



Transportation Impact Fee Analysis
Adopted March 8, 2023



Transportation Impact Fee Analysis

Summary

This Impact Fee Analysis (IFA) is based on the information provided in the Herriman Transportation Impact Fee Facilities Plan (“IFFP”) dated December 2022 and prepared by Wall Consultant Group (WCG).

Projected Growth. The IFFP projects that new development in Herriman will grow by 170,612 average daily trips (ADTs) between 2020 and 2030 – from 188,467 ADTs in 2020 to 359,079 ADTs in 2030 (IFFP, p. 9). This growth will require the construction of new transportation improvements in order to maintain the existing levels of service.

Service Levels. The IFFP states that the acceptable level of service (LOS) is LOS D (IFFP, p. 3).

Service Areas. Herriman (“City”) includes one roadway service area that corresponds to existing City boundaries.

Excess Capacity. The IFFP identifies 13 projects with a total actual cost of \$32,110,842. New development over the time period of this study period will consume 29.1 percent, or \$9,357,043 of the existing, excess capacity.

New Construction. The IFFP identifies a total of 39 projects at a total cost of \$239,618,874. However, new development is not responsible for the portion of these projects that are paid for through other sources, that will benefit existing development or that provide capacity for pass-through traffic. Therefore, the total cost attributable to new development between 2020 and 2030 is \$57,754,774. Intersection improvements add another \$8,566,016 to costs attributable to new development.

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

Credits for Existing Deficiencies. The IFFP identifies five of the new construction projects, at a total cost of \$4,742,301 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.

Credits for Outstanding Bonds. Credits must be made for the portion of outstanding bonds that benefit new development. Based on information provided by WCG, approximately 21.7 percent of outstanding bonds are paying for capacity that serves existing development.

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

TABLE 1: PROPORTIONATE SHARE ANALYSIS

Summary of Cost per Trip	Cost per ADT
Existing Excess Capacity	\$54.84
New Construction	\$388.72
Consultant Costs	\$0.21

Summary of Cost per Trip	Cost per ADT
Impact Fee Fund Balance	(\$12.99)
GROSS FEE before Credits	\$430.78
Credits for Deficiencies	(\$13.35)
Credits for Outstanding Bonds	(\$9.30)
Total Cost per ADT	\$408.13

The cost per ADT in 2023 is \$408.13. 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

ITE Code	Land Use	Unit	ITE Trips	Pass-By	Adjusted Trip Rate	Max 2023 Fee
130	Industrial Park 130	1000 Sq. Feet Gross Floor Area	3.37	0%	3.37	\$1,375
151	Mini-Warehouse	Storage Units (100s)	17.96	0%	17.96	\$7,330
210	Single-Family Detached Housing	Dwelling Unit	9.43	0%	9.43	\$3,849
215	Single-Family Attached Housing (shared wall with adjoining unit)	Dwelling Unit	7.20	0%	7.20	\$2,939
220	Multifamily Housing (Low-Rise) - Not Close to Rail Transit	Dwelling Unit	6.74	0%	6.74	\$2,751
310	Hotel	Room	7.99	0%	7.99	\$3,261
520	Elementary School	Students	2.27	0%	2.27	\$926
522	Middle School / Junior High School	Students	2.10	0%	2.10	\$857
525	High School	Students	1.94	0%	1.94	\$792
560	Church	1000 Sq. Feet Gross Floor Area	31.46	0%	31.46	\$12,840
610	Hospital	1000 Sq. Feet Gross Floor Area	10.77	0%	10.77	\$4,396
710	General Office Building	1000 Sq. Feet Gross Floor Area	10.84	0%	10.84	\$4,424
822	Retail Strip Mall	1000 Sq. Feet Gross Leasable Area	54.45	40%	32.67	\$13,334
912	Drive-In Bank	1000 Sq. Feet Gross Floor Area	100.35	35%	65.23	\$26,621
947	Self Service Car Wash	Wash Stall	108.00	0%	108.00	\$44,078

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 Herriman 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 3: GROWTH PROJECTIONS – ADTs

	ADTs
ADTs 2020	188,467
ADTs 2030	359,079
Growth in Trips, 2020-2030	170,612

Source: Herriman City Transportation Impact Fee Facilities Plan

The engineers have identified excess capacity in the existing City-owned roads for which impact fees should be charged as a “buy-in” component.

TABLE 4: PROJECTS WITH EXISTING EXCESS CAPACITY

Project Description	Actual Cost	% Pass-through	% Existing	% Impact Fee Eligible	Impact Fees Beyond 2030	Impact Fee Eligible Cost	Costs Serving Existing Capacity
Construction of Autumn Crest Drive (15000 South to Mountain View Corridor)	\$1,450,567	0%	29%	46%	25%	\$667,261	\$414,448
Street improvement along Silver Sky Dr (approx. 6100 W to 6000 W)	\$292,174	0%	4%	48%	48%	\$140,244	\$10,821
Construction of 4000 West beginning at Autumn Crest Blvd	\$222,279	0%	4%	11%	85%	\$24,451	\$8,233
Half road ROW improvements along Herriman Blvd & 11800 S from 6000 W to 6400 W	\$2,600,000	5%	12%	32%	51%	\$832,000	\$317,073
25,587 sq ft of street improvements at 7274 W Rose Canyon Rd	\$94,406	10%	11%	1%	78%	\$944	\$10,789
2,756 square feet of real property deeded to the City (7300 West)	\$5,566	0%	15%	22%	63%	\$1,225	\$825
18,905 sq ft of street improvements at 7300 W Rose Canyon Rd	\$82,841	5%	11%	1%	83%	\$828	\$9,468
Reimbursement for portion of Porter Rockwell Blvd and Rockwell Park Ln	\$331,614	0%	7%	15%	78%	\$49,742	\$24,564
Additional paving and striping at 6400 W 13400 S	\$45,365	4%	57%	22%	17%	\$9,980	\$25,923
Herriman Blvd from 6000 W to 6400 W	\$1,902,045	5%	5%	37%	53%	\$703,757	\$92,783
Refinance bond for Herriman Blvd roadwork east of 6000 West	\$6,540,675	5%	12%	42%	41%	\$2,747,084	\$797,643
U-Road and traffic signals at Black Locust and Fort Herriman at Main Street	\$8,543,310	0%	15%	22%	63%	\$1,879,528	\$1,265,676
Future construction of Main Street from 6250 West to 7300 West	\$10,000,000	0%	40%	23%	37%	\$2,300,000	\$4,000,000
TOTAL	\$32,110,842					\$9,357,043	\$6,978,245

Source: Herriman City Transportation Impact Fee Facilities Plan

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 D, Herriman's IFFP identifies a total of 39 roadway projects and 25 intersection improvements necessitated by new development. Total roadway costs attributable to new development are nearly \$58 million, plus an additional \$8.6 million for intersection improvements.

A portion of the new roadway projects will benefit existing development. Therefore, over \$4.7 million in costs will need to be credited in the impact fee calculations so that new development does not pay twice.

TABLE 5: ROADWAY NEW CONSTRUCTION COSTS

#	Project Description	Actual Cost	Other Funding Sources Including Olympia	% Existing Capacity	% Impact Fee Eligible thru 2030	Cost to Existing Development	Cost to New Development
1-1	Herriman Rose Boulevard	\$2,628,508	\$0	50%	23%	\$1,314,254	\$604,557
1-2	Dansie Blvd	\$3,279,482	\$0	20%	47%	\$655,896	\$1,541,357
1-3	13800 South	\$7,100,432	\$3,550,216	30%	6%	\$1,065,065	\$213,013
1-4	SR-111	\$21,880,202	\$21,880,202			\$0	\$0
1-5	7600 West	\$2,800,000	\$0	0%	22%	\$0	\$616,000
1-6	6800 West	\$7,496,854	\$0	0%	29%	\$0	\$2,174,088
1-7	Mcdougall Road	\$6,832,500	\$0	0%	22%	\$0	\$1,503,150
1-8	Silver Sky Drive	\$3,603,542	\$3,603,542			\$0	\$0
1-9	Soleil Hills Drive	\$12,595,592	\$0	0%	74%	\$0	\$9,320,738
1-10	Soleil Hills Drive	\$21,409,763	\$0	0%	59%	\$0	\$12,631,760
1-11	6400 West	\$12,491,534	\$0	5%	70%	\$624,577	\$8,744,074
1-12	7300 West	\$3,992,173	\$0	0%	15%	\$0	\$598,826
1-13	Miller Crossing Drive	\$3,094,744	\$0			\$0	\$0
1-14	Academy Parkway	\$686,836	\$0	0%	91%	\$0	\$625,021
1-15	Juniper Crest Road	\$3,608,363	\$0	30%	48%	\$1,082,509	\$1,732,014
1-16	13400 South	\$3,479,029	\$0	0%	100%	\$0	\$3,479,029
1-17	6000 West	\$5,779,879	\$0	0%	0%	\$0	\$0
1-18	7300 West	\$2,530,813	\$0	0%	0%	\$0	\$0
1-19	Herriman Main St	\$16,000,000	\$10,000,000	0%	16%	\$0	\$960,000
1-20	11800 South	\$1,532,644	\$0	0%	30%	\$0	\$459,793
1-22	11800 South	\$6,925,191	\$3,462,596	0%	16%	\$0	\$554,015
1-23	13400 South	\$9,443,745	\$0	0%	40%	\$0	\$3,777,498
1-24	Herriman Parkway	\$3,860,220	\$0	0%	22%	\$0	\$849,248
1-25	6400 West	\$3,233,126	\$0	0%	97%	\$0	\$3,136,132
1-27	Auto Row Drive	\$5,831,663	\$5,831,663			\$0	\$0
1-28	Rose Canyon Road	\$1,248,313	\$0	0%	0%	\$0	\$0
1-29	Herriman Blvd	\$7,168,154	\$7,168,154			\$0	\$0
1-30	Olympia Main Street	\$9,561,036	\$9,561,036			\$0	\$0
1-31	6400 West	\$5,206,537	\$5,206,537			\$0	\$0
1-32	Silver Sky Drive	\$5,350,284	\$5,350,284			\$0	\$0
1-33	12600 South	\$1,888,978	\$0	0%	98%	\$0	\$1,851,198
1-34	6800 West	\$4,507,727	\$4,507,727			\$0	\$0
1-35	Silver Sky Drive	\$4,990,384	\$0	0%	22%	\$0	\$1,097,884
1-36	Silver Sky Drive	\$4,141,622	\$4,141,622			\$0	\$0
1-37	Silver Sky Drive	\$2,346,120	\$0	0%	22%	\$0	\$516,146
1-38	Soleil Hills Blvd	\$5,128,208	\$0	0%	15%	\$0	\$769,231
1-39	7300 West	\$7,226,719	\$7,226,719			\$0	\$0
1-41	13400 South	\$2,917,755	\$0			\$0	\$0
1-42	Herriman Main St	\$5,820,202	\$0	0%	0%	\$0	\$0
TOTAL		\$239,618,874	\$91,490,298			\$4,742,301	\$57,754,774

Source: Herriman City Transportation Impact Fee Facilities Plan

TABLE 6: INTERSECTION NEW CONSTRUCTION PROJECTS

Project #	Intersection Description	Other Funding Sources	Impact Fee Eligible Costs through 2030
1-1	11800 South & 6400 West	\$252,767	\$168,511
1-2	U-111 & Herriman Blvd	\$236,877	\$207,723
1-3	7300 West & Silver Sky Drive	\$420,314	\$0
1-4	6800 West & Olympia Main Street	\$874,474	\$0

Project #	Intersection Description	Other Funding Sources	Impact Fee Eligible Costs through 2030
1-5	Herriman Main Street & 6400 West	\$874,474	\$0
1-6	Herriman Blvd & 6400 West	\$267,055	\$199,338
1-7	Herriman Hwy & 7300 West	\$46,339	\$284,655
1-8	Herriman Hwy & Dansie Blvd	\$102,514	\$288,852
1-9	Juniper Crest Road & Soleil Hills Drive	\$0	\$445,962
1-10	Real Vista Drive & MVC NB	\$0	\$583,872
1-11	Real Vista Drive & MVC SB	\$0	\$1,106,108
1-12	Academy Pkwy & Soleil Hills Drive	\$0	\$445,962
1-13	Academy Pkwy & MVC SB	\$0	\$900,053
1-14	Academy Pkwy & MVC NB	\$0	\$243,048
1-15	Porter Rockwell Blvd & McDougall Road	\$488,013	\$0
1-16	Herriman Main Street & Miller Crossing Drive	\$0	\$426,000
1-17	Herriman Rose Blvd & Fort Herriman Pkwy	\$0	\$460,962
1-18	Sentinel Ridge Blvd & 13800 South	\$535,618	\$380,288
1-19	Herriman Blvd & 6800 West	\$313,525	\$133,816
1-20	Herriman Blvd & 5600 West	\$195,995	\$623,351
1-21	Herriman Hwy & 6400 West	\$20,815	\$83,260
1-22	11800 South & 6000 West	\$27,027	\$18,781
1-23	Herriman Blvd & Herriman Main Street	\$141,248	\$704,476
1-24	Herriman Blvd & 6000 West	\$40,197	\$65,022
1-25	Herriman Blvd & Auto Row Drive	\$0	\$795,977
TOTAL		\$4,837,252	\$8,566,016

Source: Herriman City Transportation Impact Fee Facilities Plan

The total cost of \$66.3 million attributable to new development between 2020 and 2030 on roadway and intersection improvements must be shared proportionately between the additional ADTs projected for that time period. ADTs citywide are projected to grow from 188,467 ADTs in 2020 to 359,079 ADTs in 2030 – an increase of 170,612 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.

Excess Capacity Cost Calculation

Existing excess capacity is found in the projects shown in Table 4. Of the total existing, excess capacity of \$32.1 million, nearly \$9.4 million will be consumed by the additional ADTs in Herriman between 2020 and 2030.

TABLE 7: EXCESS CAPACITY COST CALCULATION

Excess Capacity – Buy-In Calculation	Amount
Total Excess Capacity	\$32,110,842
Cost to New Development, 2020-2030	\$9,357,043
Growth in Trips, 2020-2030	170,612
Cost per Trip	\$54.84

New Construction Cost Calculation

In order to maintain a LOS D, Herriman will need to construct additional facilities, as identified previously in tables 5 and 6. New construction costs per ADT are calculated as shown in Table 8.

TABLE 8: PROPORTIONATE SHARE CALCULATION – NEW CONSTRUCTED COST

New Construction	Amount
New Construction - Roads	\$57,754,774
New Construction - Intersections	\$8,566,016
Growth in Trips, 2020-2030	170,612
Cost per ADT	\$388.72

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 2020 and 2030.

TABLE 9: PROPORTIONATE SHARE CALCULATION – CONSULTING COSTS

Description	Amount
Total Consultant Costs	\$35,000
Growth in ADTs, 2020-2030	170,612
Cost per ADT	\$0.21

Herriman has a balance of \$2,217,044 in its transportation impact fee fund.¹ Therefore, the following credit needs to be made against the impact fee fund balance as these funds can be used to pay for some of the capital costs identified in the IFFP.

¹ Source: Herriman City September 2022

TABLE 10: IMPACT FEE FUND BALANCE CALCULATION

Description	Amount
Fund Balance	\$2,217,044
Growth in ADTs, 2020-2030	170,612
Credit per ADT	(\$12.99)

Calculation of Credits

Credits need to be made for: 1) outstanding bonds that the City has issued to pay for roadway costs; and the portion of new projects that will benefit existing development (i.e., “deficiencies”). Capacity that benefits existing development represents 21.7 percent of the costs.²

TABLE 11: CREDIT FOR OUTSTANDING BONDS

	2015A Sales Tax Revenue	2015B Sales Tax Revenue Bonds	2016 Bonds	Total Bond Pmts	Amount Benefitting Existing	Trips	Pmt per Trip	NPV*
2022	\$136,055	\$544,150	\$854,675	\$1,534,880	\$333,556.12	214,401	\$1.56	\$10.34
2023	\$136,300	\$546,050	\$854,033	\$1,536,383	\$333,882.64	228,677	\$1.46	\$9.30
2024	\$136,040	\$542,450	\$854,243	\$1,532,733	\$333,089.43	243,903	\$1.37	\$8.30
2025	\$136,305	\$543,350	\$854,570	\$1,534,225	\$333,413.67	260,143	\$1.28	\$7.35
2026	\$136,005	\$543,650	\$853,970	\$1,533,625	\$333,283.28	277,465	\$1.20	\$6.44
2027	\$136,430	\$548,250	\$854,377	\$1,539,057	\$334,463.85	295,940	\$1.13	\$5.56
2028	\$136,120	\$547,150	\$854,652	\$1,537,922	\$334,217.20	315,645	\$1.06	\$4.71
2029	\$135,610	\$545,450	\$854,660	\$1,535,720	\$333,738.56	336,662	\$0.99	\$3.88
2030	\$135,920	\$543,150	\$854,250	\$1,533,320	\$333,217.00	359,079	\$0.93	\$3.08
2031	\$135,980	\$550,050	\$853,873	\$1,539,903	\$334,647.60	376,140	\$0.89	\$2.31
2032	\$135,295	\$543,750	\$854,686	\$1,533,731	\$333,306.31	393,201	\$0.85	\$1.54
2033	\$135,460	\$544,125	\$0	\$679,585	\$147,685.64	410,263	\$0.36	\$0.77
2034	\$135,340	\$543,250	\$0	\$678,590	\$147,469.41	427,324	\$0.35	\$0.44
2035	\$135,913	\$0	\$0	\$135,913	\$29,536.15	444,385	\$0.07	\$0.12
2036	\$135,328	\$0	\$0	\$135,328	\$29,409.02	461,446	\$0.06	\$0.06

*NPV = net present value discounted at 5 percent

The IFFP identifies 5 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 \$4,742,301 as shown in Table 5. These costs are spread across 10 years in the following analysis so that credits can be made.

² Calculated by dividing the \$6,978,245 of costs attributed to capacity serving existing development by the total actual cost of \$32,110,842 as shown in Table 4.

TABLE 12: CREDIT CALCULATION FOR EXISTING DEFICIENCIES

Year	Trips	Pmt	Pmt per Trip	NPV*
2023	214,401	\$474,230.08	\$2.21	\$13.35
2024	228,677	\$474,230.08	\$2.07	\$11.80
2025	243,903	\$474,230.08	\$1.94	\$10.32
2026	260,143	\$474,230.08	\$1.82	\$8.89
2027	277,465	\$474,230.08	\$1.71	\$7.51
2028	295,940	\$474,230.08	\$1.60	\$6.18
2029	315,645	\$474,230.08	\$1.50	\$4.89
2030	336,662	\$474,230.08	\$1.41	\$3.63
2031	359,079	\$474,230.08	\$1.32	\$2.40
2032	376,140	\$474,230.08	\$1.26	\$1.20

*NPV = net present value discounted at 5 percent

Summary of Impact Fees

TABLE 13: SUMMARY OF COST PER TRIP - 2023

Summary of Cost per Trip - 2023	Cost per ADT
Existing Excess Capacity	\$54.84
New Construction	\$388.72
Consultant Costs	\$0.21
Impact Fee Fund Balance	(\$12.99)
Subtotal for Credits	\$430.78
Credits for Deficiencies	(\$13.35)
Credits for Outstanding Bonds	(\$9.30)
Total Cost per ADT - 2023	\$408.13

The cost per ADT is \$408.13 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 or deficiency amounts.

TABLE 14: CREDIT CALCULATION FOR EXISTING DEFICIENCIES

Year	Gross Cost per Trip	Credits for Deficiencies	Credits for Outstanding Bonds	Total Max Cost per Trip
2023	\$430.78	(\$13.35)	(\$9.30)	\$408.13
2024	\$430.78	(\$11.80)	(\$8.30)	\$410.67
2025	\$430.78	(\$10.32)	(\$7.35)	\$413.11
2026	\$430.78	(\$8.89)	(\$6.44)	\$415.45
2027	\$430.78	(\$7.51)	(\$5.56)	\$417.71
2028	\$430.78	(\$6.18)	(\$4.71)	\$419.89
2029	\$430.78	(\$4.89)	(\$3.88)	\$422.01
2030	\$430.78	(\$3.63)	(\$3.08)	\$424.06
2031	\$430.78	(\$2.40)	(\$2.31)	\$426.07
2032	\$430.78	(\$1.20)	(\$1.54)	\$428.04

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 15 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 12, the City may choose, at its discretion, to refer to additional land use categories as found in the ITE manual, 11th edition.

TABLE 15: SUMMARY OF MAXIMUM ALLOWABLE IMPACT FEES

ITE Code	Land Use	Unit	ITE Trips	Pass-By	Adjusted Trip Rate	Max 2023 Fee
130	Industrial Park 130	1000 Sq. Feet Gross Floor Area	3.37	0%	3.37	\$1,375
151	Mini-Warehouse	Storage Units (100s)	17.96	0%	17.96	\$7,330
210	Single-Family Detached Housing	Dwelling Unit	9.43	0%	9.43	\$3,849
215	Single-Family Attached Housing (shared wall with adjoining unit)	Dwelling Unit	7.20	0%	7.20	\$2,939
220	Multifamily Housing (Low- Rise) - Not Close to Rail Transit	Dwelling Unit	6.74	0%	6.74	\$2,751
310	Hotel	Room	7.99	0%	7.99	\$3,261
520	Elementary School	Students	2.27	0%	2.27	\$926
522	Middle School / Junior High School	Students	2.10	0%	2.10	\$857
525	High School	Students	1.94	0%	1.94	\$792
560	Church	1000 Sq. Feet Gross Floor Area	31.46	0%	31.46	\$12,840
610	Hospital	1000 Sq. Feet Gross Floor Area	10.77	0%	10.77	\$4,396
710	General Office Building	1000 Sq. Feet Gross Floor Area	10.84	0%	10.84	\$4,424
822	Retail Strip Mall	1000 Sq. Feet Gross Leasable Area	54.45	40%	32.67	\$13,334
912	Drive-In Bank	1000 Sq. Feet Gross Floor Area	100.35	35%	65.23	\$26,621
947	Self Service Car Wash	Wash Stall	108.00	0%	108.00	\$44,078

Certification

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

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

2. Does not include:
 - a. costs of operation and maintenance of public facilities;
 - b. costs for qualifying public facilities that will raise the level of service for the facilities, through impact fees, above the level of service that is supported by existing residents; or
 - c. an expense for overhead, unless the expense is calculated pursuant to a methodology that is consistent with generally accepted cost accounting practices and the methodological standards set forth by the federal Office of Management and Budget for federal grant reimbursement;
3. Offsets costs with grants or other alternate sources of payment; and
4. Complies in each and every relevant respect with the Impact Fees Act.