IMPACT FEE FACILITIES PLAN (IFFP) AND IMPACT FEE ANALYSIS (IFA)

TRANSPORTATION

SALT LAKE CITY, UT

MARCH 2020

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IMPACT FEE CERTIFICATION

IFFP CERTIFICATION

Lewis Young Robertson & Burningham, Inc. and Salt Lake City jointly certify that the Impact Fee Facilities Plan ("IFFP") prepared for transportation services:

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; and
3. complies in each and every relevant respect with the Impact Fees Act.

LEWIS YOUNG ROBERTSON & BURNINGHAM, INC.
SALT LAKE CITY

IFA CERTIFICATION

Lewis Young Robertson & Burningham, Inc. certifies that the Impact Fee Analysis ("IFA") prepared for transportation services:

1. includes only the costs of public facilities that are:
    a. allowed under the Impact Fees Act; and
    b. actually incurred; or
    c. projected to be incurred or encumbered within six years after the day on which each impact fee is paid;
2. does not include:
    a. costs of operation and maintenance of public facilities;
    b. costs for qualifying public facilities that will raise the level of service for the facilities, through impact fees, above the level of service that is supported by existing residents;
    c. an expense for overhead, unless the expense is calculated pursuant to a methodology that is consistent with generally accepted cost accounting practices and the methodological standards set forth by the federal Office of Management and Budget for federal grant reimbursement;
    d. offsets costs with grants or other alternate sources of payment; and
3. complies in each and every relevant respect with the Impact Fees Act.

Lewis Young Robertson & Burningham, Inc. makes this certification with the following caveats:

1. All of the recommendations for implementation of the IFFP made in the IFFP documents or in the IFA documents are followed by City Staff and elected officials.
2. If all or a portion of the IFFP or IFA are modified or amended, this certification is no longer valid.
3. All information provided to 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.

SECTION 1: EXECUTIVE SUMMARY

The purpose of this Impact Fee Facilities Plan ("IFFP"), with supporting Impact Fee Analysis ("IFA"), is to fulfill the requirements established in Utah Code Title 11 Chapter 36a, the "Impact Fees Act," and help Salt Lake City (the "City") fund necessary capital improvements for future growth. This document will address the future transportation infrastructure needed to serve the City through the next ten years, as well as the appropriate impact fees the City may charge to new growth to maintain the level of service ("LOS").

- **Impact Fee Service Area:** The Service Area for the transportation impact fees includes all areas within the City. **FIGURE 3.1** illustrates the proposed Service Area. This document identifies the necessary future system improvements for the Service Area that will maintain the existing LOS into the future.
- **Demand Analysis:** The demand units utilized in this analysis include residential and non-residential development and the existing and projected trips anticipated from new development. As new development and redevelopment occurs within the City, it generates increased demand on City infrastructure. The system improvements identified in this study are designed to maintain the existing LOS for any new or redeveloped property within the City.
- **Level of Service:** The existing LOS is defined in **SECTION 4** of this document. Through the inventory of existing facilities, combined with the growth assumptions, this analysis identifies the LOS, which is provided to existing residents and ensures that future facilities maintain these standards. Any excess capacity identified within existing facilities can be apportioned to new development.
- **Excess Capacity:** The demand analysis, existing facility inventory and LOS analysis allow for the development of a list of capital facilities necessary to serve new growth and to maintain the existing system. This list includes any excess capacity of existing facilities, as well as future system improvements necessary to maintain the LOS. The inclusion of excess capacity is known as a "buy-in." Any demand generated from new development that overburdens the existing system beyond the existing capacity justifies the construction of new facilities.
- **Outstanding Debt:** The City has several outstanding bonds. This analysis includes debt and interest costs related to bonding issued for the construction of transportation facilities. The City issued the Series 2012A Sales Tax Revenue Bonds and the Series 2014 Motor Fuel Bonds to finance the construction and improvement of various City roads and infrastructure. The interest associated with these bonds is included in the determination of existing system valuation.
- **Capital Facilities Analysis:** Due to the projected redevelopment within the City, additional capital improvements will be necessary related to transportation infrastructure.
- **Funding of Future Facilities:** This analysis assumes future growth-related facilities will be funded through a combination of General Fund revenues, other governmental revenues and impact fee revenues. Where applicable, only the portion of future projects intended to be funded by the City are included in this analysis.

SUMMARY OF PROPOSED GENERAL FUND IMPACT FEES

The impact fees proposed in this analysis will be assessed within the entire Service Area. The table below illustrates the calculated impact fee for transportation by land-use category.

TABLE 1.1: IMPACT FEE SUMMARY BY GENERAL LAND USE

LAND USE GROUP	ITE CODE	ITE LAND USE CATEGORY	PM PEAK VEHICLE TRIP RATE[1]	PASS BY ADJUSTMENT	NET NEW TRIPS	UNIT OF MEASURE	FEE PER UNIT LAND USE
Industrial	110	Light Industrial	0.63	0%	0.63	1,000 sq ft	$273
	30	Intermodal Truck Terminal	1.97	0%	1.97	1,000 sq ft	$853
	130	Industrial Park	0.40	0%	0.40	1,000 sq ft	$173
	140	Manufacturing	0.67	0%	0.67	1,000 sq ft	$290
	150	Warehouse	0.19	0%	0.19	1,000 sq ft	$82
Residential	210	Single family house	0.99	0%	0.99	dwelling	$429
	220	Multifamily Housing (Low-Rise)	0.56	0%	0.56	dwelling	$242
	221	Multifamily Housing (Mid-Rise)	0.44	0%	0.44	dwelling	$191
	222	Multifamily Housing (High-Rise)	0.36	0%	0.36	dwelling	$156
Mix Use Comm/Res	231	1st Floor Commercial; Mid-Rise Apts.	0.36	0%	0.36	dwelling	$156
	232	1st Floor Commercial; Mid-Rise Apts.	0.31	0%	0.31	dwelling	$134
Hotel	310	Hotel	0.60	0%	0.60	room	$260
	320	Motel	0.38	0%	0.38	room	$165
Recreation	444	Movie Theater	0.09	0%	0.09	seat	$39
	492	Health/Fitness Club	3.45	0%	3.45	1,000 sq ft	$1,494

LAND USE GROUP	ITE CODE	ITE LAND USE CATEGORY	PM PEAK VEHICLE TRIP RATE[1]	PASS BY ADJUSTMENT	NET NEW TRIPS	UNIT OF MEASURE	FEE PER UNIT LAND USE
Public Education	520	Public Elementary School	1.37	0%	1.37	1,000 sq ft	$593
	530	Public High School	0.97	0%	0.97	1,000 sq ft	$420
	550	University/College	1.17	0%	1.17	1,000 sq ft	$507
Office	710	General Office	1.15	0%	1.15	1,000 sq ft	$498
	715	1 Tenant Office	1.71	0%	1.71	1,000 sq ft	$740
	720	Medical/Dental Office	3.46	0%	3.46	1,000 sq ft	$1,498
Retail/Service	814	Variety Store	6.84	34%	4.51	1,000 sq ft	$1,955
	815	Free-Standing Discount Store	4.83	34%	3.19	1,000 sq ft	$1,380
	820	Shopping Center	3.81	34%	2.51	1,000 sq ft	$1,089
	840	Automobile Sales (New)	2.43	0%	2.43	1,000 sq ft	$1,052
	841	Automobile Sales (Used)	3.75	0%	3.75	1,000 sq ft	$1,624
	850	Supermarket	9.24	36%	5.91	1,000 sq ft	$2,561
	851	Convenience market-24 hr	49.11	51%	24.06	1,000 sq ft	$10,420
	881	Pharmacy/Drugstore with Drive-Through Window	10.29	49%	5.25	1,000 sq ft	$2,272
	912	Drive-In Bank	20.45	35%	13.29	1,000 sq ft	$5,756
Restaurant/Drinking	932	Restaurant: sit-down	9.77	43%	5.57	1,000 sq ft	$2,411
	934	Fast food, w/drive-up	32.67	50%	16.34	1,000 sq ft	$7,073
Auto Retail/Services	843	Auto Care Center	4.91	28%	3.54	1,000 sq ft	$1,531
	944	Gas station	14.03	42%	8.14	pump	$3,523
	945	Gas Station w/convenience	13.99	56%	6.16	pump	$2,665

1. ITE Trip Generation 10th Edition: 4-6 PM Peak Hour Vehicle Trip Generation Rates for the Adjacent Street Traffic (weekday 4-6PM); This Table represents only the most common uses and is NOT all-inclusive.

Land uses not identified in **TABLES 1.1** will be calculated based on the non-standard impact fee formula using the most recent Institute of Traffic Engineers (ITE) Trip Generation Manual for peak hour vehicle trip generation rates for the adjacent street traffic (weekday 4-6PM). For special situations and land uses not included in the table above, refer to Non-Standard Impact Fees.

NON-STANDARD IMPACT FEES

The City reserves the right under the Impact Fees Act[1] 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.

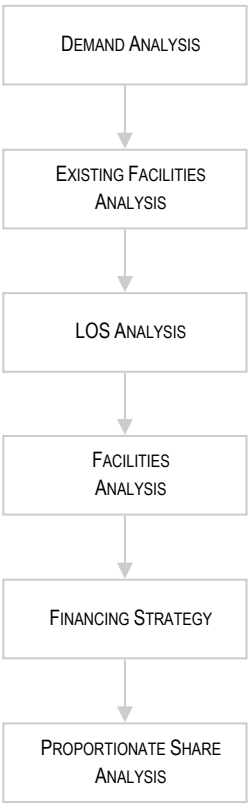
FORMULA FOR NON-STANDARD TRANSPORTATION IMPACT FEES:

Total Units x Estimate of PM Peak Hour Trips per Unit x Adjustment Factor x $433 = Impact Fee per Unit

[1] 11-36a-402(1)(c)

SECTION 2: GENERAL IMPACT FEE METHODOLOGY

FIGURE 2.1: IMPACT FEE METHODOLOGY



The purpose of this study is to fulfill the requirements of the Impact Fees Act regarding the establishment of an IFFP and IFA. The IFFP identifies the demands placed upon the City's existing facilities by future development and evaluate how these demands will be met by the City. The IFFP is also intended to outline the improvements, which are intended to be funded by impact fees. The purpose of IFA is to allocate the cost of the new facilities and any excess capacity to new development, while ensuring that all methods of financing are considered. The Impact Fee Act requires that the IFFP and IFA consider the historic LOS provided to existing development and ensure that the proposed impact fees maintain the existing LOS. The following elements are important considerations when completing an IFFP and IFA.

DEMAND ANALYSIS

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

EXISTING FACILITY INVENTORY

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

LEVEL OF SERVICE ANALYSIS

"Level of service" means the defined performance standard or unit of demand for each capital component of a public facility within a service area. Through the inventory of existing facilities, combined with the growth assumptions, this analysis identifies the existing LOS that is provided to a community's existing residents and ensures that future facilities maintain these standards.

EXCESS CAPACITY AND FUTURE CAPITAL FACILITIES ANALYSIS

The demand analysis, existing facility inventory and LOS analysis allow for the development of a list of capital projects necessary to serve new growth and to maintain the existing system. This list includes any excess capacity of existing facilities as well as future system improvements necessary to maintain the LOS. 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.

FINANCING STRATEGY

This analysis must also include a consideration of all revenue sources, including impact fees, future debt costs, alternative funding sources and the dedication of system improvements, which may be used to finance system improvements.[2] In conjunction with this revenue analysis, there must be a determination that impact fees are necessary to achieve an equitable allocation of the costs of the new facilities between the new and existing users.[3]

PROPORTIONATE SHARE ANALYSIS

The written impact fee analysis is required under the Impact Fees Act and must identify the impacts placed on the facilities by development activity and how these impacts are reasonably related to the new development. The written impact fee analysis must include a proportionate share analysis, clearly detailing each cost component and the methodology used to calculate each impact fee. A local political subdivision or private entity may only impose impact fees on development activities when its plan for financing

[2] 11-36a-302(2)
[3] 11-36a-302(3)

system improvements establishes that impact fees are necessary to achieve an equitable allocation of the costs borne in the past and to be borne in the future (UCA 11-36a-302).

IMPACT FEE METHODOLOGIES

There are two methods employed in this analysis to determine the maximum allowable impact fees: the Growth-Driven Approach or the Plan Based Approach.

GROWTH-DRIVEN (PERPETUATION OF EXISTING LOS)

The growth-driven method utilizes the existing LOS and perpetuates that LOS into the future. Impact fees are then calculated to provide sufficient funds for the entity to expand or provide additional facilities, as growth occurs within the community. Under this methodology, impact fees are calculated to ensure new development provides sufficient investment to maintain the current LOS standards in the community. This approach is often used for public facilities that are not governed by specific capacity limitations and do not need to be built before development occurs (i.e. park facilities).

NEW FACILITY – PLAN BASED (FEE BASED ON DEFINED CIP)

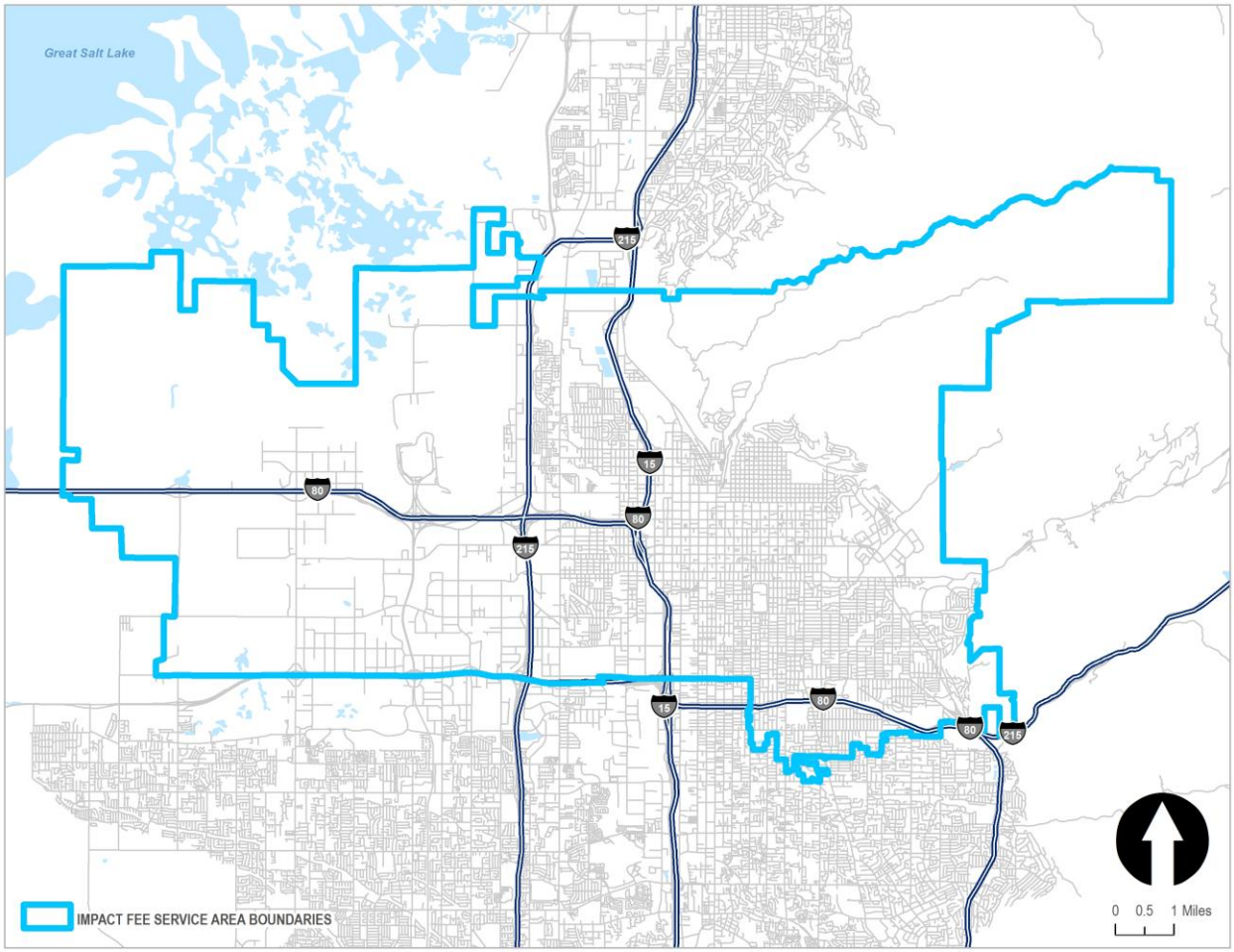
Impact fees can be calculated based on a defined set of capital costs specified for future development. The improvements are identified in a capital plan or impact fee facilities plan as growth-related system improvements. The total cost is divided by the total demand units the improvements are designed to serve. Under this methodology, it is important to identify the existing LOS 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 LOS.

SECTION 3: OVERVIEW OF SERVICE AREA AND GENERAL DEMAND FIGURES

SERVICE AREAS

Utah Code requires the impact fee enactment to establish one or more service areas within which impact fees will be imposed.[4] The Service Area for the transportation impact fee includes all areas within the current municipal boundaries of the City, as shown in **FIGURE 3.1**. This document identifies the necessary future system improvements for the Service Area that will maintain the existing LOS into the future.

FIGURE 3.1: SERVICE AREA



DEMAND ANALYSIS: EXISTING CONDITIONS

The demand units utilized in this analysis include development square feet (SF) and trip generation statistics. As new development and redevelopment occurs within the City, it generates increased demand on City infrastructure. The system improvements identified in this study are designed to maintain the existing LOS for any new or redeveloped property within the City.

TABLES 3.1 – 3.4 identify the existing development conditions within the City, as well as the anticipated new development forecasted to occur within the IFFP planning horizon.

TABLE 3.1: EXISTING LAND USE DATA

TYPE	SQUARE FEET	ACRES	MARKET VALUE	ASSESSED VALUE
Residential	135,873,077	9,843	$22,446,992,010	$12,075,661,079
Commercial	35,681,878	6,304	$4,017,957,350	$3,701,563,417
Office	37,844,918	2,490	$5,145,913,580	$4,226,929,516

[4] UC 11-36a-402(1)(a)

TYPE	SQUARE FEET	ACRES	MARKET VALUE	ASSESSED VALUE
Industrial	78,422,267	3,389	$5,360,469,040	$5,161,542,049
Vacant	4,082,573	3,879	$856,660,270	$593,857,967
Agricultural/Forest/Mining	1,067,450	8,431	$266,813,870	$49,829,215
Other	43,239,444	22,267	$10,231,086,390	$569,132,134
Total	**336,211,607**	**56,603**	**$48,325,892,510**	**$26,378,515,377**

Existing parcel data indicates the majority of assessed value and building square footage is attributed to residential development. A total of 336,211,607 building square feet and $48,325,892,510 of assessed market value exist within the City as shown in **TABLE 3.1**. The 2010 estimated population figure for the City was 186,806. The current population is estimated using building permit data (**TABLE 3.2**) from 2000 through 2019. The existing population is estimated at 207,311. For the purposes of determining impact fee demand, this analysis does not consider vacancy rates. The impact fee demand considers all development for which a building permit is issued.

TABLE 3.2: BUILDING PERMIT DATA

YEAR	SINGLE-FAMILY	MOBILE/MANUF./CABIN	DUPLEX/TWIN HOME	MULTI-FAMILY/CONDO	TOTAL DWELLING UNITS	INCREMENTAL POPULATION	CUMULATIVE TOTAL	% GROWTH POPULATION
Census							186,571	
2010	19	-	-	92	111	235	186,806	
2011	24	-	4	319	347	696	187,502	0.37%
2012	33	-	-	150	183	389	187,891	0.21%
2013	14	-	-	24	38	89	187,980	0.05%
2014	30	-	-	888	918	1,804	189,784	0.96%
2015	39	-	2	1,319	1,360	2,667	192,451	1.41%
2016	55	-	2	2,992	3,049	5,945	198,396	3.09%
2017	62	-	12	574	648	1,318	199,714	0.66%
2018	63	-	2	812	877	1,761	201,475	0.88%
2019	44	-	-	2,955	2,999	5,836	207,311	2.90%

Source: LYRB, BEBR - Utah Construction Information Database (Table 3 "Year-to-Date Dwelling Units by Type for State, Cities and Counties).
Analysis assumes an average household size of 3.02 persons for single-family dwellings and 1.93 persons for multifamily dwellings, based on 2017 American Community Survey 1-Year Estimates.

DEMAND ANALYSIS: PROJECTED GROWTH

For purposes of this analysis, population is anticipated to reach 234,664 within the 10-year planning horizon. This represents an increase of 27,353 people. The population projections are based on several sources including Census data, Kem C. Gardner Policy Institute, City data and other development data. The total change in population from 2000 to 2010 was 2.58 percent, or 4,697 persons. GOMB projects population within the City will reach approximately 210,000 by 2020.

In the same time period, general commercial square footage is anticipated to increase by 1,167,143 square feet, with office and industrial development increasing by 1,329,885 and 24,509,851 respectively (See **TABLE 3.4**).

TABLE 3.3: PROJECTED GROWTH IN POPULATION, RESIDENTIAL UNITS AND NON-RESIDENTIAL BUILDING SQUARE FEET

TYPE	UNITS/SF	AAGR (YR. 1-3)	AAGR (YR. 4-10)	EXISTING	YEAR 1	YEAR 2	YEAR 3	YEAR 4	YEAR 5
Population				**207,311**	**210,680**	**214,117**	**217,622**	**221,199**	**223,378**
Single Family	Units	0.77%	0.50%	41,764	42,086	42,412	42,739	43,069	43,285
Multifamily Units	Units	2.51%	1.45%	49,490	50,731	52,003	53,306	54,643	55,435
		Residential Unit Total		**91,254**	**92,817**	**94,414**	**96,046**	**97,712**	**98,720**
Commercial	SF	0.43%	0.25%	35,681,878	35,835,684	35,990,152	36,145,287	36,301,090	36,391,843
Office	SF	0.41%	0.30%	37,844,918	38,001,959	38,159,651	38,317,998	38,477,002	38,592,433
Industrial	SF	2.00%	3.26%	78,422,267	79,990,712	81,590,527	83,222,337	84,886,784	87,658,066
Other	SF	0.95%	1.27%	44,306,894	44,727,220	45,151,533	45,579,871	46,012,273	46,597,347

Source: LYRB, SF = Square Feet
Analysis assumes an average household size of 3.02 persons for single-family dwellings and 1.93 persons for multifamily dwellings, based on 2017 American Community Survey 1-Year Estimates.
These projections were also compared to development data provided by Newmark Grubb Acres. See **APPENDIX A**.

TABLE 3.4: PROJECTED GROWTH IN POPULATION, RESIDENTIAL UNITS AND NON-RESIDENTIAL BUILDING SQUARE FEET (CONT.)

TYPE	YEAR 6	YEAR 7	YEAR 8	YEAR 9	YEAR 10	TOTAL IFFP NEW GROWTH
Population	**225,583**	**227,814**	**230,071**	**232,354**	**234,664**	**27,353**
Single Family	43,501	43,719	43,937	44,157	44,378	**2,614**
Multifamily Units	56,239	57,054	57,881	58,721	59,572	**10,082**
Residential Total	**99,740**	**100,773**	**101,819**	**102,878**	**103,950**	**12,696**
Retail	36,482,822	36,574,029	36,665,465	36,757,128	36,849,021	**1,167,143**
Office	38,708,210	38,824,335	38,940,808	39,057,630	39,174,803	**1,329,885**
Industrial	90,519,822	93,475,004	96,526,665	99,677,952	102,932,118	**24,509,851**
Other	47,189,860	47,789,907	48,397,585	49,012,989	49,636,219	**5,329,325**

SECTION 4: TRANSPORTATION IFFP

TRANSPORTATION METHODOLOGY

The impact fee methodology for transportation is designed to address the needs of the City. The following key points summarize the impact fee structure:

- Estimate existing and future demand on the transportation system (detailed in **SECTION 3**).
- Estimate the value of the existing transportation system. By comparing the existing value of the transportation system to the current level of travel demand, establish a LOS threshold.
- A single project list was developed from the following adopted plans:
  - Transportation Master Plan;
  - Transit Master Plan;
  - Bike and Pedestrian Master Plan;
  - Capital Improvement Program;
  - Engineering 6-year Work Program
- Projects from these plans were evaluated for impact fee eligibility based on the nature of project. Non-capacity investments were eliminated, as were primarily maintenance and safety improvement projects).
- Of the remaining eligible projects, the portion of those projects addressing existing deficiencies or carrying non-city growth were subtracted from eligible costs. To calculate the share of trip growth associated non-SLC development the Wasatch Front Regional Council (WFRC) travel model was used.
- The remaining list of eligible program costs were divided by Salt Lake City's expected growth PM peak hour vehicle trips over the next 10 years based on growth projections.
- A land use-based fee schedule was developed using PM peak hour vehicle trip rates.

TRANSPORTATION DEMAND ANALYSIS

The demand units utilized in this analysis are based on new or redeveloped residential and commercial land and the new trips generated from these land-use types. As residential and commercial growth occurs within the City, additional trips will be generated within the transportation system. 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 PM peak hour vehicle trips generated between the hours of 4-6pm. The existing and future trip statistics used in this analysis were prepared by the City and professional consultants based on best available information and industry standard practice.

Based on the growth in trips, the City will need to expand its current facilities to accommodate new growth. New development will create an additional 52,838 PM peak hour trips in the next ten years, as show in **TABLE 4.1**. It is important to note that future trips will consist of motorized and non-motorized trips, however this methodology only accounts for motorized vehicle trips

TABLE 4.1: TRIP PROJECTIONS IN IFFP PLANNING HORIZON

TYPE	UNITS/SF	PM TRIPS (WEIGHTED AVERAGE)	EXISTING UNITS	EXISTING TRIPS	TOTAL IFF GROWTH (UNITS)	NEW TRIPS IN IFFP PLANNING HORIZON
Single Family	Units	0.99	41,764	41,346	2,836	2,808
Multifamily Units	Units	0.45	49,490	22,271	10,946	4,926
Residential Total	**Units**	**0.70**	**91,254**	**63,617**	**13,782**	**7,733**
Commercial	SF	2.69	35,682	95,984	1,259	3,387
Office	SF	1.37	37,845	51,848	1,447	1,983
Industrial	SF	1.06	78,422	83,128	27,870	29,542
Other	SF	1.71	44,307	75,765	5,960	10,192
Non-Residential Total			**196,256**	**306,724**	**36,537**	**45,105**
Combined Total				**370,341**	**50,319**	**52,838**

TABLE 4.2: TRIP PROJECTIONS THROUGH BUILDOUT (2050)

TYPE	UNITS/SF	PM TRIPS (WEIGHTED AVERAGE)	EXISTING UNITS	EXISTING TRIPS	TOTAL UNITS AT BUILDOUT	TOTAL TRIPS AT BUILDOUT
Residential Total	**Units**	**0.70**	**91,254**	**63,617**	**126,679**	**88,313**
Commercial	SF	2.69	35,682	95,984	35,220	94,742
Office	SF	1.37	37,845	51,848	57,663	78,998

TYPE	UNITS/SF	PM TRIPS (WEIGHTED AVERAGE)	EXISTING UNITS	EXISTING TRIPS	TOTAL UNITS AT BUILDOUT	TOTAL TRIPS AT BUILDOUT
Industrial	SF	1.06	78,422	83,128	114,355	121,216
Other	SF	1.71	44,307	75,765	57,886	98,985
Non-Residential Total			**196,256**	**306,724**	**265,124**	**393,941**
Combined Total				**370,341**		**482,254**

The "PM Trips (Weighted Average)" column was weighted based on land use square footage and the associated peak hour trip rate for each category. The weighted average for the Other land use category is based on a simple average of Commercial, Office and Industrial uses. This data was used to develop the baseline existing trips and to project future trips. However, when determining the appropriate fee by land-use category, specific trip statistics are use for each land-use type. Additional details related to trip calculations can be found in **APPENDIX B**.

EXISTING FACILITY INVENTORY

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

- Crosswalks - Concrete and Pavers
- Sidewalks
- ADA Ramps
- Signals - Signalized Intersections
- Linear Pavement Markings
- Street Signs
- Roadways - Concrete
- Roadways - Asphalt
- Bridges

The total replacement value of these improvements is estimated at $2,082,909,279.

TABLE 4.3: REPLACEMENT VALUATION OF EXISTING FACILITIES

ASSET	MEASUREMENT UNIT	COUNT	UNIT REPLACEMENT VALUES	TOTAL REPLACEMENT VALUES
Crosswalks - Concrete and Pavers	Square Feet	131,120	$15	$1,966,800
Sidewalks	Square Feet	23,170,764	$10	$231,707,640
ADA Ramps	Each	15,141	$3,000	$45,423,000
Signals - Signalized Intersections	Each	392	$300,000	$117,600,000
Pavement Markings - Linear	Linear Feet	1,982,477	$0.5	$991,239
Street Signs	Each	38,603	$200	$7,720,600
Roadway - Concrete	Lane Miles	273	$1,250,000	$341,250,000
Roadway - Asphalt	Lane Miles	1,567	$750,000	$1,175,250,000
Bridges	Each	23	$7,000,000	$161,000,000
			Grand Total	**$2,082,909,279**

Based on the City's existing depreciation statements, the original value of existing infrastructure is estimated at $457,155,385. The total original value including interest on existing debt services is $464,021,083.

TABLE 4.4: ORIGINAL VALUATION OF EXISTING FACILITIES

Original Value (2019 Depreciation Statements)				$457,155,385
Plus Interest				$6,865,697
Total Original Value				**$464,021,083**
Source: SLC Engineering, SLC Finance, LYRB				

MANNER OF FINANCING EXISTING PUBLIC FACILITIES

The City has several outstanding bonds. This analysis includes debt and interest costs related to bonding issued for the construction of transportation facilities. The City issued the Series 2012A Sales Tax Revenue Bonds and the Series 2014 Motor Fuel Bonds to finance the construction and improvement of various City roads and infrastructure. The interest associated with these bonds is included in the determination of existing system valuation, as shown in **TABLE 4.4**.

General obligation bonds issued by the City are excluded from this analysis, since the City levies a property tax on the assessed value of existing and future development to pay the principal and interest on these bonds. It is anticipated that new development will contribute to the repayment of these bonds through the property tax levy.

LEVEL OF SERVICE ANALYSIS

In previous IFFP iterations, the City used vehicle LOS to evaluate the impact of growth on the transportation system. That policy structure does not support the City's goals to increase multimodal options and reduce drive alone trips, because measurable "system improvements" would only result in improved vehicle LOS.

Another means of identifying deficiencies was applied based on existing system value, which has been used in similar evaluations in other mature, urban cities. For example, in Portland, Oregon and Oakland, California an existing system value was determined based on the valuation of transportation infrastructure already in place and helped to establish a maximum cost per trip that could be charged in each city's impact fee program. Existing system facilities were acquired and developed to meet the needs of existing system users; a proportionate level of future investment per person trip is needed to maintain the current LOS. Any additional capacity investments up to this base LOS cost per trip, are therefore justified to equitably recover capacity costs from future system users.

As described in the Existing Facility Inventory section, the total original value of existing infrastructure including interest on existing debt services is $464,021,083. The replacement value is estimated at over $2 billion, with approximately $500 million considered system improvements (assuming 25 percent is considered system improvements based on a GIS analysis of existing centerline miles of roadways designated as city arterials or collectors compared to total City centerline miles). This total existing system value in relation to the 2019 PM peak hour vehicle trips (which amount to 365,663) sets the current LOS cost per trip at $1,419 per PM peak hour vehicle trip, which is higher than the proposed cost per trip identified in this analysis. Therefore, the impact fees proposed in this analysis do not increase the LOS above what is currently provided.

EXCESS CAPACITY

As stated above, the City's existing depreciation statements indicate that the original value of existing infrastructure including interest on existing debt services is $464,021,083. It is anticipated that new development will benefit from the existing transportation network constructed within the Service Area. The Impact Fee Act allows for the inclusion of system improvements when determining impact fees. Typically, arterials and collector roadways are considered system improvements, with local roadways considered project or neighborhood improvements. A GIS analysis of existing roadways produced a total of 155.2 centerline miles of roadways designated as city arterials or collectors, compared to a total of 623.2 combined centerline miles designated as arterial, collector or local. The ratio of system improvements to the total is 25 percent. Therefore, 25 percent (or $115,576,169) of the existing value is included in this analysis as impact fee eligible.

The determination of a buy-in component related to existing infrastructure is further refined based on the proportionate trips generated within the IFFP planning horizon, as it is anticipated that the existing system will benefit both existing and new development. Approximately 11 percent of the total demand on the system will occur within the IFFP planning horizon. As a result, $12,663,158 of the total original system cost is included in this analysis.

PROJECT ELIGIBILITY

The transportation impact fees are designed to support the principal modes of travel in a multi-modal system. However, impact fees cannot be used to pay the costs of addressing maintenance or existing LOS deficiencies. When preparing the IFFP Transportation Project List, the City used the following criteria to initially identify the transportation projects that are eligible:

PROJECT ELIGIBILITY – STEP 1

- Project is in an adopted City plan, for example:
  - Transportation Master Plan;
  - Transit Master Plan;
  - Bike and Pedestrian Master Plan;
  - Capital Improvement Program;
  - Engineering 6-year Work Program
- Project adds or enhances capacity to the transportation system.
- Project is designed to serve additional population and or employment over the next ten years.
- Project is not entirely a preventive maintenance project.

PROJECT ELIGIBILITY – STEP 2

After establishing an initial IFFP Transportation Project List, the City applied two important adjustments to the eligible project cost based on 1) the nature of the project, and 2) the travel market benefiting from the project.

Regarding the nature of the project, it is acknowledged that roadway corridor projects may include eligible (capacity enhancements) and ineligible components (pavement maintenance and repair). The portion of projects addressing existing deficiencies were subtracted from eligible costs; this included removing the portions of project costs earmarked for pavement preservation.

The next step was to determine to portion of project costs associated with growth in the City. However, not all the growth comes from Salt Lake City development – there is a portion of growth that comes from surrounding jurisdictions. The City does not have the authority to charge growth in neighboring jurisdictions for their share of building new transportation infrastructure. To account for this legal limitation, adjustments were made for trips that pass-through Salt Lake City or only have one end of the trip starting or ending in the City. Since a substantial share of traffic on some Salt Lake City roads is generated by growth outside of the City, sources other than impact fees would have to pay the cost to accommodate growth outside of Salt Lake City.

To calculate the share of trip growth associated with SLC and non-SLC development the Wasatch Front Regional Council (WFRC) travel model was used. A "select-link" analysis method provides estimates of origin and destination of trips that use a specific transportation facility and determine the portion of trips relating to outside growth. Depending on the location, six percent to 42 percent of trips are related to outside growth.

See **APPENDIX C** for detail of project eligibility for individual projects.

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 4.5 illustrates the estimated cost of future capital improvements within the Service Area, as identified in the IFFP. The total cost related to growth is $12,675,000. A detail of the proposed capital improvements can be found in **Appendix C**.

TABLE 4.5: SUMMARY OF FUTURE SYSTEM IMPROVEMENTS WITHIN IFFP PLANNING HORIZON

	TOTAL	2019-2029 IFFP	PORTION OF PROGRAMS FUNDED BY IMPACT FEES
Engineering Program	$135,399,768	$10,301,000	8%
Transportation Program	$22,265,000	$2,374,000	11%
Combined Total	**$157,664,768**	**$12,675,000**	**8%**

SYSTEM VS. PROJECT IMPROVEMENTS

System improvements are defined as existing and future public facilities designed to provide services to service areas within the community at large.[5] Project improvements are improvements and facilities that are planned and designed to provide service for a specific development (resulting from a development activity) and considered necessary for the use and convenience of the occupants or users of that development.[6] To the extent possible, this analysis only includes the costs of system improvements related to new growth within the proportionate share analysis.

For the purposes of this analysis, system improvements are defined as arterial and collector streets, new and upgrades to traffic signalization, and related appurtenances. Each of these facilities are designed to manage new trips (motorized and non-motorized trips) within the Service Area and to maintain the existing LOS.

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.[7] In conjunction with this revenue analysis, there must be a determination that impact fees are necessary to achieve an equitable allocation of the costs of the new facilities between the new and existing users.[8]

In considering the funding of future facilities, the IFFP has identified the portion of each project that is intended to be funded by the City, as well as funding sources from other government agencies. The cost applied to the City includes growth and non-growth-

[5] 11-36a-102(21)
[6] 11-36a-102(14)
[7] 11-36a-302(2)
[8] 11-36a-302(3)

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. Where these revenues are not sufficient, the City may need to issue bonds or issue inter-fund loans to construct the proposed projects.

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.

A special bond election held on November 6, 2018 gave voter authorization to the City to issue up to $87 million in general obligation bonds to fund all or a portion of the costs of improving various streets and roads throughout the City and related infrastructure improvements. The current issuance is the first block of general obligation bonds of approximately $20 million. The City anticipates issuing the remaining authorization within the next 5-6 years. If a portion of bond proceeds from this general obligation bond are used to fund growth-related system improvements, the impact fees may need to be reevaluated to determine if a credit is necessary within the proportionate share analysis.

SECTION 5: PROPORTIONATE SHARE ANALYSIS

PROPOSED TRANSPORTATION IMPACT FEE

The transportation impact fee utilizes the New Facility – Plan Based Approach, which is based on a defined set of capital costs specified for future development. The proportionate share analysis determines the proportionate cost assignable to new development based on the proposed capital projects and the new growth served by the proposed projects. The total growth-related capital cost is $12,675,000. The analysis also considers the existing impact fee fund balance and applies an appropriate credit. In addition to the proposed new facilities, new development benefits from the existing transportation infrastructure already constructed. The inclusion of this buy-in, plus new facilities, would result in a maximum impact fee cost per trip as shown in **TABLE 5.1**.

TABLE 5.1: MAXIMUM IMPACT FEE COST PER TRIP

	VALUATION	% TO GROWTH	IMPACT FEE ALLOCATION	TRIPS	COST PER TRIP
Buy-In	$115,576,169	11%	$12,663,158	52,838	$240
Future Facilities	$157,664,768	8%	$12,675,000	52,838	$240
Impact Fee Fund Balance	($2,515,087)	100%	($2,515,087)	52,838	($48)
Professional Expense	$29,476	100%	$29,476	52,838	$1
Total	**$270,755,326**		**$22,852,547**		**$433**

The impact fee by land use type is illustrated in **TABLE 5.2**.

TABLE 5.2: IMPACT FEE SUMMARY BY LAND USE TYPE

LAND USE GROUP	ITE CODE	ITE LAND USE CATEGORY	PM PEAK VEHICLE TRIP RATE[1]	PASS BY ADJUSTMENT	NET NEW TRIPS	UNIT OF MEASURE	FEE PER UNIT LAND USE
Industrial	110	Light Industrial	0.63	0%	0.63	1,000 sq ft	$273
	30	Intermodal Truck Terminal	1.97	0%	1.97	1,000 sq ft	$853
	130	Industrial Park	0.40	0%	0.40	1,000 sq ft	$173
	140	Manufacturing	0.67	0%	0.67	1,000 sq ft	$290
	150	Warehouse	0.19	0%	0.19	1,000 sq ft	$82
Residential	210	Single family house	0.99	0%	0.99	dwelling	$429
	220	Multifamily Housing (Low-Rise)	0.56	0%	0.56	dwelling	$242
	221	Multifamily Housing (Mid-Rise)	0.44	0%	0.44	dwelling	$191
	222	Multifamily Housing (High-Rise)	0.36	0%	0.36	dwelling	$156
Mix Use Comm/Res	231	1st Floor Commercial; Mid-Rise Apts.	0.36	0%	0.36	dwelling	$156
	232	1st Floor Commercial; Mid-Rise Apts.	0.31	0%	0.31	dwelling	$134
Hotel	310	Hotel	0.60	0%	0.60	room	$260
	320	Motel	0.38	0%	0.38	room	$165
Recreation	444	Movie Theater	0.09	0%	0.09	seat	$39
	492	Health/Fitness Club	3.45	0%	3.45	1,000 sq ft	$1,494
Public Education	520	Public Elementary School	1.37	0%	1.37	1,000 sq ft	$593
	530	Public High School	0.97	0%	0.97	1,000 sq ft	$420
	550	University/College	1.17	0%	1.17	1,000 sq ft	$507
Office	710	General Office	1.15	0%	1.15	1,000 sq ft	$498
	715	1 Tenant Office	1.71	0%	1.71	1,000 sq ft	$740
	720	Medical/Dental Office	3.46	0%	3.46	1,000 sq ft	$1,498
Retail/Service	814	Variety Store	6.84	34%	4.51	1,000 sq ft	$1,955
	815	Free-Standing Discount Store	4.83	34%	3.19	1,000 sq ft	$1,380
	820	Shopping Center	3.81	34%	2.51	1,000 sq ft	$1,089
	840	Automobile Sales (New)	2.43	0%	2.43	1,000 sq ft	$1,052
	841	Automobile Sales (Used)	3.75	0%	3.75	1,000 sq ft	$1,624
	850	Supermarket	9.24	36%	5.91	1,000 sq ft	$2,561
	851	Convenience market-24 hr	49.11	51%	24.06	1,000 sq ft	$10,420
	881	Pharmacy/Drugstore with Drive-Through Window	10.29	49%	5.25	1,000 sq ft	$2,272
	912	Drive-In Bank	20.45	35%	13.29	1,000 sq ft	$5,756

LAND USE GROUP	ITE CODE	ITE LAND USE CATEGORY	PM PEAK VEHICLE TRIP RATE[1]	PASS BY ADJUSTMENT	NET NEW TRIPS	UNIT OF MEASURE	FEE PER UNIT LAND USE
Restaurant/Drinking	932	Restaurant: sit-down	9.77	43%	5.57	1,000 sq ft	$2,411
	934	Fast food, w/drive-up	32.67	50%	16.34	1,000 sq ft	$7,073
Auto Retail/Services	843	Auto Care Center	4.91	28%	3.54	1,000 sq ft	$1,531
	944	Gas station	14.03	42%	8.14	pump	$3,523
	945	Gas Station w/convenience	13.99	56%	6.16	pump	$2,665

1. ITE Trip Generation 10th Edition: 4-6 PM Peak Hour Vehicle Trip Generation Rates for the Adjacent Street Traffic (weekday 4-6PM); This Table represents only the most common uses and is NOT all-inclusive.

Land uses not identified in **TABLES 5.2** will be calculated based on the non-standard impact fee formula using the most recent Institute of Traffic Engineers (ITE) Trip Generation Manual statics of PM peak hour trips between the hours of 4-6pm and appropriate adjustment factors.

NON-STANDARD IMPACT FEES

The City reserves the right under the Impact Fees Act[9] 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:

Total Units x Estimate of PM Peak Hour Trips per Unit x Adjustment Factor x $433 = Impact Fee per Unit

[9] 11-36a-402(1)(c)

SECTION 6: IMPACT FEE CONSIDERATIONS

EQUITY OF IMPACT FEES

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

NECESSITY OF IMPACT FEES

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

CONSIDERATION OF ALL REVENUE SOURCES

The Impact Fees Act requires the proportionate share analysis to demonstrate that impact fees paid by new development are the most equitable method of funding growth-related infrastructure.

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 six years should be spent on those projects outlined in the IFFP as growth related costs to maintain the LOS. I**mpact fees collected as a buy-in to existing facilities can be allocated to the General Fund to repay the City for historic investment.**

GROWTH-DRIVEN EXTRAORDINARY COSTS

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

SUMMARY OF TIME PRICE DIFFERENTIAL

The Impact Fees Act allows for the inclusion of a time price differential to ensure that the future value of costs incurred at a later date are accurately calculated to include the costs of construction inflation. This analysis includes an inflation component to reflect the future cost of facilities. The impact fee analysis should be updated regularly to account for changes in costs estimates over time.

APPENDIX A: COMPARABLE DEVELOPMENT DATA

TABLE A.1: COMPARISON OF REAL-ESTATE DATA PROVIDED BY NEWMARK GRUBB ACRES

LAND USE	2010	2019	2024	2029	2010-2019	2019-2029
Residential Units						
Single Family	36,073	36,925	38,444	39,508	852	2,583
Multifamily	38,440	45,057	49,089	55,023	6,617	9,966
Vacant	6,211	6,610	6,588	6,756	399	146
Residential SF						
Single Family	66,807,196	68,385,100	71,198,288	72,885,380	1,577,904	4,500,280
Multifamily	41,861,160	49,067,073	53,457,921	58,960,494	7,205,913	9,893,421
Vacant	-	-	-	-	-	-
Commercial SF						
Retail	33,519,751	34,524,421	35,103,142	35,691,564	1,004,670	1,167,143
Office	29,136,838	30,395,712	31,053,536	31,725,597	1,258,874	1,329,885
Industrial	64,341,504	82,935,298	94,398,069	107,445,149	18,593,794	24,509,851

Source: Newmark Grubb Acres

APPENDIX B: WEIGHTED TRIP CALCULATIONS

TABLE B.1: INDUSTRIAL TRIP WEIGHTING

CODE	PROPERTY TYPE	TOTAL SF	ACREAGE	ITE LAND USE CODE	LAND USE	PEAK HOUR TRIP RATE[1]
200	Industrial / Other	686,618	300.66	110	General Light Industrial	0.63
202	Ind. Conversion	43,363	2.83	110	General Light Industrial	0.63
203	Industrial Mixed	1,178,908	143.30	130	Industrial Park	0.40
550	Ind - Light - Mfg	18,685,823	1,446.24	110	General Light Industrial	0.63
552	Ind - RE	1,507,351	233.23	110	General Light Industrial	0.63
554	Ind Heavy Mfg	551,295	86.76	140	Manufacturing	0.67
555	Ind Light Shell	42,430	4.91	140	Manufacturing	0.67
795	Ind Common Master	318,080	16.64	110	General Light Industrial	0.63
915	Associated Industrial	116,991	308.79	110	General Light Industrial	0.63
695	Condo Industrial	375,858	2.17	110	General Light Industrial	0.63
592	Distribution Whse	31,694,731	1,823.12	30	Intermodal Truck Terminal	1.97
593	Mini Warehouse	1,698,916	83.75	150	Warehousing	0.19
594	Storage Warehouse	10,992,039	746.21	150	Warehousing	0.19
595	Transit Warehouse	706,168	221.32	150	Warehousing	0.19
596	Discount Warehouse	721,300	67.51	150	Warehousing	0.19
558	Flex	5,210,753	384.56	130	Industrial Park	0.40
590	Office / Warehouse	3,445,102	350.92	130	Industrial Park	0.40
597		441,844	77.34	110	General Light Industrial	0.63
921		4,697	4.22	110	General Light Industrial	0.63
					Total Industrial sq. ft.	78,422,267
					Weighted Avg Trip Rate[1,3]	1.06

TABLE B.2: GENERAL COMMERCIAL TRIP WEIGHTING

Code	PROPERTY TYPE	TOTAL SF	ACREAGE	ITE LAND USE CODE	LAND USE	PEAK HOUR TRIP RATE[1]
500	Commercial / Other	1,010,721	91.80	820	Shopping Center	2.51
501	Building Salvage	45,263	9.98	820	Shopping Center	2.51
503	Retail Mixed	1,638,171	204.98	814	Variety Store	4.51
505	Conversion Other	24,585	0.65	820	Shopping Center	2.51
507	Retail Conversion	172,978	11.70	820	Shopping Center	2.51
510	Comm Imps in Res Zone	85,084	5.80	820	Shopping Center	2.51
513	Auto Service Center	170,240	11.00	843	Auto Care Center	3.54
514	Auto Dealership	1,031,045	88.31	840	Automobile Sales (New)	2.43
516	Used Car Lot	138,166	21.80	841	Automobile Sales (Used)	3.75
517	Bowling Alley	-	-	437	Bowling Alley	0.81
518	Car Wash	55,321	12.02	948	Automated Car Wash	14.2
520	Comm EV	474,713	411.10	820	Shopping Center	2.51
523	Convenience Store	263,708	81.22	851	Convenience market-24 hr	24.06
525	Drug Store	72,814	4.31	881	Pharmacy/Drugstore with Drive-Through Window	5.25
527	Day Care Center	58,720	4.04	565	Day Care Center	11.12
528	Department Store	370,856	1.23	875	Department Store	1.95
529	Discount Store	1,010,539	39.71	815	Free-Standing Discount Store	3.19
530	Laundromat	40,189	3.75	820	Shopping Center	3.81
536	Mini Lube	19,697	1.96	941	Quick Lubrication Vehicle Shop	8.7
537	Service Garage	2,155,632	516.60	942	Automobile Care Center	2.25
538	Storage Garage	2,827	0.35	151	Mini warehouse	0.17
539	Lounge	375,438	20.96	925	Drinking Place	11.36
540	Group Care Home	107,867	5.55	254	Assisted Living	0.48
548	Hotel - Limited	2,655,226	75.66	310	Hotel	0.0008
549	Hotel	6,947,639	198.60	310	Hotel	0.0008

Code	Property Type	Total SF	Acreage	ITE Land Use Code	Land Use	Peak Hour Trip Rate[1]
553	Health Club	169,749	4.46	492	Health/Fitness Club	1.31
556	Cold Storage	702,667	38.39	151	Mini warehouse	0.17
557	Loft	18,614	0.50	820	Shopping Center	3.81
559	Market	570,786	34.29	820	Shopping Center	3.81
561	Mortuary	126,988	8.15	444	Movie Theatre	0.09
562	Motel	324,694	14.00	320	Motel	0.0005
564	Bed and Breakfast	80,893	1.49	310	Hotel	0.0008
571	Reception Center	72,596	6.32	444	Movie Theatre	0.09
573	Restaurant	881,154	48.44	932	Restaurant: sit-down	9.77
574	Fast Food Restaurant	303,430	48.61	934	Fast food, w/drive-up	32.67
575	Retail Store	2,864,469	105.58	820	Shopping Center	3.81
576	Retirement Home	2,406,561	19.65	254	Assisted Living	0.48
577	School Private	193,188	10.04	520	Public Elementary School	1.37
578	Service Station	25,908	3.49	941	Quick Lubrication Vehicle Shop	8.70
581	Neighborhood Ctr	547,206	35.44	820	Shopping Center	3.81
582	Community Mall	1,801,883	63.85	875	Department Store	1.95
583	Regional Mall	620,721	3.85	875	Department Store	1.95
584	Retail Service	260,446	26.77	820	Shopping Center	3.81
585	Strip Center	986,807	62.92	820	Shopping Center	3.81
591	Theater	257,091	2.32	444	Movie Theatre	0.09
649	Condo Hotel	-	-	310	Hotel	0.0008
749	Hotel Comm Master	-	-	310	Hotel	0.0008
775	Retail Comm Master	2,660,905	21.85	820	Shopping Center	3.81
914	Associated Retail	12,922	92.73	820	Shopping Center	3.81
919		61,221	5.28	820	Shopping Center	3.81
920		1,696	7.72	820	Shopping Center	3.81
929	Comm Condo Storg Unt	3,230	0.19	820	Shopping Center	3.81
675	Condo Retail	798,614	0.84	820	Shopping Center	3.81
					Total Commercial sq. ft.	35,681,878
					Weighted Avg Trip Rate[1,3]	2.69

TABLE B.3: GENERAL OFFICE TRIP WEIGHTING

Code	Property Type	Total SF	Acreage	ITE Land Use Code	Land Use	Peak Hour Trip Rate[1]
506	Office Conversion	457,060	39.68	710	General Office	1.15
509	Office Mixed	205,579	3.75	710	General Office	1.15
515	Bank	434,573	29.90	912	Drive in Bank	13.29
524	Nursing Hospital	237,982	2.93	610	Hospital	0.97
535	Fraternal Building	20,294	0.95	710	General Office	1.15
547	Hospital	1,431,076	83.41	610	Hospital	0.97
560	Medical Office	1,443,873	156.20	720	Medical-Dental Office Building	3.46
566	Office	30,389,806	2,727.92	710	General Office	1.15
760	Office Comm Master	1,192,262	15.63	710	General Office	1.15
916	Associated Office	389,045	325.39	710	General Office	1.15
660	Condo Office	1,643,368	2.98	710	General Office	1.15
					Total Office sq. ft.	37,844,918
					Weighted Avg Trip Rate[1,3]	1.37

1. ITE Trip Generation 10th Edition: 4-6 PM Peak Hour Vehicle Trip Generation Rates for the Adjacent Street Traffic (weekday 4-6PM);
2. Source of land use quantities from LYRB: SLC Property Types.xlsx, received Dec. 2, 2019
3. Trip rate is weighted based on square footage of land use and associated trip rate, based on land use type

APPENDIX C: TRANSPORTATION CAPITAL IMPROVEMENT PLAN (EXCLUDING NORTHWEST QUADRANT/INLAND PORT)

Impact Fee Project List (2019-2028) - Engineering

ID	Construction Year	Project Name	Segment Start	Segment End	Estimated Cost	Inflated Cost	Eligibility (Travel Demand Attributable to SLC)[1]	Eligibility (Scope of Project)[2]	Composite Eligibility[3]	Eligible Project Amount
FY19_1	2019	1300 East Reconstruction	1300 South	2100 South	$10,080,000	$10,080,000	66%	10%	7%	$669,312
FY19_2	2019	900 South Reconstruction	950 East	1100 East	$800,000	$800,000	58%	10%	6%	$46,080
FY19_3	2019	500/700 South Street Improvements (Phase VI)	4600 West	5600 West	$7,530,000	$7,530,000	66%	10%	7%	$494,721
FY20_1	2020	Gladiola Street Reconstruction	900 South	California Avenue	$4,520,000	$4,655,600	66%	10%	7%	$305,873
FY20_2	2020	100 South Reconstruction	900 East	North Campus Drive	$3,000,000	$3,090,000	94%	10%	9%	$290,460
FY20_3	2020	700 West Reconstruction	2100 South	1600 South	$2,000,000	$2,060,000	75%	10%	8%	$155,118
FY20_4	2020	2700 South Reconstruction	Highland Drive	2000 East	$1,500,000	$1,545,000	83%	10%	8%	$128,235
FY20_5	2020	1700 North Overlay	2200 West	I-215 Overpass	$202,600	$208,678	-	-	-	-
FY20_6	2020	2200 West Overlay	470 North	600 North	$323,960	$333,679	-	-	-	-
FY21_1	2021	Gladiola Street Reconstruction	California Ave	Highway 201	$6,800,000	$7,214,120	66%	10%	7%	$473,968
FY21_2	2021	2100 South Reconstruction	700 East	1700 East	$7,500,000	$7,956,750	83%	10%	8%	$660,410
FY21_3	2021	300 West Reconstruction (Phase 1)	400 South	1300 South	$8,650,000	$9,176,785	75%	10%	8%	$691,012
FY21_4	2021	11th Avenue Overlay	Terrace Hills Drive	Virginia Street	$385,760	$409,253	-	-	-	-
FY21_5	2021	200 East Overlay	200 South	400 South	$490,960	$520,859	-	-	-	-
FY21_6	2021	300 South Overlay	West Temple	Main Street	$91,160	$96,712	-	-	-	-
FY21_7	2021	400 East Overlay	200 South	400 South	$434,680	$461,152	-	-	-	-
FY21_8	2021	600 East Overlay	200 South	400 South	$321,240	$340,804	-	-	-	-
FY21_9	2021	800 South Overlay	600 West	500 West	$197,320	$209,337	-	-	-	-
FY21_10	2021	900 East Overlay	200 South	500 South	$628,400	$666,670	-	-	-	-
FY21_11	2021	1700 South Overlay	1100 East	1200 East	$143,640	$152,388	-	-	-	-
FY22_1	2022	California Avenue Infill	4800 West	5600 West	$1,200,000	$1,311,272	66%	100%	66%	$865,440
FY22_2	2022	300 West Reconstruction (Phase 2)	1300 South	2100 South	$8,650,000	$9,452,089	75%	10%	8%	$711,742
FY22_3	2022	900 East Reconstruction	2700 South	Hollywood Avenue	$2,600,000	$2,841,090	66%	10%	7%	$188,648
FY22_4	2022	Amelia Earhart Drive Overlay	5600 West	Admiral Byrd Road	$184,200	$201,280	-	-	-	-
FY22_5	2022	Harold Gatty Drive Overlay	Challenger Road	Admiral Byrd Road	$184,200	$201,280	-	-	-	-
FY22_6	2022	Main Street Overlay	2100 South	Hartwell Avenue	$219,160	$239,482	-	-	-	-
FY22_7	2022	200 West Overlay	600 South	500 South	$137,120	$149,835	-	-	-	-
FY22_8	2022	2100 South Overlay	200 East	500 East	$416,560	$455,186	-	-	-	-
FY22_9	2022	2100 South Overlay	3480 West	3730 West	$282,400	$308,586	-	-	-	-
FY23_1	2023	500 East Reconstruction	2100 South	1700 South	$1,500,000	$1,688,263	83%	10%	8%	$140,126
FY23_2	2023	200 South Reconstruction	400 West	1000 East	$8,650,000	$9,735,651	94%	10%	9%	$915,151
FY23_3	2023	1300 East Reconstruction	2100 South	City Limit	$10,876,000	$12,241,034	66%	10%	7%	$812,805
FY23_4	2023	Emigration Canyon Road Overlay	Rotary Glen Park	City Limit	$473,080	$532,456	-	-	-	-
FY23_5	2023	200 South Overlay	1500 West	Navajo Street	$306,120	$344,541	-	-	-	-
FY23_6	2023	200 South Overlay	500 West	400 West	$328,320	$369,527	-	-	-	-
FY23_7	2023	400 South Overlay	1000 West	900 West	$206,680	$232,620	-	-	-	-
FY23_8	2023	700 East Overlay	South Temple	100 South	$331,040	$372,588	-	-	-	-
FY24_1	2024	Virginia Street Reconstruction	South Temple	11th Avenue	$1,300,000	$1,507,056	94%	10%	9%	$141,663
FY24_2	2024	300 North Reconstruction	400 West	1000 West	$1,600,000	$1,854,839	83%	10%	8%	$154,739
FY24_3	2024	600 North / 700 North Reconstruction	Wall Street	2200 West	$6,500,000	$7,535,281	83%	10%	8%	$628,629
FY24_4	2024	1100 East / Highland	Ramona Avenue	Warnock Avenue	$2,900,000	$3,361,895	66%	10%	7%	$223,230
FY24_5	2024	2000 East	Highland View Circle	Parleys Canyon Boulevard	$1,300,000	$1,507,056	83%	10%	8%	$125,086
FY24_6	2024	400 West Overlay	400 North	500 North	$220,080	$255,133	-	-	-	-
FY24_7	2024	500 South Overlay	500 East	600 East	$303,880	$352,280	-	-	-	-
FY24_8	2024	900 West Overlay	400 North	500 North	$123,120	$142,730	-	-	-	-
FY24_9	2024	900 East Overlay	900 South	800 South	$194,520	$225,502	-	-	-	-
FY24_10	2024	1300 South Overlay	600 East	700 East	$174,200	$201,946	-	-	-	-
FY24_11	2024	2100 South Overlay	2100 East	Berkley Street	$244,160	$283,048	-	-	-	-

Impact Fee Project List (2019-2028) - Engineering

ID	CONSTRUCTION YEAR	PROJECT NAME	SEGMENT START	SEGMENT END	ESTIMATED COST	INFLATED COST	ELIGIBILITY (TRAVEL DEMAND ATTRIBUTABLE TO SLC)[1]	ELIGIBILITY (SCOPE OF PROJECT)[2]	COMPOSITE ELIGIBILITY[3]	ELIGIBLE PROJECT AMOUNT
FY25_1	2025	900 South Reconstruction	900 West	900 East	$2,500,000	$2,985,131	58%	10%	6%	$171,944
FY25_2	2025	1700 East Reconstruction	2700 South	1700 South	$2,000,000	$2,388,105	66%	10%	7%	$158,570
FY25_3	2025	100 South Reconstruction	State Street	900 East	$4,740,000	$5,659,808	94%	10%	9%	$532,022
FY25_4	2025	1100 East Reconstruction	900 South	Ramona	$3,500,000	$4,179,183	66%	10%	7%	$277,498
FY25_5	2025	West Temple Reconstruction	400 South	North Temple	$4,000,000	$4,776,209	71%	10%	7%	$338,633
		TOTAL			**$123,744,560**	**$135,399,768**				**$10,301,114**

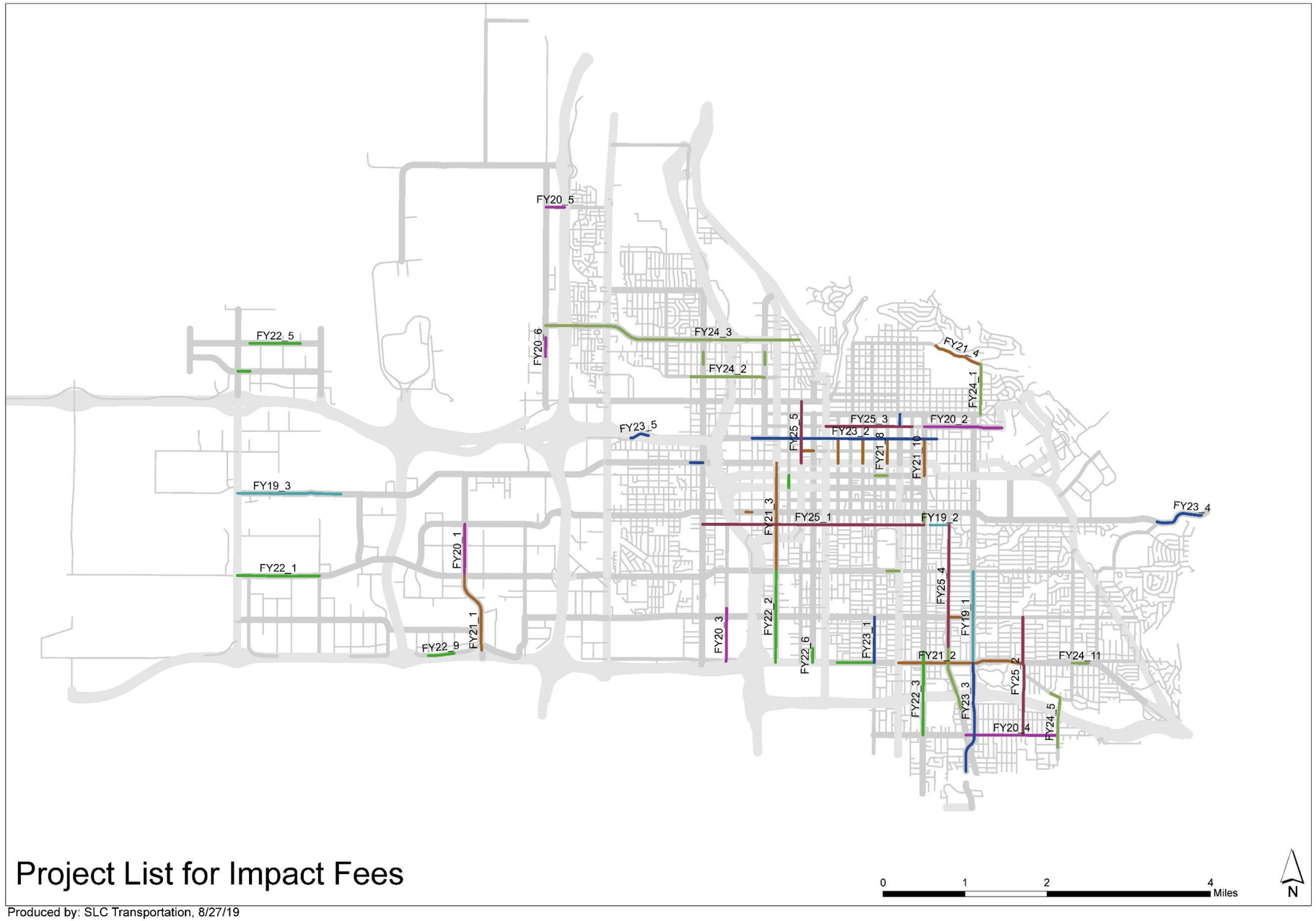
NOTES:
Project list and cost estimates from SLC Engineering. Note there are not projects listed for FY 2026-2029. Costs do not account for inflation.
Eligibility estimates from Fehr & Peers
1. Based on Select Link analysis (travel model) to determine proportion of roadway traffic that is locally oriented within SLC.
2. Estimated portion of the project costs that is not maintenance related. Cost relates to necessary multi-modal appurtenances under the City's Complete Streets ordinance. Based on historical experience, the average cost for complete streets elements comes out to about 10%.
3. Composite eligibility = (Eligibility based on Travel Demand) x (eligibility based on Project Scope)

Impact Fee Project List (2019-2028) - Transportation

		PROJECT NAME	NOTES	ESTIMATED COST	INFLATED COST	ELIGIBILITY (TRAVEL DEMAND ATTRIBUTABLE TO SLC)[4]	ELIGIBILITY (SCOPE OF PROJECT)[5]	COMPOSITE ELIGIBILITY[6]	ELIGIBLE PROJECT AMOUNT
	2019	Intersection upgrades	Upgrading key intersections to improve traffic flow and safety: roundabouts, new or upgraded traffic signals, etc. The 900 South/1100 East roundabout will cost about $500k. New traffic signals at one intersection costs about $250k.	$6,000,000	$6,000,000	75%	14%	10%	$629,467
	2019	Radar units for traffic signals	Increase usable capacity of intersections through improved technology. Radar units cost about $30k per intersection, allowing for installation on 150 intersections	$4,500,000	$4,500,000	75%	14%	10%	$472,100
	2019	Bus stops	Under the City's Complete Streets ordinance, these are necessary appurtenances within the street right of way. A new ADA compliant Bus stop costs about $15k-20k per stop, including flatwork and shelter. This money will allow us to build 25-30 bus stops over a 10-year period.	$500,000	$500,000	75%	14%	10%	$52,456
	2019	600 North safety enhancements	Improving safety for walking and biking within street right-of-way. "Life on State" pedestrian safety enhancements are estimated to cost approximately $750,000.	$750,000	$750,000	75%	14%	10%	$78,683
	2019	9-Line	Portion of path within the street right-of-way. The Cost estimate to add the central portion of the 9-Line onto the street reconstruction project came in at $5.3M. We received a County grant for $4.3M. $1.1M will fill that gap, plus a small contingency.	$1,100,000	$1,100,000	100%	14%	14%	$154,000
	2019	Ongoing bike and pedestrian safety enhancements	$600k/year for improving safety for walking and biking within street right-of-way. HAWK Beacons cost $150k, RRFBs are about $12k, bulb outs and median refuge islands are $20k-40k, raised crosswalks are about $8k. The average cost for major enhancements at a crosswalk come in around $100k per crossing, allowing up to 6 crosswalk projects per year for 10 years.	$6,000,000	$6,000,000	75%	14%	10%	$629,467
	2019	Folsom Trail	Supplemental funding for Folsom Trail needed to secure right-of-way to address gap in pathway alignment.	$3,415,000	$3,415,000	75%	14%	10%	$358,271
		TOTAL		**$22,265,000**	**$22,265,000**				**$2,374,444**

NOTES:
Project list and cost estimates from SLC Transportation. Costs do not account for inflation.
Eligibility estimates from Fehr & Peers
4. Based on Select Link analysis (travel model) to determine proportion of roadway traffic that is locally oriented within SLC. Since projects are not location specific, eligibility estimated based on average of corridor projects.
5. Estimated based on growth in peak hour trips (2019-2029).
6. Composite eligibility = (eligibility based on Travel Demand) x (eligibility based on Project Scope)

Figure C.1: IFFP Capital Project Map



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