within South Weber City that had the potential for cut-through vehicle trips.

Given South Weber's location on the northeast side of Davis County cut-through trips are generally minimal. Most roadways within South Weber City were found to have cut-through rates of 5% or less, with many roadways having no cut-through vehicles. Roadways that connect adjacent municipalities, such as South Weber Drive (SR-60), had higher cut-through rates due to connectivity to other jurisdictions.

F. RE-ROUTED EXISTING TRIPS

New roadways may result in existing trips being re-routed from existing roadways to the new road. Therefore, the future volume on the roadway may not represent only trips from new development. Therefore, the amount of existing trips that will be re-routed to the new road is estimated and accounted for in the impact fee eligible calculations. These trips are removed from the new capacity used calculation, thus reducing the percent of the project cost that is impact fee eligible.

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, cut-through and excess capacity are not accounted for with intersection projects.

H. SYSTEM AND PROJECT IMPROVEMENT

There are three primary classifications of roads defined in the South Weber TMP: Minor Arterials, Collectors, and local streets (Special and Local Residential). These are defined in the roadway classification map in the South Weber 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 South Weber 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 collecting traffic data on major roadways in the City, as well as from a variety of traffic data sources. These additional sources include data collected by South Weber City, the Utah Department of Transportation (UDOT), and the previous TMP. The traffic volumes were compared with each roadway capacity to identify the LOS of each segment.

The existing LOS of major roadways in South Weber City is shown in Figure 3. As shown, all of the major City roadways are currently operating at an acceptable LOS (C or better).

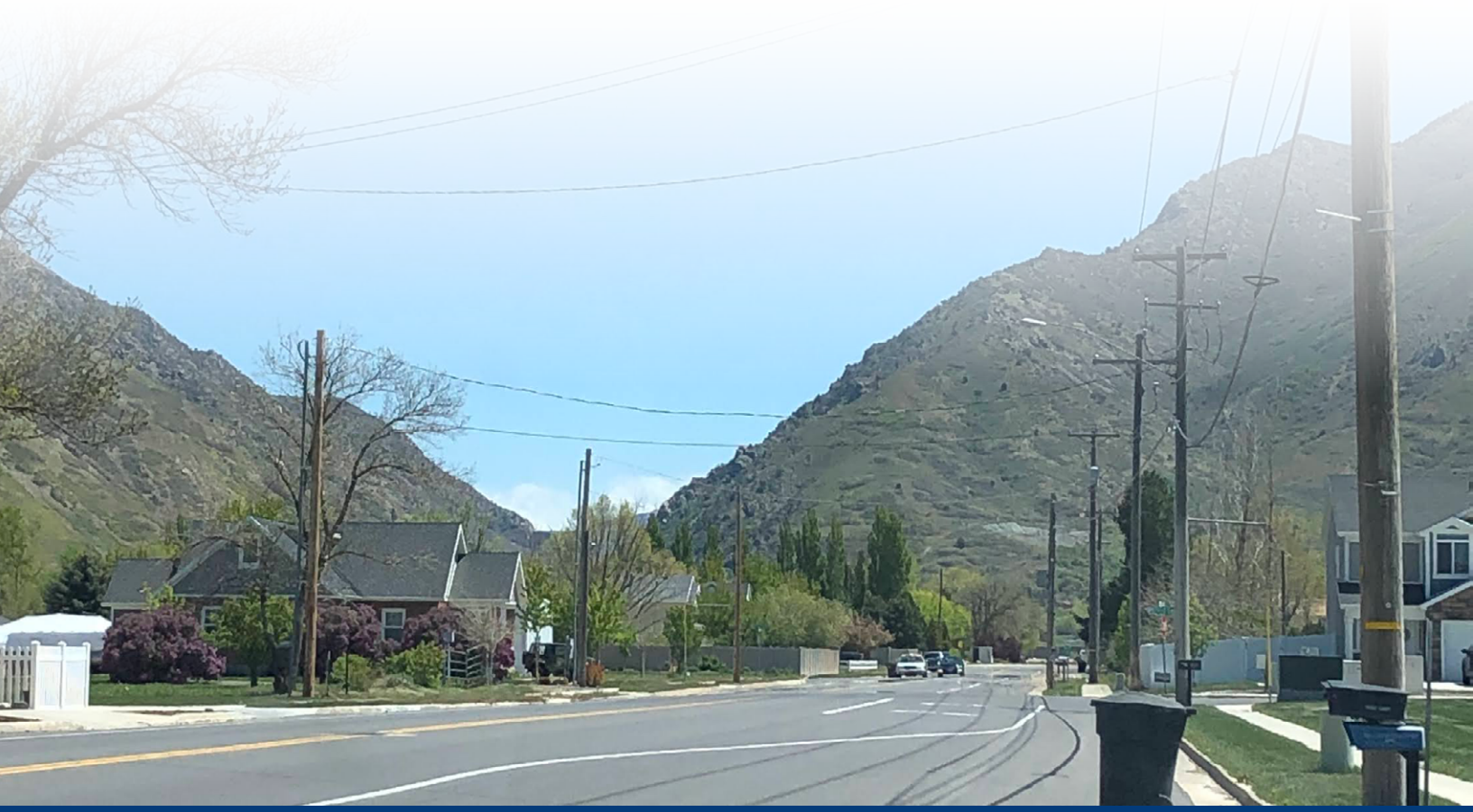
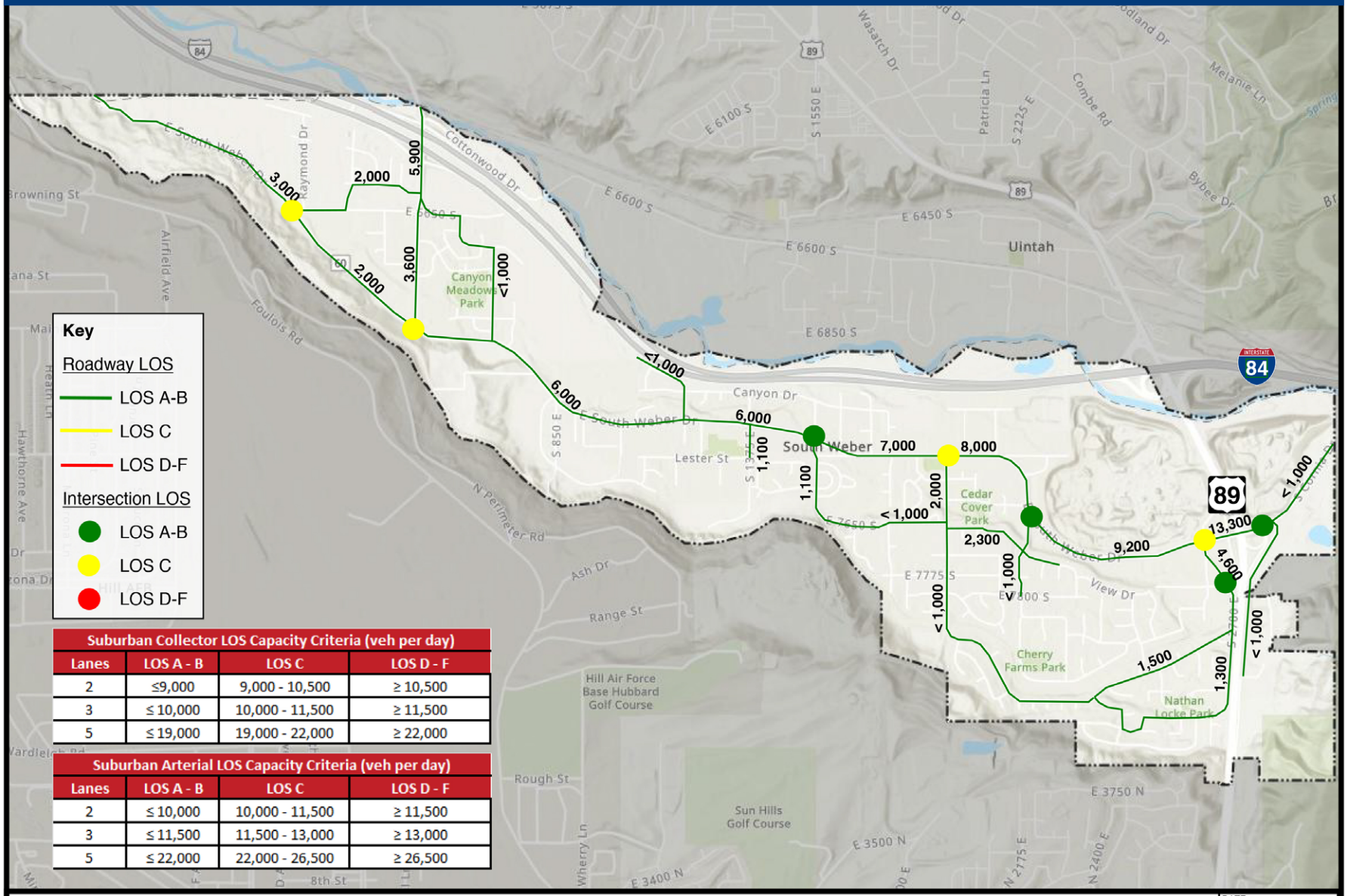


FIGURE 3: EXISTING LOS



Suburban Collector LOS Capacity Criteria (veh per day)			
Lanes	LOS A - B	LOS C	LOS D - F
2	≤9,000	9,000 - 10,500	≥ 10,500
3	≤ 10,000	10,000 - 11,500	≥ 11,500
5	≤ 19,000	19,000 - 22,000	≥ 22,000

Suburban Arterial LOS Capacity Criteria (veh per day)			
Lanes	LOS A - B	LOS C	LOS D - F
2	≤ 10,000	10,000 - 11,500	≥ 11,500
3	≤ 11,500	11,500 - 13,000	≥ 13,000
5	≤ 22,000	22,000 - 26,500	≥ 26,500

WALL CONSULTANT GROUP

Existing (2022) ADT and LOS

South Weber IFFP

N

DATE: 09/20/2022

PROJECT: 22-133

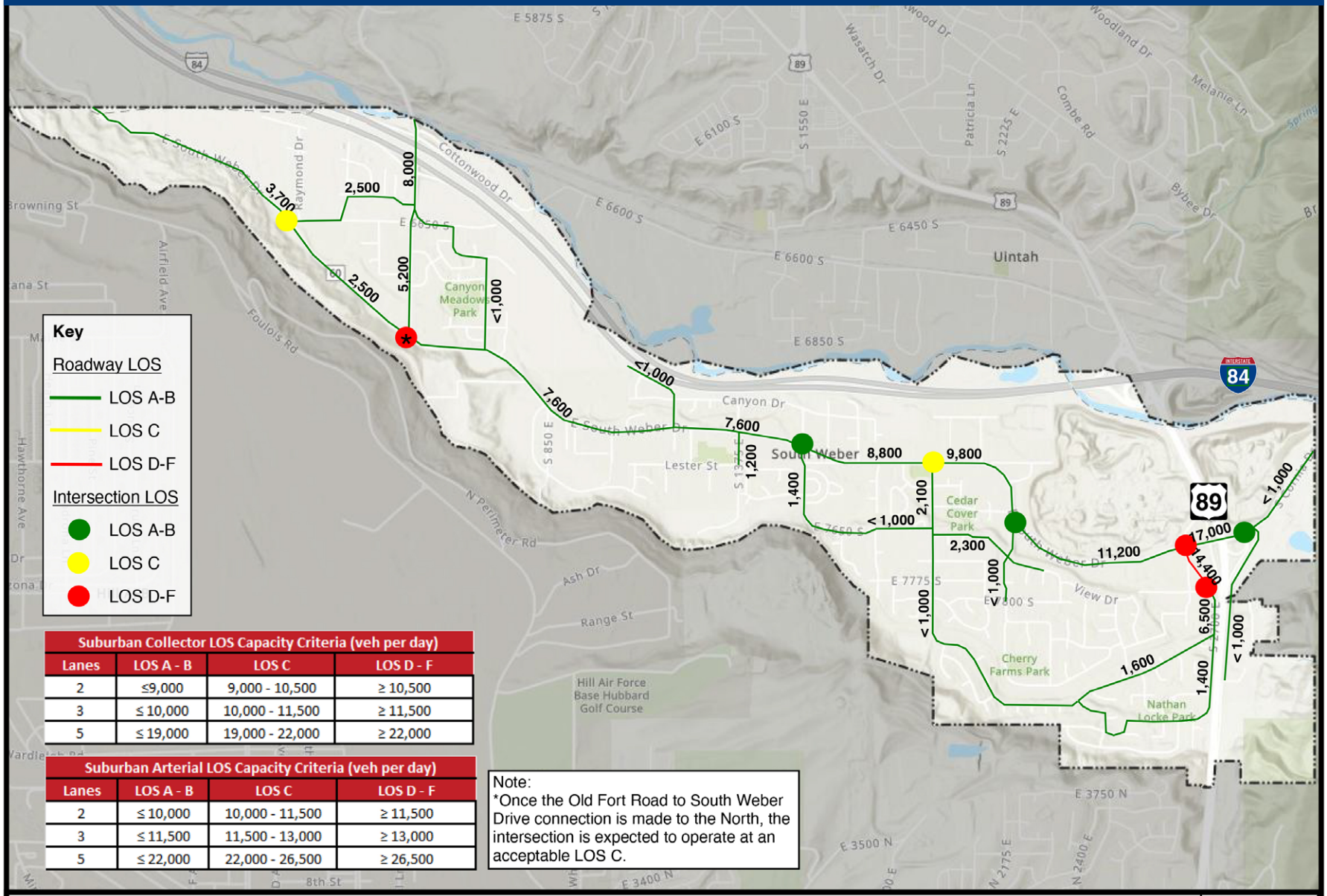
Figure 3

C. FUTURE ROADWAY CONDITIONS

Future traffic volumes were projected using the travel demand model. WCG used the latest model from Wasatch Front Regional Council (WFRC), which is the local metropolitan planning organization (MPO), and refined it to better reflect conditions in South Weber 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 2032, 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 (2032) no-build LOS is shown in Figure 4. As shown, there are a number of roadways that are anticipated to deteriorate to LOS D, E or F. In addition, there are several new roads that will be needed to accommodate future development.

Based on the analysis in the South Weber TMP, the anticipated growth resulting from new development in South Weber City from 2022 to 2032 is **21,890** daily trips.

FIGURE 4: FUTURE (2032) — NO BUILD LOS



Suburban Collector LOS Capacity Criteria (veh per day)			
Lanes	LOS A - B	LOS C	LOS D - F
2	≤9,000	9,000 - 10,500	≥ 10,500
3	≤ 10,000	10,000 - 11,500	≥ 11,500
5	≤ 19,000	19,000 - 22,000	≥ 22,000

Suburban Arterial LOS Capacity Criteria (veh per day)			
Lanes	LOS A - B	LOS C	LOS D - F
2	≤ 10,000	10,000 - 11,500	≥ 11,500
3	≤ 11,500	11,500 - 13,000	≥ 13,000
5	≤ 22,000	22,000 - 26,500	≥ 26,500

Note:
*Once the Old Fort Road to South Weber Drive connection is made to the North, the intersection is expected to operate at an acceptable LOS C.

WALL CONSULTANT GROUP

Future (2032) ADT and LOS - No Build

South Weber IFFP

DATE: 09/20/2022
PROJECT: 22-133
Figure 4

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 (2032) 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 2032 will be considered. Table 3 shows all City projects expected to be constructed by 2032 to meet the demands placed on the roadway network by new development. These projects are included in the IFFP analysis. UDOT projects will be funded entirely with state funds and are therefore not eligible for impact fee expenditure and are not included in this analysis.

The 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. This analysis includes an inflation component to reflect the future cost of facilities. The impact fee analysis should be updated regularly to account for changes in cost estimates over time.

Table 3: South Weber City 2032 Project List

Project Number	Location	Responsibility	Estimated Future Project Year	Project Type	Improvement Scope
1	Old Fort Road: Connect current western section to 950 East	South Weber / Developers	2022 - 2032	Roadway	New Road (Collector)
2	Old Maple Road: End of Existing to South Weber Drive	South Weber / Developers	2022 - 2032	Roadway	New Road (Collector)
3	950 East: Old Fort Road to South Weber Drive	South Weber	2022 - 2032	Roadway	New Road (Collector)
4	2700 East: SR-60 to 7800 South	South Weber / Developers	2022 - 2032	Roadway	Widening
5	2700 East & 7800 South	South Weber / Developers	2022 - 2032	Intersection	Roundabout with right-turn bypass lanes
6	75 West & South Weber Drive	South Weber / UDOT	2022 - 2032	Intersection	Eastbound left-turn lane
7	850 East & Old Fort Road	South Weber / Developers	2022 - 2032	Intersection	Single-lane roundabout
8	950 East & Old Fort Road	South Weber / Developers	2022 - 2032	Intersection	Single-lane roundabout
9	Old Maple Road & South Weber Drive	South Weber / UDOT	2022 - 2032	Intersection	Single-lane roundabout
10	950 East & South Weber Drive	UDOT	2022 - 2032	New Intersection	Signal
11	2700 East & South Weber Drive	UDOT	2022 - 2032	Capacity	Westbound dual left-turn lanes

C. PROJECT COSTS ATTRIBUTABLE TO FUTURE GROWTH

Table 4 represents all projects expected to be constructed by 2032 based on the analysis in the TMP. The total cost for all projects is estimated to be **$24,664,381**. 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 traffic volume of the future (2032) traffic volume by roadway capacity added by the proposed project. This eligibility percentage was then multiplied by the project cost to calculate the impact fee eligible cost for each project. The following formulas outline how the impact fee eligible cost was calculated.

$$\textit{2032 ADT in Excess of 2022 Capacity} = \textit{2032 ADT} - \textit{2022 Capacity} - \textit{Existing Trips shifted to New Road}$$

[1] *If 2032 ADT is greater than 2032 capacity, then use 2032 capacity*

$$\textit{\% Impact Fee Eligible} = \frac{\textit{(2032 ADT in Excess of 2022 Capacity)}}{\textit{(New Capacity)}} \times \textit{(1 - \% cut through)}$$

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

A summary of the costs and impact fee eligibility of each project is shown in Table 4. As shown, the total impact fee eligible cost for planned South Weber City projects expected to be completed by 2032 is **$9,546,482**.

Table 4: South Weber City 2032 Project Impact Fee Eligible Cost Summary												
#	Location	From	To	Type[2]	Functional Class	Cost	Outside Funding Sources[1]	Reduction % for Cut-through	Reduction % for Rerouted Existing	Reduction % for Excess Capacity	% Impact Fee Eligible	Impact Fee Eligible Cost
Phase 1 (2022-2023)												
1	Old Fort Road	End of western section	950 East	New	Collector	$8,487,217	-	0%	23%	56%	21%	$1,773,829
2	Old Maple Road	End of existing	South Weber Drive	New	Collector	$3,389,330	-	1%	17%	78%	4%	$149,131
3	950 East	Old Fort Road	South Weber Drive	New	Collector	$5,897,140	-	0%	23%	56%	21%	$1,232,503
4	2700 East	South Weber Drive	7800 South	Widening	Collector	$704,733	-	0%	0%	66%	34%	$238,997
5	2700 East & 7800 South			Intersection	Collector	$1,023,361	-	1%	N/A	N/A	99%	$1,013,127
6	75 West & South Weber Drive			Intersection	Collector	$833,341	-	1%	N/A	N/A	99%	$825,007
7	850 East & Old Fort Road			Intersection	Collector	$885,983	-	0%	N/A	N/A	100%	$885,983
8	950 East & Old Fort Road			Intersection	Collector	$885,983	-	0%	N/A	N/A	100%	$885,983
9	Old Maple Road & South Weber Drive			Intersection	Collector	$1,020,141	-	0%	N/A	N/A	100%	$1,020,141
10	950 East & South Weber Drive			Intersection	Collector	$482,458	-	1%	N/A	N/A	99%	$477,633
11	2700 East & South Weber Drive			Intersection	Collector	$1,054,695	-	1%	N/A	N/A	99%	$1,044,148
					TOTAL	**$24,664,381**						**$9,546,482**

1. WFRC STIP (State Transportation Improvement Program), UDOT, adjacent cities, or other external funding sources

2. Widening costs estimates represent the cost of widening for new growth.

V. FUNDING SOURCES

A. PURPOSE

The purpose of this chapter is to identify the funding sources that are available for roadway improvement projects. All possible revenue sources have been considered as a means of financing transportation capital improvements needed as a result of new growth. Funding sources for transportation are essential to enable the recommended improvements in South Weber City to be built. This chapter discusses the potential revenue sources that could be used to fund transportation needs.

Transportation routes often span multiple jurisdictions and provide regional significance to the transportation network. As a result, other government jurisdictions or agencies often help pay for such regional benefits. Those jurisdictions and agencies could include the Federal Government, the State (UDOT), the County, and the local MPO (WFRC). The City will need to continue to partner and work with these other jurisdictions to ensure adequate funds are available for the specific improvements necessary to maintain an acceptable LOS. The City will also need to partner with adjacent communities to ensure corridor continuity across jurisdictional boundaries (i.e., arterials connect with arterials, collectors connect with collectors, etc.).

B. FEDERAL FUNDING

Federal money is available to cities and counties through the federal-aid program. In Utah, UDOT administers these funds. To be eligible, a project must be listed on the five-year Statewide Transportation Improvement Program (STIP).

The Surface Transportation Program (STP) funds projects for any roadway with a functional classification of a collector street or higher as established on the Statewide Functional Classification Map. STP funds can be used for both rehabilitation and new construction. The Joint Highway Committee programs a portion of the STP funds for projects around the state in urban areas. Another portion of the STP funds can be used for projects in any area of the state at the discretion of the State Transportation Commission. Transportation Enhancement funds are allocated based on a competitive application process. The Transportation Enhancement Committee reviews all applications and then a portion of the applications are passed to the State Transportation Commission. Transportation enhancements include twelve categories ranging from historic preservation, bicycle and pedestrian facilities, and water runoff mitigation.

WFRC accepts applications for federal funds from local and regional government jurisdictions. The WFRC Technical Advisory and Regional Planning Committees select projects for funding every two years. The selected projects form the Transportation Improvement Program (TIP). In order to receive funding, projects should include one or more of the following aspects:

- **Congestion relief:** spot improvement and corridor improvement projects intended to improve levels of service and/or reduce average delay along those corridors identified in the Regional Transportation Plan as high-congestion areas
- **Mode choice:** projects improving the diversity and/or usefulness of travel modes other than single-occupant vehicles
- **Air quality improvements:** projects showing demonstrable air quality benefits
- **Safety:** improvements to vehicular, pedestrian, and bicyclist safety

C. STATE / COUNTY FUNDING

The distribution of State Class B and C program funds is established by State Legislation and is administered by UDOT. Revenues for the program are derived from State fuel taxes, registration fees, driver license fees, inspection fees, and transportation permits. Seventy-five percent of these funds are kept by UDOT for their construction and maintenance programs. The rest is made available to counties and cities. As some of the roads in South Weber fall under UDOT jurisdiction, it is in the interest of the City that staff are aware of the procedures used by UDOT to allocate those funds and to be active in requesting the funds be made available for UDOT-owned roadways in the City.

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

D. CITY FUNDING

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

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

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

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

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

E. INTERFUND LOANS

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

F. DEVELOPER DEDICATIONS AND EXACTIONS

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

G. DEVELOPER IMPACT FEES

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

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

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

VI. IMPACT FEE CERTIFICATION

A. OVERVIEW

This report has been prepared in accordance with Utah Code Title 11, Chapter 36a, "Impact Fees Act." This report (including its results and projections) relies upon the planning, engineering, land use, and other source data provided in the South Weber City TMP (2022).

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.

EXHIBIT 2
TRANSPORTATION
IMPACT FEE ANALYSIS

:

South Weber City

Transportation Impact Fee Analysis

Zions Public Finance, Inc.
October 2023

Transportation Impact Fee Analysis

Summary

This Impact Fee Analysis (IFA) is based on the information provided in the South Weber Transportation Impact Fee Facilities Plan ("IFFP") dated October 2023 and prepared by Wall Consultant Group (WCG).

Projected Growth. The IFFP projects that new development in South Weber will grow by 21,890 average daily trips (ADTs) between 2022 and 2032 – from 29,846 ADTs in 2022 to 51,736 ADTs in 2032 (IFFP, p. 12). This growth will require the construction of new transportation improvements to maintain the existing levels of service.

Service Levels. The IFFP states that the current level of service (LOS) is LOS C (IFFP, p. 10) and that the proposed service level will remain at LOS C (IFFP, p. 7).

Service Areas. South Weber ("City") includes one roadway service area that corresponds to existing City boundaries (IFFP, p. 3).

Excess Capacity. The IFFP does not identify any existing, excess capacity in the current roadway system.

New Construction. The IFFP identifies a total of 11 projects necessitated by new development at a total cost of $24,664,382. However, new development is not responsible for the portion of these projects that will benefit existing development or that provide capacity for pass-through traffic. Therefore, the total cost attributable to new development over the next ten years is $9,546,482.

Other Costs. Other eligible costs include the cost of preparing the Transportation IFFP and IFA.

Credits for Existing Deficiencies. The IFFP identifies three projects in the amount of $3,841,564 that will benefit existing development. Therefore, a credit must be made so that new development does not pay twice – once in the form of impact fees and then again through higher taxes over time to pay for the portion of the roads that benefit existing development.

Proportionate Share Analysis. A summary of the proportionate share analysis for 2023 is as follows:

TABLE 1: PROPORTIONATE SHARE ANALYSIS FOR 2023 – COST PER TRIP

Summary of Cost per Trip	Cost per ADT
New construction	$436.11
Consultant fees	$1.16
Fund balance	($12.07)
Credits for benefits to existing traffic	($76.00)
Total Cost per Trip	**$349.21**

The 2023 cost per trip is $349.21. The cost per trip is then applied to standards set by the Institute of Transportation Engineers (ITE) to evaluate the number of ADTs per development type. Table 2 below shows basic categories from the ITE manual, 11th edition for which the City can charge impact fees and illustrates

how fees are calculated based on the number of trips generated by land use type and trips per unit. For a land use type that does not fit easily into the categories in Table 2, the City may choose, at its discretion, to refer to additional land use categories as found in the ITE manual, 11th edition.

TABLE 2: RECOMMENDED MAXIMUM TRANSPORTATION IMPACT FEES INTO MAJOR GROUPINGS IN 2023

ITE Code	ITE Land Use	Unit	ITE Daily Trip Rate	Pass-By	Adjusted Trip Rate	2023 Max Fee
130	Industrial Park 130	1000 Sq. Feet Gross Floor Area	3.37	0%	3.37	$1,177
151	Mini-Warehouse	Storage Units (100s)	17.96	0%	17.96	$6,272
210	Single-Family Detached Housing	Dwelling Unit	9.43	0%	9.43	$3,293
215	Single-Family Attached Housing	Dwelling Unit	7.20	0%	7.20	$2,514
220	Multifamily Housing (Low-Rise) - Not Close to Rail Transit	Dwelling Unit	6.74	0%	6.74	$2,354
240	Mobile Home Park	Occupied Dwelling Unit	7.12	0%	7.12	$2,486
310	Hotel	Room	7.99	0%	7.99	$2,790
445	Movie Theater	1000 Sq. Feet Gross Floor Area	78.09	0%	78.09	$27,270
520	Elementary School	Students	2.27	0%	2.27	$793
522	Middle School / Junior High School	Students	2.10	0%	2.10	$733
525	High School	Students	1.94	0%	1.94	$677
560	Church	1000 Sq. Feet Gross Floor Area	31.46	0%	31.46	$10,986
610	Hospital	1000 Sq. Feet Gross Floor Area	10.77	0%	10.77	$3,761
710	General Office Building	1000 Sq. Feet Gross Floor Area	10.84	0%	10.84	$3,785
851	Retail Strip Mall	1000 Sq. Feet Gross Leasable Area	54.45	40%	32.67	$11,409

Because the cost per trip increases slightly each year (due to reduced credits over time), the maximum fee per year is shown as follows:

TABLE 3: RECOMMENDED MAXIMUM TRANSPORTATION IMPACT FEES INTO MAJOR GROUPINGS IN 2023

ITE Code	Land Use	Unit	2023	2024	2025	2026	2027	2028	2029	2030
130	Industrial Park 130	1000 Sq. Feet Gross Floor Area	$1,177	$1,205	$1,233	$1,259	$1,285	$1,311	$1,336	$1,361
151	Mini-Warehouse	Storage Units (100s)	$6,272	$6,422	$6,569	$6,711	$6,851	$6,987	$7,120	$7,252
210	Single-Family Detached Housing	Dwelling Unit	$3,293	$3,372	$3,449	$3,524	$3,597	$3,668	$3,739	$3,808
215	Single-Family Attached Housing	Dwelling Unit	$2,514	$2,575	$2,633	$2,690	$2,746	$2,801	$2,855	$2,907
220	Multifamily Housing (Low-Rise) - Not Close to Rail Transit	Dwelling Unit	$2,354	$2,410	$2,465	$2,519	$2,571	$2,622	$2,672	$2,722
240	Mobile Home Park	Occupied Dwelling Unit	$2,486	$2,546	$2,604	$2,661	$2,716	$2,770	$2,823	$2,875
310	Hotel	Room	$2,790	$2,857	$2,922	$2,986	$3,048	$3,108	$3,168	$3,226
445	Movie Theater	1000 Sq. Feet Gross Floor Area	$27,270	$27,924	$28,561	$29,181	$29,786	$30,379	$30,960	$31,532

ITE Code	Land Use	Unit	2023	2024	2025	2026	2027	2028	2029	2030
520	Elementary School	Students	$793	$812	$830	$848	$866	$883	$900	$917
522	Middle School / Junior High School	Students	$733	$751	$768	$785	$801	$817	$833	$848
525	High School	Students	$677	$694	$710	$725	$740	$755	$769	$783
560	Church	1000 Sq. Feet Gross Floor Area	$10,986	$11,250	$11,506	$11,756	$12,000	$12,239	$12,473	$12,703
610	Hospital	1000 Sq. Feet Gross Floor Area	$3,761	$3,851	$3,939	$4,025	$4,108	$4,190	$4,270	$4,349
710	General Office Building	1000 Sq. Feet Gross Floor Area	$3,785	$3,876	$3,965	$4,051	$4,135	$4,217	$4,298	$4,377
851	Retail Strip Mall	1000 Sq. Feet Gross Leasable Area	$11,409	$11,683	$11,949	$12,208	$12,461	$12,709	$12,952	$13,192

Utah Code Legal Requirements

Utah law requires that communities prepare an Impact Fee Analysis (IFA) before enacting an impact fee. Utah law also requires that communities give notice of their intent to prepare and adopt an IFA. This IFA follows all legal requirements as outlined below. The City has retained Zions Public Finance Inc., to prepare this Impact Fee Analysis in accordance with legal requirements.

Notice of Intent to Prepare Impact Fee Analysis

A local political subdivision must provide written notice of its intent to prepare an IFA before preparing the Plan (Utah Code §11-36a-503). This notice must be posted on the Utah Public Notice website. The City has complied with this noticing requirement for the IFA.

Preparation of Impact Fee Analysis

Utah Code requires that each local political subdivision, before imposing an impact fee, prepare an impact fee analysis. (Utah Code 11-36a-304).

Section 11-36a-304 of the Utah Code outlines the requirements of an impact fee analysis as follows:

(1) An impact fee analysis shall:

(a) identify the anticipated impact on or consumption of any existing capacity of a public facility by the anticipated development activity;

(b) identify the anticipated impact on system improvements required by the anticipated development activity to maintain the established level of service for each public facility;

(c) demonstrate how the anticipated impacts described in Subsections (1)(a) and (b) are reasonably related to the anticipated development activity;

(d) estimate the proportionate share of:
(i) the costs for existing capacity that will be recouped; and

(ii) the costs of impacts on system improvements that are reasonably related to the new development activity; and

(e) identify how the impact fee was calculated.

(2) In analyzing whether or not the proportionate share of the costs of public facilities are reasonably related to the new development activity, the local political subdivision or private entity, as the case may be, shall identify, if applicable:

(a) the cost of each existing public facility that has excess capacity to serve the anticipated development resulting from the new development activity;

(b) the cost of system improvements for each public facility;

(c) other than impact fees, the manner of financing for each public facility, such as user charges, special assessments, bonded indebtedness, general taxes, or federal grants;

(d) the relative extent to which development activity will contribute to financing the excess capacity of and system improvements for each existing public facility, by such means as user charges, special assessments, or payment from the proceeds of general taxes;

(e) the relative extent to which development activity will contribute to the cost of existing public facilities and system improvements in the future;

(f) the extent to which the development activity is entitled to a credit against impact fees because the development activity will dedicate system improvements or public facilities that will offset the demand for system improvements, inside or outside the proposed development;

(g) extraordinary costs, if any, in servicing the newly-developed properties; and

(h) the time-price differential inherent in fair comparisons of amounts paid at different times.

Certification of Impact Fee Analysis

Utah Code states that an Impact Fee Analysis shall include a written certification from the person or entity that prepares the Impact Fee Analysis. This certification is included at the conclusion of this analysis.

Anticipated Impact on or Consumption of Any Existing Capacity of a Public Facility by the Anticipated Development Activity

Utah Code 11-36a-304(1)(a)

Consumption of Existing Capacity

Development activity in South Weber City is based on both residential and nonresidential growth. Growth projections are then used by the City's engineers as inputs in the WFRC Travel Demand Model to forecast trip generation. Growth projections are as follows:

TABLE 4: GROWTH PROJECTIONS – ADTS

	ADTs
ADTs 2022	29,846
ADTs 2032	51,736
Growth in Trips, 2022-2032	**21,890**

The engineers have not identified any excess capacity in the existing City-owned roads for which impact fees should be charged as a "buy-in" component.

Identify the Anticipated Impact on System Improvements Required by the Anticipated Development Activity to Maintain the Established Level of Service for Each Public Facility and Demonstrate How the Anticipated Impacts are Reasonably Related to the New Development Activity

Utah Code 11-36a-304(1)(b)(c)

In order to maintain a LOS C, South Weber's IFFP identifies a total of 11 projects necessitated by new development at a total cost of $24,664,382. There are no outside funding sources for these projects; all are the responsibility of the City. However, new development is not responsible for the portion of the new projects that will benefit existing development or that provide capacity for pass-through traffic. Therefore, the total cost attributable to new development over the next ten years is $9,546,482.

TABLE 5: NEW CONSTRUCTION COSTS

#	Location	Cost	Reduction % for Pass-through	Reduction % for Rerouted Existing	Reduction % for Excess Capacity	% Impact Fee Eligible	Impact Fee Eligible Cost
1	Old Fort Road	$8,487,217	0%	23%	56%	21%	$1,773,829
2	Old Maple Road	$3,389,330	1%	17%	78%	4%	$149,131
3	950 East	$5,897,140	0%	23%	56%	21%	$1,232,503
4	2700 East	$704,733	0%	0%	66%	34%	$238,997
5	2700 East & 7800 South	$1,023,361	1%	N/A	N/A	99%	$1,013,127
6	75 West & South Weber Drive	$833,341	1%	N/A	N/A	99%	$825,007
7	850 East & Old Fort Road	$885,983	0%	N/A	N/A	100%	$885,983
8	950 East & Old Fort Road	$885,983	0%	N/A	N/A	100%	$885,983

#	Location	Cost	Reduction % for Pass-through	Reduction % for Rerouted Existing	Reduction % for Excess Capacity	% Impact Fee Eligible	Impact Fee Eligible Cost
9	Old Maple Road & South Weber Drive	$1,020,141	0%	N/A	N/A	100%	$1,020,141
10	950 East & South Weber Drive	$482,458	1%	N/A	N/A	99%	$477,633
11	2700 East & South Weber Drive	$1,054,695	1%	N/A	N/A	99%	$1,044,148
TOTAL		**$24,664,382**					**$9,546,482**

The total cost of $9,546,482 attributable to new development between 2022 and 2032 must be shared proportionately between the additional ADTs projected for that time period. ADTs citywide are projected to grow from 29,846 ADTs in 2022 to 51,736 ADTs in 2032 – an increase of 21,890 ADTs over the 10-year period. While volume on some existing roads may actually decrease, volume will increase on new roads constructed. Therefore, the increased volume and capacity impacts need to be viewed as part of an overall system of roads.

Estimate the Proportionate Share of (i) the Costs for Existing Capacity That Will Be Recouped; and (ii) The Costs of Impacts on System Improvements That Are Reasonably Related to the New Development Activity; and Identify How the Impact Fee was Calculated

Utah Code 11-36a-304(1)(d)(e)

The proportionate share analysis can legally include the proportionate share of any buy-in costs associated with the excess capacity in the existing system that will be consumed as a result of new development activity, as well as the proportionate share of new construction costs necessitated by new development. The IFFP does not identify any existing excess capacity for which buy-in costs can be calculated but it does identify 11 projects for new construction as shown in Table 5.

New Construction Cost Calculation

In order to maintain its LOS C, South Weber will need to construct additional facilities, as identified previously. New construction costs are calculated as follows:

TABLE 6: PROPORTIONATE SHARE CALCULATION – NEW CONSTRUCTED COST

New Construction	Amount
Total project costs	$24,664,382
10-Year impact-fee eligible project costs	$9,546,482
Growth in ADTs, 2022-2032	21,890
Cost per ADT	**$436.11**

Other Cost Calculations

Utah law allows for the cost of developing the Impact Fee Facility Plan and Impact Fee Analysis to be included in the calculation of impact fees. These costs are then shared proportionately among the additional trips generated between 2022 and 2032.

TABLE 7: PROPORTIONATE SHARE CALCULATION – CONSULTING COSTS

Description	Amount
Consultant costs	$25,500
Growth in ADTs, 2022-2032	21,890
Cost per ADT	**$1.16**

South Weber has a balance of $264,166 in its transportation impact fee fund.[1] Therefore, the following credit needs to be made against the impact fee fund balance.

TABLE 8: IMPACT FEE FUND BALANCE CALCULATION

Description	Amount
Impact fee fund balance	$264,166
Growth in ADTs, 2022-2032	21,890
Credit per ADT	**$12.07**

Calculation of Credits

The City does not have any outstanding road bonds and does not anticipate issuing any within the timeframe of this analysis. Therefore, no credits need to be made for bonding. The IFFP, however, identifies 3 of the new improvement projects as partially benefitting new development. Therefore, a credit must be made for these projects so that new development does not pay twice – once through the collection of an impact fee and then again later through increased taxes to offset the portion benefitting existing development. The total amount of projects benefitting existing development is $3,841,564.

TABLE 9: CREDIT CALCULATION FOR EXISTING DEFICIENCIES

#	Location	Cost	Reduction % for Rerouted Existing	Impact Fee Eligible Cost	Cost Benefitting Existing Development
1	Old Fort Road	$8,487,217	23%	$1,773,829	$1,918,849
2	Old Maple Road	$3,389,330	17%	$149,131	$589,449
3	950 East	$5,897,140	23%	$1,232,503	$1,333,266
4	2700 East	$704,733	0%	$238,997	
5	2700 East & 7800 South	$1,023,361	N/A	$1,013,127	
6	75 West & South Weber Drive	$833,341	N/A	$825,007	
7	850 East & Old Fort Road	$885,983	N/A	$885,983	
8	950 East & Old Fort Road	$885,983	N/A	$885,983	
9	Old Maple Road & South Weber Drive	$1,020,141	N/A	$1,020,141	
10	South Bench Drive & South Weber Drive	$482,458	N/A	$477,633	

[1] Source: South Weber City, October 6, 2023

#	Location	Cost	Reduction % for Rerouted Existing	Impact Fee Eligible Cost	Cost Benefitting Existing Development
11	2700 East & South Weber Drive	$1,054,695	N/A	$1,044,148	
TOTAL		**$21,772,469**		**$9,546,482**	**$3,841,564**

These costs are spread across 10 years in the following analysis so that credits can be made.

TABLE 10: CREDIT CALCULATION FOR EXISTING DEFICIENCIES

Year	ADTs	Payment per Year	NPV*
2023	31,534	$12.18	$76.00
2024	33,317	$11.53	$67.62
2025	35,201	$10.91	$59.47
2026	37,192	$10.33	$51.53
2027	39,295	$9.78	$43.78
2028	41,517	$9.25	$36.19
2029	43,865	$8.76	$28.74
2030	46,346	$8.29	$21.42
2031	48,967	$7.85	$14.21
2032	51,736	$7.43	$7.07

*NPV = net present value discounted at a rate of 5 percent

Summary of Impact Fees

TABLE 11: SUMMARY OF COST PER TRIP - 2023

Summary of Cost per Trip - 2023	Cost per ADT
New construction	$436.11
Consultant fees	$1.16
Fund balance	($12.07)
Gross cost per trip before credit for existing deficiencies	$425.21
Credits for existing deficiencies	($76.00)
Total Cost per Trip	**$349.21**

The cost per trip is $349.21 in 2023. The cost per trip changes each year as shown in the table below to account for the credits due from the remaining bond payments.

TABLE 12: SUMMARY OF COST PER TRIP – 2023 BY YEAR

Maximum Cost per Trip by Year	Gross Cost per Trip	Credit Amount	Maximum Cost per Trip
2023	$425.21	$76.00	$349.21
2024	$425.21	$67.62	$357.59
2025	$425.21	$59.47	$365.74
2026	$425.21	$51.53	$373.68

Maximum Cost per Trip by Year	Gross Cost per Trip	Credit Amount	Maximum Cost per Trip
2027	$425.21	$43.78	$381.43
2028	$425.21	$36.19	$389.02
2029	$425.21	$28.74	$396.46
2030	$425.21	$21.42	$403.78
2031	$425.21	$14.21	$411.00
2032	$425.21	$7.07	$418.14
2033	$425.21		$425.21

The cost per trip is then applied to standards set by the Institute of Transportation Engineers (ITE) to evaluate the number ADTs per development type. Table 13 below shows basic categories from the ITE manual, 11th edition for which the City can charge impact fees and illustrates how fees are calculated based on the number of trips generated by land use type and trips per unit. For a land use type that does not fit easily into the categories in Table 13, the City may choose, at its discretion, to refer to additional land use categories as found in the ITE manual, 11th edition.

TABLE 13: SUMMARY OF MAXIMUM ALLOWABLE IMPACT FEES

ITE Code	Land Use	Unit	2023	2024	2025	2026	2027	2028	2029	2030
130	Industrial Park 130	1000 Sq. Feet Gross Floor Area	$1,177	$1,205	$1,233	$1,259	$1,285	$1,311	$1,336	$1,361
151	Mini-Warehouse	Storage Units (100s)	$6,272	$6,422	$6,569	$6,711	$6,851	$6,987	$7,120	$7,252
210	Single-Family Detached Housing	Dwelling Unit	$3,293	$3,372	$3,449	$3,524	$3,597	$3,668	$3,739	$3,808
215	Single-Family Attached Housing	Dwelling Unit	$2,514	$2,575	$2,633	$2,690	$2,746	$2,801	$2,855	$2,907
220	Multifamily Housing (Low-Rise) - Not Close to Rail Transit	Dwelling Unit	$2,354	$2,410	$2,465	$2,519	$2,571	$2,622	$2,672	$2,722
240	Mobile Home Park	Occupied Dwelling Unit	$2,486	$2,546	$2,604	$2,661	$2,716	$2,770	$2,823	$2,875
310	Hotel	Room	$2,790	$2,857	$2,922	$2,986	$3,048	$3,108	$3,168	$3,226
445	Movie Theater	1000 Sq. Feet Gross Floor Area	$27,270	$27,924	$28,561	$29,181	$29,786	$30,379	$30,960	$31,532
520	Elementary School	Students	$793	$812	$830	$848	$866	$883	$900	$917
522	Middle School / Junior High School	Students	$733	$751	$768	$785	$801	$817	$833	$848
525	High School	Students	$677	$694	$710	$725	$740	$755	$769	$783
560	Church	1000 Sq. Feet Gross Floor Area	$10,986	$11,250	$11,506	$11,756	$12,000	$12,239	$12,473	$12,703
610	Hospital	1000 Sq. Feet Gross Floor Area	$3,761	$3,851	$3,939	$4,025	$4,108	$4,190	$4,270	$4,349
710	General Office Building	1000 Sq. Feet Gross Floor Area	$3,785	$3,876	$3,965	$4,051	$4,135	$4,217	$4,298	$4,377
851	Retail Strip Mall	1000 Sq. Feet Gross Leasable Area	$11,409	$11,683	$11,949	$12,208	$12,461	$12,709	$12,952	$13,192

Certification

Zions Public Finance, Inc. certifies that the attached impact fee analysis:

1. includes only the cost of public facilities that are:
    a. allowed under the Impact Fees Act; and
    b. actually incurred; or
    c. projected to be incurred or encumbered within six years after the day on which each impact fee is paid;

2. does not include:
    a. costs of operation and maintenance of public facilities; or
    b. cost for qualifying public facilities that will raise the level of service for the facilities, through impact fees, above the level of service that is supported by existing residents;

3. offset costs with grants or other alternate sources of payment; and

4. complies in each and every relevant respect with the Impact Fees Act.

CERTIFICATE OF POSTING

I hereby certify that Ordinance 2023-14 was passed and adopted on the 24th day of October 2023 and that complete copies of the ordinance were posted in the following locations within the City this 25th day of October 2023.

1. South Weber City Building, 1600 E. South Weber Drive
2. City Website www.southwebercity.com
3. Utah Public Notice Website Utah.gov/pmn

Kimberli Guill, Deputy Recorder