

SOUTH JORDAN, UTAH

TRANSPORTATION IMPACT FEE ANALYSIS (IFA)

SEPTEMBER 2012

PREPARED BY:
LEWIS YOUNG ROBERTSON & BURNINGHAM



IMPACT FEE ANALYSIS CERTIFICATION

IFA Certification

LYRB certifies that the attached impact fee analysis prepared for road and transportation facilities:

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;
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.

LYRB makes this certification with the following caveats:

1. All of the recommendations for implementations of the Impact Fee Facilities Plan (IFFP) made in the IFFP documents or in the Impact Fee Analysis documents are followed by Agency 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 If all or a portion of the IFFP or IFA are modified or amended, this certification is no longer valid.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 LYRB is assumed to be correct, complete, and accurate. This includes information provided by the City as well as outside sources.

LEWIS YOUNG ROBERTSON & BURNINGHAM, INC.



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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 Fees Act”, and assist South Jordan City (the “City”) to plan, finance and construct necessary capital improvements related to its municipal transportation system in order to meet the service demands created by development activity.

- ☐ **Service Area:** For purposes of the City’s transportation system, the service area will include the Daybreak (DB) Area and the South Jordan Proper (SJP) Area, which includes all land outside of Daybreak but within South Jordan City municipal boundaries.
- ☐ **Demand Analysis:** 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 development takes place. The transportation capital improvements identified in this study are based on maintaining the existing and established level of service as defined by the City and this document.
- ☐ **Level of Service (LOS):** LOS C or D is generally considered acceptable for rural or urbanized areas, whereas LOS E and F are considered above capacity or failure without modification or adjustment. For this analysis a LOS D is the maximum acceptable delay/congestion for both roadways and intersections.
- ☐ **Existing Facilities and Excess Capacity:** Excess roadway capacity or a buy-in component has been considered for system improvements within each Service Area. It is anticipated that new residents in the SJP Service Area will utilize approximately 4.6 percent of the capacity within South Jordan Proper and 2.1 percent of the capacity in Daybreak within the next eight years. Residents in the Daybreak area will utilize approximately 1.3 percent of existing capacity of South Jordan Proper roads in the same timeframe.
- ☐ **Capital Facility Analysis:** This document identifies public facilities that will allow the City to maintain the current level of service enjoyed by existing residents and development into the future. No new roads are planned for the South Jordan Proper area. Although new roads are planned for the Daybreak area, they will be built by the developer and deeded to the City.
- ☐ **Impact Fee Methodology:** Impact fees can be calculated using planned capital costs specified for future development, defined as a Plan Based Analysis. The improvements are identified in the Impact fee Facilities Plan (“IFFP”), Capital Facilities Plan (“CFP”) or Capital Improvement Plan (“CIP”) as growth related projects. The total project costs are divided by the total demand units that the capital facilities 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.



TRANSPORTATION IMPACT FEES

The applicable buy-in component and new facility costs are identified in Table 1.1. The total cost of existing and future facilities utilized by new development is applied to the total future trips served. This results in a cost per trip of \$163.34 in the SJP Service Area and \$39.36 (\$18.79 net cost) in the DB Service Area.

TABLE 1.1: ILLUSTRATION OF IMPACT FEE PER TRIP

	TOTAL QUALIFIED COST	% TO NEW GROWTH	COST TO NEW GROWTH	TRIPS	COST PER TRIP
SJP Service Area					
Existing Facilities					
South Jordan Traffic on SJCP Roads	\$55,573,942	4.3%	\$2,403,951	19,876	\$120.95
South Jordan Traffic on DB Roads	\$20,189,018	1.3%	\$259,993	19,876	\$13.08
Outstanding Debt (Interest on Bonds)	\$3,414,346	4.3%	\$147,694	19,876	\$7.43
Future Facilities (IFFP Planning Horizon)					
South Jordan Traffic on DB Roads	\$16,962,464	2.5%	\$421,750	19,876	\$21.22
Professional Expense	\$34,020	100.0%	\$34,020	51,579	\$0.66
South Jordan Service Area Impact Fee			\$3,267,408		\$163.34
Daybreak Service Area					
Existing Facilities					
Daybreak Traffic on SJCP Roads	\$55,573,942	2.1%	\$1,183,720	31,703	\$37.34
Outstanding Debt (Interest on Bonds)	\$3,414,346	2.1%	\$72,725	31,703	\$2.29
Future Facilities (IFFP Planning Horizon)	\$0	100.0%	\$0		\$0.00
Professional Expense	\$34,020	100.0%	\$34,020	51,579	\$0.66
Daybreak Service Area Impact Fee			\$1290,465		\$39.36
Accounting Credit for SJ Traffic on DB Roads	(\$681,743)	100.0%	(\$681,743)	31,703	(\$21.50)
Daybreak Net Cost Per Trip					\$18.79

The cost per trip is then applied to the trip statistics for each type of land use, as shown below in order to derive the impact fee for various types of land uses.

TABLE 1.2: RECOMMENDED IMPACT FEES

LAND USE CATEGORY	TRIP ENDS	SJP IMPACT FEE	DAYBREAK IMPACT FEE	DAYBREAK ADJUSTED FEE
Cost per Trip		\$163.34	\$40.29	\$18.79
Residential (per unit)				
Single Family Residential (Unit)	4.79	\$781.58	\$192.79	\$89.90
Apartment (Unit)	3.33	\$543.11	\$133.97	\$62.47
Condo/Townhouse (Unit)	2.91	\$474.50	\$117.04	\$54.58
Senior Adult Housing-Detached (Unit)	1.86	\$303.00	\$74.74	\$34.85
Senior Adult Housing-Attached (Occ. Unit)	1.74	\$284.21	\$70.11	\$32.69
Assisted Living (Beds)	1.33	\$217.24	\$53.59	\$24.99
Hotel (Rooms)	3.45	\$563.52	\$139.00	\$64.82
Non-Residential (per 1,000 sq feet)				
Light Industrial	3.49	\$569.24	\$140.41	\$65.47
Industrial Park	3.48	\$568.42	\$140.21	\$65.38
Mini Warehouse	1.25	\$204.18	\$50.36	\$23.48
Elementary School	7.72	\$1,260.17	\$310.84	\$144.94
Middle/Jr. High School	6.89	\$1,125.42	\$277.60	\$129.44
Daycare Center	39.63	\$6,473.18	\$1,596.72	\$744.53
Nursing Home	3.79	\$619.06	\$152.70	\$71.20
Clinic	15.73	\$2,568.53	\$633.57	\$295.43
Church	4.56	\$744.02	\$183.52	\$85.57
General Office	5.51	\$899.19	\$221.80	\$103.42



LAND USE CATEGORY	TRIP ENDS	SJP IMPACT FEE	DAYBREAK IMPACT FEE	DAYBREAK ADJUSTED FEE
Medical Dental Office	18.07	\$2,950.74	\$727.85	\$339.39
Free-Standing Discount Store	26.57	\$4,339.14	\$1,070.32	\$499.08
Hardware/Paint Store	25.65	\$4,188.86	\$1,033.26	\$481.79
Shopping Center/General Commercial	14.17	\$2,314.57	\$570.93	\$266.22
New Car Sales	16.67	\$2,722.88	\$671.65	\$313.18
Tire Store	8.95	\$1,462.42	\$360.73	\$168.20
Supermarket	32.72	\$5,343.97	\$1,318.18	\$614.65
Convenience Market w/ Gas Pumps	143.75	\$23,480.51	\$5,791.87	\$2,700.67
Discount Club	20.90	\$3,413.81	\$842.08	\$392.65
Home Improvement Superstore	7.75	\$1,265.56	\$312.17	\$145.56
Department Store	11.44	\$1,868.61	\$460.93	\$214.92
Pharmacy/Drugstore w/ Drive Thru	22.48	\$3,672.02	\$905.77	\$422.35
Drive-In Bank	39.26	\$6,412.70	\$1,581.80	\$737.57
Quality Restaurant	25.19	\$4,113.89	\$1,014.76	\$473.17
High Turnover/Sit Down Restaurant	36.24	\$5,919.09	\$1,460.04	\$680.80
Fast Food with Drive Thru	124.03	\$20,259.11	\$4,997.26	\$2,330.15
Automobile Care Center	7.93	\$1,295.29	\$319.51	\$148.98

TABLE 1.3: PREVIOUS (2005) IMPACT FEES

LAND USE CATEGORY	TRIP ENDS	SJP IMPACT FEE	DAYBREAK IMPACT FEE
Cost per Trip		\$375.99	\$63.39
Residential (per unit)			
Single Family Residential (Unit)	5.00	\$1,879.95	\$316.95
Multi Family Residential (Unit)	3.50	\$1,315.97	\$221.87
Hotel/Motel (Rooms)	4.12	\$1,547.22	\$260.85
Non-Residential (per 1,000 sq feet)			
School (1,000 sf)	6.21	\$233.05	\$393.34
Church (1,000 sf)	4.94	\$1,856.47	\$312.99
Office (1,000 sf)	7.83	\$2,943.28	\$496.22
Light Industrial (1,000 sf)	3.49	\$1,310.34	\$220.92
Commercial (1,000 sf)	18.00	\$4,737.53*	\$1,141.03

*Fee changed by R. Horst 12/21/06. Original was \$6,767.90

NON-STANDARD IMPACT FEES

The proposed fees are based upon projected trip ends generated by land uses within the City. 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 lower impact fee if the City determines that a particular user may create a different impact than what is standard for its land use. To determine the impact fee for a non-standard use, the City should use the following formula:

$$\text{Total Trips (per Specified Land Use)} * \text{Applicable Adjustment Factors} * \text{Cost per Trip } (\$163.34 \text{ or } \$18.79)$$

EXPENDITURE OF IMPACT FEES

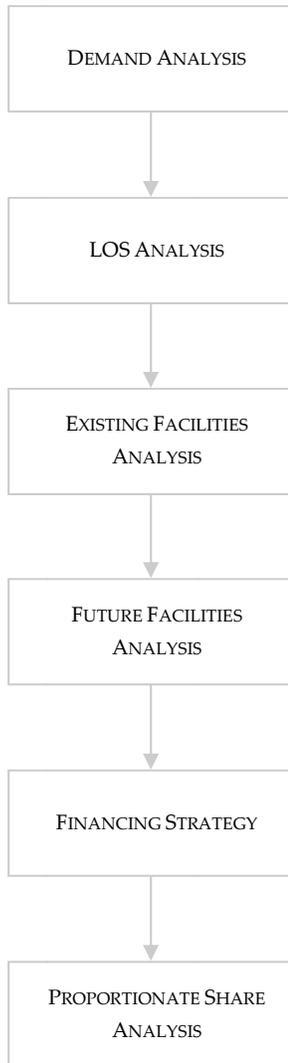
Legislation requires that impact fees should be spent or encumbered within six years after each impact fee is paid. Impact fees collected in the next five to six years should be spent only on those projects as set forth in this analysis. The legislative definition of "encumber" means a pledge to retire a debt or an allocation to a current purchase order or contract.²

¹ 11-36a-402(1)(c)

² 11-36a-102(6)

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 Impact Fee Analysis (IFA). The IFA is designed to proportionately allocate the cost of the new facilities and any excess capacity in roadway facilities 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.

DEMAND ANALYSIS

The demand analysis serves as the foundation for the IFA. 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. For purposes of this Transportation-related IFA, trips generated by new development activity are used as the demand unit to measure impact.

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, the IFFP provides an inventory of the City’s existing system facilities. To the extent possible, the inventory valuation should consist of the following information:

- ☐ Original construction cost of each facility;
- ☐ Estimated date of completion of each future facility;
- ☐ Estimated useful life of each facility; and,
- ☐ Remaining useful life of each existing 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 or current level of service. 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 – CONSIDERATION OF ALL REVENUE SOURCES

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.³ 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.⁴ This is further discussed in Section VI: Financing Strategy.

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(3)). Section IV: Existing Facilities Inventory explores the proportionate share of new growth.

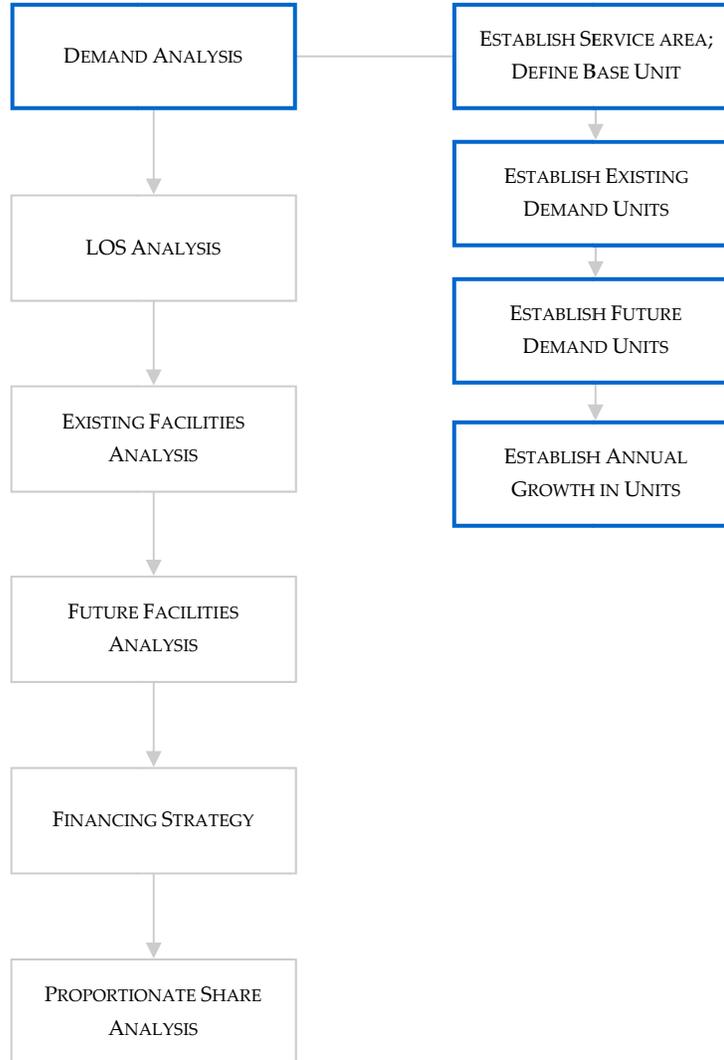
³ 11-36a-302(2)

⁴ 11-36a-302(3)

SECTION III: OVERVIEW OF SERVICE AREA AND DEMAND ANALYSIS

The demand analysis serves as the foundation for the IFA. 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.

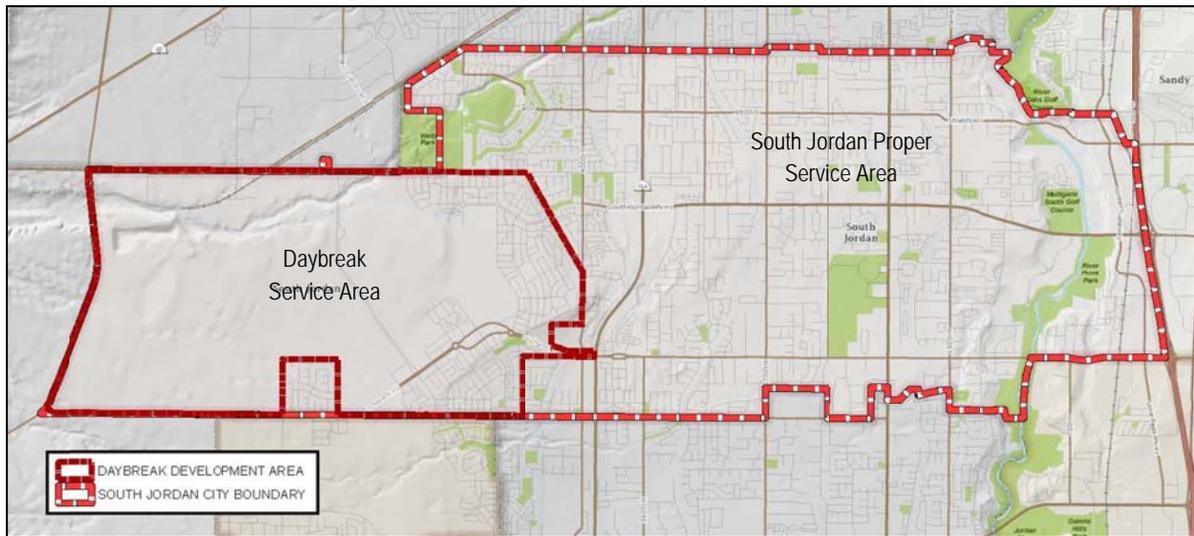
FIGURE 3.1: DEMAND ANALYSIS METHODOLOGY



SERVICE AREA

Utah Code requires the impact fee enactment to establish one or more service areas within which impact fees will be imposed.⁵ A service area is a geographic area designed by the City on the basis of sound planning and engineering principles in which a defined set of public facilities are provided. The service area for purposes of the City’s transportation impact fees will include the Daybreak Area and the South Jordan Proper Area, which includes all land outside of Daybreak but within South Jordan City municipal boundaries. Image 3.1 provides a visual representation of the service areas.

IMAGE 3.1: MAP OF IFA SERVICE AREAS



Map courtesy of South Jordan GIS Department.

DEMAND UNITS

For purposes of the City’s transportation impact fees, demand is measured in terms of trip generation related to undeveloped residential and commercial land use types. Based on projected growth in demand within the service area, public facilities are needed to meet the additional demands created on the City’s existing roadway system and maintain the level of service. The impact fees calculated in this document are based upon the projected growth in trip generation which is used as a means to quantify the impact that future users will have upon the City’s system. The trip generation or 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 Hales Engineering in the Impact Fee Facilities Plan (IFFP). This data was also used to establish proportionality between the Daybreak and SJP Service Areas. 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, 8th Edition. Appropriate adjustment factors are applied to remove pass-by traffic.

⁵ 11-36a-402(a)



TABLE 3.1: EXISTING TRIP ENDS BY TYPE

LAND USE	UNIT	FAR	ACRES	DEVELOPED UNITS	PEAK HOUR TRIPS	ENTERING/EXITING	PASS-BY ADJUST.	CURRENT PEAK HOUR TRIPS
South Jordan Proper								
Residential	Unit		4,398.42	14,640	7.34	0.50	0%	53,754
Commercial	Sq Ft	0.18	611.07	4,658,222	102.22	0.50	44%	133,662
Industrial	Sq Ft	0.30	0.00	0	6.97	0.50	0%	0
TOTALS			5,009.49					187,416
Daybreak								
Residential	Unit		343.42	1,143	7.34	0.50	0%	4,197
Commercial	Sq Ft	0.18	85.37	650,795	102.22	0.50	44%	18,674
Industrial	Sq Ft	0.30	302.45	3,952,428	6.97	0.50	0%	13,774
TOTALS			731.24					36,645
Combined Total								
Residential	Unit		4,741.83	15,783	7.34	0.50	0%	57,951
Commercial	Sq Ft	0.18	696.45	5,309,017	102.22	0.50	44%	152,335
Industrial	Sq Ft	0.30	302.45	3,952,429	6.97	0.50	0%	13,774
TOTALS			5,740.73					224,060

TABLE 3.2: FUTURE TRIP ENDS BY TYPE (PROJECTED THROUGH BUILD-OUT)

LAND USE	UNDEVELOPED ACRES	UNDEVELOPED UNITS	FUTURE PEAK HOUR TRIPS	TOTAL TRIPS @ BUILD-OUT
South Jordan Proper				
Residential	1,306.51	2,545	9,346	63,100
Commercial	316.05	2,409,246	69,130	202,792
Industrial	17.69	231,158	806	806
TOTAL	1,640.25		79,282	266,698
Daybreak				
Residential	2,089.15	16,922	62,131	66,328
Commercial	1,006.21	7,670,320	220,090	238,764
Industrial	128.64	1,681,118	5,859	19,633
TOTAL	3,224.01		288,079	324,724
Combined Total				
Residential	3,395.66	19,467	71,477	129,428
Commercial	1,322.26	10,079,566	289,220	441,556
Industrial	146.33	1,912,276	6,664	20,438
TOTAL	4,864.25		367,361	591,422



TABLE 3.3: SUMMARY OF ANNUAL GROWTH IN TRIP ENDS

YEAR	TRIPS	ANNUAL GROWTH	SJCP TRIPS	DAYBREAK TRIPS
2012	224,060		187,416	36,645
2013	229,406	5,346	189,792	39,614
2014	235,023	5,617	192,198	42,824
2015	240,930	5,907	194,635	46,295
2016	247,149	6,219	197,103	50,046
2017	253,704	6,555	199,602	54,102
2018	260,619	6,915	202,133	58,486
2019	267,921	7,302	204,696	63,225
2020	275,640	7,719	207,291	68,348
2021	283,806	8,167	209,919	73,887
2022	292,455	8,649	212,581	79,874
2023	301,623	9,168	215,276	86,347
2024	311,350	9,727	218,006	93,344
2025	321,678	10,328	220,770	100,908
2026	332,654	10,976	223,569	109,085
2027	344,328	11,674	226,404	117,924
2028	356,755	12,427	229,275	127,480
2029	369,992	13,237	232,182	137,810
2030	384,103	14,111	235,126	148,978
2031	399,157	15,053	238,107	161,050
2032	415,226	16,070	241,126	174,101
2033	432,392	17,165	244,183	188,209
2034	450,739	18,347	247,279	203,460
2035	470,362	19,622	250,414	219,947
2036	491,360	20,998	253,590	237,770
2037	513,843	22,483	256,805	257,038
2038	537,928	24,085	260,061	277,867
2039	563,742	25,814	263,358	300,383
2040	591,422	27,680	266,698	324,724
New Trips in 8 Year Horizon			19,876	31,703
New Trips Through Buildout			79,282	288,079

The DB Service Area is projected to have an 8.10% annual growth rate in trips, while the SJP Service Area is projected to have a 1.27% annual growth rate in trips to reach the projected buildout.

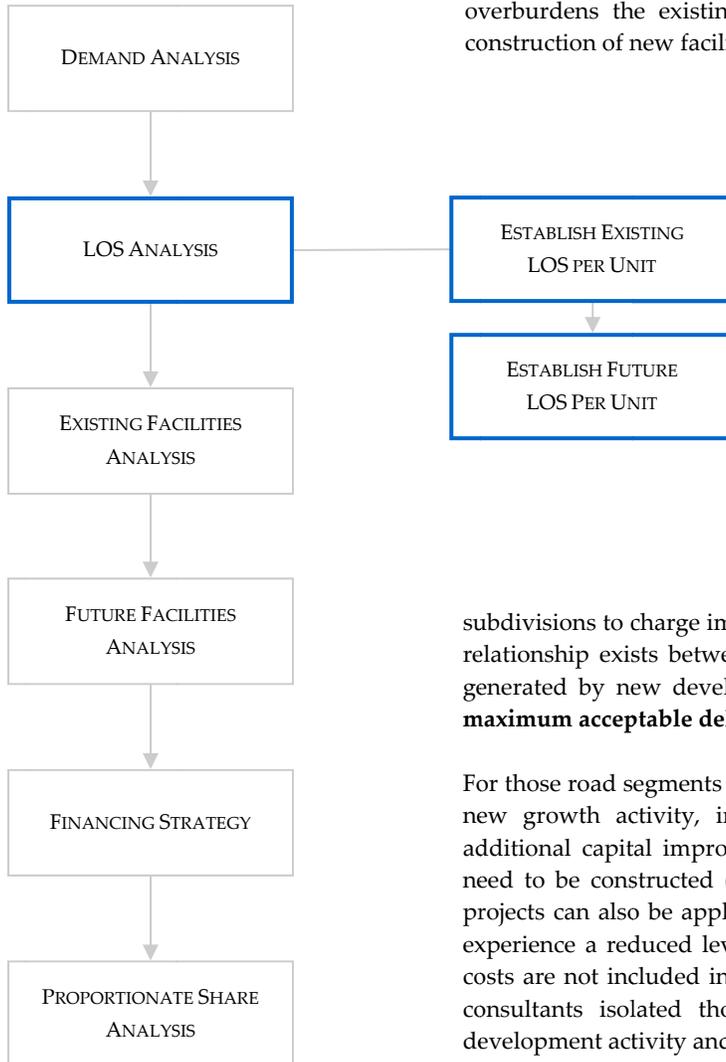
Source: Calculated using trip data from ITE Trip Manual (8th Edition), ITE Handbook 2nd Edition and South Jordan City Land Use Data.

Table 3.3 identifies the new trips generated through the eight-year planning horizons, as well as through buildout. It is important to forecast the growth in each service area to properly allocate the study costs to the demand that will be served.

LEVEL OF SERVICE STANDARDS

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, the IFFP identifies the level of service which is provided to a community’s existing residents and ensures that future facilities maintain these standards. In addition, the IFFP illustrates excess capacity within existing facilities and the utilization of excess capacity by new development. Any demand generated from new development that overburdens the existing system beyond the existing capacity justifies the construction of new facilities.

FIGURE 3.2



Roadway operations are typically rated based on level of service standard, described as the traffic operations of an intersection and/or roadway based on congestion and delay. The LOS is generally defined in ranges from LOS A (almost no congestion or delay) to LOS F (traffic demand is above capacity and the intersections experience long queues and delays). LOS C or D is generally considered acceptable for rural or urbanized areas, whereas LOS E and F are considered above capacity or failure without modification or adjustment.

The Impact Fees Act allows local political subdivisions to charge impact fees for roadway facilities as long as a reasonable relationship exists between the fees imposed on development and the needs generated by new development activity. **For this analysis a LOS D is the maximum acceptable delay/congestion for both roadways and intersections.**

For those road segments that experience a reduced level of service as a result of new growth activity, impact fees are an applicable method of financing additional capital improvements. In addition, in areas where new roadways need to be constructed (due to new development), the capital costs of these projects can also be applied to impact fees. For the road segments that do not experience a reduced level of service as a result of future growth, the capital costs are not included in the impact fee analysis. Under this methodology the consultants isolated those projects that are directly necessitated by new development activity and thus, are appropriately funded through impact fees.

It is important to note that capital improvement costs are not included in the computation of impact fees for roadways that maintain the level of service despite growth and road segments that will be funded by developers or other agencies are not included in the computation of impact fees.

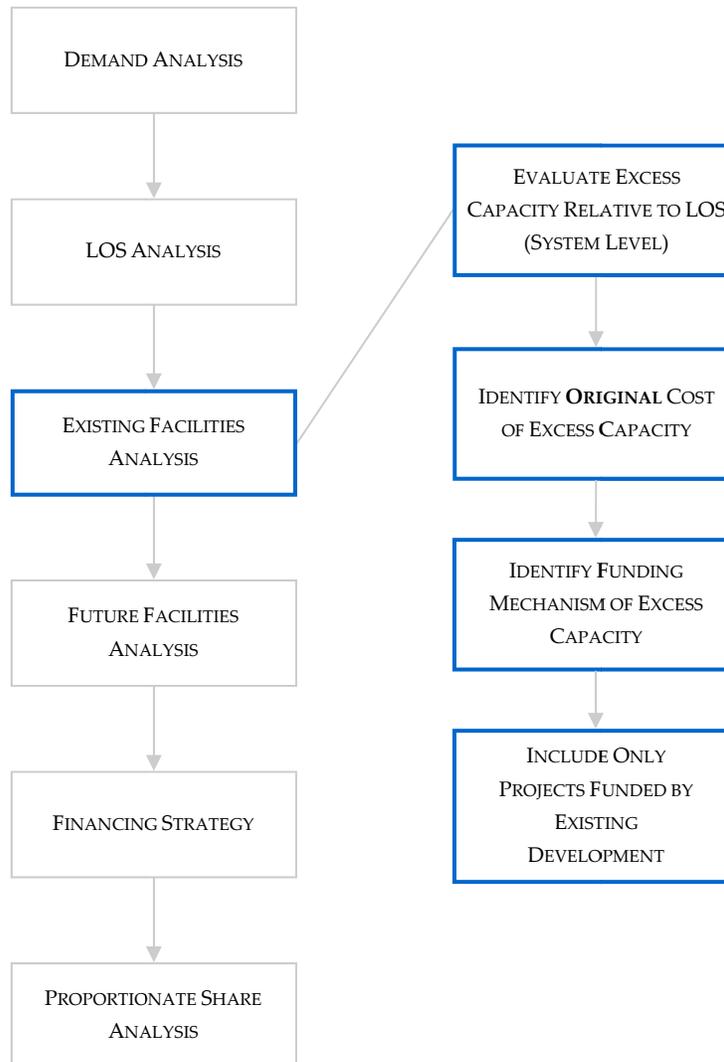
SECTION IV: EXISTING FACILITIES INVENTORY

In order to quantify the demands placed upon existing public facilities by new development activity, the Impact Fee Facilities Plan provides an inventory of the City’s existing facilities. To the extent possible, the inventory valuation should consist of the following information:

- ▣ Original construction cost of each existing system improvement;
- ▣ Estimated date of completion of each future system improvement;
- ▣ Estimated useful life of each system improvement; and,
- ▣ Remaining useful life of each existing system improvement.

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. Figure 4.1 illustrates the process for evaluating existing facilities.

FIGURE 4.1



GENERAL SYSTEM EXCESS CAPACITY

Transportation impact fees are justified when average daily trips (ADTs) are added to system-wide roadways that exceed the existing capacity or when new system-wide roadways are needed to meet the demands of new development activity. A buy-in component is contemplated for the roadways that have sufficient capacity to handle new growth activity while maintaining safe and acceptable levels of service. Table 4.1 below shows the existing roadways, many of which have sufficient capacity to handle new growth. This inventory represents only system improvements which are relevant to the purposes of impact fees. Additionally, only capacity at a level of service D or better was included in the calculations to attribute buy-in for new growth.

TABLE 4.1: CITY EXISTING ROADWAY FACILITIES INVENTORY

Road Segment	Service Area	2012 AWDT	2012 LOS	2020 AWDT	2020 LOS	2020 Capacity	% of Total Capacity	% Attributed to New Growth			
								SJ trips on SJ Roads	DB trips on SJ Roads	SJ trips on DB Roads	DB trips on DB Roads
9800 South / Shields Lane	SJ	6000	B	7000	C	12500	1.0%	6.2%	2.1%	0.0%	0.0%
9800 South / Shields Lane	SJ	11000	C	13000	D	16400	1.3%	11.5%	1.9%	0.0%	0.0%
9800 South / Shields Lane	SJ	6000	B	7500	B	16400	1.3%	8.6%	0.9%	0.0%	0.0%
9800 South / Shields Lane	SJ	8000	B	8000	B	16400	1.3%	0.0%	0.0%	0.0%	0.0%
9800 South / Shields Lane	SJ	9000	C	9000	C	16400	1.3%	0.0%	0.0%	0.0%	0.0%
9800 South / Shields Lane	SJ	8000	B	8000	B	16400	1.3%	0.0%	0.0%	0.0%	0.0%
9800 South / Shields Lane	SJ	8000	B	10000	C	16400	1.3%	9.8%	0.5%	0.0%	0.0%
9800 South / Shields Lane	SJ	8000	B	12000	C	16400	1.3%	18.1%	0.9%	0.0%	0.0%
9800 South / Shields Lane	SJ	9000	C	14000	E	16400	1.3%	24.1%	0.7%	0.0%	0.0%
9800 South / Shields Lane	SJ	19000	C	20000	C	34500	2.7%	1.7%	0.1%	0.0%	0.0%
10200 South	DB	2000	A	7000	C	12500	0.5%	0.0%	0.0%	1.6%	26.9%
10200 South	DB/SJ	3000	A	9000	C	16400	1.3%	3.3%	15.8%	3.3%	15.8%
SJ Pkwy / 10400 South	DB	1000	A	10000	A	34500	2.7%	0.0%	0.0%	5.5%	23.9%
SJ Pkwy / 10400 South	DB	4000	A	15000	B	34500	2.7%	0.0%	0.0%	6.7%	29.3%
SJ Pkwy / 10400 South	SJ	7000	A	15000	B	34500	2.7%	4.9%	21.6%	0.0%	0.0%
SJ Pkwy / 10400 South	SJ	14000	B	23500	C	34500	2.7%	13.3%	18.1%	0.0%	0.0%
Silver Mine Rd (4800 W)	DB	0	A	5500	B	12500	1.0%	0.0%	0.0%	4.1%	43.0%
11800 South	DB	2000	A	8500	C	12500	0.5%	0.0%	0.0%	5.6%	19.8%
11800 South	DB	6000	B	8500	C	12500	0.5%	0.0%	0.0%	2.3%	9.2%
11800 South	SJ	8000	A	8000	A	34500	1.3%	0.0%	0.0%	0.0%	0.0%
11800 South	DB	6000	B	8000	B	16400	0.6%	0.0%	0.0%	2.3%	7.1%
11800 South	DB	11000	C	12000	C	16400	0.6%	0.0%	0.0%	1.3%	3.0%
11800 South	SJ	12000	C	12000	C	16400	0.6%	0.0%	0.0%	0.0%	0.0%
11800 South	SJ	9000	C	9000	C	16400	0.6%	0.0%	0.0%	0.0%	0.0%
11800 South	SJ	9000	A	9000	A	34500	1.3%	0.0%	0.0%	0.0%	0.0%
11800 South	SJ	8000	C	8500	C	12500	0.5%	1.5%	1.3%	0.0%	0.0%
11800 South	SJ	7000	C	7500	C	12500	0.5%	1.6%	0.8%	0.0%	0.0%



Road Segment	Service Area	2012 AWDT	2012 LOS	2020 AWDT	2020 LOS	2020 Capacity	% of Total Capacity	% Attributed to New Growth			
								SJ trips on SJ Roads	DB trips on SJ Roads	SJ trips on DB Roads	DB trips on DB Roads
11800 South	SJ	7000	B	7000	B	16400	0.6%	0.0%	0.0%	0.0%	0.0%
Daybreak Pkwy	DB	12000	B	15500	B	34500	2.7%	0.0%	0.0%	1.9%	7.5%
Daybreak Pkwy	DB	12000	B	15000	B	34500	2.7%	0.0%	0.0%	1.9%	6.0%
Daybreak Pkwy	DB	12000	B	15000	B	34500	2.7%	0.0%	0.0%	1.5%	7.1%
Daybreak Pkwy	DB	12000	B	22000	C	34500	2.7%	0.0%	0.0%	4.6%	26.1%
Daybreak Pkwy	DB	18000	C	34000	E	34500	2.7%	0.0%	0.0%	6.9%	26.0%
11400 South	SJ	19000	C	39500	F	34500	2.7%	7.6%	19.8%	0.0%	0.0%
7200 West	DB	8000	C	30500	F	12500	0.5%	0.0%	0.0%	0.4%	5.9%
7200 West	DB	8000	C	28000	F	12500	0.5%	0.0%	0.0%	0.4%	7.7%
7200 West	DB	8000	C	28000	F	12500	0.5%	0.0%	0.0%	0.2%	6.7%
Grandville Ave	DB	2000	A	4000	A	16400	1.3%	0.0%	0.0%	0.6%	13.8%
Grandville Ave	DB	2000	A	2500	A	16400	1.3%	0.0%	0.0%	0.1%	3.4%
Kestrel Rise Rd	DB	2000	A	2000	A	12500	1.0%	0.0%	0.0%	0.0%	0.0%
Kestrel Rise Rd	DB	1000	A	7500	C	12500	1.0%	0.0%	0.0%	3.1%	56.9%
Oquirrh Lake Rd	DB	4000	B	8500	C	12500	1.0%	0.0%	0.0%	4.9%	34.9%
4000 West	SJ	10000	D	13000	F	12500	1.0%	1.4%	0.4%	0.0%	0.0%
4000 West	SJ	7000	B	8000	B	16400	1.3%	5.8%	0.9%	0.0%	0.0%
4000 West	SJ	12000	C	14000	E	16400	1.3%	10.2%	2.3%	0.0%	0.0%
4000 West	SJ	11000	C	15000	E	16400	1.3%	13.7%	5.5%	0.0%	0.0%
4000 West	SJ	12000	C	13000	D	16400	1.3%	5.1%	1.0%	0.0%	0.0%
River Heights Drive	SJ	3000	A	6000	B	16400	1.3%	19.4%	2.2%	0.0%	0.0%
3600 West	SJ	4000	A	4500	A	16400	1.3%	1.5%	0.3%	0.0%	0.0%
3200 West	SJ	1000	A	1000	A	16400	1.3%	0.0%	0.0%	0.0%	0.0%
3200 West	SJ	3000	A	3500	A	16400	1.3%	2.7%	0.0%	0.0%	0.0%
3200 West	SJ	3000	A	3500	A	12500	1.0%	3.9%	0.0%	0.0%	0.0%
3200 West	SJ	3000	A	3500	A	12500	1.0%	4.1%	0.1%	0.0%	0.0%
3200 West	SJ	5000	B	6500	B	16400	1.3%	6.3%	1.2%	0.0%	0.0%
2700 West	SJ	10000	D	10500	D	12500	0.7%	1.7%	0.4%	0.0%	0.0%
2700 West	SJ	10000	D	10000	D	12500	1.0%	0.0%	0.0%	0.0%	0.0%
2700 West	SJ	8000	B	9500	C	16400	1.3%	6.5%	0.4%	0.0%	0.0%
2700 West	SJ	9000	C	10500	C	16400	1.3%	7.1%	0.2%	0.0%	0.0%
2200 West	SJ	4000	B	6000	B	12500	1.0%	18.8%	0.0%	0.0%	0.0%
2200 West	SJ	6000	B	7500	C	12500	1.0%	13.3%	0.8%	0.0%	0.0%
2200 West	SJ	4000	B	6500	C	12500	1.0%	13.6%	0.7%	0.0%	0.0%
1300 West	SJ	12000	C	12000	C	16400	0.9%	0.0%	0.0%	0.0%	0.0%
1300 West	SJ	8000	B	8000	B	16400	1.3%	0.0%	0.0%	0.0%	0.0%



Road Segment	Service Area	2012 AWDT	2012 LOS	2020 AWDT	2020 LOS	2020 Capacity	% of Total Capacity	% Attributed to New Growth			
								SJ trips on SJ Roads	DB trips on SJ Roads	SJ trips on DB Roads	DB trips on DB Roads
1300 West	SJ	10000	C	10000	C	16400	1.3%	0.0%	0.0%	0.0%	0.0%
1300 West	SJ	10000	C	10000	C	16400	1.2%	0.0%	0.0%	0.0%	0.0%
1000 West	SJ	2000	A	2500	A	12500	1.0%	4.7%	0.0%	0.0%	0.0%
River Front Pkwy	SJ	7000	C	13500	F	12500	1.0%	23.8%	0.4%	0.0%	0.0%
River Front Pkwy	SJ	12000	B	17000	B	34500	2.7%	11.1%	0.2%	0.0%	0.0%
Jordan Gateway	SJ	17000	B	17000	B	34500	2.7%	0.0%	0.0%	0.0%	0.0%
Jordan Gateway	SJ	18000	C	22000	C	34500	2.7%	11.0%	0.3%	0.0%	0.0%
Jordan Gateway	SJ	12000	B	16000	B	34500	2.7%	4.4%	0.3%	0.0%	0.0%
SJ Pkwy	DB	1000	A	9500	A	16400	1.3%	0.0%	0.0%	10.3%	47.7%
SJ Pkwy	DB	1000	A	9500	A	16400	1.3%	0.0%	0.0%	10.4%	48.2%
Total		500555		842500		1280323	100.0%	4.1%	1.4%	1.1%	6.5%
Weighted Average Capacity								4.3%	2.1%	1.3%	6.8%

The Weighted Average Capacity is calculated by weighting the attribution of each road segment by that segment's total capacity compared to the capacity of all the segments in the system. This helps adjust the average to weigh small segments less heavily and larger segments more heavily, producing a more accurate overall representation of the trips in the system.



VALUATION OF EXCESS CAPACITY

Initially, the City’s asset lists and depreciation schedules were used to determine the value of existing infrastructure. An initial attempt to use these records produced an estimated system road value of over \$103 million. However, due to the broad asset categories within the City’s records, it was difficult to distinguish between system improvements (and thus impact fee eligible) and project improvements.

Thus, a more conservative approach was taken. Each road segment in the IFA was valued individually using a similar methodology as the City employs in assigning value for their asset lists. In this way, each asset (i.e. roads, land, curb, gutter, sidewalks, and traffic lights) was valued using a historic average cost from the City’s asset valuation data. At the City’s request, the value for street lights (not traffic) was left out, making the valuation even more conservative. Using this method also provided a clearer delineation between assets for the two service areas.

	South Jordan Proper	Daybreak
System Value using Asset Lists	\$103,265,693 (COMBINED VALUE)	
Revised System Value using Calculated Values	\$57,727,542	\$20,189,018
Less Grant and Other Funds	-\$2,153,599	\$0
Total	\$55,573,942	\$20,189,018

FUNDING MECHANISM OF EXISTING FACILITIES

The inventory of existing assets includes only those roadways classified as City owned roadways. While complete records are not available regarding the original source of funding for each project, it is assumed these projects were funded by existing residential and commercial land-uses through general fund moneys and impact fee revenues. The City did identify \$2,153,599 of federal grant funding used on a portion of 1300 West from 11000 South to 11600 South. That amount was subtracted from the value of the system assets so it wouldn’t be included in the existing “level of service.” Therefore, the City’s existing “level of service” standards have been funded by the City’s existing residents and the City revenues created by existing residential and commercial development. Funding the future improvements through impact fees places a similar burden upon future users as that which has been placed upon existing users through impact fees, property taxes, user fees, and other revenue sources.

OUTSTANDING DEBT

According to the previous impact fee studies completed in 2005, bonds were issued in both 2000 and 2001 to fund growth related roadway improvements. The 2000 bonds have been paid in full, while the remaining debt for the 2002 bonds were refinanced in 2006. Additional growth-related bonds were also issued in 2008. According to the City, 45.1 percent of the 2006 debt was utilized for growth related improvements and 21.8 percent of the 2008 debt was utilized for growth related improvements. The value of the road assets has already been included in the study, thus only the interest amount will be included here. **The outstanding debt interest will be allocated to the new trips generated through 2020 in proportion to the system as a whole.**

TABLE 4.3: EXISTING OUTSTANDING DEBT RELATED TO TRANSPORTATION IMPROVEMENTS

BOND	INTEREST	% IFA QUALIFIED	\$ IFA QUALIFIED
2006 Sales Tax Refunding	\$5,850,090	45.1%	\$2,636,070
2008 Sales Tax	\$3,576,363	21.8%	\$778,276
Total	\$9,426,453		\$3,414,346

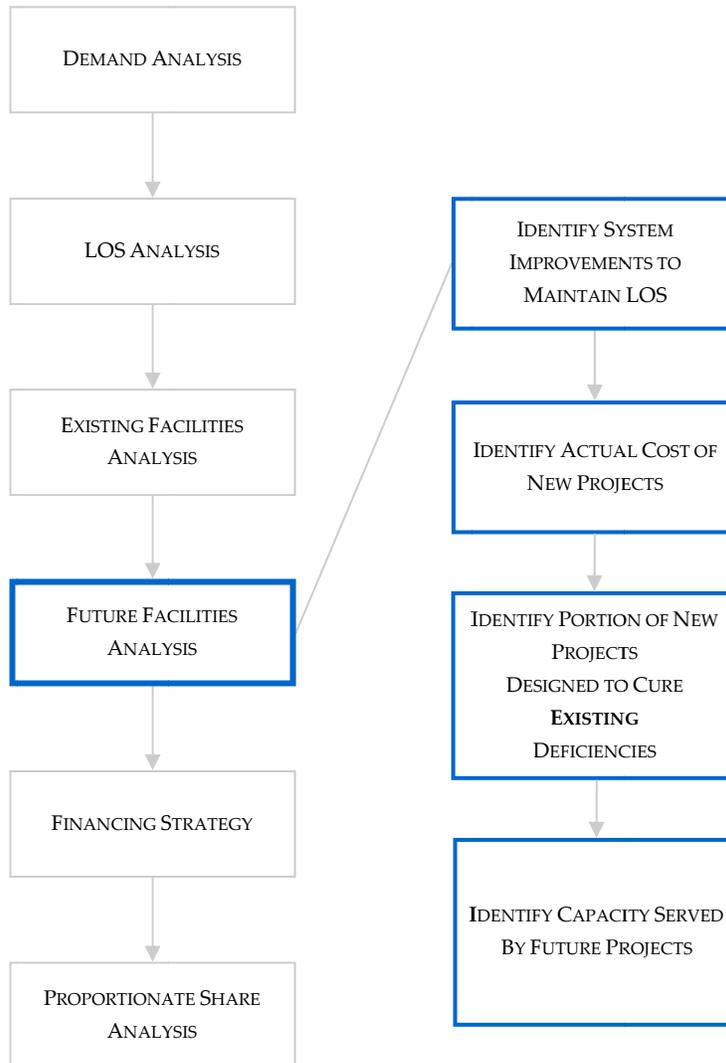
SECTION V: CAPITAL FACILITY ANALYSIS

The demand analysis, LOS analysis and existing facility inventory allow for the development of a list of capital projects necessary to serve new growth and to maintain the existing system. **Any demand generated from new development that overburdens the existing system beyond the existing capacity justifies the construction of new facilities.**

Impact fees cannot be used to finance an increase in the level of service to current or future users of capital improvements. Therefore, it is important to: i) measure and identify the City's level of service for roadways, and ii) identify the appropriate capital facilities necessary to maintain the existing and measured level of service related to roadway facilities within the designated service area. Future capital projects have been designed to maintain a consistent and proportional level of service (as defined in Section III) for future development. Repair and replacement projects have been excluded from the calculation of impact fees.

This section identifies system improvements that are necessary to maintain the existing LOS.

FIGURE 5.1





Based upon the projected increase in trip ends through 2020, the IFFP indicates that no new road facilities are needed in the South Jordan Proper area during the plan horizon. New roads are needed in the Daybreak area. These roads will be built by the developer and deeded to the City. Because the City will not be constructing the new roads, detailed cost estimates were not included in the IFFP and thus are not available for use in the impact fee analysis. Instead, the best available data was used, which included the cost estimates used by the City in calculating road value for their Asset Depreciation Schedules.

CAPACITY OF FUTURE FACILITIES

In order to determine the portion of future facilities related to new development within the IFFP planning horizon, each future project was analyzed based on the capacity provided. According to the IFFP, these projects will be completed in the plan horizon and are necessary to maintain the existing LOS in response to new growth.

TABLE 5.1: FUTURE ROADS IN THE DAYBREAK SERVICE AREA

ROAD SEGMENT	FROM	TO	SERVICE AREA	2012 CAPACITY	2012 LOS	2020 CAPACITY	2020 LOS
Bingham Creek Rd (10200S)	MVC	5600 W	DB	0		12500	B
Bingham Creek Rd (10200S)	5600 W	Kestrel Rise Rd	DB	0		12500	B
10200 South	Kestrel Rise Rd	4800 W	DB	0		12500	C
SJ Pkwy	7200 West	6600 W	DB	0		34500	A
SJ Pkwy	6600 W	MVC	DB	0		34500	B
SJ Pkwy	MVC	5600 W	DB	0		34500	C
SJ Pkwy	5600 W	Lake Run Rd	DB	0		34500	B
SJ Pkwy	Lake Run Rd	Kestrel Rise Rd	DB	16400	A	34500	A
SJ Pkwy	Kestrel Rise Rd	4800 W / Silver Mine Rd	DB	16400	A	34500	A
Silver Mine Rd	MVC	Grandville Ave	DB	0		12500	B
Silver Mine Rd	Grandville Ave	Lake Run Rd	DB	0		12500	A
Silver Mine Rd	Lake Run Rd	Kestrel Rise Rd	DB	0		12500	A
Silver Mine Rd	Kestrel Rise Rd	SJ Pkwy	DB	0		12500	A
Daybreak Pkwy	5600 W	MVC	DB	12500	E	34500	B
Grandville Ave	N End of PNR	11400 S/Silver Mine Rd	DB	0		16400	A
Grandville Ave	11400 S/Silver Mine Rd	SJ Pkwy	DB	0		16400	A
Grandville Ave (5600 W)	SJ Pkwy	Bingham Creek (10200 S)	DB	0		16400	B
Grandville Ave (5600 W)	Bingham Creek (10200 S)	10200 S	DB	0		16400	B
Lake Run Rd	SJ Pkwy	Silver Mine Rd	DB	0		12500	B
Lake Run Rd	Silver Mine Rd	DB Pkwy	DB	0		12500	B
Kestrel Rise Rd	Silver Mine Rd	SJ Pkwy	DB	0		12500	B
Kestrel Rise Rd	SJ Pkwy	Bingham Creek (10200 S)	DB	0		12500	A

Although the IFFP indicates South Jordan Parkway between Lake Run Rd and Kestrel Rise Rd will be widened from three to five lanes during the planning horizon, the demand analysis shows there is enough capacity in the three lane road to handle predicted road trips through 2020. Thus, the cost of this widening has not been included in the impact fee analysis, but a buy-in component for the existing capacity was included. Furthermore, the segment of Daybreak Parkway between 5600 West and Mountain View Corridor is currently at a Level of Service E, which is below the



City's acceptable level of service for IFA, so it was not included in the impact fee analysis.

TABLE 5.1: FUTURE ROADS IN THE DAYBREAK SERVICE AREA

Road Segment	From	To	Estimated Road Value	% Attributed to SJP trips on DB Roads	Impact Fee Eligible Value
Bingham Creek Rd (10200S)	MVC	5600 W	\$1,317,802.61	2.8%	\$37,208.54
Bingham Creek Rd (10200S)	5600 W	Kestrel Rise Rd	\$397,870.59	2.8%	\$11,233.99
10200 South	Kestrel Rise Rd	4800 W	\$949,829.80	4.0%	\$37,993.19
SJ Pkwy	7200 West	6600 W	\$2,164,878.11	3.4%	\$73,823.64
SJ Pkwy	6600 W	MVC	\$2,851,905.63	3.9%	\$110,866.92
SJ Pkwy	MVC	5600 W	\$454,723.26	4.8%	\$22,022.19
SJ Pkwy	5600 W	Lake Run Rd	\$405,296.81	5.4%	\$22,019.28
Silver Mine Rd	MVC	Grandville Ave	\$3,493,441.81	0.6%	\$19,727.67
Silver Mine Rd	Grandville Ave	Lake Run Rd	\$195,485.55	1.0%	\$1,858.64
Silver Mine Rd	Lake Run Rd	Kestrel Rise Rd	\$538,160.23	1.0%	\$5,264.57
Silver Mine Rd	Kestrel Rise Rd	SJ Pkwy	\$818,739.49	1.1%	\$9,396.08
Grandville Ave	N End of PNR	11400 S/Silver Mine Rd	\$268,650.36	0.9%	\$2,361.75
Grandville Ave	11400 S/Silver Mine Rd	SJ Pkwy	\$292,530.40	0.3%	\$953.86
Grandville Ave (5600 W)	SJ Pkwy	Bingham Creek (10200 S)	\$274,620.37	2.3%	\$6,402.56
Grandville Ave (5600 W)	Bingham Creek (10200 S)	10200 S	\$158,205.21	5.2%	\$8,171.29
Lake Run Rd	SJ Pkwy	Silver Mine Rd	\$639,352.75	4.3%	\$27,490.83
Lake Run Rd	Silver Mine Rd	DB Pkwy	\$604,855.30	1.2%	\$6,970.72
Kestrel Rise Rd	Silver Mine Rd	SJ Pkwy	\$657,751.39	1.9%	\$12,411.85
Kestrel Rise Rd	SJ Pkwy	Bingham Creek (10200 S)	\$478,364.65	1.2%	\$5,572.10
			\$16,962,464.31	2.5%	\$421,749.68

Each new road segment planned for construction in the DB Service Area was valued individually using a similar methodology as the City employs in assigning value for their asset lists. In this way, each asset (i.e. roads, land, curb, gutter, sidewalks, and traffic lights) was valued using the most recent (i.e. 2011) cost from the City's asset valuation data. At the City's request, the value for street lights (not traffic) was left out. Trip statistics from the IFFP were used to determine the proportional share of usage attributed to growth-related traffic from the SJP Service Area on the Daybreak roads.

SYSTEM VS. PROJECT IMPROVEMENTS

System improvements are defined as existing public facilities designed to provide services to service areas within the community at large and future public facilities that are intended to provide services to service areas within the community at large.⁶ 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.⁷ The Impact Fee Analysis may only include the costs of impacts on system improvements related to new growth within the proportionate share analysis. In the case of South Jordan City, roadway system improvements are considered to be collector, connector, or arterial roadways.

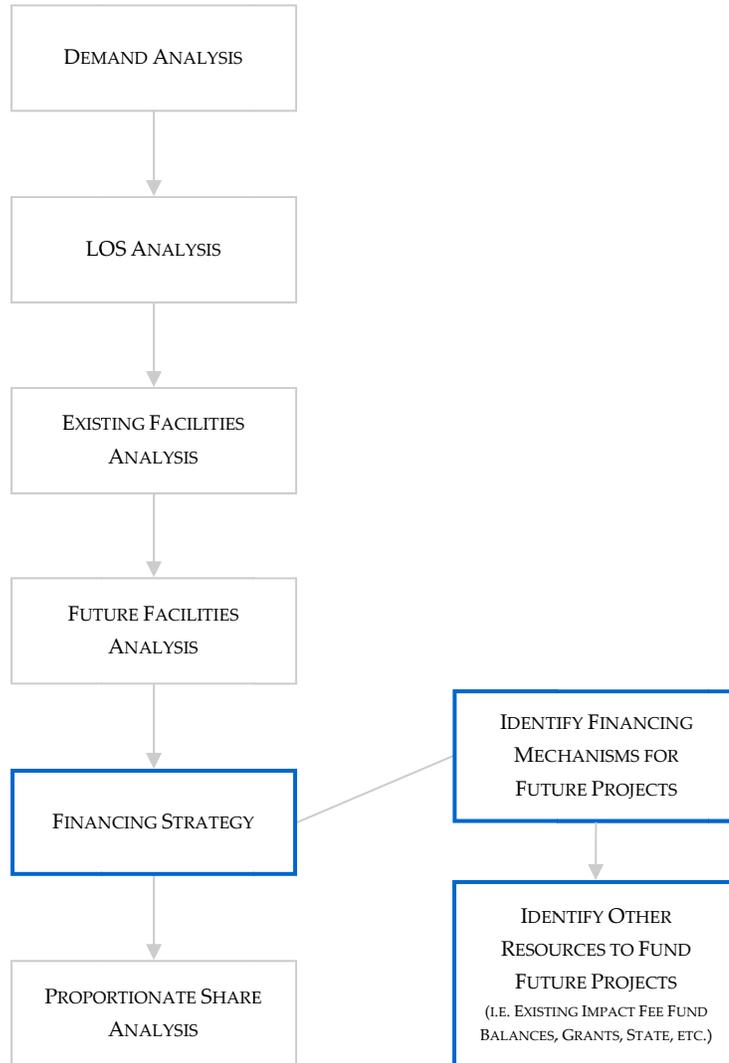
⁶ 11-36a-102(20)

⁷ 11-36a102(13)

SECTION VI: FINANCING STRATEGY

This analysis 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.⁸ 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.⁹

FIGURE 6.1



⁸ 11-36a-302(2)

⁹ 11-36a-302(3)



FUNDING OF FUTURE FACILITIES

No new projects are planned for the SJP Service Area during the plan horizon. Impact fees will be used to buy into existing capacity. Projects planned for the Daybreak area will be funded and built by the developer and then deeded to the City. As such, the IFA does not include the impact of residents within the DB Service Area driving on roads in that area.

IMPACT FEE FUND BALANCES

Impact fee fund balances can be used to offset the cost of new infrastructure when the city determines that those fund balances will be used to help fund the projects identified in the IFFP. South Jordan does not plan to construct new facilities within the IFFP plan horizon, thus any impact fee fund balance is not used to offset future costs. Instead those funds can be used to fund projects identified in previous planning documents or to reimburse the City for impact fee qualified expenses that were funded with general tax dollars.

EQUITY OF IMPACT FEES

The transportation impact fees identified in this document are intended to recover the costs of capital infrastructure that relate to future development activity. The impact fee calculations are structured for impact fees to fund the growth-related facilities identified in the proportionate share analysis as presented in this document. 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. This analysis recommends that the City consider documenting any inter-fund loan or transfer as a liability or debt obligation for which future collection of impact fees will repay and reimburse. This will allow the City to accurately allocate the true cost of new development activity.

PASS THROUGH TRAFFIC

Traffic that passes through a service area, but does not start or end at a destination within the area, is often referred to as pass through traffic. While these trips are not impact fee eligible, they utilize capacity within the transportation system. Regional traffic is often funded through state or federal sources. In the DB Service Area, some of the roads being constructed are servicing regional pass through traffic. State or federal funding sources may be considered to help offset these costs.

NECESSITY OF IMPACT FEES

This analysis and documentation has determined that for purposes of the transportation impact fees, the City is justified to collect impact fees as a way to finance system improvements. This is predicated upon the review of existing inventory, level of service standards, and historic funding of similar system improvements. In other words, in order to establish and achieve parity and equity across current and future users of the transportation and roadway system, the City must impose and collect the impact fees calculated in this document.

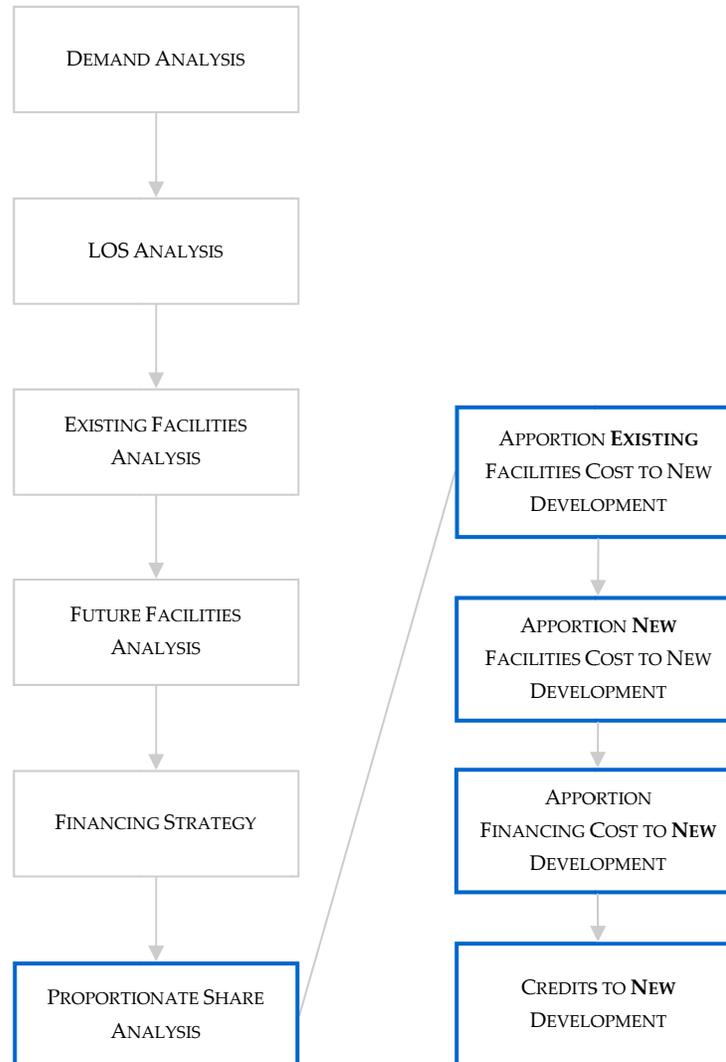
SECTION VII: PROPORTIONATE SHARE ANALYSIS

The calculation of impact fees relies upon the demand analysis, LOS analysis, inventory of existing facilities and excess capacity, and the needed future capital improvement as identified in Sections II through VI. Impact fees are calculated based on many variables centered on proportionality and level of service. The following paragraphs briefly discuss the methodology for calculating impact fees.

PLAN BASED (FEE BASED ON DEFINED CIP)

Impact fees can be calculated using a specific set of costs specified for future development. The improvements are identified in the IFPP, CFP or CIP as growth related projects. The total project costs are divided by the total demand units the projects 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.

FIGURE 7.1





IMPACT FEE CALCULATION

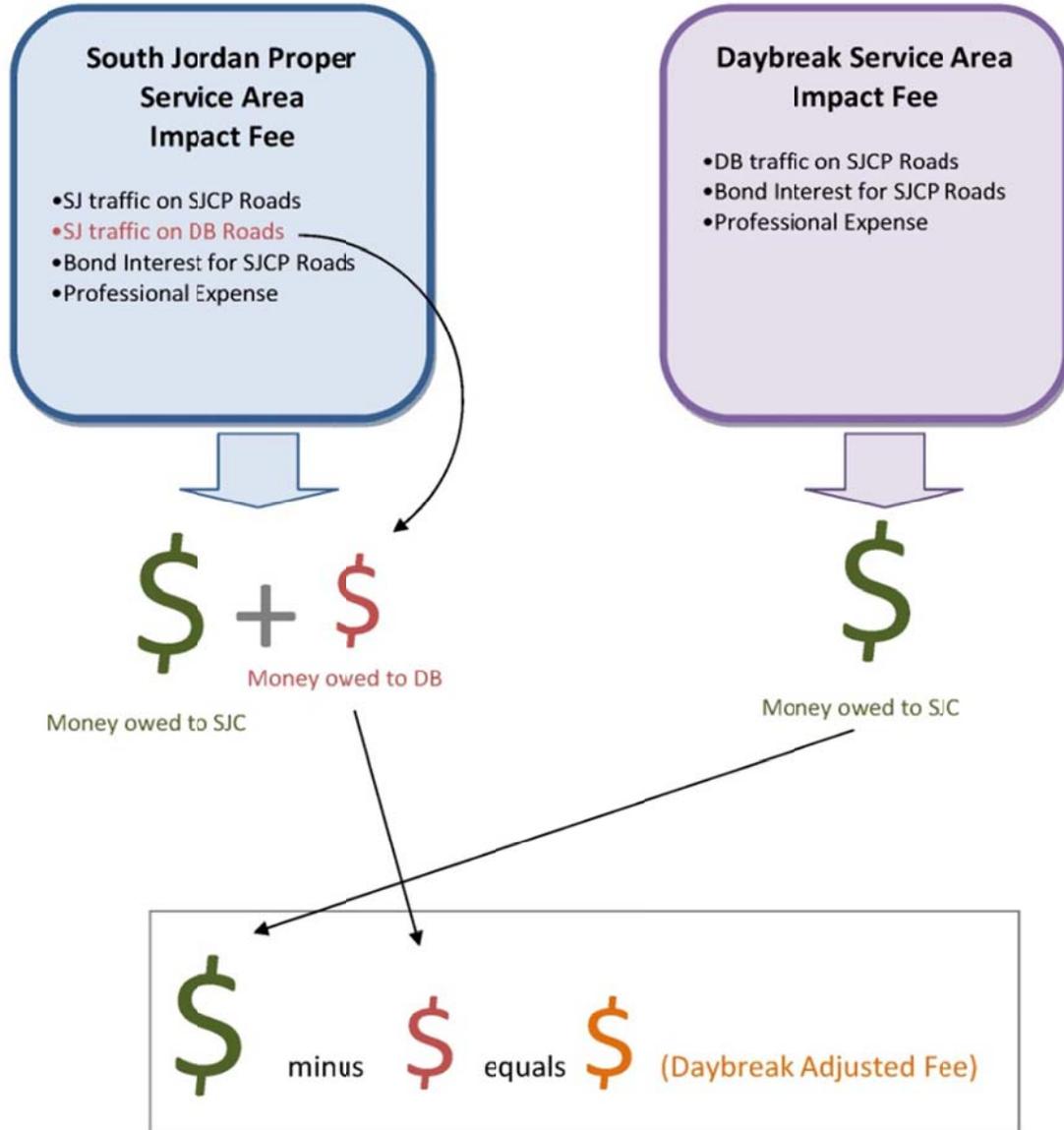
The applicable buy-in component and impact fee eligible costs are identified in Table 7.1. The total cost of existing and future facilities utilized by new development is applied to the total future trips served (See Section III). This results in a cost per trip of \$163.34 for the SJP Service Area and \$39.36 for the DB Service Area. \$681,743 is owed to Daybreak for the traffic generated by South Jordan Proper on Daybreak roads. When this is divided over the 31,703 projected trips in the Daybreak area, it creates a \$21.50 per trip accounting credit. Thus, in order to simplify fee collection, DB Service Area residents should only be charged \$18.79 per trip. Illustration 7.1 provides a visual representation of this concept.

TABLE 7.1: ILLUSTRATION OF IMPACT FEE PER TRIP

	TOTAL QUALIFIED COST	% TO NEW GROWTH	COST TO NEW GROWTH	TRIPS	COST PER TRIP
SJP Service Area					
Existing Facilities					
South Jordan Traffic on SJCP Roads	\$55,573,942	4.3%	\$2,403,951	19,876	\$120.95
South Jordan Traffic on DB Roads	\$20,189,018	1.3%	\$259,993	19,876	\$13.08
Outstanding Debt (Interest on Bonds)	\$3,414,346	4.3%	\$147,694	19,876	\$7.43
Future Facilities (IFFP Planning Horizon)					
South Jordan Traffic on DB Roads	\$16,962,464	2.5%	\$421,750	19,876	\$21.22
Professional Expense	\$34,020	100.0%	\$34,020	51,579	\$0.66
South Jordan Service Area Impact Fee			\$3,267,408		\$163.34
Daybreak Service Area					
Existing Facilities					
Daybreak Traffic on SJCP Roads	\$55,573,942	2.1%	\$1,183,720	31,703	\$37.34
Outstanding Debt (Interest on Bonds)	\$3,414,346	2.1%	\$72,725	31,703	\$2.29
Future Facilities (IFFP Planning Horizon)	\$0	100.0%	\$0		\$0.00
Professional Expense	\$34,020	100.0%	\$34,020	51,579	\$0.66
Daybreak Service Area Impact Fee			\$1,290,465		\$39.36
Accounting Credit for SJ Traffic on DB Roads	(\$681,743)	100.0%	(\$681,743)	31,703	(\$21.50)
Daybreak Net Cost Per Trip					\$18.79

ILLUSTRATION 7.1: ACCOUNTING CREDIT FOR DAYBREAK SERVICE AREA

All of the impact fees collected from the DB Service Area is owed to South Jordan City. Most of the impact fee collected from the SJP Service Area is owed to South Jordan City, but the portion collected for South Jordan Traffic on Daybreak roads is owed to Daybreak Development because that portion is buying into the capacity of roads paid for by that developer. Rather than exchanging funds, the accounting credit reduces the amount owed by the DB Service Area to South Jordan City.





The cost per trip is then applied to the trip statistics for each type of land use, as shown below.

TABLE 7.2: TRIPS BY LAND USE TYPE

LAND USE	ITE CODES	PER	WEEKDAY	PASS-BY ADJUSTMENT	ENTERING/ EXITING	ADJUSTED TRIPS
Single Family Residential	210	Unit	9.57	0%	0.50	4.79
Apartment	220	Unit	6.65	0%	0.50	3.33
Condo/Townhouse	230	Unit	5.81	0%	0.50	2.91
Senior Adult Housing-Detached	251	Unit	3.71	0%	0.50	1.86
Senior Adult Housing-Attached	252	Occ. Unit	3.48	0%	0.50	1.74
Assisted Living	254	Beds	2.66	0%	0.50	1.33
Hotel	310, 320	Rooms	6.90	0%	0.50	3.45
Light Industrial	110	KSF	6.97	0%	0.50	3.49
Industrial Park	130	KSF	6.96	0%	0.50	3.48
Mini Warehouse	151	KSF	2.50	0%	0.50	1.25
Elementary School	520	KSF	15.43	0%	0.50	7.72
Middle/Jr. High School	522	KSF	13.78	0%	0.50	6.89
Daycare Center	565	KSF	79.26	0%	0.50	39.63
Nursing Home	620	KSF	7.58	0%	0.50	3.79
Clinic	630	KSF	31.45	0%	0.50	15.73
Church	560	KSF	9.11	0%	0.50	4.56
General Office	710	KSF	11.01	0%	0.50	5.51
Medical Dental Office	720	KSF	36.13	0%	0.50	18.07
Free-Standing Discount Store	813	KSF	53.13	0%	0.50	26.57
Hardware/Paint Store	816	KSF	51.29	0%	0.50	25.65
Shopping Center/General Commercial	820	KSF	42.94	34%	0.50	14.17
New Car Sales	841	KSF	33.34	0%	0.50	16.67
Tire Store	848	KSF	24.87	28%	0.50	8.95
Supermarket	850	KSF	102.24	36%	0.50	32.72
Convenience Market w/ Gas Pumps	853	KSF	845.6	66%	0.50	143.75
Discount Club	857	KSF	41.80	0%	0.50	20.90
Home Improvement Superstore	862	KSF	29.80	48%	0.50	7.75
Department Store	875	KSF	22.88	0%	0.50	11.44
Pharmacy/Drugstore w/ Drive Thru	881	KSF	88.16	49%	0.50	22.48
Drive-In Bank	912	KSF	148.15	47%	0.50	39.26
Quality Restaurant	931	KSF	89.95	44%	0.50	25.19
High Turnover/Sit Down Restaurant	932	KSF	127.15	43%	0.50	36.24
Fast Food with Drive Thru	934	KSF	496.12	50%	0.50	124.03
Automobile Care Center	942	KSF	15.86	0%	0.50	7.93

Source: ITE Trip Manual (8th Edition), ITE Handbook 2nd Edition



TABLE 7.3: RECOMMENDED IMPACT FEES

LAND USE CATEGORY	TRIP ENDS	SJP IMPACT FEE	DAYBREAK IMPACT FEE	DAYBREAK ADJUSTED FEE
Cost per Trip		\$163.34	\$40.29	\$18.79
Residential (per unit)				
Single Family Residential (Unit)	4.79	\$781.58	\$192.79	\$89.90
Apartment (Unit)	3.33	\$543.11	\$133.97	\$62.47
Condo/Townhouse (Unit)	2.91	\$474.50	\$117.04	\$54.58
Senior Adult Housing-Detached (Unit)	1.86	\$303.00	\$74.74	\$34.85
Senior Adult Housing-Attached (Occ. Unit)	1.74	\$284.21	\$70.11	\$32.69
Assisted Living (Beds)	1.33	\$217.24	\$53.59	\$24.99
Hotel (Rooms)	3.45	\$563.52	\$139.00	\$64.82
Non-Residential (per 1,000 sq feet)				
Light Industrial	3.49	\$569.24	\$140.41	\$65.47
Industrial Park	3.48	\$568.42	\$140.21	\$65.38
Mini Warehouse	1.25	\$204.18	\$50.36	\$23.48
Elementary School	7.72	\$1,260.17	\$310.84	\$144.94
Middle/Jr. High School	6.89	\$1,125.42	\$277.60	\$129.44
Daycare Center	39.63	\$6,473.18	\$1,596.72	\$744.53
Nursing Home	3.79	\$619.06	\$152.70	\$71.20
Clinic	15.73	\$2,568.53	\$633.57	\$295.43
Church	4.56	\$744.02	\$183.52	\$85.57
General Office	5.51	\$899.19	\$221.80	\$103.42
Medical Dental Office	18.07	\$2,950.74	\$727.85	\$339.39
Free-Standing Discount Store	26.57	\$4,339.14	\$1,070.32	\$499.08
Hardware/Paint Store	25.65	\$4,188.86	\$1,033.26	\$481.79
Shopping Center/General Commercial	14.17	\$2,314.57	\$570.93	\$266.22
New Car Sales	16.67	\$2,722.88	\$671.65	\$313.18
Tire Store	8.95	\$1,462.42	\$360.73	\$168.20
Supermarket	32.72	\$5,343.97	\$1,318.18	\$614.65
Convenience Market w/ Gas Pumps	143.75	\$23,480.51	\$5,791.87	\$2,700.67
Discount Club	20.90	\$3,413.81	\$842.08	\$392.65
Home Improvement Superstore	7.75	\$1,265.56	\$312.17	\$145.56
Department Store	11.44	\$1,868.61	\$460.93	\$214.92
Pharmacy/Drugstore w/ Drive Thru	22.48	\$3,672.02	\$905.77	\$422.35
Drive-In Bank	39.26	\$6,412.70	\$1,581.80	\$737.57
Quality Restaurant	25.19	\$4,113.89	\$1,014.76	\$473.17
High Turnover/Sit Down Restaurant	36.24	\$5,919.09	\$1,460.04	\$680.80
Fast Food with Drive Thru	124.03	\$20,259.11	\$4,997.26	\$2,330.15
Automobile Care Center	7.93	\$1,295.29	\$319.51	\$148.98



TABLE 7.4: PREVIOUS (2005) IMPACT FEES

LAND USE CATEGORY	TRIP ENDS	SJP IMPACT FEE	DAYBREAK IMPACT FEE
Cost per Trip		\$375.99	\$63.39
Residential (per unit)			
Single Family Residential (Unit)	5.00	\$1,879.95	\$316.95
Multi Family Residential (Unit)	3.50	\$1,315.97	\$221.87
Hotel/Motel (Rooms)	4.12	\$1,547.22	\$260.85
Non-Residential (per 1,000 sq feet)			
School (1,000 sf)	6.21	\$233.05	\$393.34
Church (1,000 sf)	4.94	\$1,856.47	\$312.99
Office (1,000 sf)	7.83	\$2,943.28	\$496.22
Light Industrial (1,000 sf)	3.49	\$1,310.34	\$220.92
Commercial (1,000 sf)	18.00	\$4,737.53*	\$1,141.03

*Fee changed by R. Horst 12/21/06. Original was \$6,767.90

NON-STANDARD IMPACT FEES

The proposed fees are based upon projected trip ends generated by land uses within the City. 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 lower impact fee if the City determines that a particular user may create a different impact than what is standard for its land use. To determine the impact fee for a non-standard use, the City should use the following formula:

$$\text{Total Trips (per Specified Land Use)} * \text{Applicable Adjustment Factors} * \text{Cost per Trip (\$163.34 or \$18.79)}$$

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 next five to six years should be spent only on those projects as set forth in this analysis. The legislative definition of "encumber" means a pledge to retire a debt or an allocation to a current purchase order or contract.¹¹

PROPOSED CREDITS OWED TO DEVELOPMENT

The Impact Fees Act requires that credits be paid back to development for future fees that will pay for growth-driven projects and qualifying system improvements included in the Impact Fee Facilities Plan that would otherwise be paid for through user fees. Credits may also be paid to developers who have constructed and donated facilities to that City that are included in the IFFP in-lieu of impact fees. This situation does not apply to developer exactions or improvements required to offset density or as a condition of development or project improvements. Any project that a developer funds must be included in the IFFP if a credit is to be issued.

In the situation that a developer chooses to construct facilities found in the IFFP in-lieu of impact fees, the decision must be made through negotiation with the developer and the City on a case-by-case basis.

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. While an inflation component may be included in the impact fee analysis to reflect the future cost of facilities, it is not considered in the cost estimates in this study.

¹⁰ 11-36a-402(1)(c)

¹¹ 11-36a-102(6)