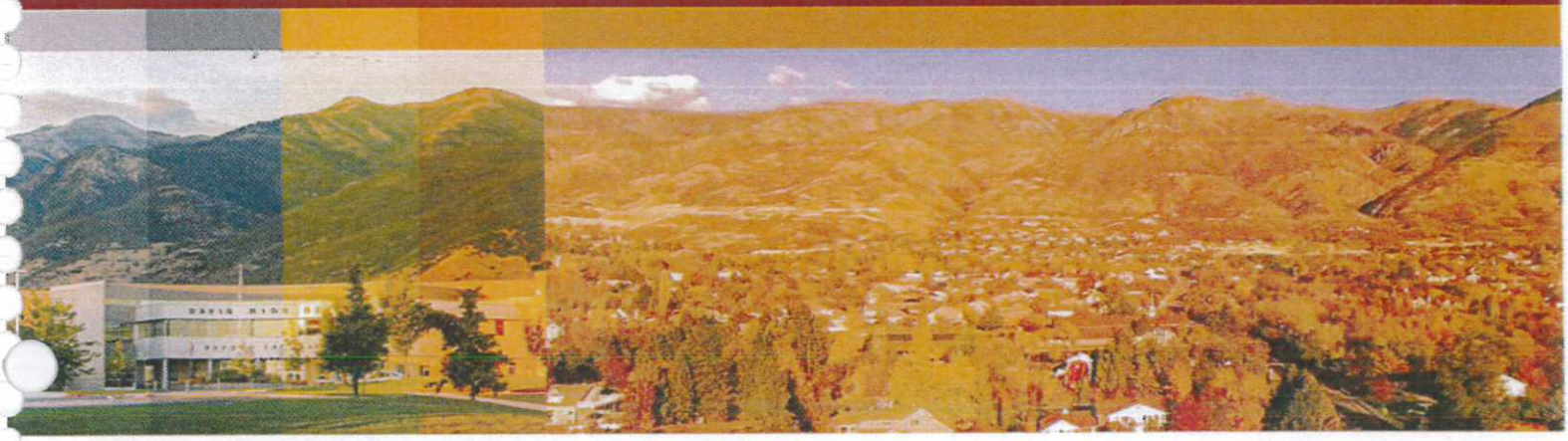
KAYSVILLE CITY
IMPACT FEE FACILITIES PLAN 2019



HORROCKS
50 ANNIVERSARY 1968-2018

Kaysville City

Introduction

Utah Code Legal Requirements

Utah law requires communities to prepare an Impact Fee Facilities Plan (IFFP) prior to preparing an impact fee analysis and establishing an impact fee. The code also outlines the requirements of an IFFP. An IFFP is required to identify the following:

- *The demands placed on existing public facilities by new development*
- *A proposed means by which the local political subdivision will meet those demands*
- *A general consideration of all potential revenue sources to finance the impacts on system improvements*

This analysis incorporates the information provided in the 2018 Kaysville City Capital Facilities Plan which is being updated concurrently with this plan, regarding the upcoming demands on the existing infrastructure facilities that will be needed to accommodate future growth and provide an acceptable LOS. The IFFP focuses on the improvements that are projected to be needed over the next ten years. However, Utah law requires that any impact fees collected for those improvements be spent within six years of being collected. Only capital improvements are included in this plan; all other maintenance and operation cost are assumed to be covered through the City's General Fund as tax revenues increase as a result of additional development.

Proposed Means to Meet Demands of New Development

All possible revenue sources have been considered as a means of financing transportation capital improvements needed as a result of new growth. This section discusses the potential revenue sources that could be used to fund transportation needs as a result of new development.

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

Funding sources for transportation are essential if the Kaysville City recommended improvements are to be built. The following paragraphs further describe the various transportation funding sources available to the City.

Federal Funding

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

The Surface Transportation Program (STP) funds projects for any roadway with a functional classification of a collector street or higher as established on the Functional Classification Map. STP funds can be used for both rehabilitation and new construction. The Joint Highway Committee programs a portion of the STP funds for projects around the state in urban areas. Another portion of the STP funds can be used for projects in any area of the state at the discretion of the State Transportation Commission. Transportation Enhancement funds are allocated based on a competitive application process. The Transportation Enhancement Committee reviews the applications and then a portion of the application is passed to the State Transportation Commission. Transportation enhancements include 12 categories ranging from historic preservation, bicycle and pedestrian facilities and water runoff mitigation. Other federal and state trail funds are available from the Utah State Parks and Recreation Program.

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

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

State/County Funding

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

Class B and C funds are allocated to each city and county by a formula based on population, lane miles, and land area. Class B funds are given to counties, and Class C funds are given to cities and towns. Class B and C funds can be used for maintenance and construction projects; however, thirty percent of those funds must be used for construction or maintenance projects that exceed $40,000. The remainder of these funds can be used for matching federal funds or to pay the principal, interest, premiums, and reserves for issued bonds.

In 2005 the state senate passed a bill providing for the advance acquisition of right-of-way for highways of regional significance. This bill would enable cities in the county to better plan for future transportation needs by acquiring property to be used as future right-of-way before it is fully developed and becomes extremely difficult to acquire. UDOT holds on account the revenue generated by the local corridor preservation fund but the county is responsible to program and control monies. In order to qualify for

preservation funds, the City must comply with the Corridor Preservation Process found at the flowing link ***www.udot.utah.gov/public/ucon***.

In 2015, HB362 was passed, which imposes a 12 percent sales tax on gas, increasing the previous 24.5 cents-per-gallon tax by 5 cents. The tax is capped at 40 cents a gallon and will not drop below 29 cents. The bill is written so that the automatic raises are designed to not kick in until the wholesale price of gasoline reaches $2.45 a gallon, which is not projected to happen for six to ten years. The bill also allows local governments to go to voters for a quarter-cent per dollar sales tax increase for transportation projects. In urban areas, cities and the Utah Transit Authority each receive a tenth-cent of the sales tax increase, and counties receive .05 of a cent. These taxes have to potential to provide additional funding for transportation projects in the area.

City Funding

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

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

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

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

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

Through the SAA, tax levies and bonding can apply to specific areas in the City needing to benefit from the improvements.

Developer Impact Fees

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

To help fund roadway improvements, impact fees should be established. These fees are collected from new developments in the City to help pay for improvements that are needed to the roadway system due to growth. At the culmination of the Transportation Master Planning process, a citywide IFFP will be developed according to state law to determine the appropriate impact fee values for the City.

Impact Fee Facilities Plan Analysis

10 Year Transportation Improvement Program

Capital Facility Plan

The IFFP analysis is based on the proposed Capital Facility Plan (CFP) currently being updated. Included in the CFP is the existing roadway traffic volumes and roadway and intersection improvement projects through 2040. The existing roadway traffic volumes map is shown in **Figure 1**, the 2040 projected traffic volumes are shown in **Figure 2** and the CFP map is shown in **Figure 3**.

Impact Fee Eligible Projects

Kaysville City will collect Impact Fees for projects within the next 10 years (2019-2028). **Figure 3** and **Table 1** include all impact fee eligible projects under Kaysville City jurisdiction. The City will be responsible for a total project cost of **$19,834,000**. The following lists the proposed projects to be included in the impact fee analysis:

Roadway Improvements

- **Burton Lane:** (Main Street to Via La Costa Way): Widen to 3 Lanes
- **Flint Street:** (Northern City Border to Old Mill Lane): Widen to 3 Lanes
- **Sunset Drive:** (Old Mill Lane to Shepard Lane): Widen to 3 Lanes
- **Crestwood Road:** (500 East to US-89): Widen to 3 Lanes
- **Burton Lane:** (Sunset Drive to 50 West): Widen to 3 Lanes
- **Smith Lane:** (Sunset Drive to Angel Street): Widen to 3 Lanes
- **Webb Lane:** (Flint Street to Angel Street): Widen to 3 Lanes
- **Angel Street:** (Northern City Border to Future Legacy Parkway): Widen to 3 Lanes
- **Angel Street Extension:** (End of Existing to 2350 South): New Collector Road
- **Laurelwood Drive Realignment:** (300 South to 500 East): New Local Street Alignment
- **Shepard Lane:** (Sunset Drive to Eastern Border): Widen to 3 Lanes
- **2350 South:** (West Davis Corridor to East Kaysville Border): New Arterial Road
- **Sunset Drive Extension:** (End of Existing to 2350 South): New Collector Road
- **West Davis Corridor:** (200 North to Future Legacy Parkway): New Highway Segment

Bridge Renovations

- **Burton Lane Bridge:** (Renovation)

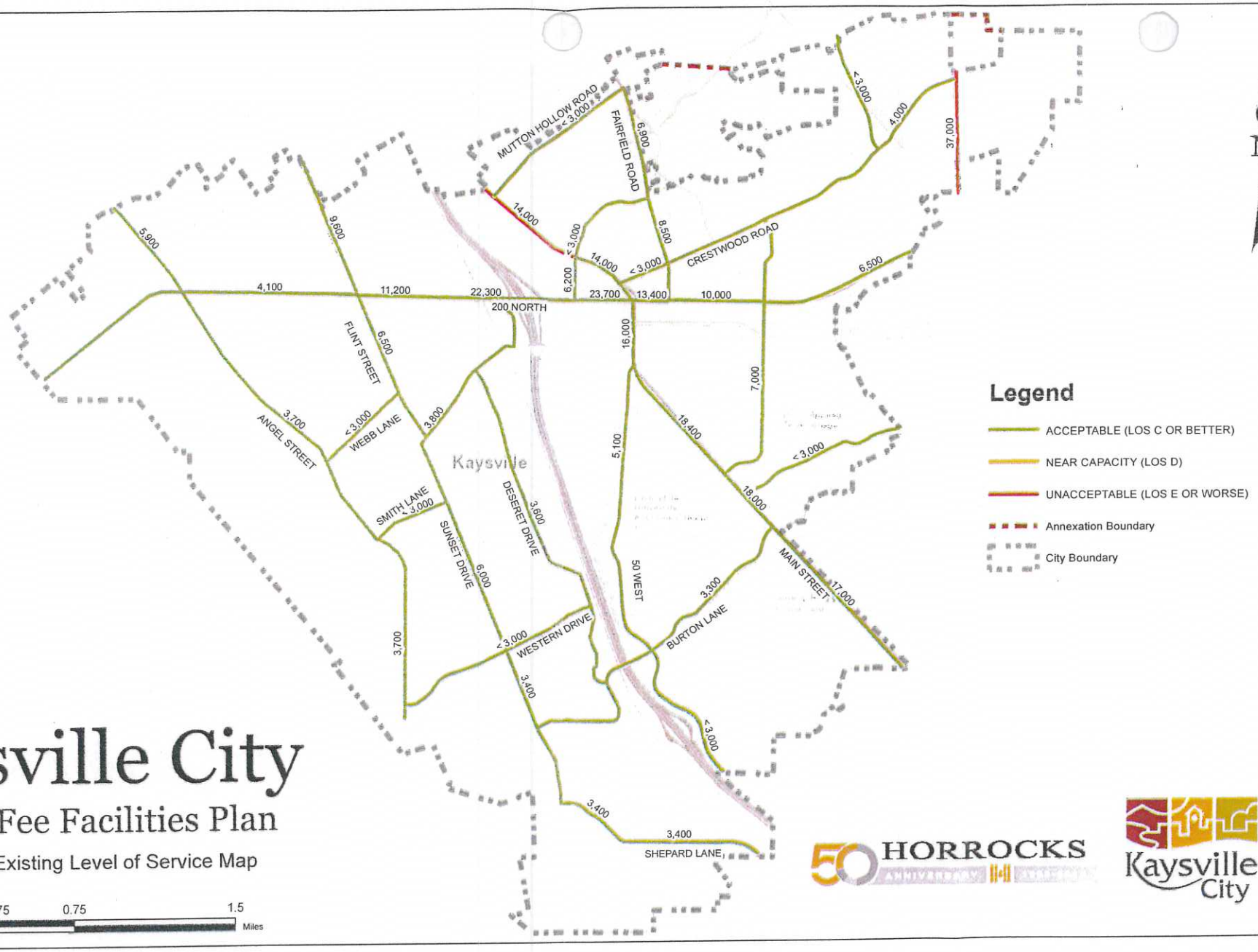
Intersection Improvements

- **Mutton Hollow Road and Main Street:** New Traffic Signal
- **Mutton Hollow Road and Fairfield Road:** New Traffic Signal
- **600 North and Fairfield Road:** New Traffic Signal
- **200 North and 500 East:** New Traffic Signal
- **Main Street and Burton Lane:** New Traffic Signal
- **Burton Lane and 50 West:** New Traffic Signal

- **Fairfield Road and Crestwood Road:** New Traffic Signal

Impact Fees can only collected for the portion of the project cost paid by the City. Therefore, any funding assistance from other parties cannot be included in the impact fee analysis. The eligible impact fee eligible costs for all projects included in this analysis are calculated in **Table 1** in the *Kaysville City %* column. It is assumed that all funds for these projects will be collected. If other funding is received for these projects, the impact fees collected will be refunded. Also included in the analysis are reductions based on agreements between the builder and the City. Applying the required reductions, Kaysville City is responsible for **$19,834,000** which is eligible to be funded using impact fees.

The number of PM trips originating or terminating in Kaysville for the existing and future conditions were estimated using the Travel Demand Model (TDM). The difference between the future PM trips and the existing PM trips (the number of new trips in the City) is used to calculate the impact fee cost per PM peak hour trip for new development. The Kaysville currently generates approximately **30,686** one-way PM peak hour trips. In 2040, this number is expected to increase to **34,601**, an increase of **13%**. The projected 10 year PM peak hour trip number for Kaysville is **32,492**, a **7%** increase on today's value.



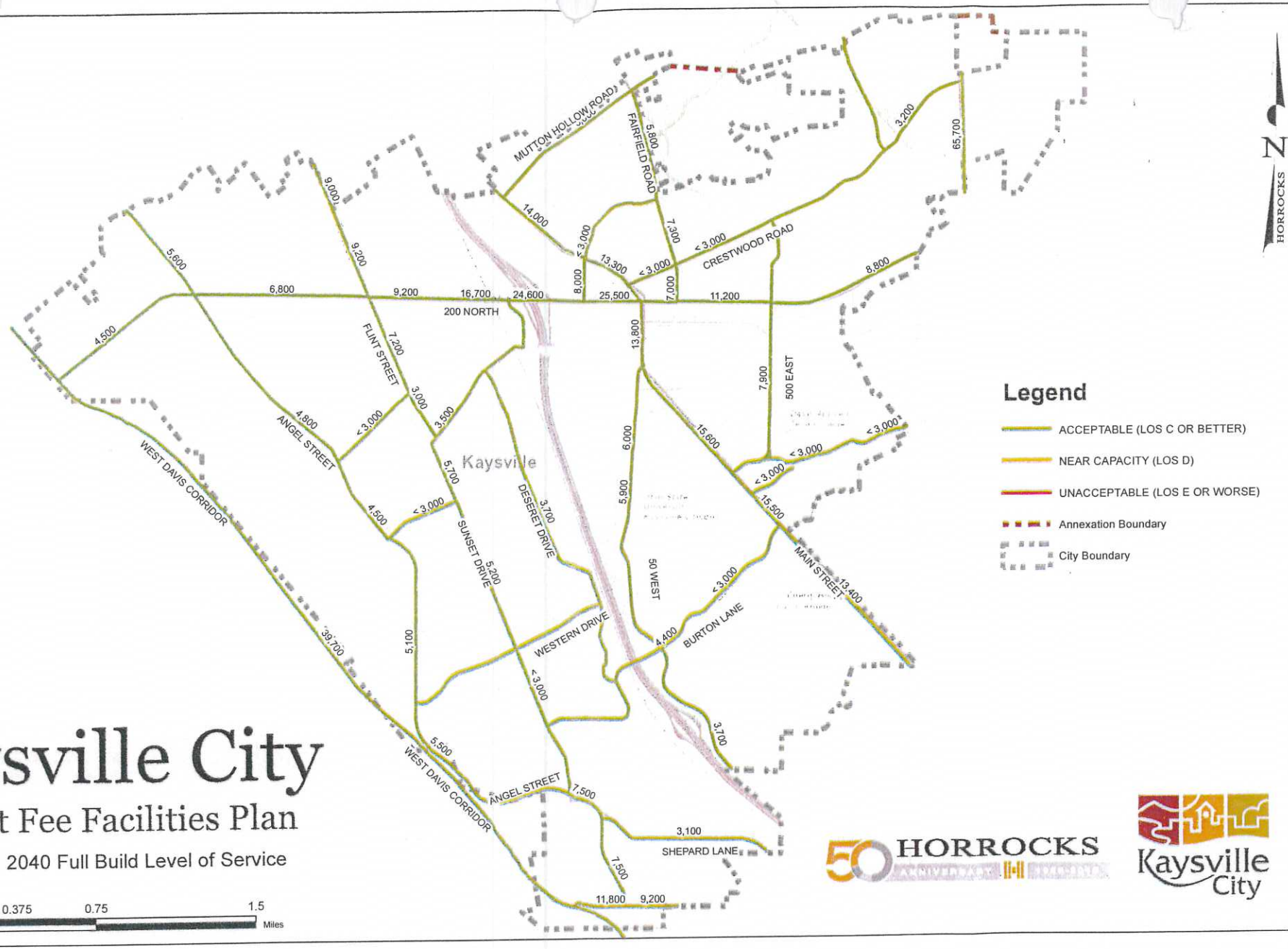
Kaysville City

Impact Fee Facilities Plan

Figure 01: Existing Level of Service Map

HORROCKS

Kaysville City



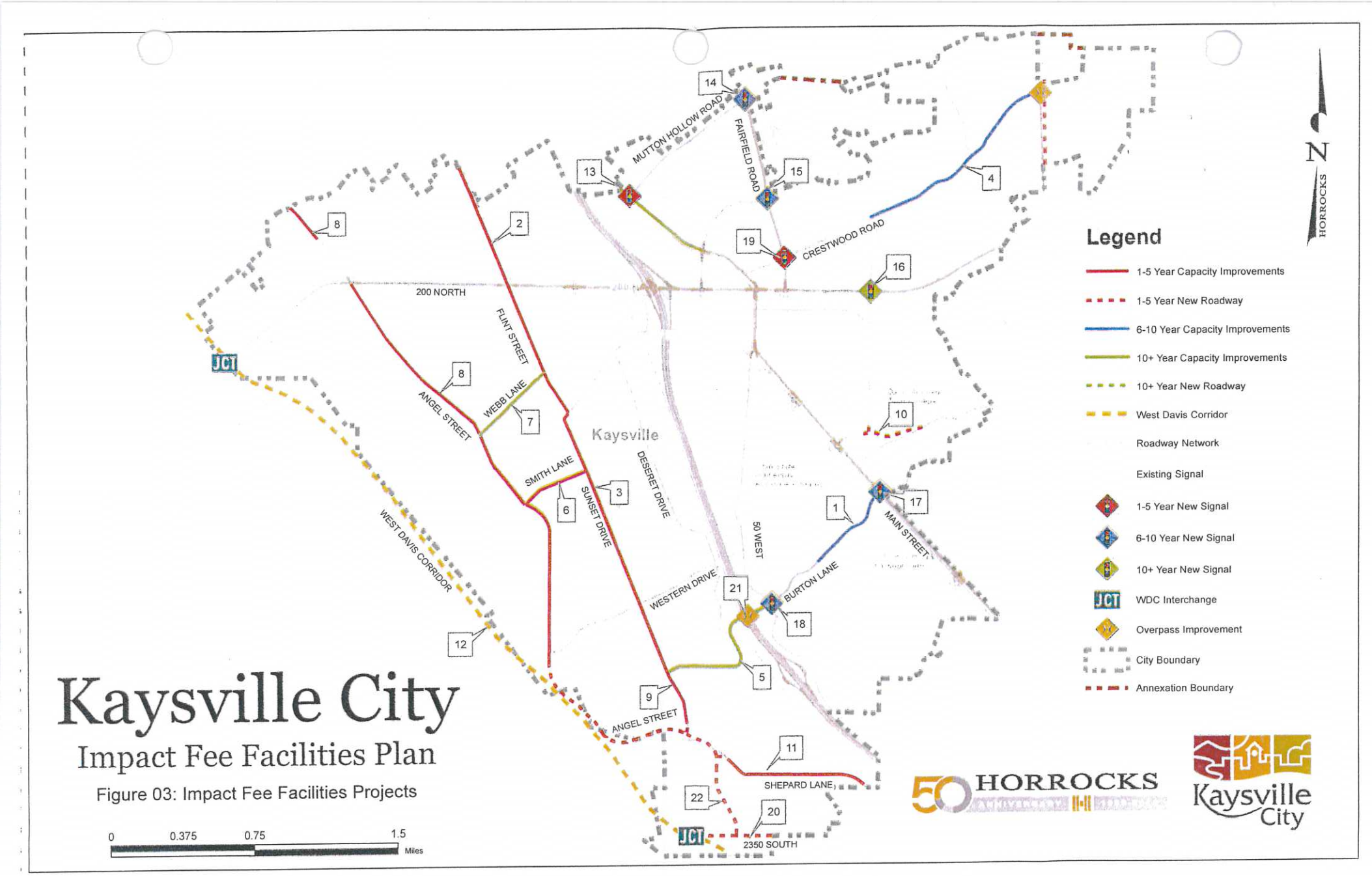
Kaysville City

Impact Fee Facilities Plan

Figure 02: 2040 Full Build Level of Service

HORROCKS

Kaysville City


Kaysville City
Impact Fee Facilities Plan
Figure 03: Impact Fee Facilities Projects
0
0.375
0.75
1.5
Miles
N
HORROCKS
Legend
1-5 Year Capacity Improvements
1-5 Year New Roadway
6-10 Year Capacity Improvements
10+ Year Capacity Improvements
10+ Year New Roadway
West Davis Corridor
Roadway Network
Existing Signal
1-5 Year New Signal
6-10 Year New Signal
10+ Year New Signal
WDC Interchange
Overpass Improvement
City Boundary
Annexation Boundary
Kaysville
200 NORTH
FLINT STREET
ANGEL STREET
WEBB LANE
SMITH LANE
SUNSET DRIVE
DESERET DRIVE
50 WEST
MAIN STREET
BURTON LANE
WESTERN DRIVE
WEST DAVIS CORRIDOR
MUTTON HOLLOW ROAD
FAIRFIELD ROAD
CRESTWOOD ROAD
SHEPARD LANE
2350 SOUTH
JCT
HORROCKS
Kaysville City

Kaysville City

Table 1: 10 Year Transportation Capital Facilities Plan – Kaysville Responsibility

Capital Facilities Plan Projects						
Project	Location	Total Price	Funding Source	Range (Yr)	Kaysville City %	Kaysville City Total
1	Widen Existing Burton Lane: Main Street to Via La Costa Way	$280,501	Kaysville	6-10	100.0%	$280,600
2	Widen Existing Flint Street: Northern City Border to Old Mill Lane	$625,948	Kaysville	1-5	100.0%	$626,000
3	Widen Existing Sunset Drive: Old Mill Lane to Western Drive	$897,221	Kaysville	1-5	100.0%	$897,300
4	Widen Existing Crestwood Road: 500 East to US-89	$1,811,699	Kaysville	6-10	100.0%	$1,811,700
5	Widen Existing Burton Lane: Sunset Drive to 50 West	$775,580	Kaysville	10+	100.0%	$775,600
6	Widen Existing Smith Lane: Sunset Drive to Angel Street	$403,975	Kaysville	1-5	100.0%	$404,000
7	Widen Existing Webb Lane: Flint Street to Angel Street	$766,639	Kaysville	10+	100.0%	$766,700
8	Widen Existing Angel Street: Northern City Border to End of Existing	$1,130,000	Kaysville	1-5	100.0%	$1,130,000
9	Widen Existing Sunset Drive: Western Drive to Shepard Lane	$1,694,303	Kaysville	1-5	100.0%	$1,694,400
10	Laurelwood Drive Realignment: 300 S to 500 E	$1,080,856	Kaysville	10+	100.0%	$1,080,900
11	Widen Existing Shepard Lane: Sunset Drive to Eastern Border	$600,422	Kaysville	1-5	100.0%	$600,500
12	West Davis Corridor	$28,798,687	UDOT	WDC	0.0%	$0
13	New Traffic Signal: Mutton Hollow Road and Main Street	$387,500	Kaysville	1-5	100.0%	$387,500
14	New Traffic Signal: Mutton Hollow Road and Fairfield Road	$387,500	Kaysville	6-10	100.0%	$387,500
15	New Traffic Signal: 600 North and Fairfield Road	$387,500	Kaysville	6-10	100.0%	$387,500
16	New Traffic Signal: 200 North and 500 East	$387,500	Kaysville	10+	100.0%	$387,500
17	New Traffic Signal: Main Street and Burton Lane	$387,500	UDOT	6-10	0.0%	$0
18	New Traffic Signal: Burton Lane and 50 West	$387,500	Kaysville	6-10	100.0%	$387,500

Capital Facilities Plan Projects						
Project	Location	Total Price	Funding Source	Range (Yr)	Kaysville City %	Kaysville City Total
19	New Traffic Signal: Fairfield Road and Crestwood Road	$387,500	Kaysville	1-5	100.0%	$387,500
20	2350 South from West Davis Corridor to East Kaysville Border	$1,332,876	Kaysville	1-5	100.0%	$1,332,900
21	Burton Lane Bridge Renovation	$10,780,560	UDOT	10+	0.0%	$0
22	Angel/Sunset Combined Extension: End of Existing to 2350 South	$6,107,965	Kaysville	1-5	100.0%	$6,108,000
	Total	$59,800,000				$19,834,000

Only the proportion of the roadway project which can be attributed to 10 year growth can be collected. The remaining will be collected in future impact fee periods as a "buy-in" component of the impact fee. **Table 2** shows the proportion of each project which will be attributed to 10 year growth. This is calculated using the existing, 10 year, and 2040 traffic volumes. The total growth for each roadway project is calculated as the difference between the existing (**Figure 1**) and the 2040 traffic volumes (**Figure 2**) from the CFP. The 10 year growth is determined as the difference between the 10 year and existing volumes.

There is traffic which use roadways within Kaysville which are considered pass-through traffic. A vehicle trip is considered pass-through when the origin and destination are outside of Kaysville. Impact fees cannot be collected for these vehicles. A portion of the users on new roadways will be existing roadways users and is removed from the impact fee calculation. The 10 year growth includes a reduction for both pass-through and existing user share traffic and is included in **Table 2**.

Table 2: Impact Fee Facilities Plan – Proportion Attributed to 10 Year Growth

Impact Fee Facilities Plan – Proportion Attributed to 10 Year Growth												
Project	Location	Existing Volume	10 Year Volume	Pass-Through %	Pass-Through Volume	Existing User Share %	Existing User Share Volume	10 Year Growth	2040 Volume	Growth Beyond 10 Years	Proportion to 10 Year Growth	Proportion Attributed to Growth Beyond 10 Years
1	Widen Existing Burton Lane: Main Street to Via La Costa Way	3,300	3,900	0.5%	3	1.0%	6	591	4,400	500	53.7%	45.5%
2	Widen Existing Flint Street: Northern City Border to Old Mill Lane	9,600	9,400	0.5%	0	0.5%	0	0	9,200	0	0.0%	0.0%
3	Widen Existing Sunset Drive: Old Mill Lane to Western Drive	6,000	5,900	0.5%	0	1.0%	0	0	5,700	0	0.0%	0.0%
4	Widen Existing Crestwood Road: 500 East to US-89	4,000	3,300	3.0%	0	1.0%	0	0	3,200	0	0.0%	0.0%
5	Widen Existing Burton Lane: Sunset Drive to 50 West	1,200	2,700	0.0%	0	0.5%	8	1,492	4,400	1,700	46.6%	53.1%
6	Widen Existing Smith Lane: Sunset Drive to Angel Street	1,700	1,700	0.0%	0	0.5%	0	0	1,700	0	0.0%	0.0%
7	Widen Existing Webb Lane: Flint Street to Angel Street	1,400	1,400	0.5%	0	0.5%	0	0	1,400	0	0.0%	0.0%
8	Widen Existing Angel Street: Northern City Border to End of Existing	3,700	4,500	0.0%	0	1.0%	8	792	4,800	300	72.0%	27.3%
9	Widen Existing Sunset Drive: Western Drive to Shepard Lane	3,400	3,300	0.5%	0	0.5%	0	0	3,100	0	0.0%	0.0%
10	Laurelwood Drive Realignment: 300 S to 500 E	1,900	1,900	0.5%	0	0.0%	0	0	1,900	0	0.0%	0.0%
11	Widen Existing Shepard Lane: Sunset Drive to Eastern Border	3,400	5,300	0.5%	10	1.0%	19	1,871	7,500	2,200	45.6%	53.7%
12	West Davis Corridor	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
13	New Traffic Signal: Mutton Hollow Road and Main Street	NA	NA	NA	NA	NA	NA	NA	NA	NA	100.0%	0.0%
14	New Traffic Signal: Mutton Hollow Road and Fairfield Road	NA	NA	NA	NA	NA	NA	NA	NA	NA	100.0%	0.0%
15	New Traffic Signal: 600 North and Fairfield Road	NA	NA	NA	NA	NA	NA	NA	NA	NA	100.0%	0.0%
16	New Traffic Signal: 200 North and 500 East	NA	NA	NA	NA	NA	NA	NA	NA	NA	100.0%	0.0%

17	New Traffic Signal: Main Street and Burton Lane	NA	NA	NA	NA	NA	NA	NA	NA	NA	**100.0%**	**0.0%**
18	New Traffic Signal: Burton Lane and 50 West	NA	NA	NA	NA	NA	NA	NA	NA	NA	**100.0%**	**0.0%**
19	New Traffic Signal: Fairfield Road and Crestwood Road	NA	NA	NA	NA	NA	NA	NA	NA	NA	**100.0%**	**0.0%**
20	2350 South from West Davis Corridor to East Kaysville Border	0	8,800	77.5%	6,820	2.0%	176	1,804	11,800	3,000	**15.3%**	**25.4%**
21	Burton Lane Bridge Renovation	1,200	2,700	0.0%	0	0.5%	8	1,492	4,400	1,700	**46.6%**	**53.1%**
22	Angel/Sunset Combined Extension: End of Existing to 2350 South	0	5,000	0.5%	25	1.0%	50	4,925	7,500	2,500	**65.7%**	**33.3%**

SECTION 7: TRANSPORTATION IFA

The purpose of this section is to address the transportation IFA to help the City plan for the necessary capital improvements for future growth. This section will address the future transportation infrastructure needed to serve the City through the next ten years, as well as address the appropriate transportation impact fees the City may charge to new growth to maintain the existing LOS. The Kaysville City Capital Facilities Plan ("Transportation CFP") and Impact Fee Facilities Plan ("Transportation IFFP") contains the necessary demand, LOS and capital improvement information to calculate a justifiable impact fee. The IFFP information is summarized below

DEMAND ANALYSIS

The demand units utilized in this analysis are based on undeveloped residential and commercial land and the new PM peak trips generated from these land-use types. As residential and commercial growth occurs within the City, additional trips will be generated within the transportation system. The transportation capital improvements identified in this study are based on maintaining the current LOS 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 expressed in the number of trips generated. The existing and future trip statistics used in this analysis were prepared by the City and its engineers based on existing modeling software.

Based on the growth in PM trips, the City will need to expand its current facilities to accommodate new growth. New development will create an additional 1,806 trips in the next ten years, as show in **TABLE 10.1**. It is important to note that future trips will consist of auto, transit and non-motorized trips.

TABLE 7.1: IFFP TRIP PROJECTIONS

	PM TRIPS
2018	**30,686**
2019	30,862
2020	31,039
2021	31,217
2022	31,396
2023	31,576
2024	31,757
2025	31,939
2026	32,122
2027	32,307
2028	**32,492**
2029	32,663
2030	**32,834**
2040	**34,601**
IFFP Trips	1,806
BO Trips	43,214

Source: Transportation IFFP p.6, LYRB
Buildout Trips calculated using the current trips per ERC of 2.97, multiplied by the Buildout ERCs as defined in Section 8.

EXISTING FACILITY INVENTORY

According to the City, the existing system consists of the following types of amenities:

- Roadways
- Curb and Gutter
- Sidewalks
- Accessible Ramps
- Drive Approaches
- Traffic Signals
- Crosswalk Lights

The total value of these improvements, based on the City's existing depreciation statements, equals $58,934,338. Of this total, $35,911,482 is considered project improvements or developer contributions, with $23,022,856 remaining as impact fee eligible.

MANNER OF FINANCING EXISTING PUBLIC FACILITIES

The City's existing infrastructure has been funded through a combination of general fund revenues, impact fees, bonds, other governmental revenue, grants and donations. General fund revenues include a mix of property taxes, sales taxes, federal and state grants, and any other available general fund revenues. There are no General Obligation Bonds outstanding related to transportation system improvements. Therefore, a credit is not required for this component of the impact fee analysis.

LEVEL OF SERVICE (LOS) ANALYSIS

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 future roadway system was designed to achieve a LOS at a threshold equivalent to the performance of the existing road network. Existing and future roadway LOS was evaluated according to parameters set forth in Arterial Level of Service Standards published by the Utah Department of

Transportation (UDOT) to adequately service future trip generation and distribution patterns at a level of service C or better. The following LOS variables are used for this analysis.

TABLE 7.2: ILLUSTRATION OF ROADWAY LOS

	ARTERIAL		COLLECTOR	
LANES	LOS D	LOS E	LOS D	LOS E
2	10,000	11,500	9,000	10,500
3	11,500	13,000	10,000	11,500
5	26,500	30,500	NA	NA

Source: Transportation CFP p.9-10

TABLE 7.3: ILLUSTRATION OF INTERSECTION LOS

Intersection	Signalized Intersection (Delay in Seconds)	Stop-Controlled/ Roundabout (Delay in Seconds)
A	<=10	<=10
B	>10-20	>10-15
C	>20-35	>15-25
D	>35-55	>25-35
E	>55-80	>35-50
F	>=80	>=50

Source: Transportation CFP p.10-11

EXCESS CAPACITY

The determination of a buy-in component related to existing infrastructure is based on proportionate trips generated within the IFFP planning horizon. According to City records, the transportation system is valued at $23,022,856 (excluding developer contributions, project improvements, buildings and equipment), which is used to determine the appropriate buy-in fee. It is anticipated that new development will benefit from the existing transportation network constructed within the Service Area. Approximately four percent of the total demand on the system will occur within the IFFP planning horizon. As a result, $962,176 of the total original system cost is included in this analysis, based on the original cost of system improvements as identified in the City's financial records.

FUTURE CAPITAL FACILITIES ANALYSIS

The City has identified the growth-related projects needed within the next ten 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 7.4** illustrates the estimated cost of future capital improvements within the Service Area, as identified in the IFFP. The total cost attributable to growth as identified in the IFFP is $4,128,474. **Appendix B** details the proposed future transportation improvements.

TABLE 7.4: SUMMARY OF FUTURE SYSTEM IMPROVEMENTS WITHIN IFFP PLANNING HORIZON

Project	Total Cost	Kaysville City Cost	IFFP Cost
Total	**$59,799,732**	**$19,833,600**	**$4,128,474**

The proposed projects in the IFFP include Project 22 Angel/Sunset Combined Extension: End of Existing to 2350 South. This project is estimated to cost is $6,108,000. According to the IFFP, 65.7 percent of this project is impact fee eligible. However, the City has indicated that the funding for this project may come from alternative sources. As such, the City has opted to exclude the cost of this project from the calculation of the impact fee. Because the project is impact fee eligible, the City may elect to spend impact fee revenues on this project, however, for the purposes the impact fee calculation, this project cost is excluded. If alternative funding is not available, the impact fee analysis should be updated to include this cost.

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.[21] Project improvements are improvements and facilities that are planned and designed to provide service for a specific development (resulting from a development activity) and considered necessary for the use and convenience of the occupants or users of that development.[22] To the extent possible, this analysis only includes the costs of system improvements related to new growth within the proportionate share analysis.

For the purposes of this analysis, system improvements are defined as arterial and collector streets, new and upgrades to traffic signalization, alternative modes of transportation including transit, bicycle, and pedestrian facilities, and related appurtenances. Each of these facilities are designed to manage new trips (auto, transit and non-motorized trips) within the Service Area and to maintain the existing level of service.

[21] 11-36a-102(21)
[22] 11-36a-102(14)

FINANCING STRATEGY AND CONSIDERATION OF ALL REVENUE SOURCES

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.[23] 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.[24] 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 cost applied to the City includes growth and non-growth-related projects. 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 next ten years, which are intended to serve new growth, will be funded through impact fees or on a pay-as-you-go approach.

Other revenues such as grants can be used to fund these types of expenditures. The impact fees should 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. It is anticipated that future project improvements will be funded by the developer. These costs have been excluded from the calculation of the impact fee.

PROPOSED TRANSPORTATION IMPACT FEE

The transportation impact fee utilizes a plan-based approach. Impact fees can be calculated based on a defined set of capital costs specified for future development. The improvements are identified in a capital plan or impact fee facilities plan as growth-related system improvements. The total cost is divided by the total demand units the improvements are designed to serve. Under this methodology, it is important to identify the existing level of service and determine any excess capacity in existing facilities that could serve new growth. Impact fees are then calculated based on many variables centered on proportionality and level of service. Based on the Transportation CFP and IFFP, the total cost attributed to new development in the IFFP planning horizon is $4,128,474. An estimate of buy-in, professional expense, and current impact fee funds are added to the proportionate share analysis shown below. The proposed impact fee per land-use type is shown in **TABLE 7.6**.

TABLE 7.5: MAXIMUM IMPACT FEE COST PER TRIP

	COST	% TO GROWTH	IMPACT FEE ELIGIBLE	PERCENT TO IFFP GROWTH	COST TO IFFP GROWTH	NEW TRIPS	COST PER TRIP
Existing Facility	$23,022,856	4%	$962,176	100%	$962,176	1,806	$533
New Facilities	$19,833,600	21%	$4,128,474	100%	$4,128,474	1,806	$2,286
Professional Expense	$8,000	100%	$8,000	100%	$8,000	1,071	$7
Impact Fee Fund Balance	($298,950)	100%	($298,950)	100%	($298,950)	1,806	($166)
Facilities Total	**$42,565,506**		**$4,799,699**		**$4,799,699**		**$2,661**

TABLE 7.6: PROPOSED IMPACT FEE BY LAND USE TYPE

	COST PER TRIP	TRIPS PER UNIT	FEE PER UNIT	EXISTING FEE	CHANGE
Single-Family (per Dwelling Unit)	$2,661	0.50	$1,330	$558	138%
Multi-Family (per Dwelling Unit)	$2,661	0.34	$891	$558	60%
Institutional/Church (per 1K SF)	$2,661	0.43	$1,152	$751	53%
General Commercial (per 1K SF)	$2,661	1.39	$3,696	$1,652	124%
General Office (per 1K SF)	$2,661	0.67	$1,783	$693	157%
Industrial (per 1K SF)	$2,661	0.42	$1,104	$406	172%

NON-STANDARD IMPACT FEES

The City reserves the right under the Impact Fees Act[25] to assess an adjusted fee that more closely matches the true impact that a specific land use will have upon the City's transportation system. This adjustment could result in a different impact fee if evidence suggests a particular user will create a different impact than what is standard for its category. 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.

FORMULA FOR NON-STANDARD TRANSPORTATION IMPACT FEES:

Estimate of PM Trips per Unit x $2,661 = Impact Fee per Unit

[23] 11-36a-302(2)
[24] 11-36a-302(3)
[25] 11-36a-402(1)(c)

APPENDIX B: TRANSPORTATION FUTURE SYSTEM IMPROVEMENTS

TRANSPORTATION FUTURE SYSTEM IMPROVEMENTS

PROJECT	LOCATION	TOTAL PRICE	FUNDING SOURCE	RANGE	KAYSVILLE CITY %	KAYSVILLE CITY TOTAL	IFFP ELIGIBLE	IMPACT FEE FUNDING	COST TO IFFP
1	Widen Existing Burton Lane: Main Street to Via La Costa Way	$280,501	Kaysville	6-10 Years	100.00%	$280,600	53.70%	100.00%	$150,682
2	Widen Existing Flint Street: Northern City Border to Old Mill Lane	$625,948	Kaysville	1-5 Years	100.00%	$626,000	0.00%	0.00%	$0
3	Widen Existing Sunset Drive: Old Mill Lane to Western Drive	$897,221	Kaysville	1-5 Years	100.00%	$897,300	0.00%	0.00%	$0
4	Widen Existing Crestwood Road: 500 East to US 89	$1,811,699	Kaysville	6-10 Years	100.00%	$1,811,700	0.00%	0.00%	$0
5	Widen Existing Burton Lane: Sunset Drive to 50 West	$775,580	Kaysville	10+ Years	100.00%	$775,600	46.60%	100.00%	$361,430
6	Widen Existing Smith Lane: Sunset Drive to Angel Street	$403,975	Kaysville	1-5 Years	100.00%	$404,000	0.00%	0.00%	$0
7	Widen Existing Webb Lane: Flint Street to Angel Street	$766,639	Kaysville	10+ Years	100.00%	$766,700	0.00%	0.00%	$0
8	Widen Existing Angel Street: Northern City Border to End of Existing	$1,130,000	Kaysville	1-5 Years	100.00%	$1,130,000	72.00%	100.00%	$813,600
9	Widen Existing Sunset Drive: Western Drive to Shepard Lane	$1,694,303	Kaysville	1-5 Years	100.00%	$1,694,400	0.00%	0.00%	$0
10	Laurelwood Drive Realignment: 300 S to 500 E	$1,080,856	Kaysville	10+ Years	100.00%	$1,080,900	0.00%	0.00%	$0
11	Widen Existing Shepard Lane: Sunset Drive to Eastern Border	$600,422	Kaysville	1-5 Years	100.00%	$600,500	45.60%	100.00%	$273,828
12	West Davis Corridor	$28,796,667	UDOT	WDC	0.00%	$0	0.00%	0.00%	$0
13	New Traffic Signal: Mutton Hollow Road and Main Street	$387,500	Kaysville	1-5 Years	100.00%	$387,500	100.00%	100.00%	$387,500
14	New Traffic Signal: Mutton Hollow Road and Fairfield Road	$387,500	Kaysville	6-10 Years	100.00%	$387,500	100.00%	100.00%	$387,500
15	New Traffic Signal: 600 North and Fairfield Road	$387,500	Kaysville	6-10 Years	100.00%	$387,500	100.00%	100.00%	$387,500
16	New Traffic Signal: 200 North and 500 East	$387,500	Kaysville	10+ Years	100.00%	$387,500	100.00%	100.00%	$387,500
17	New Traffic Signal: Main Street and Burton Lane	$387,500	UDOT	6-10 Years	0.00%	$0	100.00%	0.00%	$0
18	New Traffic Signal: Burton Lane and 50 West	$387,500	Kaysville	6-10 Years	100.00%	$387,500	100.00%	100.00%	$387,500
19	New Traffic Signal: Fairfield Road and Crestwood Road	$387,500	Kaysville	1-5 Years	100.00%	$387,500	100.00%	100.00%	$387,500
20	2350 South from West Davis Corridor to East Kaysville Border	$1,332,676	Kaysville	1-5 Years	100.00%	$1,332,900	15.30%	100.00%	$203,934
21	Burton Lane Bridge Renovation	$10,780,560	UDOT	10+ Years	0.00%	$0	46.60%	0.00%	$0
22	Angel/Sunset Combined Extension: End of Existing to 2350 South*	$6,107,965	Kaysville	1-5 Years	100.00%	$6,108,000	65.70%	0.00%	$0
Total		**$59,799,732**				**$19,833,600**			**$4,128,474**

*The proposed projects in the IFFP include Project 22 Angel/Sunset Combined Extension: End of Existing to 2350 South. This project is estimated to cost is $6,108,000. According to the IFFP, 65.7 percent of this project is impact fee eligible. However, the City has indicated that the funding for this project may come from alternative sources. As such, the City has opted to exclude the cost of this project from the calculation of the impact fee. Because the project is impact fee eligible, the City may elect to spend impact fee revenues on this project, however, for the purposes the impact fee calculation, this project cost is excluded. If alternative funding is not available, the impact fee analysis should be updated to include this cost.