



PUBLIC
FINANCE
ADVISORS

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SOUTH JORDAN CITY, UTAH

JULY 2024

IMPACT FEE ANALYSIS (IFA)
TRANSPORTATION

PREPARED BY:

LRB PUBLIC FINANCE ADVISORS
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IMPACT FEE CERTIFICATION

IFA CERTIFICATION

LRB Public Finance Advisors certifies that the Impact Fee Analysis (IFA) prepared for transportation:

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;
 - 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;
 - d. offsets costs with grants or other alternate sources of payment; and
3. complies with every relevant respect with the Impact Fees Act.

LRB Public Finance Advisors makes this certification with the following caveats:

1. All the recommendations for implementation of the IFFP made in the IFFP documents or in the IFA documents are followed by City Staff and elected officials.
2. If all or a portion of the IFFP or IFA are modified or amended, this certification is no longer valid.
3. All information provided to LRB is assumed to be correct, complete, and accurate. This includes information provided by the City as well as outside sources.

LRB PUBLIC FINANCE ADVISORS



DEFINITIONS

The following acronyms or abbreviations are used in this document:

AA DT:	Average Annual Daily Trips
DB:	Daybreak Service Area
CFP:	Capital Facilities Plan
FT:	Feet
HH:	Household
ITE:	Institute of Traffic Engineers
IFA:	Impact Fee Analysis
IFFP:	Impact Fee Facilities Plan
KSF:	1,000 Square Feet
LOS:	Level of Service
LRB:	LRB Public Finance Advisors
RT:	Rio Tinto Service Area
SJP:	South Jordan Proper Service Area
SF:	Square Feet
VMT:	Vehicle Miles Traveled (VMT)

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SECTION I: EXECUTIVE SUMMARY

The purpose of the Transportation Impact Fee Analysis (IFA) is to fulfill the requirements established in Utah Code Title 11 Chapter 36a, the “Impact Fee Act,” and help the City of South Jordan (the City) plan necessary capital improvements for future growth. This document will determine the appropriate impact fee the City may charge to new growth to maintain the level of service (LOS) for the transportation system. This analysis is supported by the 2024 South Jordan Impact Fee Facilities Plan (IFFP).

- Impact Fee Service Areas:** The impact fees related to transportation will be assessed within the proposed Service Area, which incorporates the entire municipal boundaries and the City’s annexation areas. The Service Area is further refined based on the Daybreak Service Area (DB), the South Jordan Proper Service Area (SJP), the Rio Tinto Service Area (RT), and other areas not included in this analysis.
- Demand Analysis:** The demand unit utilized in this analysis are trips on existing and proposed roadways. As residential and commercial growth occurs within the City, it generates new trips on existing and proposed roadways. The capital improvements identified in this study are designed to maintain the current level of service for new growth.
- Level of Service:** LOS assesses the level of congestion on a roadway segment or intersection. LOS is measured using a letter grade A through F, where A represents free flowing traffic with absolutely no congestion and F represents grid lock. The City has adopted an acceptable standard of LOS D for its street network and intersections.
- Excess Capacity:** It is anticipated that new development will benefit from the existing roadways that have been constructed within the service area. Approximately 11 percent of the system is attributed to the demand within the IFFP planning horizon.
- Capital Facilities Analysis:** The IFFP identifies the public facilities that will allow the City to maintain the current level of service for future development. Approximately \$4.7M of growth-related infrastructure is included related to the SJP Service Area, \$6.3M for the DB Service Area, and \$8.2M for the RT Service Area.
- Financing of Future Facilities:** The future capital projects which are intended to serve new growth will be financed using impact fees, transportation funding, general fund revenues, or inter-fund loans. The costs associated with future debt are not included in the Impact Fee Analysis.

PROPORTIONATE SHARE ANALYSIS

The proportionate share analysis determines the cost assignable to new development based on the proposed capital projects and the new growth served by the proposed projects. The average impact fee per trip service area is shown in **Table 1.1** below.

TABLE 1.1: PROPORTIONATE SHARE ANALYSIS

	TOTAL QUALIFIED COST	% TO NEW GROWTH	COST TO NEW GROWTH	TRIPS	COST PER TRIP
SOUTH JORDAN PROPER SERVICE AREA					
Existing Facilities	\$48,489,108	10.9%	\$5,281,042	155,274	\$34.01
Future Facilities (IFFP Planning Horizon)	\$1,544,773	100.0%	\$1,544,773	14,277	\$108.20
Future Intersections (IFFP Planning Horizon)	\$3,121,111	100.0%	\$3,121,111	14,277	\$218.61
Professional Expense	\$10,080	100.0%	\$10,080	155,274	\$0.06
SOUTH JORDAN SERVICE AREA IMPACT FEE			\$9,957,006		\$360.88
DAYBREAK SERVICE AREA					
Existing Facilities	\$48,489,108	10.9%	\$5,281,042	155,274	\$34.01



	TOTAL QUALIFIED COST	% TO NEW GROWTH	COST TO NEW GROWTH	TRIPS	COST PER TRIP
Future Facilities (IFFP Planning Horizon)	\$4,258,609	100.0%	\$4,258,609	123,450	\$34.50
Future Intersections (IFFP Planning Horizon)	\$2,078,583	100.0%	\$2,078,583	123,450	\$16.84
Professional Expense	\$10,080	100.0%	\$10,080	155,274	\$0.06
DAYBREAK SERVICE AREA IMPACT FEE			\$11,628,314		\$85.41
Accounting Credit for Traffic on DB Roads	(\$1,312,396)	100.0%	(\$1,312,396)	123,450	(\$10.63)
Daybreak Net Cost Per Trip					\$74.78
RIO TINTO SERVICE AREA					
Existing Facilities	\$48,489,108	10.9%	\$5,281,042	155,274	\$34.01
Future Facilities (IFFP Planning Horizon)	\$7,753,124	100.0%	\$7,753,124	17,546	\$441.87
Future Intersections (IFFP Planning Horizon)	\$461,424	100.0%	\$461,424	17,546	\$26.30
Professional Expense	\$10,080	100.0%	\$10,080	155,274	\$0.06
RIO TINTO SERVICE AREA IMPACT FEE			\$13,505,670		\$502.25

IMPACT FEE SUMMARY BY LAND USE TYPE

The impact fee by land use type is illustrated in **Table 1.2**.

TABLE 1.2: IMPACT FEE SUMMARY BY LAND USE TYPE

LAND USE	ITE CODES	ADJUSTED TRIPS	PER	SJP FEE	DB FEE	RT FEE
Fee Per Trip				\$360.88	\$74.78	\$502.25
Single Family Residential	210	9.43	Unit	\$3,403.10	\$705.17	\$4,736.18
Multifamily Low Rise	220	6.74	Unit	\$2,432.33	\$504.01	\$3,385.14
Multifamily High Rise	222	4.54	Unit	\$1,638.40	\$339.50	\$2,280.20
Senior Adult Housing-Detached	251	4.31	Unit	\$1,555.40	\$322.30	\$2,164.68
Senior Adult Housing-Attached	252	3.24	Occ. Unit	\$1,169.25	\$242.28	\$1,627.28
Assisted Living	254	2.60	Beds	\$938.29	\$194.43	\$1,305.84
Hotel	310	7.99	Rooms	\$2,883.44	\$597.49	\$4,012.94
Light Industrial	110	4.87	KSF	\$1,757.49	\$364.17	\$2,445.94
Industrial Park	130	3.37	KSF	\$1,216.17	\$252.01	\$1,692.57
Mini Warehouse	151	1.45	KSF	\$523.28	\$108.43	\$728.26
Elementary School	520	2.27	Students	\$819.20	\$169.75	\$1,140.10
Middle/Jr. High School	522	2.10	Students	\$757.85	\$157.04	\$1,054.72
High School	530	1.94	Students	\$700.11	\$145.07	\$974.36
Daycare Center	565	26.67	KSF	\$9,623.67	\$1,994.15	\$13,393.48
Nursing Home	620	3.06	Beds	\$1,104.29	\$228.82	\$1,536.87
Clinic	630	37.60	KSF	\$13,569.11	\$2,811.70	\$18,884.44
Church	560	7.60	KSF	\$2,742.69	\$568.32	\$3,817.07
General Office	710	10.84	KSF	\$3,911.94	\$810.61	\$5,444.34
Medical Dental Office	720	36.00	KSF	\$12,991.70	\$2,692.05	\$18,080.84
Free-Standing Discount Store	813	35.87	KSF	\$12,944.50	\$2,682.27	\$18,015.15
Hardware/Paint Store	816	5.97	KSF	\$2,155.11	\$446.57	\$2,999.31
Shopping Center/General Commercial	820	26.28	KSF	\$9,482.89	\$1,964.98	\$13,197.56
New Car Sales	841	27.06	KSF	\$9,765.43	\$2,023.52	\$13,590.77
Tire Store	848	20.77	KSF	\$7,494.59	\$1,552.98	\$10,430.39
Supermarket	850	71.32	KSF	\$25,737.42	\$5,333.13	\$35,819.35
Discount Club	857	27.89	KSF	\$10,065.54	\$2,085.71	\$14,008.43
Home Improvement Superstore	862	17.83	KSF	\$6,434.21	\$1,333.25	\$8,954.64
Department Store	875	22.88	KSF	\$8,256.95	\$1,710.95	\$11,491.38
Pharmacy/Drugstore w/ Drive Thru	881	55.28	KSF	\$19,950.92	\$4,134.09	\$27,766.15



LAND USE	ITE CODES	ADJUSTED TRIPS	PER	SJP FEE	DB FEE	RT FEE
Fee Per Trip				\$360.88	\$74.78	\$502.25
Drive-In Bank	912	65.23	KSF	\$23,539.33	\$4,877.66	\$32,760.23
Quality Restaurant	931	46.95	KSF	\$16,943.49	\$3,510.91	\$23,580.63
High Turnover/Sit Down Restaurant	932	61.10	KSF	\$22,051.24	\$4,569.31	\$30,689.22

NON-STANDARD IMPACT FEES

The City reserves the right under the Impact Fees Act to assess an adjusted fee that more closely matches the true impact that the land use will have upon public facilities.¹ This adjustment could result in a different impact fee if the City determines that a particular user may create a different impact than what is standard for its land use. The City may also decrease the impact fee if the developer can provide documentation, evidence, or other credible analysis that the proposed impact will be lower than what is proposed in this analysis. The formula for a non-standard impact fee is as follows:

FORMULA FOR NON-STANDARD TRANSPORTATION IMPACT FEES:

Total Demand Units x Estimate Trips per Unit x Service Area Cost per Trip = Impact Fee per Unit

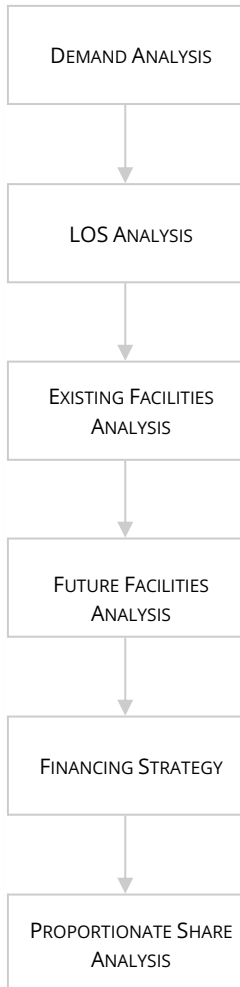
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¹ 11-36a-402(1)(c)



SECTION II: GENERAL IMPACT FEE METHODOLOGY

FIGURE 2.1: IMPACT FEE METHODOLOGY



The purpose of this study is to fulfill the requirements of the Impact Fees Act regarding the establishment of an IFFP and IFA. The IFFP is designed to identify the demands placed upon existing facilities by future development and evaluate how these demands will be met. The IFFP is also intended to outline the improvements which are intended to be funded by impact fees. The IFA is designed to proportionately allocate the cost of the new facilities and any excess capacity to new development, while ensuring that all methods of financing are considered. Each component must consider the historic level of service provided to existing development and ensure that impact fees are not used to raise that level of service. The following elements are important considerations when completing an IFFP and IFA.

DEMAND ANALYSIS

The demand analysis serves as the foundation for the IFFP. This element focuses on a specific demand unit related to each public service – the existing demand on public facilities and the future demand as a result of new development that will impact public facilities.

LEVEL OF SERVICE ANALYSIS

The demand placed upon existing public facilities by existing development is known as the existing “Level of Service” (“LOS”). Through the inventory of existing facilities, combined with the growth assumptions, this analysis identifies the level of service which is provided to a community’s existing residents and ensures that future facilities maintain these standards. Any excess capacity identified within existing facilities can be apportioned to new development. Any demand generated from new development that overburdens the existing system beyond the existing capacity justifies the construction of new facilities.

EXISTING FACILITY INVENTORY

In order to quantify the demands placed upon existing public facilities by new development activity, to the extent possible, the Impact Fee Facilities Plan provides an inventory of the existing **system** facilities. The inventory valuation should include the original construction cost and estimated useful life of each facility. The inventory of existing facilities is important to properly determine the excess capacity of existing facilities and the utilization of excess capacity by new development.

FUTURE CAPITAL FACILITIES ANALYSIS

The demand analysis, existing facility inventory, and LOS analysis allow for the development of a list of capital projects necessary to serve new growth and to maintain the existing system. This list includes any excess capacity of existing facilities as well as future **system improvements** necessary to maintain the level of service. Any demand generated from new development that overburdens the existing system beyond the existing capacity justifies the construction of new facilities.

FINANCING STRATEGY

This analysis must also include a consideration of all revenue sources, including impact fees, future debt costs, alternative funding sources, and the dedication of system improvements, which may be used to finance system improvements.² In conjunction with

² 11-36a-302(2)



this revenue analysis, there must be a determination that impact fees are necessary to achieve an equitable allocation of the costs of the new facilities between the new and existing users.³

PROPORTIONATE SHARE ANALYSIS

The written impact fee analysis is required under the Impact Fees Act and must identify the impacts placed on the facilities by development activity and how these impacts are reasonably related to the new development. The written impact fee analysis must include a proportionate share analysis, clearly detailing each cost component and the methodology used to calculate each impact fee. A local political subdivision or private entity may only impose impact fees on development activities when its plan for financing system improvements establishes that impact fees are necessary to achieve an equitable allocation to the costs borne in the past and to be borne in the future (UCA 11-36a-302).

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³ 11-36a-302(3)

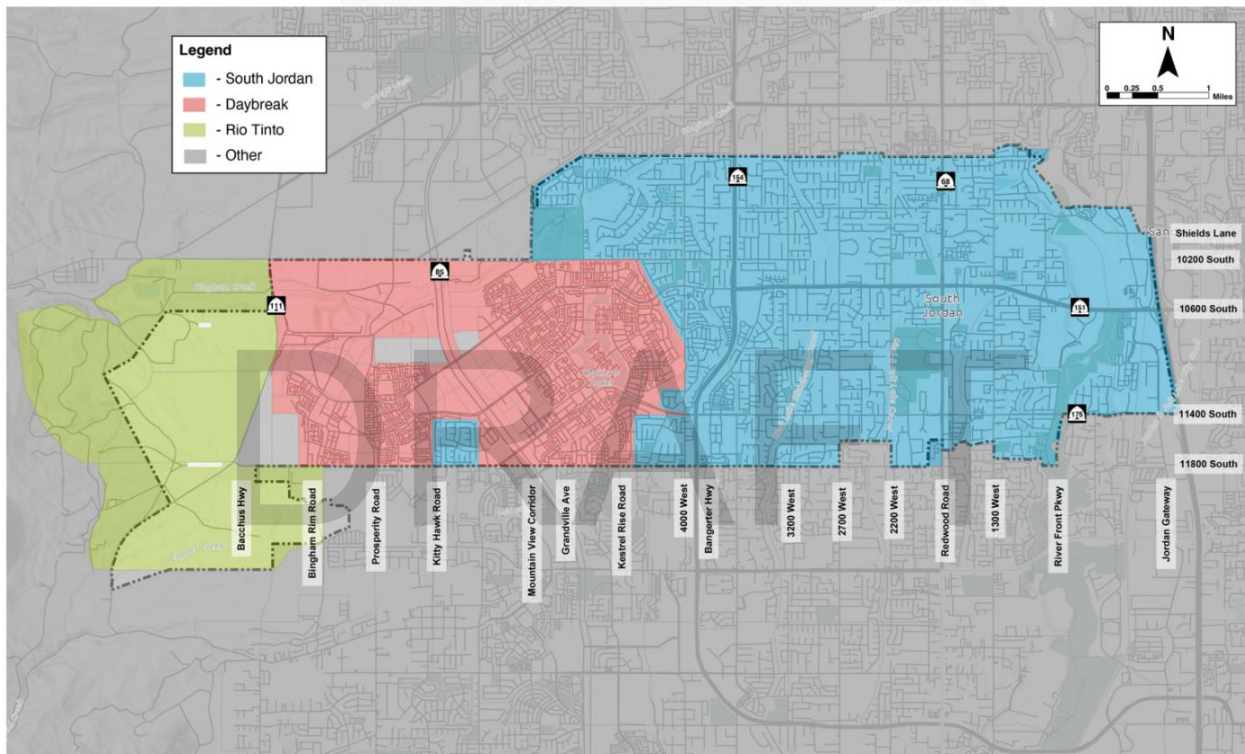


SECTION III: OVERVIEW OF SERVICE AREA, DEMAND AND LEVEL OF SERVICE

SERVICE AREA

Figure 3.1 illustrates the proposed impact fee service area, which incorporates the entire municipal boundary of the City. The impact fees related to transportation will be assessed within the proposed Service Area, which incorporates the entire municipal boundaries and the City's annexation areas. The Service Area is further refined based on the Daybreak Service Area (DB), the South Jordan Proper Service Area (SJP), the Rio Tinto Service Area (RT), and other service areas not included in this analysis.

FIGURE 3.1: PROPOSED SERVICE AREA



DEMAND UNITS

The demand units utilized in this analysis are based on undeveloped residential and commercial land and the new trips generated from these land-use types. As residential and commercial growth occurs within the City, additional trips will be generated on the City's roadways. The transportation capital improvements identified in this study are based on maintaining the current level of service as defined by the City. The proposed impact fees are based upon the projected growth in demand units which are used as a means to quantify the impact that future users will have upon the City's system. The demand unit used in the calculation of the transportation impact fee is based upon each land use category's impact and road usage characteristics expressed in the number of trips generated. The existing and future trip statistics used in this analysis were prepared by the City and their engineers based on existing modeling software.

To determine the proportionate impact from each land use type, the existing trips are allocated to the different land use types based on trip statistics as presented in the Institute of Traffic Engineers (ITE) Trip Generation Manual, 11th Edition. The most common method of determining growth is measuring the number of trips within a community based on existing and future land uses. Appropriate adjustment factors are applied to remove pass-



by traffic. Based on the growth in trips, the City will need to expand its current facilities to accommodate new growth. Growth from new development will create an additional 155,274 trips by 2034, as show in **Table 3.1**.

TABLE 3.1: PROJECTED TRAFFIC FOR EACH SERVICE AREA

	TRIPS	PROPORTIONATE SHARE
SJP	14,277	9%
Daybreak	123,450	80%
Rio Tinto	17,546	11%
TOTAL	155,274	100%

Source: IFFP p. 10

LEVEL OF SERVICE

LOS assesses the level of congestion on a roadway segment or intersection. LOS is measured using a letter grade A through F, where A represents free flowing traffic with absolutely no congestion and F represents grid lock. South Jordan City has adopted an acceptable standard of LOS D for its street network and intersections.⁴

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⁴ See South Jordan Transportation Impact Fee Facilities Plan, 2024 p.5



SECTION IV: EXISTING FACILITIES INVENTORY

EXCESS CAPACITY & BUY-IN

Transportation impact fees are justified when trips are added to system-wide roadways that are at or nearing capacity or when new system-wide roadways are needed to meet the demands of growth. A buy-in component is contemplated for the roadways that have sufficient capacity to handle new growth while maintaining safe and acceptable levels of service.

EXISTING TRANSPORTATION SYSTEM BUY-IN

The determination of a buy-in component related to existing roadways is based on a capacity utilization analysis of existing roadways. According to the analysis shown in **Table 4.1**, approximately 11 percent of the existing system roadways will be used by new demand in the IFFP planning horizon. This analysis excludes State or County owned road facilities, as well as project improvements (neighborhood roadways).

TABLE 4.1: ALLOCATION OF BUY-IN COMPONENT

	CAPACITY MILES	NEW VMT
Total Vehicle Miles Traveled (VMT)	930,258	101,316
Length	52.29	
EXISTING CAPACITY USED BY NEW TRIPS		10.9%

Source: IFFP p. 6

Total length of facilities evaluated for buy-in 52.29 miles.

The City's existing roadway facilities are valued at \$315 million. The inventory of existing facilities is important to properly determine the excess capacity of existing facilities and the utilization of excess capacity by new development. **Table 4.2** illustrates the process for evaluating existing facilities. According to Utah Department of Transportation, there is a total of 340 road miles in the City. This produces an average cost per land mile of \$927,373. Multiplying the average cost per mile by the linear feet of roadways in each service area, produces the buy-in values shown in **Table 4.2**. A value of \$48,489,108 is included in this analysis as eligible system value.

TABLE 4.2: COST PER LANE MILE

CITY	TOTAL ACTUAL MILES	TRANSPORTATION COSTS	COST PER MILE	MILES EVALUATED AS SYSTEM BUY IN	VALUE INCLUDED IN IFA
South Jordan	340.12	\$315,417,969	\$927,372	52.26	\$48,489,108

VALUATION OF EXCESS CAPACITY

As stated previously, a value of \$48,489,108 is included in this analysis as eligible buy-in value. The average existing capacity used by new demand within the IFFP planning horizon is 11 percent, or \$5,281,042 impact fee eligible buy-in value.

FUNDING MECHANISM OF EXISTING FACILITIES

No outstanding debt is included in this analysis.



SECTION V: CAPITAL FACILITY ANALYSIS

FUTURE CAPITAL PROJECTS

The IFFP has identified the growth-related projects needed within the next 10 years. Capital projects related to curing existing deficiencies were not included in the calculation of the impact fees. Total future projects applicable to new development are shown below. **Table 5.1** illustrates the projected roadway capital costs allocated to new development within each Service Area, as identified in the IFFP.

TABLE 5.1: SUMMARY OF FUTURE ROADWAY SYSTEM IMPROVEMENTS WITHIN IFFP PLANNING HORIZON

#	PROJECT	SJC PROPER		DAYBREAK		RIO TINTO	
		%	\$	%	\$	%	\$
1-3	10200 South: Bacchus Highway to MVC	12%	\$27,798	78%	\$185,810	10%	\$23,452
1-10	11800 South: Bacchus Highway to Prosperity Road	10%	\$26,444	41%	\$110,685	49%	\$134,362
1-11	Daybreak Parkway: Trail Crossing Drive to MVC	19%	\$147,149	69%	\$539,028	12%	\$92,362
1-12	11800 South: MVC to 4000 West	41%	\$895,910	58%	\$1,259,546	1%	\$32,462
1-13	Lake Avenue: SR-111 to Lake Avenue	0%	\$324	87%	\$366,567	13%	\$53,779
1-15	Bingham Rim Road: Prosperity Road to MVC	8%	\$30,818	87%	\$331,413	5%	\$19,065
1-16	7800 West: Bacchus Highway to Herriman Parkway	4%	\$8,292	16%	\$32,094	80%	\$160,171
1-17	12150 South: 7800 West to South Jordan Border	4%	\$280,915	16%	\$1,087,210	80%	\$5,425,952
1-18	Bingham Rim Road: SR-111 to 11800 S	4%	\$24,577	16%	\$95,117	80%	\$474,703
1-19	Herriman Parkway (12600 S): 7800 W to SR-111	4%	\$6,555	16%	\$25,369	80%	\$126,611
1-20	Meadowgrass Drive: Bacchus Highway to Bingham Rim Road	0%	\$0	96%	\$719,465	4%	\$30,823
1-22	Bingham Rim Road: 7800 W to SR-111	4%	\$64,418	16%	\$249,313	80%	\$1,244,251
1-23	Prosperity Road: Crimson View Drive to Bingham Rim Road	8%	\$62,715	87%	\$674,437	5%	\$38,798
1-24	Bingham Rim Road: South Jordan Parkway to Prosperity Road	8%	\$476,121	87%	\$5,120,163	5%	\$294,541
1-25	Prosperity Road: Bingham Rim Road to Copper Hawk Drive	8%	\$87,694	87%	\$943,056	5%	\$54,250
	TOTAL		\$2,139,730		\$11,739,273		\$8,205,582

The City anticipates the Daybreak Service Area will fund several of the proposed roadway improvements. **Table 5.2** illustrates the allocation of cost excluding Daybreak funding. The Daybreak Service Area will receive a credit for the cost attributable to the other service areas for these projects.

TABLE 5.2: SUMMARY OF FUTURE ROADWAY SYSTEM IMPROVEMENTS WITHIN IFFP PLANNING HORIZON – EXCLUDING DAYBREAK FUNDING

#	PROJECT	SJC PROPER		DAYBREAK		RIO TINTO		DAYBREAK FUNDING
		%	\$	%	\$	%	\$	
1-3	10200 South: Bacchus Highway to MVC	12%	\$27,798	78%	\$185,810	10%	\$23,452	0%



#	PROJECT	SJC PROPER		DAYBREAK		RIO TINTO		DAYBREAK FUNDING
		%	\$	%	\$	%	\$	
1-10	11800 South: Bacchus Highway to Prosperity Road	10%	\$26,444	41%	\$110,685	49%	\$134,362	0%
1-11	Daybreak Parkway: Trail Crossing Drive to MVC	19%	\$147,149	69%	\$539,028	12%	\$92,362	0%
1-12	11800 South: MVC to 4000 West	41%	\$895,910	58%	\$1,259,546	1%	\$32,462	0%
1-13	Lake Avenue: SR-111 to Lake Avenue	0%	\$0	0%	\$0	0%	\$0	100%
1-15	Bingham Rim Road: Prosperity Road to MVC	0%	\$0	0%	\$0	0%	\$0	100%
1-16	7800 West: Bacchus Highway to Herriman Parkway	4%	\$8,292	16%	\$32,094	80%	\$160,171	0%
1-17	12150 South: 7800 West to South Jordan Border	4%	\$280,915	16%	\$1,087,210	80%	\$5,425,952	0%
1-18	Bingham Rim Road: SR-111 to 11800 S	4%	\$24,577	16%	\$95,117	80%	\$474,703	0%
1-19	Herriman Parkway (12600 S): 7800 W to SR-111	4%	\$6,555	16%	\$25,369	80%	\$126,611	0%
1-20	Meadowgrass Drive: Bacchus Highway to Bingham Rim Road	0%	\$0	0%	\$0	0%	\$0	100%
1-22	Bingham Rim Road: 7800 W to SR-111	4%	\$64,418	16%	\$249,313	80%	\$1,244,251	0%
1-23	Prosperity Road: Crimson View Drive to Bingham Rim Road	8%	\$62,715	87%	\$674,437	5%	\$38,798	0%
1-24	Bingham Rim Road: South Jordan Parkway to Prosperity Road	0%	\$0	0%	\$0	0%	\$0	100%
1-25	Prosperity Road: Bingham Rim Road to Copper Hawk Drive	0%	\$0	0%	\$0	0%	\$0	100%
TOTAL EXCLUDING DAYBREAK FUNDING			\$1,544,773		\$4,258,609		\$7,753,124	

Table 5.3 illustrates the projected intersection costs allocated to future development within each Service Area, as identified in the IFFP.

TABLE 5.3: SUMMARY OF FUTURE SIGNALIZATION SYSTEM IMPROVEMENTS WITHIN IFFP PLANNING HORIZON

#	INTERSECTION	SJC PROPER		DAYBREAK		RIO TINTO	
		%	\$	%	\$	%	\$
1-B	Shields Lane & 1300 W	85%	\$494,566	15%	\$86,112	0%	\$1,469
1-J	11800 S & Bingham Rim Road	10%	\$14,728	41%	\$61,646	49%	\$74,833
1-K	11800 S & Silver Pond Road	10%	\$14,728	41%	\$61,646	49%	\$74,833
1-L	11800 S & Prosperity Road	10%	\$14,728	41%	\$61,646	49%	\$74,833
1-M	11800 S & Willow Walk Drive	10%	\$14,728	41%	\$61,646	49%	\$74,833
1-N	10200 S & 6200 W	12%	\$14,111	78%	\$94,323	10%	\$11,905
1-O	10200 S & Grandville Avenue	5%	\$11,718	95%	\$209,473	0%	\$0
1-S	Bingham Rim Road & Grandville Avenue	5%	\$15,234	95%	\$272,316	0%	\$0
1-T	Grandville Avenue & Burntside Avenue	5%	\$15,234	95%	\$272,316	0%	\$0
1-U	10400 S & 4000 W	86%	\$342,233	13%	\$52,864	0%	\$1,180
1-V	4000 W & S Skye Drive/10200 South	86%	\$2,031,835	13%	\$313,851	0%	\$7,006
1-W	South Jordan Parkway & Vadiana Drive	29%	\$101,317	69%	\$237,084	2%	\$6,705
1-X	11800 S & Flying Fish Drive	10%	\$14,728	41%	\$61,646	49%	\$74,833



#	INTERSECTION	SJC PROPER		DAYBREAK		RIO TINTO	
		%	\$	%	\$	%	\$
1-Y	South Jordan Parkway & Cardinal Park Rd	29%	\$107,649	69%	\$251,902	2%	\$7,124
1-Z	SR-111 & South Jordan Parkway	5%	\$66,246	90%	\$1,216,047	5%	\$64,063
1-AA	Riverfront Parkway & 11400 S	92%	\$98,481	7%	\$7,156	2%	\$1,638
	TOTAL		\$3,372,263		\$3,321,673		\$475,254

The City anticipates the Daybreak Service Area will fund several of the proposed intersection improvements. **Table 5.4** illustrates the allocation of cost excluding Daybreak funding. The Daybreak Service Area will receive a credit for the cost attributable to the other service areas for these projects.

TABLE 5.4: SUMMARY OF FUTURE INTERSECTION SYSTEM IMPROVEMENTS WITHIN IFFP PLANNING HORIZON – EXCLUDING DAYBREAK FUNDING

#	INTERSECTION	SJC PROPER		DAYBREAK		RIO TINTO		DAYBREAK FUNDING
		%	\$	%	\$	%	\$	
1-B	Shields Lane & 1300 W	85%	\$494,566	15%	\$86,112	0%	\$1,469	0%
1-J	11800 S & Bingham Rim Road	10%	\$14,728	41%	\$61,646	49%	\$74,833	0%
1-K	11800 S & Silver Pond Road	10%	\$14,728	41%	\$61,646	49%	\$74,833	0%
1-L	11800 S & Prosperity Road	10%	\$14,728	41%	\$61,646	49%	\$74,833	0%
1-M	11800 S & Willow Walk Drive	10%	\$14,728	41%	\$61,646	49%	\$74,833	0%
1-N	10200 S & 6200 W	12%	\$14,111	78%	\$94,323	10%	\$11,905	0%
1-O	10200 S & Grandville Avenue	0%	\$0	0%	\$0	0%	\$0	100%
1-S	Bingham Rim Road & Grandville Avenue	0%	\$0	0%	\$0	0%	\$0	100%
1-T	Grandville Avenue & Burntside Avenue	0%	\$0	0%	\$0	0%	\$0	100%
1-U	10400 S & 4000 W	86%	\$342,233	13%	\$52,864	0%	\$1,180	0%
1-V	4000 W & S Skye Drive/10200 South	86%	\$2,031,835	13%	\$313,851	0%	\$7,006	0%
1-W	South Jordan Parkway & Vadania Drive	0%	\$0	0%	\$0	0%	\$0	100%
1-X	11800 S & Flying Fish Drive	10%	\$14,728	41%	\$61,646	49%	\$74,833	0%
1-Y	South Jordan Parkway & Cardinal Park Rd	0%	\$0	0%	\$0	0%	\$0	100%
1-Z	SR-111 & South Jordan Parkway	5%	\$66,246	90%	\$1,216,047	5%	\$64,063	0%
1-AA	Riverfront Parkway & 11400 S	92%	\$98,481	7%	\$7,156	2%	\$1,638	0%
	TOTAL		\$3,121,111		\$2,078,583		\$461,424	

SYSTEM VS. PROJECT IMPROVEMENTS

System improvements are defined as existing and future public facilities designed to provide services to service areas within the community at large.⁵ Project improvements are improvements and facilities that are planned and designed to provide service for a specific development (resulting from a development

⁵ 11-36a-102(21)



activity) and considered necessary for the use and convenience of the occupants or users of that development.⁶ To the extent possible, this analysis only includes the costs of system improvements related to new growth within the proportionate share analysis.

FUNDING OF FUTURE FACILITIES

The IFFP must also include a consideration of all revenue sources, including impact fees and the dedication of system improvements, which may be used to finance system improvements.⁷ In conjunction with this revenue analysis, there must be a determination that impact fees are necessary to achieve an equitable allocation of the costs of the new facilities between the new and existing users.⁸

In considering the funding of future facilities, the IFFP has identified the portion of each project that is intended to be funded by the City, as well as funding sources from other government agencies. The capital projects that will be constructed to cure the existing system deficiencies will be funded through general fund revenues. All other capital projects within the IFFP planning horizon which are intended to serve new growth will be funded through impact fees or on a pay-as-you-go approach. Where these revenues are not sufficient, the City may need to issue bonds or issue inter-fund loans to construct the proposed projects. At this time, **the cost associated with future debt is not included in the Impact Fee Analysis**. If bonding is used in the future, this cost can be included in the analysis.

The City does not anticipate any donations from new development for future system-wide capital improvements related to transportation facilities. A donor will be entitled to a reimbursement for the negotiated value of system improvements funded through impact fees if donations are made by new development. The impact fees should also be adjusted if grant monies are received. New development may be entitled to a reimbursement for any grants or donations received by the City for growth related projects or for developer funded IFFP projects.

Impact fees are an ideal mechanism for funding growth-related infrastructure. Impact fees will be charged to ensure that new growth pays its proportionate share of the costs for the development of public infrastructure. Impact fee revenues can also be attributed to the future expansion of public infrastructure if the revenues are used to maintain an existing LOS. Increases to an existing LOS cannot be funded with impact fee revenues.

PROPOSED CREDITS OWED TO DEVELOPMENT

The Impact Fees Act requires a local political subdivision or private entity to ensure that the impact fee enactment allows a developer, including a school district or a charter school, to receive a credit against or proportionate reimbursement of an impact fee if the developer: (a) dedicates land for a system improvement; (b) builds and dedicates some or all of a system improvement; or (c) dedicates a public facility that the local political subdivision or private entity and the developer agree will reduce the need for a system improvement.⁹ The facilities must be considered system improvements or be dedicated to the public and offset the need for an improvement identified in the IFFP.

⁶ 11-36a-102(14)

⁷ 11-36a-302(2)

⁸ 11-36a-302(3)

⁹ 11-36a-402(2)



EQUITY OF IMPACT FEES

Impact fees are intended to recover the costs of capital infrastructure that relate to future growth. The impact fee calculations are structured for impact fees to fund 100 percent of the growth-related facilities identified in the proportionate share analysis as presented in the impact fee analysis. Even so, there may be years that impact fee revenues cannot cover the annual growth-related expenses. In those years, other revenues such as general fund revenues will be used to make up any annual deficits. Any borrowed funds are to be repaid in their entirety through impact fees.

NECESSITY OF IMPACT FEES

An entity may only impose impact fees on development activity if the entity's plan for financing system improvements establishes that impact fees are necessary to achieve parity between existing and new development. This analysis has identified the improvements to public facilities and the funding mechanisms to complete the suggested improvements. Impact fees are identified as a necessary funding mechanism to help offset the costs of new capital improvements related to new growth.

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SECTION VI: TRANSPORTATION IMPACT FEE CALCULATION

The transportation impact fees proposed in this analysis will be assessed to the Service Area as defined in **Section III**. The impact fee calculations include the costs of constructing future transportation improvements (including an annual inflation rate for projects constructed after 2019).

PROPOSED TRANSPORTATION IMPACT FEE

The proportionate share analysis determines the cost assignable to new development based on the proposed capital projects and the new growth served by the proposed projects. The average impact fee per trip by service area is shown in **Table 6.1** below.

TABLE 6.1: PROPORTIONATE SHARE ANALYSIS

	TOTAL QUALIFIED COST	% TO NEW GROWTH	COST TO NEW GROWTH	TRIPS	COST PER TRIP
SOUTH JORDAN PROPER SERVICE AREA					
Existing Facilities	\$48,489,108	10.9%	\$5,281,042	155,274	\$34.01
Future Facilities (IFFP Planning Horizon)	\$1,544,773	100.0%	\$1,544,773	14,277	\$108.20
Future Intersections (IFFP Planning Horizon)	\$3,121,111	100.0%	\$3,121,111	14,277	\$218.61
Professional Expense	\$10,080	100.0%	\$10,080	155,274	\$0.06
SOUTH JORDAN SERVICE AREA IMPACT FEE			\$9,957,006		\$360.88
DAYBREAK SERVICE AREA					
Existing Facilities	\$48,489,108	10.9%	\$5,281,042	155,274	\$34.01
Future Facilities (IFFP Planning Horizon)	\$4,258,609	100.0%	\$4,258,609	123,450	\$34.50
Future Intersections (IFFP Planning Horizon)	\$2,078,583	100.0%	\$2,078,583	123,450	\$16.84
Professional Expense	\$10,080	100.0%	\$10,080	155,274	\$0.06
DAYBREAK SERVICE AREA IMPACT FEE			\$11,628,314		\$85.41
Accounting Credit for Traffic on DB Roads	(\$1,312,396)	100.0%	(\$1,312,396)	123,450	(\$10.63)
Daybreak Net Cost Per Trip					\$74.78
RIO TINTO SERVICE AREA					
Existing Facilities	\$48,489,108	10.9%	\$5,281,042	155,274	\$34.01
Future Facilities (IFFP Planning Horizon)	\$7,753,124	100.0%	\$7,753,124	17,546	\$441.87
Future Intersections (IFFP Planning Horizon)	\$461,424	100.0%	\$461,424	17,546	\$26.30
Professional Expense	\$10,080	100.0%	\$10,080	155,274	\$0.06
RIO TINTO SERVICE AREA IMPACT FEE			\$13,505,670		\$502.25

IMPACT FEE SUMMARY BY LAND USE TYPE

The impact fee by land use type is, is illustrated in **Table 6.2**.

TABLE 6.2: IMPACT FEE SUMMARY BY LAND USE TYPE

LAND USE	ITE CODES	ADJUSTED TRIPS	PER	SJP FEE	DB FEE	RT FEE
Fee Per Trip				\$360.88	\$74.78	\$502.25
Single Family Residential	210	9.43	Unit	\$3,403.10	\$705.17	\$4,736.18
Multifamily Low Rise	220	6.74	Unit	\$2,432.33	\$504.01	\$3,385.14
Multifamily High Rise	222	4.54	Unit	\$1,638.40	\$339.50	\$2,280.20
Senior Adult Housing-Detached	251	4.31	Unit	\$1,555.40	\$322.30	\$2,164.68
Senior Adult Housing-Attached	252	3.24	Occ. Unit	\$1,169.25	\$242.28	\$1,627.28
Assisted Living	254	2.60	Beds	\$938.29	\$194.43	\$1,305.84
Hotel	310	7.99	Rooms	\$2,883.44	\$597.49	\$4,012.94



LAND USE	ITE CODES	ADJUSTED TRIPS	PER	SJP FEE	DB FEE	RT FEE
Fee Per Trip				\$360.88	\$74.78	\$502.25
Light Industrial	110	4.87	KSF	\$1,757.49	\$364.17	\$2,445.94
Industrial Park	130	3.37	KSF	\$1,216.17	\$252.01	\$1,692.57
Mini Warehouse	151	1.45	KSF	\$523.28	\$108.43	\$728.26
Elementary School	520	2.27	Students	\$819.20	\$169.75	\$1,140.10
Middle/Jr. High School	522	2.10	Students	\$757.85	\$157.04	\$1,054.72
High School	530	1.94	Students	\$700.11	\$145.07	\$974.36
Daycare Center	565	26.67	KSF	\$9,623.67	\$1,994.15	\$13,393.48
Nursing Home	620	3.06	Beds	\$1,104.29	\$228.82	\$1,536.87
Clinic	630	37.60	KSF	\$13,569.11	\$2,811.70	\$18,884.44
Church	560	7.60	KSF	\$2,742.69	\$568.32	\$3,817.07
General Office	710	10.84	KSF	\$3,911.94	\$810.61	\$5,444.34
Medical Dental Office	720	36.00	KSF	\$12,991.70	\$2,692.05	\$18,080.84
Free-Standing Discount Store	813	35.87	KSF	\$12,944.50	\$2,682.27	\$18,015.15
Hardware/Paint Store	816	5.97	KSF	\$2,155.11	\$446.57	\$2,999.31
Shopping Center/General Commercial	820	26.28	KSF	\$9,482.89	\$1,964.98	\$13,197.56
New Car Sales	841	27.06	KSF	\$9,765.43	\$2,023.52	\$13,590.77
Tire Store	848	20.77	KSF	\$7,494.59	\$1,552.98	\$10,430.39
Supermarket	850	71.32	KSF	\$25,737.42	\$5,333.13	\$35,819.35
Discount Club	857	27.89	KSF	\$10,065.54	\$2,085.71	\$14,008.43
Home Improvement Superstore	862	17.83	KSF	\$6,434.21	\$1,333.25	\$8,954.64
Department Store	875	22.88	KSF	\$8,256.95	\$1,710.95	\$11,491.38
Pharmacy/Drugstore w/ Drive Thru	881	55.28	KSF	\$19,950.92	\$4,134.09	\$27,766.15
Drive-In Bank	912	65.23	KSF	\$23,539.33	\$4,877.66	\$32,760.23
Quality Restaurant	931	46.95	KSF	\$16,943.49	\$3,510.91	\$23,580.63
High Turnover/Sit Down Restaurant	932	61.10	KSF	\$22,051.24	\$4,569.31	\$30,689.22

NON-STANDARD IMPACT FEES

The City reserves the right under the Impact Fees Act to assess an adjusted fee that more closely matches the true impact that the land use will have upon public facilities.¹⁰ This adjustment could result in a different impact fee if the City determines that a particular user may create a different impact than what is standard for its land use. The City may also decrease the impact fee if the developer can provide documentation, evidence, or other credible analysis that the proposed impact will be lower than what is proposed in this analysis. The formula for a non-standard impact fee is as follows:

FORMULA FOR NON-STANDARD TRANSPORTATION IMPACT FEES:

Total Demand Units x Estimate Trips per Unit x Service Area Cost Per Trip = Impact Fee per Unit

CONSIDERATION OF ALL REVENUE SOURCES

The Impact Fees Act requires the proportionate share analysis to demonstrate that impact fees paid by new development are the most equitable method of funding growth-related infrastructure. See **Section V** for further discussion regarding the consideration of revenue sources.

EXPENDITURE OF IMPACT FEES

Legislation requires that impact fees should be spent or encumbered within six years after each impact fee is paid. Impact fees collected in the IFFP planning horizon should be spent only on those projects outlined in the IFFP as growth related costs to maintain the LOS.

GROWTH-DRIVEN EXTRAORDINARY COSTS

¹⁰ 11-36a-402(1)(c)



The City does not anticipate any extraordinary costs necessary to provide services to future development.

SUMMARY OF TIME PRICE DIFFERENTIAL

The Impact Fees Act allows for the inclusion of a time price differential to ensure that the future value of costs incurred at a later date are accurately calculated to include the costs of construction inflation. A three percent annual construction inflation adjustment is applied to the proposed capital improvements identified in this analysis. The impact fee analysis should be updated regularly to account for changes in cost estimates over time.

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