



Springville City

**Updated Transportation
Impact Fees Analysis**

August 19, 2020



Transportation Impact Fee Analysis

Summary

This Impact Fee Analysis (IFA) is based on the information provided in the City’s Roadway Impact Fee Facilities Plan (“IFFP”) 2020 prepared by Horrocks Engineers.

Projected Growth. The IFFP projects that new development in Springville City is projected to grow by an estimated 7,877 PM peak hour trips¹ between 2019 and 2028 – from 19,378 one-way PM peak hour trips in 2019 to 27,255 trips in 2028. This growth will use up excess capacity on existing roads and will require the expansion of existing roads or development of new roads in order to maintain the existing levels of service.

Service Levels. The IFFP states that the current level of service (LOS) is LOS D and that the “IFFP will not make any changes to the existing level of service, and LOS D will be the standard by which future growth will be evaluated” (IFFP, p. 3).

Service Areas. Springville City (“City”) includes one roadway service area as recommended by the City’s engineers in the IFFP.

Excess Capacity. Springville City’s IFFP identifies a small amount of excess capacity that is included in the impact fee calculations.

New Construction. Springville City’s IFFP identifies a total of 52 projects necessitated by new development at a total cost of \$213,985,260. However, seven of the projects will be funded solely by UDOT and are therefore not eligible for impact fees. Eight of the projects will be funded in conjunction with MAG and costs are therefore shared proportionately with MAG.

Therefore, Springville City is responsible for only \$24,224,260 of the total new construction costs necessitated by new growth. This number is further adjusted to reflect the fact that new development is not responsible for pass-through traffic and for the excess capacity remaining in these new projects after 2028. Therefore, the total cost attributable to new development over the next ten years is \$14,662,000.

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

TABLE 1: PROPORTIONATE SHARE ANALYSIS

Summary of Cost per Trip	Amount per PM Peak Hour Trip
Buy-In to Excess Capacity	\$0.31
New Construction	\$1,861.37
Consultant Cost	\$1.14
Fund Balance Credit	(\$148.05)
Cost per PM Peak Hour Trip	\$1,714.76

¹ A PM peak hour trip is defined as a single or one-directional vehicle movement to or from a site between the hours of 4 p.m. and 6 p.m.

The cost per PM peak hour trip is \$1,714.76.

The cost per trip is then applied to standards set by the Institute of Transportation Engineers (ITE) to evaluate the number of PM peak hour trips per development type.

The City may choose to combine many of the categories listed by ITE in order to avoid large differences in fees charged to retail developments of different types.

The following table shows groupings commonly used by cities and recommended by the consultants. The City may choose to enact any fee up to the maximum fees shown below.

TABLE 2: RECOMMENDED MAXIMUM TRANSPORTATION IMPACT FEES INTO MAJOR GROUPINGS

ITE Code	Category	Units; Per	ITE Trips	Pass-By Trips	Adjusted Trips	Maximum Fee PM Peak Fee
130	Industrial Park 130	1000 Sq. Feet Gross Floor Area	0.4		0.20	\$342.95
140	General Manufacturing	1000 Sq. Feet Gross Floor Area	0.67		0.34	\$574.44
151	Mini-Warehouse	1000 Sq. Feet Gross Floor Area	0.17		0.09	\$145.75
152	Warehouse	1000 Sq. Feet Gross Floor Area	0.19		0.10	\$162.90
210	Single-Family Detached Housing	Dwelling Unit	0.99		0.50	\$848.81
220	Multi-Family Housing (Low-Rise 1-2 Levels)	Dwelling Unit	0.56		0.28	\$480.13
221	Multi-Family (Mid-Rise 3-10 Levels)	Dwelling Unit	0.44		0.22	\$377.25
222	Multi Family (High-Rise >10 Levels)	Dwelling Unit	0.36		0.18	\$308.66
240	Mobile Home / RV Park	Occupied Dwelling Unit	0.59		0.30	\$505.85
254	Assisted Living Center	Bed	0.26		0.13	\$222.92
310	Hotel	Room	0.6		0.30	\$514.43
444	Movie Theater < 10 Screens	1000 Sq. Feet Gross Floor Area	6.17		3.09	\$5,290.03
445	Multiplex Movie Theater > 10 Screens	1000 Sq. Feet Gross Floor Area	4.91		2.46	\$4,209.74
492	Health/Fitness Club	1000 Sq. Feet Gross Floor Area	3.45		1.73	\$2,957.96
520	Elementary School	1000 Sq. Feet Gross Floor Area	1.37		0.69	\$1,174.61
522	Middle School / Junior High School	1000 Sq. Feet Gross Floor Area	1.19		0.60	\$1,020.28
530	High School	1000 Sq. Feet Gross Floor Area	0.97		0.49	\$831.66
534	Private School (K-8)	Students	0.26		0.13	\$222.92
560	Church	1000 Sq. Feet Gross Floor Area	0.49		0.25	\$420.12
565	Day Care Center	1000 Sq. Feet Gross Floor Area	11.12		5.56	\$9,534.07
590	Library	1000 Sq. Feet Gross Floor Area	8.16		4.08	\$6,996.22
610	Hospital	1000 Sq. Feet Gross Floor Area	0.97		0.49	\$831.66
710	General Office Building	1000 Sq. Feet Gross Floor Area	1.15		0.58	\$985.99
720	Medical-Dental Office Building	1000 Sq. Feet Gross Floor Area	3.46		1.73	\$2,966.53
730	Government Office Building	1000 Sq. Ft. Gross Floor Area	1.71		0.86	\$1,466.12
770	Business Park	1000 Sq. Feet Gross Floor Area	0.42		0.21	\$360.10
812	Building Material and Lumber Store	1000 Sq. Feet Gross Floor Area	2.06		1.03	\$1,766.20
816	Hardware/Paint Store	1000 Sq. Ft. Gross Floor Area	2.68	26%	0.99	\$1,700.36
817	Nursery (Garden Center)	1000 Sq. Feet Gross Floor Area	6.94		3.47	\$5,950.22

ITE Code	Category	Units; Per	ITE Trips	Pass-By Trips	Adjusted Trips	Maximum Fee PM Peak Fee
820	Shopping Center / Strip Mall	1000 Sq. Feet Gross Leasable Area	3.81	34%	1.26	\$2,155.97
841	Automobile Sales	1000 Sq. Feet Gross Floor Area	3.75		1.88	\$3,215.18
848	Tire Store	1000 Sq. Feet Gross Floor Area	3.98	28%	1.43	\$2,456.91
850	Supermarket	1000 Sq. Feet Gross Floor Area	9.24	36%	2.96	\$5,070.20
851	Convenience Market	1000 Sq. Feet Gross Floor Area	49.11	61%	9.58	\$16,421.31
880	Pharmacy/Drugstore without Drive-Thru Window	1000 Sq. Ft. Gross Floor Area	8.51	53%	2.00	\$3,429.26
881	Pharmacy/Drugstore with Drive-Thru Window	1000 Sq. Ft. Gross Floor Area	10.29	49%	2.62	\$4,499.44
890	Furniture Store	1000 Sq. Ft. Gross Floor Area	0.52	53%	0.12	\$209.54
911	Walk-In Bank	1000 Sq. Ft. Gross Floor Area	12.13		6.07	\$10,400.02
912	Drive-in Bank	1000 Sq. Feet Gross Floor Area	20.45	47%	5.42	\$9,292.71
918	Hair Salon	1000 Sq. Feet Gross Floor Area	1.45		0.73	\$1,243.20
932	Restaurant, Sit-Down (High Turnover)	1000 Sq. Feet Gross Floor Area	9.77	44%	2.74	\$4,690.90
933	Fast Food without Drive-Through Window	1000 Sq. Feet Gross Floor Area	28.34	43%	8.08	\$13,849.95
934	Restaurant with Drive Through Window	1000 Sq. Feet Gross Floor Area	32.67	50%	8.17	\$14,005.30
942	Auto Care Center	1000 Sq. Feet Gross Leasable Area	3.11		1.56	\$2,666.45
944	Gasoline/Service Station	Fueling Position	14.03	42%	4.07	\$6,976.84
945	Gasoline/Service Station with Convenience Store	1000 Sq. Feet Gross Floor Area	88.35	56%	19.44	\$33,329.79
947	Self Service Car Wash	Wash Stall	5.54		2.77	\$4,749.89
948	Automated Car Wash	1000 Sq. Feet Gross Floor Area	14.2		7.10	\$12,174.80

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

TABLE 3: GROWTH PROJECTIONS

PM Peak Hour Trips	PM Peak Hour Trips
PM Peak Hour Trips 2019	19,378
PM Peak Hour Trips 2028	27,255
PM Peak Hour Trips 2040	34,652
PM Peak Hour Trip Growth 2019-2028	7,877

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)

Springville City's IFFP identifies a total of 52 projects necessitated by new development at a total cost of \$213,985,260. However, seven of the projects will be funded solely by UDOT and are therefore not eligible for impact fees. The projects identified in the IFFP as necessary to maintain a LOS D and found in Table 2, p. 14 of the IFFP are shown below.

TABLE 4: SPRINGVILLE CITY PORTION OF NEW CONSTRUCTION COSTS

Project #	Location	New Construction Cost	Funding Source	Springville City Portion	Springville City Total
3	1400 N. Widening - I15 FWY to Main St.	\$49,300,000	UDOT	0%	\$0
4	SR-51 Widening - Main St. to Southern Border	\$17,250,000	UDOT	0%	\$0
6	1200 West Widening: Northern Border to 1200 North	\$4,392,000	Springville/MAG	6.77%	\$298,000
7	1200 West: 1400 North to Canyon Creek Parkway	\$32,286,000	Springville/MAG	6.77%	\$2,186,000
8	1600 South Widening: I-15 to State Street	\$37,664,000	Springville/MAG	6.77%	\$2,550,000
11	2600 West Widening: 400 South to Center Street	\$2,831,000	Springville/MAG	6.77%	\$192,000

Project #	Location	New Construction Cost	Funding Source	Springville City Portion	Springville City Total
13	Roundabout: 1750 West and 1000 North	\$705,000	Springville	100.00%	\$705,000
14	900 South: 1200 West to RR Crossing (Project 38)	\$473,000	Springville	16.00%	\$76,000
15	900 S. Extension to SR-51	\$5,188,000	Springville	16.00%	\$855,000
16	Connection of Mattea Ln. & 750 W.	\$2,097,000	Springville	16.00%	\$346,000
17	Connection of Wood Springs Dr. & 550 West	\$917,000	Springville	16.00%	\$151,000
18	Connection of 550 West & 400 North	\$2,723,000	Springville	6%	\$164,000
21	Intersection Improvements - 400 S. & 2060 W.	\$254,000	UDOT	0%	\$0
22	Intersection Improvement - 400 S. & 1200 West	\$254,000	UDOT	0%	\$0
23	Intersection Improvement - 400 S & Wood Springs Dr.	\$254,000	UDOT	0%	\$0
27	Intersection Improvement - 1400 N. & 1200 West	\$254,000	UDOT	0%	\$0
28	Intersection Improvement - 1600 S. & 1200 West	\$254,000	Springville/MAG	6.77%	\$18,000
29	Intersection Improvement - 1600 S. & Wallace Dr.	\$254,000	Springville/MAG	6.77%	\$18,000
30	Intersection Improvement - 1600 S. & 1750 West	\$254,000	Springville/MAG	6.77%	\$18,000
35	Railroad Crossing: 400 North & Spring Creek Place	\$705,000	Springville	100%	\$705,000
38	Railroad Crossing: 900 South & 600 West	\$705,000	Springville	100%	\$705,000
45	1500 West: Center Street to 900 South	\$5,082,000	Springville	16%	\$837,000
47	1000 North Extension to 1650 West	\$2,390,000	Springville	6%	\$144,000
49	550 West Extension: 550 North to 450 West	\$1,800,000	Springville	6%	\$114,000
51	700 South New Road: 1500 West (Project 45) to 1250 West (Project 7)	\$1,508,000	Springville	16%	\$242,000
52	Frontage Road: 1000 North to Center Street	\$6,128,000	Springville	6%	\$368,000
59	Roundabout: Canyon Road and 6200 South	\$705,000	Springville	100%	\$705,000
61	1750 West: 400 South to Center Street	\$2,144,000	Springville	50%	\$1,072,000
62	Traffic Signal: Main Street & 900 North	\$254,000	UDOT	0%	\$0
63	Roundabout: 900 South and 800 East	\$705,000	Springville	100%	\$705,000
64	950 West Realignment: 700 North to 1000 West	\$1,483,000	Springville	16%	\$245,000
66	1500 West: 1000 North to 300 North	\$5,278,000	Springville	16%	\$845,000
67	900 South: 1500 West to 1200 West	\$1,906,000	Springville	16%	\$305,000

Project #	Location	New Construction Cost	Funding Source	Springville City Portion	Springville City Total
68	1500 West Extension to 1000 S	\$1,271,000	Springville	16%	\$204,000
69	700 South New Road: 950 West to 450 West	\$3,914,000	Springville	6%	\$235,000
70	450 West New Road: 700 South to 1600 South	\$6,564,000	Springville	16%	\$1,051,000
72	1200 West Intersection Improvements	\$5,189,000	Springville	100%	\$5,189,000
73	Intersection Improvement: 1000 N & 1200 W	\$705,000	Springville	100%	\$705,000
75	150 W and 600 S New Road: 700 S to 600 S and 400 W to Main Street	\$40,260	Springville	100%	\$40,260
81	Spanish Fork Main Street: 400 South to 650 South	\$2,625,000	Springville/MAG	6.77%	\$178,000
89	550 North: 1500 West to 950 West	\$1,225,000	Springville	16%	\$202,000
90	950 West: 550 North to 400 South	\$1,304,000	Springville	16%	\$215,000
92	950 West: 400 South to 1000 South	\$641,000	Springville	16%	\$106,000
96	1400 North: Main Street to 150 East	\$97,000	Springville	0%	\$0
98	1150 North: Main Street to 200 East	\$96,000	Springville	50%	\$48,000
102	800 East: Center Street to 100 South	\$16,000	Springville	100%	\$16,000
103	800 East: Brookside Drive to 650 South	\$97,000	Springville	100%	\$97,000
104	900 East: 400 North to 200 North	\$163,000	Springville	100%	\$163,000
105	620 South/1300 East: Canyon Road to 900 South	\$271,000	Springville	50%	\$136,000
107	400 South: 1850 East to 1950 East	\$95,000	Springville	100%	\$95,000
108	2080 East: 700 South to Canyon Road	\$360,000	Springville	16%	\$60,000
109	Canyon Road: 2900 East to Southeast Border	\$915,000	Springville	100%	\$915,000
	TOTAL	\$213,985,260			\$24,224,260

The total cost for which Springville City is responsible needs to be further adjusted to reduce costs for pass-through trips which must be shared by the community as a whole. Finally, there will be excess capacity on many of these roads after 2028; therefore, new development can only be expected to pay for the actual portion of the road needs that it generates and not for the excess capacity. The total roadway cost attributable to Springville City and eligible to be considered for impact fees is \$14,662,000.

TABLE 5: SPRINGVILLE CITY PORTION OF NEW CONSTRUCTION COSTS ADJUSTED FOR PASS-THROUGH TRIPS AND EXCESS CAPACITY REMAINING IN 2028

Project #	Location	New Construction Cost	Springville Reduction Percent for Pass Through	Springville Reduction Percent for Excess Capacity	Impact Fee Eligible Proportion	Impact Fees Eligible Cost
3	1400 N. Widening - I15 FWY to Main St.	\$49,300,000			0%	\$0
4	SR-51 Widening - Main St. to Southern Border	\$17,250,000			0%	\$0
6	1200 West Widening: Northern Border to 1200 North	\$4,392,000	14%	16%	70%	\$209,000
7	1200 West: 1400 North to Canyon Creek Parkway	\$32,286,000	8%	14%	78%	\$1,714,000
8	1600 South Widening: I-15 to State Street	\$37,664,000	25%	63%	12%	\$313,000
11	2600 West Widening: 400 South to Center Street	\$2,831,000	0%	97%	3%	\$7,000
13	Roundabout: 1750 West and 1000 North	\$705,000			100%	\$705,000
14	900 South: 1200 West to RR Crossing (Project 38)	\$473,000	6%	78%	16%	\$13,000
15	900 S. Extension to SR-51	\$5,188,000	0%	91%	9%	\$75,000
16	Connection of Mattea Ln. & 750 W.	\$2,097,000	2%	61%	37%	\$129,000
17	Connection of Wood Springs Dr. & 550 West	\$917,000	0%	55%	45%	\$69,000
18	Connection of 550 West & 400 North	\$2,723,000	0%	80%	20%	\$33,000
21	Intersection Improvements - 400 S. & 2060 W.	\$254,000			0%	\$0
22	Intersection Improvement - 400 S. & 1200 West	\$254,000			0%	\$0
23	Intersection Improvement - 400 S & Wood Springs Dr.	\$254,000			0%	\$0
27	Intersection Improvement - 1400 N. & 1200 West	\$254,000			0%	\$0
28	Intersection Improvement - 1600 S. & 1200 West	\$254,000			0%	\$0
29	Intersection Improvement - 1600 S. & Wallace Dr.	\$254,000			0%	\$0

Project #	Location	New Construction Cost	Springville Reduction Percent for Pass Through	Springville Reduction Percent for Excess Capacity	Impact Fee Eligible Proportion	Impact Fees Eligible Cost
30	Intersection Improvement - 1600 S. & 1750 West	\$254,000			0%	\$0
35	Railroad Crossing: 400 North & Spring Creek Place	\$705,000			100%	\$705,000
38	Railroad Crossing: 900 South & 600 West	\$705,000			100%	\$705,000
45	1500 West: Center Street to 900 South	\$5,082,000	1%	67%	32%	\$270,000
47	1000 North Extension to 1650 West	\$2,390,000	0%	59%	41%	\$60,000
49	550 West Extension: 550 North to 450 West	\$1,800,000	0%	78%	22%	\$26,000
51	700 South New Road: 1500 West (Project 45) to 1250 West (Project 7)	\$1,508,000	0%	60%	40%	\$97,000
52	Frontage Road: 1000 North to Center Street	\$6,128,000	0%	52%	48%	\$176,000
59	Roundabout: Canyon Road and 6200 South	\$705,000			100%	\$705,000
61	1750 West: 400 South to Center Street	\$2,144,000	2%	93%	5%	\$55,000
62	Traffic Signal: Main Street & 900 North	\$254,000			0%	\$0
63	Roundabout: 900 South and 800 East	\$705,000			100%	\$705,000
64	950 West Realignment: 700 North to 1000 West	\$1,483,000		59%	41%	\$101,000
66	1500 West: 1000 North to 300 North	\$5,278,000		80%	20%	\$169,000
67	900 South: 1500 West to 1200 West	\$1,906,000	4%	74%	22%	\$68,000
68	1500 West Extension to 1000 S	\$1,271,000	0%	87%	13%	\$27,000
69	700 South New Road: 950 West to 450 West	\$3,914,000	1%	70%	29%	\$69,000
70	450 West New Road: 700 South to 1600 South	\$6,564,000	4%	70%	26%	\$274,000
72	1200 West Intersection Improvements	\$5,189,000			100%	\$5,189,000

Project #	Location	New Construction Cost	Springville Reduction Percent for Pass Through	Springville Reduction Percent for Excess Capacity	Impact Fee Eligible Proportion	Impact Fees Eligible Cost
73	Intersection Improvement: 1000 N & 1200 W	\$705,000			100%	\$705,000
75	150 W and 600 S New Road: 700 S to 600 S and 400 W to Main Street	\$40,260			3%	\$2,000
81	Spanish Fork Main Street: 400 South to 650 South	\$2,625,000	19%	31%	50%	\$90,000
89	550 North: 1500 West to 950 West	\$1,225,000			0%	\$0
90	950 West: 550 North to 400 South	\$1,304,000			0%	\$0
92	950 West: 400 South to 1000 South	\$641,000		46%	54%	\$58,000
96	1400 North: Main Street to 150 East	\$97,000			0%	\$0
98	1150 North: Main Street to 200 East	\$96,000			100%	\$48,000
102	800 East: Center Street to 100 South	\$16,000			100%	\$16,000
103	800 East: Brookside Drive to 650 South	\$97,000			100%	\$97,000
104	900 East: 400 North to 200 North	\$163,000			100%	\$163,000
105	620 South/1300 East: Canyon Road to 900 South	\$271,000			0%	\$0
107	400 South: 1850 East to 1950 East	\$95,000			100%	\$95,000
108	2080 East: 700 South to Canyon Road	\$360,000	0%	24%	76%	\$46,000
109	Canyon Road: 2900 East to Southeast Border	\$915,000		26%	74%	\$674,000
TOTAL		\$213,985,260				\$14,662,000

The total cost of \$14,662,000 attributable to new development between 2019 and 2028 must be shared proportionately between the additional PM peak hour trips projected for that time period. PM peak hour trip demand citywide is projected to grow from 19,378 PM peak hour trips in 2019 to 27,255 PM peak hour trips in 2028 – an increase of 7,877 PM peak hour trips 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.

Buy-In Calculation for Excess Capacity

The IFFP identifies 2 roads – 600 South and 100 West – as having excess capacity. Based on the information provided in the IFFP, these roads were upsized, thereby providing excess capacity, and cost the City \$40,260. The IFFP projects 96 percent excess capacity on these two roads, with 90 percent excess capacity remaining in 2028. Therefore, new development between 2019 and 2028 will consume 6 percent of total capacity. The minimal cost per trip is calculated as follows:

TABLE 6: PROPORTIONATE SHARE CALCULATION – EXISTING EXCESS CAPACITY

Existing Excess Capacity	Amount
Actual Cost Estimate	\$40,260
Capacity Consumed, 2019-2028	6%
Value of Excess Capacity	\$2,416
Growth in PM Peak Hour Trips 2019-2028	7,877
Cost per PM Peak Hour Trip Cost	\$0.31

New Construction Cost Calculation

In order to maintain its LOS D, Springville City will need to construct additional facilities, as identified previously. New construction costs are calculated as follows:

TABLE 7: PROPORTIONATE SHARE CALCULATION – NEW CONSTRUCTED COST

New Construction	Amount
Cost of New Construction Attributable to Springville Growth from 2019 to 2028 - Reduced for Pass-Through Traffic and Excess Capacity	\$14,662,000
PM Peak Hour Trips 2019	19,378
PM Peak Hour Trips 2028	27,255
PM Peak Hour Trips 2040	34,652
PM Peak Hour Trip Growth 2019-2028	7,877
Cost per PM Peak Hour Trip	\$1,861.37

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 2019 and 2028.

TABLE 8: PROPORTIONATE SHARE CALCULATION – CONSULTING COSTS

Consulting Costs	Amount
Horrocks – IFFP	\$5,000.00
ZBPF – IFA (est.)	\$4,000.00
PM Peak Hour Trip Growth 2019-2028	7,877
Consultant Cost per PM Peak Hour Trip	\$1.14

Springville City has a balance of \$1,166,215.40 in its transportation impact fee fund as of December 2019. Therefore, the following credit needs to be made against the impact fee fund balance.

TABLE 9: IMPACT FEE CREDIT CALCULATION

Description	Amount
Impact Fee Fund Balance	\$1,166,215.40
Future PM Peak Trip Growth through 2040	7,877
Impact Fee Fund Balance Credit	(\$148.05)

Summary of Impact Fees

TABLE 10: SUMMARY OF GROSS IMPACT FEE

Summary of Cost per PM Peak Hour Trip	Amount
Buy-In to Excess Capacity	\$0.31
New Construction	\$1,861.37
Consultant Cost	\$1.14
Fund Balance Credit	(\$148.05)
Cost per PM Peak Hour Trip	\$1,714.76

The total cost per trip is then applied to the daily PM peak hour trips generated by various land use types. The more trips that are associated with a particular land use or development, the greater its impact on the street system.

The IFFP explains that trips generated need to be divided by two in order to avoid double-counting such as when a person leaves home and goes to work.

“There is a minor discrepancy in the way ITE calculates trips and the way trips or roadway volumes are calculated in the travel demand modeling used in the Springville TMP. This discrepancy is explained by the model roadway volumes and capacities being calculated using daily traffic volumes rather than trips on the roadway. Essentially this means that a travel demand model “trip” or unit of volume is counted once as a vehicle leaves home, travels on the road network and then arrives at work. This vehicle will only be counted as it travels on the roadway network.

The ITE Trip Generation method uses driveway counts as its measure of a trip. Therefore, a vehicle making the same journey will be counted once as it leaves home and once again as it arrives at work for a total of two trips. This can be rectified simply by adjusting the ITE Trip Generation rates by one-half; this calculation will be evident in the IFA.²

This adjustment by 50 percent has been made in the calculation of impact fees shown below, as well as adjustments for pass-thru traffic.

TABLE 11: SUMMARY OF IMPACT FEES

ITE Code	Category	Units; Per	ITE Trips	Pass-By Trips	Adjusted Trips	Maximum Fee PM Peak Fee
130	Industrial Park 130	1000 Sq. Feet Gross Floor Area	0.4		0.20	\$342.95
140	General Manufacturing	1000 Sq. Feet Gross Floor Area	0.67		0.34	\$574.44
151	Mini-Warehouse	1000 Sq. Feet Gross Floor Area	0.17		0.09	\$145.75
152	Warehouse	1000 Sq. Feet Gross Floor Area	0.19		0.10	\$162.90
210	Single-Family Detached Housing	Dwelling Unit	0.99		0.50	\$848.81
220	Multi-Family Housing (Low-Rise 1-2 Levels)	Dwelling Unit	0.56		0.28	\$480.13
221	Multi-Family (Mid-Rise 3-10 Levels)	Dwelling Unit	0.44		0.22	\$377.25
222	Multi Family (High-Rise >10 Levels)	Dwelling Unit	0.36		0.18	\$308.66
240	Mobile Home / RV Park	Occupied Dwelling Unit	0.59		0.30	\$505.85
254	Assisted Living Center	Bed	0.26		0.13	\$222.92
310	Hotel	Room	0.6		0.30	\$514.43
444	Movie Theater < 10 Screens	1000 Sq. Feet Gross Floor Area	6.17		3.09	\$5,290.03
445	Multiplex Movie Theater > 10 Screens	1000 Sq. Feet Gross Floor Area	4.91		2.46	\$4,209.74
492	Health/Fitness Club	1000 Sq. Feet Gross Floor Area	3.45		1.73	\$2,957.96
520	Elementary School	1000 Sq. Feet Gross Floor Area	1.37		0.69	\$1,174.61
522	Middle School / Junior High School	1000 Sq. Feet Gross Floor Area	1.19		0.60	\$1,020.28
530	High School	1000 Sq. Feet Gross Floor Area	0.97		0.49	\$831.66
534	Private School (K-8)	Students	0.26		0.13	\$222.92
560	Church	1000 Sq. Feet Gross Floor Area	0.49		0.25	\$420.12
565	Day Care Center	1000 Sq. Feet Gross Floor Area	11.12		5.56	\$9,534.07
590	Library	1000 Sq. Feet Gross Floor Area	8.16		4.08	\$6,996.22
610	Hospital	1000 Sq. Feet Gross Floor Area	0.97		0.49	\$831.66
710	General Office Building	1000 Sq. Feet Gross Floor Area	1.15		0.58	\$985.99
720	Medical-Dental Office Building	1000 Sq. Feet Gross Floor Area	3.46		1.73	\$2,966.53
730	Government Office Building	1000 Sq. Ft. Gross Floor Area	1.71		0.86	\$1,466.12
770	Business Park	1000 Sq. Feet Gross Floor Area	0.42		0.21	\$360.10
812	Building Material and Lumber Store	1000 Sq. Feet Gross Floor Area	2.06		1.03	\$1,766.20
816	Hardware/Paint Store	1000 Sq. Ft. Gross Floor Area	2.68	26%	0.99	\$1,700.36
817	Nursery (Garden Center)	1000 Sq. Feet Gross Floor Area	6.94		3.47	\$5,950.22
820	Shopping Center / Strip Mall	1000 Sq. Feet Gross Leasable Area	3.81	34%	1.26	\$2,155.97
841	Automobile Sales	1000 Sq. Feet Gross Floor Area	3.75		1.88	\$3,215.18

² Horrocks, Springville Impact Fee Facilities Plan, p. 2

ITE Code	Category	Units; Per	ITE Trips	Pass-By Trips	Adjusted Trips	Maximum Fee PM Peak Fee
848	Tire Store	1000 Sq. Feet Gross Floor Area	3.98	28%	1.43	\$2,456.91
850	Supermarket	1000 Sq. Feet Gross Floor Area	9.24	36%	2.96	\$5,070.20
851	Convenience Market	1000 Sq. Feet Gross Floor Area	49.11	61%	9.58	\$16,421.31
880	Pharmacy/Drugstore without Drive-Thru Window	1000 Sq. Ft. Gross Floor Area	8.51	53%	2.00	\$3,429.26
881	Pharmacy/Drugstore with Drive-Thru Window	1000 Sq. Ft. Gross Floor Area	10.29	49%	2.62	\$4,499.44
890	Furniture Store	1000 Sq. Ft. Gross Floor Area	0.52	53%	0.12	\$209.54
911	Walk-In Bank	1000 Sq. Ft. Gross Floor Area	12.13		6.07	\$10,400.02
912	Drive-in Bank	1000 Sq. Feet Gross Floor Area	20.45	47%	5.42	\$9,292.71
918	Hair Salon	1000 Sq. Feet Gross Floor Area	1.45		0.73	\$1,243.20
932	Restaurant, Sit-Down (High Turnover)	1000 Sq. Feet Gross Floor Area	9.77	44%	2.74	\$4,690.90
933	Fast Food without Drive-Through Window	1000 Sq. Feet Gross Floor Area	28.34	43%	8.08	\$13,849.95
934	Restaurant with Drive Through Window	1000 Sq. Feet Gross Floor Area	32.67	50%	8.17	\$14,005.30
942	Auto Care Center	1000 Sq. Feet Gross Leasable Area	3.11		1.56	\$2,666.45
944	Gasoline/Service Station	Fueling Position	14.03	42%	4.07	\$6,976.84
945	Gasoline/Service Station with Convenience Store	1000 Sq. Feet Gross Floor Area	88.35	56%	19.44	\$33,329.79
947	Self Service Car Wash	Wash Stall	5.54		2.77	\$4,749.89
948	Automated Car Wash	1000 Sq. Feet Gross Floor Area	14.2		7.10	\$12,174.80

Calculation of Credits

The City has only one bond issue outstanding that was used for roadway construction. The proceeds of the 2005 special assessment bonds were used to make water, sewer, road, curb and gutter improvements in the west fields. The City pledges income derived from special assessment collections from landowners in the improved areas to repay them. Annual principal and interest payments are expected to approximate the special assessment collections each year;³ therefore no credits need to be made against the transportation impact fees due to outstanding debt obligations.

The City may choose to credit certain development types, including affordable housing, but these credits are at the discretion of the City. Further, a City may choose to allow a developer to put in a transportation facility listed in the IFFP and reduce impact fees accordingly. Again, this is at the discretion of the City.

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

³ Source: Springville City Annual Financial Statement 2015, p. 44.

- 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.