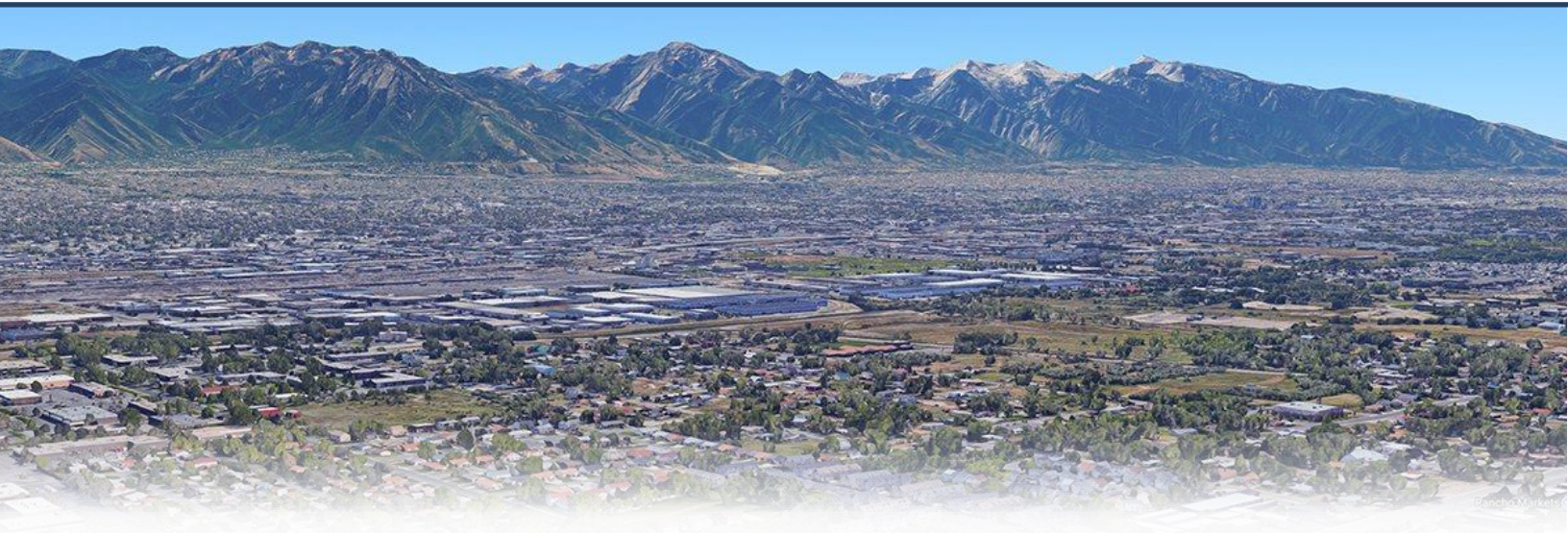


IMPACT FEE FACILITIES PLAN (IFFP)
FOR SERVICES RELATED TO PARKS & RECREATION, POLICE,
FIRE, & STORM WATER

IMPACT FEE ANALYSIS (IFA)
FOR SERVICES RELATED TO PARKS & RECREATION, POLICE,
FIRE, STORMWATER, & TRANSPORTATION

WEST VALLEY CITY, UT



MARCH 2021

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IMPACT FEE CERTIFICATION

IFFP CERTIFICATION

Lewis Young Robertson & Burningham, Inc. and West Valley City jointly certify that the Impact Fee Facilities Plan ("IFFP") prepared for parks and recreation, police, fire and stormwater 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.
WEST VALLEY CITY

IFA CERTIFICATION

Lewis Young Robertson & Burningham, Inc. certifies that the Impact Fee Analysis ("IFA") prepared for parks and recreation, police, fire, stormwater and 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.

DEFINITIONS

The following acronyms or abbreviations are used in this document:

AADT: Average Annual Daily Trips

AF: Acre Foot

HH: Household

IFA: Impact Fee Analysis

IFFP: Impact Fee Facilities Plan

LOS: Level of Service

LYRB: Lewis Young Robertson and Burningham, Inc.

SF: Square Feet

TAZ: Traffic Area Zone

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 West Valley City (the "City") fund necessary capital improvements for future growth. This document will address the future parks and recreation, police, fire and stormwater 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) for parks and recreation, police, fire, stormwater and transportation.

- ☞ **Impact Fee Service Area:** The Service Area for the parks and recreation, police, fire, and transportation impact fees include all areas within the City. **FIGURE 3.1** illustrates the proposed City-wide Service Area. The stormwater impact fees are being updated for the Riter, Westridge and Lee Creek Basin stormwater districts, as shown in **FIGURE 3.2**. The City also assesses an impact fee in the Lake Park stormwater service area. The impact fee for Lake Park stormwater district will remain unchanged. This document identifies the necessary future system improvements for the Service Area and Stormwater Service Area that will maintain the existing LOS into the future.
- ☞ **Demand Analysis:** The demand units utilized in this analysis include population and household growth, calls for service, acreage and trip generation. 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 throughout each section of this document. Through the inventory of existing facilities, combined with the growth assumptions, this analysis identifies the LOS, 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.
- ☞ **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 level of service. 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. This analysis calculates the buy-in component where applicable.
- ☞ **Outstanding Debt/Prior Financing Mechanisms:** The City issued the Series 2009 Franchise Tax Bonds to fund the fitness center; the Series 2013A Sales Tax Bond to fund public works and police related infrastructure; the Series 2016 Municipal Building Authority ("MBA") Bonds to fund a portion of fire related infrastructure; the Series 2016 Sales Tax Bonds to fund parks and recreation and police infrastructure; the Series 2017 MBA to fund a portion of parks and recreation and police infrastructure; and the Series 2019 MBA to fund a portion of parks and recreation, and public works infrastructure. The associated interest from these bonds is included in this analysis.
- ☞ **Capital Facilities Analysis:** Due to the projected new development and redevelopment within the City, additional capital improvements will be necessary as they relate to parks and recreation, fire, storm, and transportation infrastructure.
- ☞ **Funding of Future Facilities:** This analysis assumes future growth-related facilities will be funded through a combination of impact fee revenues and other funds. The analysis does not include future debt related expenses at this time.

SUMMARY OF CITY-WIDE IMPACT FEES

The impact fees proposed in this analysis will be assessed within the designated Service Areas. The table below summarizes the calculated impact fee for parks and recreation, fire, police, stormwater and transportation. Impact fees by detailed land-use types are shown in **TABLES 1.2-1.4**.

TABLE 1.1: SUMMARY OF MAXIMUM IMPACT FEE PER UNIT

	SINGLE FAMILY	MULTI-FAMILY	NON-RESIDENTIAL
Parks and Recreation	\$3,002	\$2,348	-
Fire	\$270	\$153	See Charts Below
Police	\$445	\$286	See Charts Below
Stormwater (Per Acre): Riter – Westridge – Lee Creek Basin Stormwater District	\$1,354	\$1,354	\$1,354
Stormwater (Per Acre): Lake Park Stormwater District	\$1,400	\$1,400	\$1,400
Transportation	\$426	See Charts Below	See Charts Below

TABLE 1.2: FIRE IMPACT FEE BY LAND USE TYPE

FIRE	UNIT	COST PER CALL	CALLS PER UNIT	TOTAL IMPACT FEE PER UNIT
Single Family Residential	Per Residential Unit	\$1,560	0.17	\$270
Multi-Family Residential	Per Residential Unit	\$1,560	0.10	\$153
Commercial	Per 1K SF of Building	\$1,884	0.16	\$292
Office	Per 1K SF of Building	\$1,884	0.21	\$389
Industrial	Per 1K SF of Building	\$1,884	0.02	\$35

TABLE 1.3: POLICE IMPACT FEE BY LAND USE TYPE

POLICE	UNIT	COST PER CALL	CALLS PER UNIT	TOTAL IMPACT FEE PER UNIT
Single Family Residential	Per Residential Unit	\$290	1.54	\$445
Multi-Family Residential	Per Residential Unit	\$290	0.99	\$286
Commercial	Per 1K SF of Building	\$290	2.07	\$599
Office	Per 1K SF of Building	\$290	0.80	\$233
Industrial	Per 1K SF of Building	\$290	0.18	\$53

TABLE 1.4: TRANSPORTATION IMPACT FEE BY LAND USE TYPE

Land Use Group	Unit of Measure ⁴	ITE Code	ITE Land Use Category	Average Daily Trip Rate	Pass By Adjustment	Net New Trips per Unit of Measure*	Fee per Unit Land Use
Industrial	1,000 sq ft	110	Light Industrial	4.96	0%	2.48	\$224
	1,000 sq ft	150	Warehouse	1.74	0%	0.87	\$79
	1,000 sq ft	151	Mini-Warehouse	1.51	0%	0.76	\$69
Residential	dwelling	210	Single Family House	9.44	0%	4.72	\$426
	dwelling	220	Multifamily Housing (Low-Rise)	7.32	0%	3.66	\$330
	dwelling	221	Multifamily Housing (Mid-Rise)	5.44	0%	2.72	\$245
Hotel	room	310	Hotel	8.36	0%	4.18	\$377
Recreational	1,000 sq ft	445	Multiplex Movie Theater	4.91	0%	2.46	\$222
Institutional	1,000 sq ft	520	Public Elementary School	19.52	0%	9.76	\$881
	1,000 sq ft	530	Public High School	14.07	0%	7.04	\$635
	1,000 sq ft	550	University/College	26.04	0%	13.02	\$1,175
	1,000 sq ft	560	Church	6.95	0%	3.48	\$314
	1,000 sq ft	565	Day Care	47.62	0%	23.81	\$2,149
Medical	1,000 sq ft	610	Hospital	10.72	0%	5.36	\$484
	1,000 sq ft	620	Nursing Home	6.64	0%	3.32	\$300
Office	1,000 sq ft	710	General Office	9.74	0%	4.87	\$440
	1,000 sq ft	720	Medical/Dental Office	34.80	0%	17.40	\$1,570
Retail/Service	1,000 sq ft	815	Free-Standing Discount Store	53.12	34%	17.53	\$1,582
	1,000 sq ft	820	Shopping Center	37.75	34%	12.46	\$1,124
	1,000 sq ft	840	Automobile Sales (New)	27.84	0%	13.92	\$1,256
	1,000 sq ft	841	Automobile Sales (Used)	27.06	0%	13.53	\$1,221
	1,000 sq ft	850	Supermarket	106.78	36%	34.17	\$3,084
	1,000 sq ft	851	Convenience Market-24 hr	762.28	51%	186.76	\$16,855
	1,000 sq ft	881	Pharmacy/Drugstore with Drive-Through Window	109.16	49%	27.84	\$2,513
	1,000 sq ft	912	Drive-In Bank	100.03	35%	32.51	\$2,934
	1,000 sq ft	843	Auto Parts Sales	55.34	28%	19.92	\$1,798
Restaurant/Drinking	1,000 sq ft	932	Restaurant: Sit-Down	112.18	43%	31.97	\$2,885
	1,000 sq ft	934	Fast Food, w/Drive-Up	470.95	50%	117.74	\$10,626

Source: ITE Trip Generation 10th Edition

This worksheet represents a selection of uses and is NOT all-inclusive.

*Average Daily Trips are adjusted by 50 percent to account for entering and existing trips.

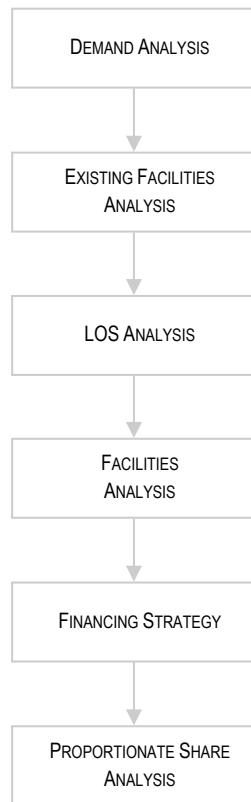
Non-Standard Impact Fees

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

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 an 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 level of service provided to existing development and ensure that the proposed impact fees maintain the existing level of service. The following elements are important considerations when completing an IFFP and IFA.

DEMAND ANALYSIS

The demand analysis serves as the foundation for the IFFP and 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 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" or LOS 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 level of service. 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 and Plan Based Approach.

GROWTH-DRIVEN (PERPETUATION OF EXISTING LOS)

The growth-driven method utilizes the existing level of service and perpetuates that level of service 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)

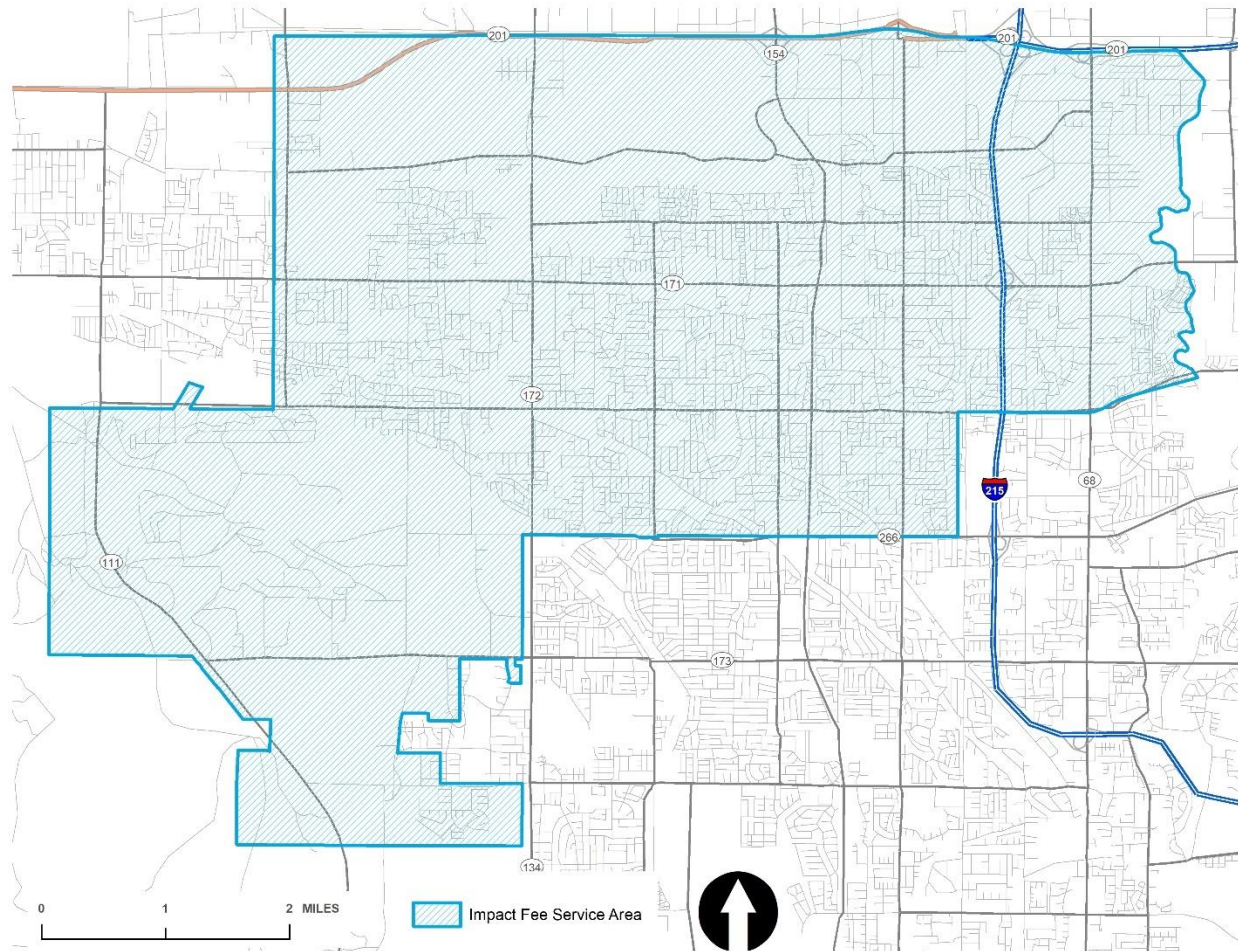
Impact fees can be calculated based on a defined set of capital costs specified for future development. The improvements are identified in a capital plan or impact fee facilities plan as growth-related system improvements. The total cost is divided by the total demand units the improvements are designed to serve. Under this methodology, it is important to identify the existing level of service and determine any excess capacity in existing facilities that could serve new growth. Impact fees are then calculated based on many variables centered on proportionality and level of service.

SECTION 3: OVERVIEW OF SERVICE AREA AND GENERAL DEMAND FIGURES

SERVICE AREAS

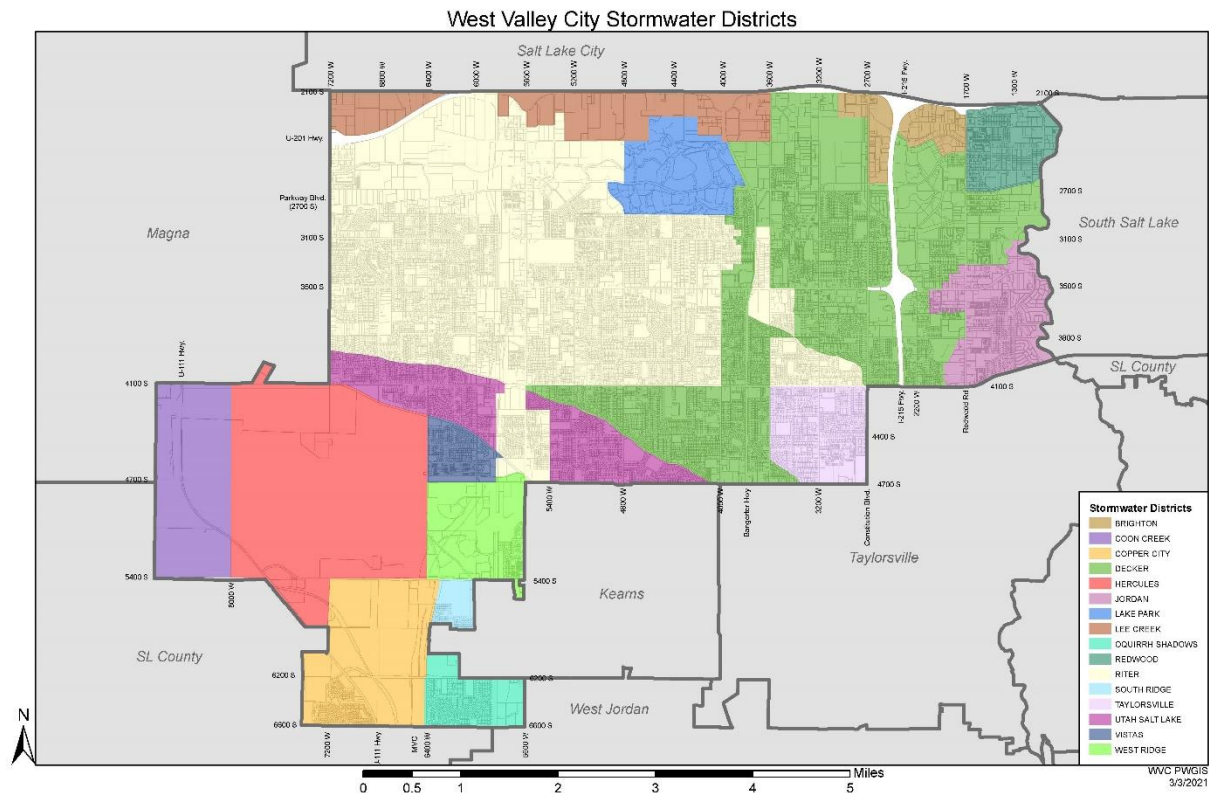
Utah Code requires the impact fee enactment to establish one or more service areas within which impact fees will be imposed.⁴ The Service Area for the future parks and recreation, police, fire and transportation impact fees includes all areas within the current municipal boundaries of the City, as shown in **FIGURE 3.1**. The stormwater impact fees are being updated for the Riter, Westridge and Lee Creek Basin stormwater district, as shown in **FIGURE 3.2**. The City also assesses an impact fee in the Lake Park stormwater service area. The impact fee for Lake Park stormwater district will remain unchanged. This document identifies the necessary future system improvements for the Service Area and Stormwater Service Area that will maintain the existing LOS into the future.

FIGURE 3.1: CITY-WIDE SERVICE AREA (PARKS AND RECREATION, POLICE, FIRE AND TRANSPORTATION)



⁴ UC 11-36a-402(1)(a)

FIGURE 3.2: STORMWATER SERVICE AREA



DEMAND ANALYSIS: EXISTING CONDITIONS

The demand units utilized in this analysis include population and household growth, calls for service, acres and trip generation. 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.

GENERAL DEMAND PROJECTIONS

As of 2019, the City's population was estimated at 139,019 based on a population analysis done by West Valley City for occupied housing units. The City analysis included details on unoccupied residential units. The inclusion of unoccupied housing units increases the potential 2019 population to 143,016.

TABLE 3.1: WEST VALLEY CITY ESTIMATED IFA POPULATION

	TOTAL HOUSING UNITS	% OF TOTAL	NOT COMPLETE	DEMOLISHED	COMPLETED UNITS	HH SIZE	POTENTIAL POPULATION
Single Family	28,054	66.90%	35	214	27,805	3.82	106,215
Multi-Family	11,702	27.90%	260	102	11,340	2.74	31,072
Mobile Home	2,183	5.20%	0	13	2,170	2.64	5,729
Total	41,939		295	329	41,315		143,016

Source: WVC January 2020 Population Projections Memo

For purposes of this IFA and to account for occupied and unoccupied residential units, the potential population was used and is included in TABLE 3.2 as IFA Population. The Wasatch Front Regional Council ("WFRC") compiles population projections based on Traffic Analysis Zones ("TAZ"), which was used to evaluate future growth trends specific to non-residential development. For purposes of this analysis, the impact fee population is anticipated to reach 151,081 within the 10-year planning horizon. This represents an increase of 8,065 people. In addition, the average fire and police calls, transportation trips, and acreage served by the storm system will also increase in the IFFP planning horizon, as shown in TABLE 3.2.

TABLE 3.2: DEMAND PROJECTIONS

Year	City Population	IFA Population	Average Fire Calls	Average Police Calls	Storm Acres
2019	139,019	143,016	11,793	137,707	7,253
2020	139,714	143,731	11,891	138,844	7,313
2021	140,413	144,449	11,989	139,991	7,373
2022	141,115	145,171	12,088	141,148	7,434
2023	141,820	145,897	12,188	142,314	7,495
2024	142,529	146,627	12,289	143,489	7,557
2025	143,242	147,360	12,390	144,674	7,620
2026	143,958	148,097	12,492	145,869	7,682
2027	144,678	148,837	12,596	147,074	7,746
2028	145,401	149,581	12,700	148,289	7,810
2029	146,128	150,329	12,804	149,514	7,874
2030	146,859	151,081	12,910	151,297	8,166
AAGR	0.50%	0.50%	0.83%	0.86%	1.08%
IFFP Growth	7,840	8,065	1,117	13,590	913

These figures differ slightly from the Transportation IFFP due to differences in the TAZ boundaries when compared to the municipal boundaries. A summary of projected transportation trips is provided by Parametrix as shown in **TABLE 3.3**. The demand projections above utilize data compiled by WFRC. **TABLE 3.4** illustrates the TAZ data for the City that was used to determine projected growth.

TABLE 3.3: TRANSPORTATION TRIP PROJECTIONS – CITY WIDE

	2019 TRIPS	2030 TRIPS	GROWTH
Total	994,207	1,114,698	120,491

Source: Parametrix, August 2019

TABLE 3.4: WFRC TAZ DATA

	2019				2030			
	Households	TAZ Population	Non-Residential SF	Employment	Households	TAZ Population	Non-Residential SF	Employment
Total	44,535	139,438	41,421,516	100,226	51,961	15,664	47,879,832	118,786

Existing Non-Residential SF is based on existing Salt Lake County Assessor's Data for non-residential parcels. Future Non-Residential SF was calculated using the 2019 Non-Residential SF per Employee of 403 (41,421,516/102,763) multiplied by the estimated 2030 Employment of 118,786.").

SECTION 4: PARKS AND RECREATION IFFP AND IFA

The purpose of this section is to address the park and recreation IFFP, with supporting IFA and to help the City plan for the necessary capital improvements for future growth. This section will address the future parks and recreation infrastructure needed to serve the City through the next ten years, as well as address the appropriate parks and recreation impact fees the City may charge to new growth to maintain the existing LOS.

DEMAND ANALYSIS

The specific demand unit used for the parks and recreation IFFP and IFA is population. As of 2019, the City's population was estimated at 139,019 based on a population analysis done by West Valley City for occupied housing units. The City analysis included details on unoccupied residential units. The inclusion of unoccupied housing units increases the potential 2019 population to 143,016. The impact fee population is anticipated to reach 151,081 within the 10-year planning horizon. This represents an increase of 8,065 people. In addition, the average fire and police calls, transportation trips, and acreage served by the storm system will also increase in the IFFP planning horizon, as shown below.

TABLE 4.1: POPULATION PROJECTIONS

YEAR	POPULATION	IFA POPULATION
2019	139,019	143,016
2020	139,714	143,731
2021	140,413	144,449
2022	141,115	145,171
2023	141,820	145,897
2024	142,529	146,627
2025	143,242	147,360
2026	143,958	148,097
2027	144,678	148,837
2028	145,401	149,581
2029	146,128	150,329
2030	146,859	151,081
Planning Horizon Increase	7,840	8,065

The future population in the City is used to determine the additional parks and recreation needs. The LOS standards for each type of improvement has been calculated, with a blended LOS determined for the future population, giving the City flexibility to provide future residents the types of improvements that are desired. If growth projections and land use change significantly in the future, the City will need to update the demand projections, the IFFP, and the impact fees.

EXISTING FACILITY INVENTORY AND EXCESS CAPACITY

The City's existing inventory for parks and recreation is shown in **TABLE 4.2**. See **APPENDIX A** for a detailed list of facilities and amenities. The City-owned acreage and estimated City-funded improvements illustrated below will be the basis for the LOS analysis discussed later in this section.

TABLE 4.2: PARK ASSETS SUMMARY

	CITY OWNED ACREAGE	EST. LAND VALUE	EST. IMPROV. VALUE
Active Parks	214.83	\$38,669,400	\$30,686,600
Undeveloped Land	101.61	\$18,288,900	\$0
Planned Facilities	16.43	\$2,957,400	\$0
Combined	332.87	\$59,915,700	\$30,686,600

LAND VALUATION

Current costs are used to determine the actual cost, in today's dollars, of duplicating the current LOS for future development in the City and does not reflect the value of the existing improvements within the City. For the purposes of this analysis, the cost to acquire new land is approximately \$180,000 per acre. This is based on land value details provided by the City.

MANNER OF FINANCING EXISTING PUBLIC FACILITIES

The City's existing parks and recreation infrastructure has been funded through a combination of General Fund revenues, bonds, grants, other governmental funds and donations. General Fund revenues include a mix of property taxes, sales taxes, federal and state grants, and any other available General Fund revenues. While the City has received some donations to fund parks and trails facilities, all park land and improvements funded through donations have been excluded in the impact fee calculations.

The City issued the Series 2009 Franchise Tax Bonds to fund the fitness center; the Series 2017 MBA to fund the fitness center; and the Series 2019 MBA to fund recreation facilities that will serve the community through buildout, including the fitness center, and parks administration building. The facilities funded by these bonds are not included in the calculation of the park value LOS

but included as a buy-in. The principal and interest associated with these bonds is shown below. The buy-in calculation includes the principal and interest values in the analysis, as the park LOS does not include either of these components.

TABLE 4.4: HISTORIC DEBT FINANCING

	Principal	Interest	Total	Fitness Center	Parks Building	Total
Series 2009 Franchise Tax	\$13,735,000	\$3,251,847	\$16,986,847	100%	-	\$16,986,847
Series 2017 MBA	\$30,155,000	\$25,774,934	\$55,929,934	2%	-	\$1,118,599
Series 2019 MBA	\$11,155,000	\$7,582,853	\$18,737,853	-	30%	\$5,621,356
Total						\$23,726,801

LEVEL OF SERVICE ANALYSIS

The LOS for this analysis is based on maintaining the existing level of investment in current parks and recreation amenities. The LOS consists of two components – the land value per capita and the improvement value per capita funded by the City (or the cost to purchase the land and make improvements in today's dollars), resulting in a total value per capita for parks and recreation. This approach uses current construction costs to determine the current value and allows the City to maintain the current LOS standard through the collection and expenditure of impact fees. **TABLE 4.5** below shows the LOS for parks and recreation within the Service Area. The LOS analysis is based on the estimated total household population from both occupied and unoccupied housing units, since park facilities have been constructed from impact fees collected on all housing units, including those that are unoccupied.

TABLE 4.5: LEVEL OF SERVICE SUMMARY

SUMMARY LOS (COST PER CAPITA)	LAND VALUE PER CAPITA	IMPROVEMENT VALUE PER CAPITA	TOTAL VALUE PER CAPITA
Active Parks	\$270	\$215	\$485
Undeveloped Land	\$128	\$0	\$128
Planned Facilities	\$21	\$0	\$21
Combined	\$419	\$215	\$634

Source: LYRB, West Valley City

The timing of construction for growth-related park facilities will depend on the rate of development and the availability of funding. For purposes of this analysis, a specific construction schedule is not required. The construction of park facilities can lag behind development without impeding continued development activity. This analysis assumes that construction of needed park facilities will proceed on a pay-as-you-go basis.

EXCESS CAPACITY

The City currently has excess capacity in fitness center and parks buildings which are designed to serve development through buildout. The calculation of the buy-in component is shown below, based on a buildout population of approximately 155,000.

TABLE 4.6: PARKS AND RECREATION BUY-IN CALCULATION

	ORIGINAL COST
Buy-In Components	\$23,726,801
Buildout Population Served	155,000
Buy-In per Capita	\$153

FUTURE CAPITAL FACILITIES ANALYSIS

Future planning for parks and recreation is an ongoing process based on the changes in population and community preference. The City will purchase and improve parks and recreation amenities to maintain the LOS defined in this document. Actual future improvements will be determined as development occurs and the opportunity to acquire and improve parks and recreation amenities arises. Impact fees will only be assessed to maintain the existing LOS.

Based on the expected changes in population over the planning horizon, the City will need to invest approximately \$5.1 million in parks, including amenities, to maintain the existing LOS as shown in **TABLE 4.7**. The City may invest in parks and recreation at a higher level; however, impact fees cannot be used to increase the existing LOS.

TABLE 4.7: ILLUSTRATION OF PARKS AND RECREATION INVESTMENT NEEDED TO MAINTAIN LOS

Park Type	Land Value Per Capita	Improvement Value Per Capita	Total Value Per Capita	Population Increase IFFP Horizon	Cost to Parks & Public Lands over IFFP Horizon
Active Parks	\$270	\$215	\$485	8,065	\$3,911,389
Undeveloped Land	\$128	\$0	\$128	8,065	\$1,031,418

Park Type	Land Value Per Capita	Improvement Value Per Capita	Total Value Per Capita	Population Increase IFFP Horizon	Cost to Parks & Public Lands over IFFP Horizon
Planned Facilities	\$21	\$0	\$21	8,065	\$166,785
Combined	\$419	\$215	\$634	8,065	\$5,109,592

The estimated future investment in **TABLE 4.7** excludes buy-in to existing facilities. Future investment may be used to acquire additional parks and recreation land and fund new park improvements and amenities or make improvements to existing park facilities to add capacity to the system. The following types of improvements may be considered:

- ☞ Land Acquisition
- ☞ Sod and Irrigation Improvements
- ☞ Pavilions
- ☞ Restrooms and other Parks and Recreation Buildings
- ☞ Picnic Tables
- ☞ Playgrounds
- ☞ Trailways/Walkways
- ☞ Volleyball Courts
- ☞ Tennis Courts
- ☞ Basketball Courts
- ☞ Other Recreational Courts and Facilities
- ☞ Baseball/Softball Field Facilities
- ☞ Multi-Purpose Fields
- ☞ Field Lighting
- ☞ Concession/ Buildings
- ☞ Parking
- ☞ Skate Parks
- ☞ Other Park and Recreation Amenities

SYSTEM VS. PROJECT IMPROVEMENTS

System improvements are defined as existing and future public facilities designed to provide services to 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 The Impact Fee Analysis may only include the costs of impacts on system improvements related to new growth within the proportionate share analysis. Only park facilities that serve the entire community are included in the LOS.

FINANCING STRATEGY & CONSIDERATION OF ALL REVENUE RESOURCES

The IFFP must also include a consideration of all revenue sources, including impact fees and the dedication (developer donated) 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

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.⁹ 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.¹⁰

In considering the funding of future facilities, the IFFP has identified the portion of each project that is intended to be funded by the City, as well as funding sources from other government agencies. The cost applied to the City includes growth and non-growth related projects. The capital projects that will be constructed to cure the existing system deficiencies will be funded through other 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. Typical funding resources are described below.

Property Tax Revenues: It is anticipated that the City will continue to utilize property tax revenues, as part of the total General Fund revenues, to maintain existing park facilities. Impact fee revenues will be a continual source of revenue to fund growth related improvements.

⁵ 11-36a-102(20)

⁶ 11-36a102(13)

⁷ UC 11-36a-302(2)

⁸ UC 11-36a-302(3)

⁹ 11-36a-302(2)

¹⁰ 11-36a-302(3)

Grants and Donations: The City does not anticipate any donations from new development for future system-wide capital improvements related to park facilities. A donor will be entitled to a reimbursement for the negotiated value of system improvements funded through impact fees if donations are made by new development. The City may receive grant monies to assist with park construction and improvements. This analysis has removed all funding that has come from federal grants and donations to ensure that none of those infrastructure items are included in the LOS. Therefore, the City's existing LOS standards have been funded by the City's existing residents. 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.

Impact Fee Revenues: Impact fees are an ideal mechanism for funding growth-related infrastructure. Impact fees are currently charged to ensure that new growth pays its proportionate share of the costs for the development of public infrastructure. Impact fee revenues can also be attributed to the future expansion of public infrastructure if the revenues are used to maintain an existing LOS. Increases to an existing LOS cannot be funded with impact fee revenues. An impact fee analysis is required to accurately assess the true impact of a particular user upon the City infrastructure and to prevent existing users from subsidizing new growth.

Future Debt Financing: In the event the City has not amassed sufficient impact fees in the future to pay for the construction of time sensitive or urgent capital projects needed to accommodate new growth, the City must look to revenue sources other than impact fees for funding. The Impact Fees Act allows for the costs related to the financing of future capital projects to be legally included in the impact fee. This allows the City to finance and quickly construct infrastructure for new development and reimburse itself later from impact fee revenues for the costs of issuing debt (i.e. interest costs). Future debt financing has not been considered in the calculation of the parks and recreation impact fee.

PROPOSED PARKS AND RECREATION IMPACT FEE

The calculation of the park impact fee is based on the growth-driven approach, which is based on the **growth** in residential demand. The growth-driven methodology 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).

PARKS AND RECREATION IMPACT FEE CALCULATION

Utilizing the estimated value per capita by park type and the value per capita to provide the same level of improvements, the total fee per capita is shown in **TABLE 4.8** below.

TABLE 4.8: ESTIMATE OF IMPACT FEE VALUE PER CAPITA

	PROPOSED LOS PER 1,000	LAND COST PER ACRE	IMPROVEMENT VALUE PER ACRE	TOTAL COST PER ACRE	PER 1,000 POPULATION	PER CAPITA
Active Parks	1.50	\$180,000	\$142,841	\$322,841	\$484,954	\$485
Undeveloped Land	0.71	\$180,000	\$0	\$180,000	\$127,881	\$128
Planned Facilities	0.11	\$180,000	\$0	\$180,000	\$20,679	\$21
Buy-In						\$153
Professional Expense						\$0.70
Estimated Impact Fee per Capita						\$788

Based on the per capita fee, the proposed impact fee per household is summarized in **TABLE 4.9**.

TABLE 4.9: PARK IMPACT FEE SCHEDULE

IMPACT FEE PER UNIT	PERSONS PER HH	LOS FEE PER HH	EXISTING FEE PER HH	% CHANGE
Single Family	3.81	\$3,002	\$2,285	31%
Multi-Family (Including Mobile Homes)	2.98	\$2,348	\$1,943	21%

Source: Household Size Figures Calculated from US Census 2019 American Community Survey 5-Year Estimates

NON-STANDARD IMPACT FEE

The proposed fees are based upon population growth. 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 park facilities.¹¹ This adjustment could result in a different impact fee if the City determines that a particular user may create a different impact than what is standard for its land use. The City may also decrease the impact fee if the developer can provide documentation, evidence, or other credible analysis that the proposed impact will be lower than what is proposed in this analysis. The formula for determining a non-standard impact fee is found below.

FORMULA FOR NON-STANDARD PARKS AND RECREATION IMPACT FEES:

Estimate Population per Unit x \$788 = Impact Fee per Unit

¹¹ 11-36a-402(1)(c)

SECTION 5: FIRE IFFP AND IFA

The purpose of this section is to address the Fire IFFP, with supporting IFA and to help the City plan for the necessary capital improvements for future growth. This section will address the future fire infrastructure needed to serve the City through the next ten years, as well as address the appropriate fire impact fees the City may charge to new growth to maintain the existing LOS.

According to Utah Code 11-36a-302, an impact fee facilities plan should consider the following:

- ☐ identify the existing LOS;
- ☐ establish a proposed LOS¹²;
- ☐ identify any excess capacity to accommodate future growth at the proposed LOS;
- ☐ identify demands placed upon existing public facilities by new development activity at the proposed LOS; and,
- ☐ identify the means by which the political subdivision or private entity will meet those growth demands.

The following sections identify the required IFFP elements and the resulting impact fee analysis.

DEMAND ANALYSIS

This element focuses on the specific demand unit related to fire services – calls for service.¹³ The demand analysis identifies the existing demand on public facilities and the future demand generated from new development. The demand analysis also provides projected annual growth in demand units over the planning horizon of the IFFP. Call data used to determine the average calls per unit for residential and non-residential development is from 2016-2018.

The three-year average annual call volume for the City was **11,793** calls for service. Of this total, **10,129** calls were geocoded and matched to specific land-uses to determine the existing LOS. **TABLE 5.1** illustrates the calls by land-use type. A review of existing businesses in the City shows a mix of business types. This suggests the call data is based on a variety of businesses that reflect a cross-section of the types of business that will likely continue to develop in the City.

TABLE 5.1: HISTORIC FIRE CALL DATA BY LAND USE CATEGORY

CALL ANALYSIS	SQUARE FEET	UNITS	CALLS
Single Family Residential	65,375,235	27,805	4,814
Multi-Family Residential	5,847,881	13,510	1,324
Commercial	8,113,518	8,114	1,259
Office	4,673,636	4,674	965
Industrial	20,967,020	20,967	392
Vacant	1,135,498	1,135	230
Agricultural/Forest/Mining	4,940	5	10
Schools	1,106,381	1,106	88
Exempt	2,654,455	2,654	339
Other	2,766,068	2,766	707
Total			10,129

In order to determine the demand placed upon existing public facilities by new development, this analysis projects the additional call volume that undeveloped land-uses will generate. An in-depth analysis using population data, and traffic area zone data collected by Wasatch Front Regional Council (WFRC) has been prepared to determine the undeveloped housing units and non-residential building square footage in each zoning category. **TABLE 5.2** illustrates the projected future fire calls based upon the number of historic calls within each land-use category. The City anticipates an additional 1,117 annual calls within the IFFP planning horizon. The total annual calls at build-out are expected to be approximately 12,782.

¹² When evaluating levels of service, the Code clarifies that a proposed level of service may diminish or equal the existing level of service, or exceed the existing level of service if, independent of the use of impact fees, the political subdivision or private entity provides, implements, and maintains the means to increase the existing level of service for existing demand within six years of the date on which new growth is charged for the proposed level of service; or establish a new public facility if, independent of the use of impact fees, the political subdivision or private entity provides, implements, and maintains the means to increase the existing level of service for existing demand within six years of the date on which new growth is charged for the proposed level of service. See Utah Code 11-36a-302(1)(c).

¹³ Fire call means a call that initiates the deployment of a fire/EMS apparatus and/or firefighters.

TABLE 5.2: FIRE CALL PROJECTIONS

CALL ANALYSIS	UNIT	CURRENT UNITS	CALLS TO LAND USE TYPE	CALL RATIO	IFFP INCREASE IN DEMAND UNITS	ADDITIONAL CALLS IN IFFP
Residential	Per Unit	41,315	6,138	0.15	2,544	378
Non-Residential	Per 1,000 SF	41,422	3,991	0.10	7,670	739
Total						1,117
Calls at Buildout						12,782

Calls at Buildout calculated based on the current per capita calls of 0.08 (11,793 total calls / 143,016 population) multiplied by a buildout population of 155,000.

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 facilities. 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. As shown in **TABLE 5.3**, there is a total of 70,566 eligible building square feet. The City's depreciation statements include a total original value of \$10,647,703, with outstanding interest of \$2,203,672.

TABLE 5.3: EXISTING FIRE FACILITIES

Facility	Location	Square Feet	Value
Station 71	4158 South 6400 West	6,446	
Station 72	4314 West 4100 South	11,935	
Station 73	2834 South Constitution BLVD.	15,600	
Station 74	5545 West 3100 South	17,511	
Station 75	3682 South 1950 West	7,890	
Station 76	5372 S. Upper Ridge Rd.	6,034	
Fire Department Administration Offices	3600 Constitution Boulevard	5,150	
Total Square Feet		70,566	
Base Value of Existing Facilities			\$10,647,703
Associated Interest			\$2,203,672
Total Value of Existing Facilities			\$12,851,375
Existing Apparatus over \$500K in Original Value			\$631,830

MANNER OF FINANCING EXISTING PUBLIC FACILITIES

The City's existing fire infrastructure has been funded through a combination of General Fund revenues and other governmental funds. General Fund revenues include a mix of property taxes, sales taxes, federal and state grants, and any other available General Fund revenues.

The City issued the Series 2019 MBA to fund improvements related to Fire Station 71, 72 and 76. The principal and interest associated with these bonds is shown below. The valuation of existing facilities shown above adds only the interest values in the analysis, as the base facility value includes the principal component.

TABLE 5.4: HISTORIC DEBT FINANCING

	PRINCIPAL	INTEREST	TOTAL	FIRE STATION 71	FIRE STATION 72	FIRE STATION 76	TOTAL (INTEREST ONLY)
Series 2016 MBA	\$30,750,000	\$10,038,951	\$40,788,951	6%	9%	7%	\$2,203,672
Total							\$2,203,672

LEVEL OF SERVICE (LOS) ANALYSIS

The LOS for purposes of this analysis is calls per development type. **TABLE 5.5** illustrates the existing level of service expressed in calls per development type.

TABLE 5.5: EXISTING FIRE LOS – CALLS BY LAND USE TYPE

CALL ANALYSIS	SQUARE FEET	UNITS	CALLS	LOS
Single Family Residential	65,375,235	27,805	4,814	0.17
Multi-Family Residential	5,847,881	13,510	1,324	0.10

CALL ANALYSIS	SQUARE FEET	UNITS	CALLS	LOS
Industrial	20,967,020	20,967	392	0.02
Commercial	8,113,518	8,114	1,259	0.16
Office	4,673,636	4,674	965	0.21
Vacant	1,135,498	1,135	230	0.20
Agricultural/Forest/Mining	4,940	5	10	2.02
Schools	1,106,381	1,106	88	0.08
Exempt	2,654,455	2,654	339	0.13
Other	2,766,068	2,766	707	0.26
Total			10,129	

As stated above, the three-year average annual call volume for the City was **11,793** calls for service. Of this total, **10,129** calls were geocoded and match to specific land-uses to determine the existing LOS. In addition, the City currently provides 5.98 facility SF per average fire call (70,566 facility SF / 11,793 average total fire calls).

EXCESS CAPACITY

The combination of existing and future facilities will be needed to serve existing and proposed development in the Service Area. As a result of this shared impact on existing and future facilities, this analysis uses a “fair share” methodology, allocating a proportionate value of existing and future facilities to new development. Under this approach, it is assumed that new development will benefit from existing and future facilities. As a result, future development will reimburse the City for a portion of existing facilities and new facilities. The portion of the impact fee related to existing facilities is considered a buy-in.

TABLE 5.6: FIRE EXCESS CAPACITY ANALYSIS

	SF	% IMPACT FEE ELIGIBLE	IMPACT FEE ELIGIBLE	DEMAND SERVED	10 YEAR DEMAND	10 YEAR DEMAND AS % OF TOTAL DEMAND SERVED	COST TO 10 YEAR
Existing Facilities	70,566	\$12,851,375	100%	12,782	1,117	9%	\$1,122,988
Existing Apparatus		\$631,830	100%	5,036	739	15%	\$92,723

FUTURE CAPITAL FACILITIES ANALYSIS

In order to determine the demand placed upon existing public facilities by new development, this analysis projects the additional call volume that undeveloped land-uses will generate. As shown in **TABLE 5.2**, the future fire/EMS calls are projected based upon the number of historic calls within general land-use categories. The call projections include calls to private land-uses within the Service Area only. Therefore, calls placed from public land-uses, including government buildings, parks, etc., calls that cannot be traced to identifiable land-uses, and calls outside of the Service Area have not been included in the LOS analysis. However, when estimating total calls through buildout, all calls are included to ensure facilities are allocated to all land-uses that benefit from these facilities. It is estimated that new development will increase total calls for services by 1,117 calls. If new development were to maintain the existing SF LOS, an additional 6,683 SF would be needed within the 10-year planning horizon. A combination of existing and future facilities will be needed to serve existing and proposed development in the Service Area. As a result of this shared impact on existing and future facilities, this analysis uses a “fair share” methodology, allocating a proportionate value of existing and future facilities to new development. Under this approach, it is assumed that new development will benefit from existing and future facilities.

TABLE 5.7: SF NEEDED TO MAINTAIN SF LOS

Existing SF	70,566
SF per Call	5.98
IFFP Calls	1,117
New SF Needed	6,683

The future growth within the Service Area will impact the City’s ability to provide adequate fire/EMS services throughout the Service Area. Future development will: 1) increase the calls for service; 2) affect acceptable response times based on expansion of the Service Area’s developed areas; and, 3) contribute to increased roadway congestion resulting in decreased response times.

The City will need to construct new facilities to mitigate the impacts of new development. Based on the square footage LOS, a total of 6,683 SF of fire facilities will be required in the next 10 years, as shown in **TABLE 5.7**. The City will construct an additional 20,000 SF of fire facilities in the next 10 years, which will serve the IFFP demand and demand beyond the 10-year planning horizon. **TABLE 5.8** provides cost details for fire facilities with construction anticipated during the planning horizon.

TABLE 5.8: FIRE FUTURE FACILITIES ANALYSIS

	SF PROJECTED	BUILDING COST	LAND COST	TOTAL COST	IF ELIGIBLE	COST TO IFA
New Fire Station	12,000	\$3,600,000	\$500,000	\$4,100,000	100%	\$4,100,000
New Warehouse	8,000	\$2,400,000	\$500,000	\$2,900,000	100%	\$2,900,000
Total	20,000	\$6,000,000	\$1,000,000	\$7,000,000		\$7,000,000
Future Apparatus		\$1,000,000	\$0	\$1,000,000	100%	\$1,000,000
Total	-	\$1,000,000	\$0	\$1,000,000		\$1,000,000

TABLE 5.8: FIRE FUTURE FACILITIES ANALYSIS (CONT.)

	COST TO IFA	DEMAND SERVED*	10 YEAR DEMAND	% OF TOTAL DEMAND SERVED	COST TO 10-YEAR DEMAND
New Fire Station	\$4,100,000	12,782	1,117	9%	\$358,269
New Warehouse	\$2,900,000	12,782	1,117	9%	\$253,410
Total	\$7,000,000				\$611,679
Future Apparatus	\$1,000,000	5,036	739	15%	\$146,753
Total	\$1,000,000				\$146,753

* Demand Served represents the total estimated calls served at buildout. This analysis assumes the combined existing and future facilities will be needed to serve existing and proposed development. This analysis proportionately allocates the existing and future facilities to both existing and new development.

SYSTEM VS. PROJECT IMPROVEMENTS

System improvements are defined as existing and future public facilities that are intended to provide services to service areas within the community at large.¹⁴ 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.¹⁵ The Impact Fee Analysis may only include the costs of impacts on system improvements related to new growth within the proportionate share analysis. Since fire services serve the entire community, the construction of fire safety buildings is considered system improvements.

FINANCING STRATEGY & CONSIDERATION OF ALL REVENUE RESOURCES

The IFFP must also include a consideration of all revenue sources, including impact fees and the dedication (developer donated) of system improvements, which may be used to finance system improvements.¹⁶ 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.¹⁷

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.¹⁸ 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.¹⁹

In considering the funding of future facilities, the IFFP has identified the portion of each project that is intended to be funded by the City, as well as funding sources from other government agencies. The cost applied to the City includes growth and non-growth related projects. The capital projects that will be constructed to cure the existing system deficiencies will be funded through other 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. Typical funding resources are described below.

Property Tax Revenues: A specific property tax is not specifically identified in this analysis as a funding source for fire capital projects, but inter-fund loans can be made from the General Fund, which will ultimately include some property tax revenues. Inter-fund loans may be repaid once sufficient impact fee revenues have been collected.

¹⁴ UC 11-36a-102(20)

¹⁵ UC 11-36a102(13)

¹⁶ UC 11-36a-302(2)

¹⁷ UC 11-36a-302(3)

¹⁸ 11-36a-302(2)

¹⁹ 11-36a-302(3)

Grants and Donations: Should the City receive grant money to fund fire facilities, the impact fees will need to be adjusted accordingly to reflect the grant monies received. A donor will be entitled to a reimbursement for the value of the improvements funded through impact fees if donations are made by new development.

Impact Fee Revenues: Impact fees are a valid mechanism for funding growth-related infrastructure. Impact fees are charged to ensure that new growth pays its proportionate share of the costs for the development of public infrastructure. Impact fee revenues can also be attributed to the future expansion of public infrastructure if the revenues are used to maintain an existing LOS. Increases to an existing LOS cannot be funded with impact fee revenues. An impact fee analysis is required to accurately assess the true impact of a particular user upon the City infrastructure and to prevent existing users from subsidizing new growth.

Debt Financing: In the event the City has not amassed sufficient impact fees in the future to pay for the construction of time sensitive or urgent capital projects needed to accommodate new growth, the City must look to revenue sources other than impact fees for funding. The Impact Fees Act allows for the costs related to the financing of future capital projects to be legally included in the impact fee. This allows the City to finance and quickly construct infrastructure for new development and reimburse itself later from impact fee revenues for the costs of issuing debt (i.e. interest costs). Future debt financing has not been considered in the calculation of the fire and impact fee.

PROPOSED FIRE IMPACT FEE

The fire impact fee is based on a “fair share” methodology, allocating a proportionate value of existing and future facilities to new development. Under this approach, it is assumed that new development will benefit from existing and future facilities. As a result, future development will reimburse the City for a portion of existing facilities and new facilities. The portion of the impact fee related to existing facilities is considered a buy-in. New development will also contribute proportionately to the funding of new facilities. The proposed impact fees are detailed in **TABLE 5.9** and **5.10**.

TABLE 5.9: PROPOSED FIRE IMPACT FEE

	ESTIMATED COST	IMPACT FEE ELIGIBLE	COST TO IMPACT FEES	% TO GROWTH	COST TO GROWTH	DEMAND SERVED	COST PER CALL
Facilities							
Existing Facilities	\$12,851,375	100%	\$12,851,375	9%	\$1,122,988	1,117	\$1,005
Future Facilities	\$7,000,000	100%	\$7,000,000	9%	\$611,679	1,117	\$548
Subtotal: Facilities	\$19,851,375		\$19,851,375		\$1,734,667		\$1,553
Apparatus (Non-Residential Only)							
Existing Fire Apparatus	\$631,830	100%	\$631,830	15%	\$92,723	739	\$125
Future Apparatus	\$1,000,000	100%	\$1,000,000	15%	\$146,753	739	\$199
Subtotal: Apparatus	\$1,631,830		\$1,631,830		\$239,476		\$324
Other							
Professional Expense	\$7,830	100%	\$7,830	100%	\$7,830	1,117	\$7
Subtotal: Other	\$7,830		\$7,830		\$7,830		\$7
					Residential		\$1,560
					Non-Residential		\$1,884

TABLE 5.10: PROPOSED FIRE IMPACT FEE BY LAND-USE TYPE

FIRE	UNIT	COST PER CALL	CALLS PER UNIT	TOTAL IMPACT FEE PER UNIT	EXISTING FEE	% CHANGE
Single Family Residential	Per Residential Unit	\$1,560	0.17	\$270.00	\$80.68	235%
Multi-Family Residential	Per Residential Unit	\$1,560	0.10	\$153.00	\$68.61	123%
Commercial	Per 1K SF of Building	\$1,884	0.16	\$292.00	\$181.14	61%
Office	Per 1K SF of Building	\$1,884	0.21	\$389.00	\$181.14	115%
Industrial	Per 1K SF of Building	\$1,884	0.02	\$35.00	\$181.14	-81%

NON-STANDARD FIRE IMPACT FEES

The City reserves the right under the Impact Fees Act to assess an adjusted fee that more closely matches the true impact that the land use will have upon fire facilities.²⁰ This adjustment could result in a different impact fee if the City determines that a particular user may create a different impact than what is standard for its land use. The City may also decrease the impact fee if the developer can provide documentation, evidence, or other credible analysis that the proposed impact will be lower than what is proposed in this analysis. The formula for determining a non-standard impact fee is found below.

FORMULA FOR NON-STANDARD FIRE IMPACT FEES:

Residential: Estimate of Annual Call Volume per Unit x \$1,560 = Impact Fee per Unit

Non-Residential: Estimate of Annual Call Volume per Unit x \$1,884 = Impact Fee per Unit

²⁰ UC 11-36a-402(1)(c)

SECTION 6: POLICE IFFP AND IFA

The purpose of this section is to address the Police IFFP, with supporting IFA and to help the City plan for the necessary capital improvements for future growth. This section will address the future police infrastructure needed to serve the City through the next ten years, as well as address the appropriate police impact fees the City may charge to new growth to maintain the existing LOS.

According to Utah Code 11-36a-302, an impact fee facilities plan should consider the following:

- ☐ identify the existing LOS;
- ☐ establish a proposed LOS²¹;
- ☐ identify any excess capacity to accommodate future growth at the proposed LOS;
- ☐ identify demands placed upon existing public facilities by new development activity at the proposed LOS; and,
- ☐ identify the means by which the political subdivision or private entity will meet those growth demands.

The following sections identify the required IFFP elements and the resulting impact fee analysis.

DEMAND ANALYSIS

This element focuses on the specific demand unit related to police services – calls for service.²² The demand analysis identifies the existing demand on public facilities and the future demand generated from new development. The demand analysis also provides projected annual growth in demand units over the planning horizon of the IFFP. Call data used to determine the average calls per unit for residential and non-residential development is from 2016-2018.

The three-year average annual call volume for the City was **137,707** calls for service. Of this total, **110,836** calls were geocoded and matched to specific land-uses to determine the existing LOS. A review of existing businesses in the City shows a mix of business types. This suggests the call data is based on a variety of businesses that reflect a cross-section of the types of business that will likely continue to develop in the City.

TABLE 6.1: HISTORIC POLICE CALL DATA BY LAND USE CATEGORY

CALL ANALYSIS	SQUARE FEET	UNITS	CALLS
Single Family Residential	65,375,235	27,805	42,738
Multi-Family Residential	5,847,881	13,510	13,361
Commercial	8,113,518	8,114	16,776
Office	4,673,636	4,674	3,757
Industrial	20,967,020	20,967	3,825
Vacant	1,135,498	1,135	1,832
Agricultural/Forest/Mining	4,940	5	22
Schools	1,106,381	1,106	742
Exempt	2,654,455	2,654	3,350
Other	2,766,068	2,766	24,434
Total			110,836

In order to determine the demand placed upon existing public facilities by new development, this analysis projects the additional call volume that undeveloped land-uses will generate. An in-depth analysis using population data and traffic area zone data collected by WFRC has been prepared to determine the undeveloped housing units and non-residential building square footage in each zoning category. **TABLE 6.2** illustrates the projected future police calls based upon the number of historic calls within each land-use category. The City anticipates an additional 13,590 annual calls within the IFFP planning horizon. The total annual calls at build-out are expected to be approximately 149,247.

²¹ When evaluating levels of service, the Code clarifies that a proposed level of service may diminish or equal the existing level of service, or exceed the existing level of service if, independent of the use of impact fees, the political subdivision or private entity provides, implements, and maintains the means to increase the existing level of service for existing demand within six years of the date on which new growth is charged for the proposed level of service; or establish a new public facility if, independent of the use of impact fees, the political subdivision or private entity provides, implements, and maintains the means to increase the existing level of service for existing demand within six years of the date on which new growth is charged for the proposed level of service. See Utah Code 11-36a-302(1)(c).

²² Fire call means a call that initiates the deployment of a fire/EMS apparatus and/or firefighters.

TABLE 6.2: POLICE CALL PROJECTIONS

CALL ANALYSIS	UNIT	CURRENT UNITS	CALLS TO LAND USE TYPE	CALL RATIO	IFFP INCREASE IN DEMAND UNITS	ADDITIONAL CALLS IN IFFP
Residential	Per Unit	41,315	56,099	1.36	2,544	3,454
Non-Residential	Per 1,000 SF	41,422	54,737	1.32	7,670	10,136
Total						13,590
Calls at Buildout						149,247

Calls at Buildout calculated based on the current per capita calls of 0.96 (137,707 total calls / 143,016 population) multiplied by a buildout population of 155,000.

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 facilities. 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. As shown in **TABLE 6.3**, there is a total of 86,328 eligible building square feet. The City's depreciation statements include a total original value of \$31,419,082 of existing police facilities. With applicable interest, the total value comes to \$45,685,249.

TABLE 6.3: EXISTING POLICE FACILITIES

FACILITY	VALUE
West Valley City Police Department SF	66,149
West Valley City Police Sub Station SF	7,129
West Valley City Police Warehouse SF	18,200
Total SF	91,478
Less Involuntary Incarceration	(5,150)
SF Included in IFFP	86,328
Base Value of Existing Facilities	\$31,419,082
Associated Interest	\$14,266,167
Total Value of Existing Facilities	\$45,685,249

MANNER OF FINANCING EXISTING PUBLIC FACILITIES

The City's existing police infrastructure has been funded through a combination of General Fund revenues and other governmental funds. General Fund revenues include a mix of property taxes, sales taxes, federal and state grants, and any other available General Fund revenues.

The City issued the Sales Tax Series 2013A, the Sales Tax Series 2016, and the MBA Series 2017. The principal and interest associated with these bonds is shown below. The valuation of existing facilities shown above adds only the interest values in the analysis, as the base facility value includes the principal component.

TABLE 6.4: HISTORIC DEBT FINANCING

	PRINCIPAL	INTEREST	TOTAL	PUBLIC SAFETY STORAGE	PUBLIC SAFETY BLDG.	PUBLIC SAFETY BLDG.	INTEREST ONLY
Sales Tax Series 2013A	\$5,880,000	\$1,055,129	\$6,935,129	20%	-	-	\$211,026
Sales Tax Series 2016	\$9,030,000	\$1,126,933	\$10,156,933	-	35%	-	\$394,427
MBA Series 2017	\$30,155,000	\$25,774,934	\$55,929,934	-	-	53%	\$13,660,715
Total							\$14,266,167

LEVEL OF SERVICE (LOS) ANALYSIS

The LOS for purposes of this analysis is calls per development type. **TABLE 6.5** illustrates the existing level of service expressed in calls per development type.

TABLE 6.5: EXISTING POLICE LOS – CALLS BY LAND USE TYPE

CALL ANALYSIS	SQUARE FEET	UNITS	CALLS	LOS
Single Family Residential	65,375,235	27,805	42,738	1.54
Multi-Family Residential	5,847,881	13,510	13,361	0.99
Commercial	8,113,518	8,114	16,776	2.07

CALL ANALYSIS	SQUARE FEET	UNITS	CALLS	LOS
Office	4,673,636	4,674	3,757	0.80
Industrial	20,967,020	20,967	3,825	0.18
Vacant	1,135,498	1,135	1,832	1.61
Agricultural/Forest/Mining	4,940	5	22	4.45
Schools	1,106,381	1,106	742	0.67
Exempt	2,654,455	2,654	3,350	1.26
Other	2,766,068	2,766	24,434	8.83
Total			110,836	

As stated above, the three-year average annual call volume for the City was **137,707** calls for service. Of this total, **110,836** calls were geocoded and match to specific land-uses to determine the existing LOS. In addition, the City currently provides 0.63 facility SF per average police call (86,328 facility SF / 137,707 average total police calls).

EXCESS CAPACITY

The City is not planning any additional police facilities in the IFFP planning horizon. Existing facilities will serve existing and proposed development in the Service Area. As a result of this shared impact on existing facilities, this analysis uses a “fair share” methodology, allocating a proportionate value of existing facilities to new development. As a result, future development will reimburse the City for a portion of existing facilities and new facilities. The portion of the impact fee related to existing facilities is considered a buy-in.

TABLE 6.6: POLICE EXCESS CAPACITY ANALYSIS

	SF	% IMPACT FEE ELIGIBLE	IMPACT FEE ELIGIBLE	DEMAND SERVED	10 YEAR DEMAND	10 YEAR DEMAND AS % OF TOTAL DEMAND SERVED	COST TO 10 YEAR
Existing Facilities	86,328	94%	\$43,113,275	149,247	13,590	9%	\$3,925,700

FUTURE CAPITAL FACILITIES ANALYSIS

The City is not anticipating the construction of new facilities.

SYSTEM VS. PROJECT IMPROVEMENTS

System improvements are defined as existing and future public facilities that are intended to provide services to service areas within the community at large.²³ 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.²⁴ The Impact Fee Analysis may only include the costs of impacts on system improvements related to new growth within the proportionate share analysis. Since police services serve the entire community, the construction of police safety buildings is considered system improvements.

FINANCING STRATEGY & CONSIDERATION OF ALL REVENUE RESOURCES

The IFFP must also include a consideration of all revenue sources, including impact fees and the dedication (developer donated) of system improvements, which may be used to finance system improvements.²⁵ 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.²⁶

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.²⁷ 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.²⁸

²³ UC 11-36a-102(20)

²⁴ UC 11-36a102(13)

²⁵ UC 11-36a-302(2)

²⁶ UC 11-36a-302(3)

²⁷ 11-36a-302(2)

²⁸ 11-36a-302(3)

In considering the funding of future facilities, the IFFP has identified the portion of each project that is intended to be funded by the City, as well as funding sources from other government agencies. The cost applied to the City includes growth and non-growth related projects. The capital projects that will be constructed to cure the existing system deficiencies will be funded through other 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. Typical funding resources are described below.

Property Tax Revenues: A specific property tax is not specifically identified in this analysis as a funding source for police capital projects, but inter-fund loans can be made from the General Fund, which will ultimately include some property tax revenues. Inter-fund loans may be repaid once sufficient impact fee revenues have been collected.

Grants and Donations: Should the City receive grant money to fund police facilities, the impact fees will need to be adjusted accordingly to reflect the grant monies received. A donor will be entitled to a reimbursement for the value of the improvements funded through impact fees if donations are made by new development.

Impact Fee Revenues: Impact fees are a valid mechanism for funding growth-related infrastructure. Impact fees are charged to ensure that new growth pays its proportionate share of the costs for the development of public infrastructure. Impact fee revenues can also be attributed to the future expansion of public infrastructure if the revenues are used to maintain an existing LOS. Increases to an existing LOS cannot be funded with impact fee revenues. An impact fee analysis is required to accurately assess the true impact of a particular user upon the City infrastructure and to prevent existing users from subsidizing new growth.

Debt Financing: In the event the City has not amassed sufficient impact fees in the future to pay for the construction of time sensitive or urgent capital projects needed to accommodate new growth, the City must look to revenue sources other than impact fees for funding. The Impact Fees Act allows for the costs related to the financing of future capital projects to be legally included in the impact fee. This allows the City to finance and quickly construct infrastructure for new development and reimburse itself later from impact fee revenues for the costs of issuing debt (i.e. interest costs). Future debt financing has not been considered in the calculation of the police impact fee.

PROPOSED POLICE IMPACT FEE

The police impact fee is based on a "fair share" methodology, allocating a proportionate value of existing and future facilities to new development. Under this approach, it is assumed that new development will benefit from existing and future facilities. As a result, future development will reimburse the City for a portion of existing facilities and new facilities. The portion of the impact fee related to existing facilities is considered a buy-in. New development will also contribute proportionately to the funding of new facilities. The proposed impact fees are detailed in TABLES 6.7 and 6.8.

TABLE 6.7: PROPOSED POLICE IMPACT FEE

	ESTIMATED COST	IMPACT FEE ELIGIBLE	COST TO IMPACT FEES	% TO GROWTH	COST TO GROWTH	DEMAND SERVED	COST PER CALL
Facilities							
Existing Facilities	\$45,685,249	94%	\$43,113,275	9%	\$3,925,700	13,590	\$289.00
Professional Expense	\$7,830	100%	\$7,830	100%	\$7,830	13,590	\$0.58
Subtotal: Facilities	\$45,693,079		\$43,121,105		\$3,933,530		\$289.58

TABLE 6.8: PROPOSED POLICE IMPACT FEE BY LAND-USE TYPE

POLICE	UNIT	COST PER CALL	CALLS PER UNIT	TOTAL IMPACT FEE PER UNIT	EXISTING FEE	% CHANGE
Single Family Residential	Per Residential Unit	\$290	1.54	\$445.00	\$188.44	136%
Multi-Family Residential	Per Residential Unit	\$290	0.99	\$286.00	\$160.25	78%
Commercial	Per 1K SF of Building	\$290	2.07	\$599.00	\$282.05	112%
Office	Per 1K SF of Building	\$290	0.80	\$233.00	\$282.05	-17%
Industrial	Per 1K SF of Building	\$290	0.18	\$53.00	\$282.05	-81%

NON-STANDARD POLICE IMPACT FEES

The City reserves the right under the Impact Fees Act to assess an adjusted fee that more closely matches the true impact that the land use will have upon police facilities.²⁹ This adjustment could result in a different impact fee if the City determines that a particular user may create a different impact than what is standard for its land use. The City may also decrease the impact fee if the developer can provide documentation, evidence, or other credible analysis that the proposed impact will be lower than what is proposed in this analysis. The formula for determining a non-standard impact fee is found below.

FORMULA FOR NON-STANDARD POLICE IMPACT FEES:

Estimate of Annual Call Volume per Unit x \$290 = Impact Fee per Unit

²⁹ UC 11-36a-402(1)(c)

SECTION 7: STORMWATER IFFP AND IFA

The purpose of this section is to address the Stormwater IFFP, with supporting IFA and to help the City plan for the necessary capital improvements for future growth. This section will address the future stormwater infrastructure needed to serve the City through the next ten years, as well as address the appropriate stormwater impact fees the City may charge to new growth to maintain the existing LOS.

According to Utah Code 11-36a-302, an impact fee facilities plan should consider the following:

- ☐ identify the existing LOS;
- ☐ establish a proposed LOS³⁰;
- ☐ identify any excess capacity to accommodate future growth at the proposed LOS;
- ☐ identify demands placed upon existing public facilities by new development activity at the proposed LOS; and,
- ☐ identify the means by which the political subdivision or private entity will meet those growth demands.

The following sections identify the required IFFP elements and the resulting impact fee analysis.

DEMAND ANALYSIS AND SERVICE AREA

The unit of analysis in this study is the total amount of acres in the stormwater service area described in **FIGURE 3.2**, which only contains the Westridge, Riter and Leek Creek Basin areas. The demand used in this analysis will be the total amount of undeveloped acres in the service area, or 913 acres. This is approximately 13 percent of the total service area. The totals can be seen in **TABLE 7.1**.

TABLE 7.1: BASIN AREA SUMMARY OF UNDEVELOPED LAND

Basin Area Summary	Total Area in Basins (Acres)	Total City Area	Total Undeveloped in Basin	Percent Undeveloped
Westridge Area	698	-	51	7%
Riter Basin Area	6,555	-	863	13%
Lee Creek Area	217	-	217	100%
Total	7,469	23,170	1,130	15%

The Stormwater Service Area for this analysis includes only the Riter, Westridge and Lee Creek Basin Storm Districts, as shown in **FIGURE 3.2**. All other storm district impact fees will remain unchanged.

LEVEL OF SERVICE STANDARDS

Impact fees cannot be used to finance an increase in the LOS to current or future users of capital improvements. Therefore, it is important to identify the storm LOS to ensure that the new capacities of projects financed through impact fees do not exceed the established standard. The IFFP identifies the existing LOS for collection and treatment. According to the Impact Fee Act, the proposed LOS may diminish or equal the existing LOS.

The methodology in determining what storm drain facilities will be required is based on standard engineering practices that are widely used in the industry. In general terms, the developer is expected to pay for the infrastructure to collect and detain the runoff generated in the 10-year return frequency storm.

According to the City, stormwater is based off a controlled release and retention system on a per acre basis. Therefore, future capital projects will serve both existing and new development and the impact fee is assessed per acre. To maintain the same LOS for dealing with the 10-year return frequency storm the projects in this IFFP are proposed. Project costs for future improvements will be allocated based on a percentage of undeveloped acres.

³⁰ When evaluating levels of service, the Code clarifies that a proposed level of service may diminish or equal the existing level of service, or exceed the existing level of service if, independent of the use of impact fees, the political subdivision or private entity provides, implements, and maintains the means to increase the existing level of service for existing demand within six years of the date on which new growth is charged for the proposed level of service; or establish a new public facility if, independent of the use of impact fees, the political subdivision or private entity provides, implements, and maintains the means to increase the existing level of service for existing demand within six years of the date on which new growth is charged for the proposed level of service. See Utah Code 11-36a-302(1)(c).

EXCESS CAPACITY AND EXISTING FACILITIES

The intent of the equity buy-in component is to recover the costs of the unused capacity in existing infrastructure from new development. While the storm drain system may have excess capacity in individual lines, it was determined that system-wide excess capacity is minimal or too difficult to evaluate. As a result, the City has chosen to exclude a buy-in portion within the calculation of the impact fee. The only exception to this is the Riter Canal Detention Basin, as shown below.

TABLE 7.2: COST SUMMARY OF RITER CANAL DETENTION BASIN COSTS

	UNITS	PER UNIT COST	COST
Excavation	160,000 CY	\$12/CY	\$1,920,000
Control Structure	1 Lump Sum	\$150,000	\$150,000
Landscaping	32 acres	\$20,000/ac	\$640,000
Land Acquisition	32 acres	\$90,000/ac	\$2,880,000
Total			\$5,590,000.00

MANNER OF FINANCING EXISTING PUBLIC FACILITIES

The City has funded its existing capital infrastructure through a combination of different revenue sources, including general utility fund revenues, the issuance of debt, and revenues received from other governmental agencies. This analysis has removed all funding that has come from federal grants and donations from non-resident citizens to ensure that none of those infrastructure items are included in the level of service. None of the outstanding debt is for the city's stormwater system.

FUTURE CAPITAL FACILITIES ANALYSIS

The estimated costs attributed to new growth were analyzed based on existing development versus future development needs. From this analysis, a portion of future development costs were attributed to new growth and included in this impact fee analysis. Capital projects related to curing existing deficiencies were not included in the calculation of the impact fees. The costs of projects related to curing existing deficiencies cannot be funded through impact fees. The main projects needed to maintain LOS for new developments in the service area include new lengths of pipe along main streets and the Riter Canal detention basin described above. Total future project costs equate to \$4,463,055. A summary is shown in TABLE 7.3.

TABLE 7.3: COST SUMMARY OF FUTURE IMPROVEMENTS

	RUN NAME	FROM	TO	PIPE SIZE	PIPE LENGTH	UNIT PRICE	TOTAL	COST
Basin Name:	R5							
OHB4	7200 West	3615 S	3563 S	24 inch	550	\$165.00	\$90,750.00	
Total								\$90,750.00
Basin Name:	R6							
OHB5	6800 West	3720 S	3500 S	24 inch	1,980	\$165.00	\$326,700.00	
Total								\$326,700.00
Basin Name:	R7							
BC6	6400 West	Parkway Blvd.	Riter Canal	60 inch	1,345	\$375.00	\$504,375.00	
BA11	6400 West	3500 S	3270 S	36 inch	660	\$235.00	\$155,100.00	
OHB2	6400 West	3888 S	3800 S	24 inch	416	\$165.00	\$68,640.00	
BB5	Parkway Blvd	5800 W	6400 W	24 inch	3,500	\$165.00	\$577,500.00	
BA5	Parkway Blvd	6600 W	6400 W	18 inch	1,400	\$145.00	\$203,000.00	
Total								\$1,508,615.00
Basin Name:	R8							
WHB6	6400 West	3750 S	3643 S	24 inch	672	\$165.00	\$110,880.00	
WHB10	6400 West	3887 S	3771 S	18 inch	1,118	\$145.00	\$162,110.00	
BB9	6000 West	3500 S	3400 S	36 inch	635	\$235.00	\$149,225.00	
Total								\$422,215.00
Basin Name:	R10							
SA6	5400 West	3600 S	3400 S	30 inch	1,340	\$210.00	\$281,400.00	
Total								\$281,400.00
Basin Name:	R12							
SB5	5100 West	3635 S	3500 S	36 inch	1,175	\$235.00	\$276,125.00	
Total								\$276,125.00

	RUN NAME	FROM	TO	PIPE SIZE	PIPE LENGTH	UNIT PRICE	TOTAL	COST
Riter Canal Overflow to Lee Creek								
Overflow Structure on Riter Canal		1 Lump Sum	\$300,000.00				\$300,000.00	
Riter to Lee Overflow	36 inch	5350 ft	\$235.00				\$1,257,250.00	
Total								\$1,557,250.00

SYSTEM VS. PROJECT IMPROVEMENTS

System improvements are defined as existing and future public facilities that are intended to provide services to service areas within the community at large.³¹ 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.³² The Impact Fee Analysis may only include the costs of impacts on system improvements related to new growth.

FINANCING STRATEGY & CONSIDERATION OF ALL REVENUE RESOURCES

The IFFP must also include a consideration of all revenue sources, including impact fees and the dedication (developer donated) of system improvements, which may be used to finance system improvements.³³ 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.³⁴

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.³⁵ 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.³⁶

In considering the funding of future facilities, the IFFP has identified the portion of each project that is intended to be funded by the City, as well as funding sources from other government agencies. The cost applied to the City includes growth and non-growth related projects. The capital projects that will be constructed to cure the existing system deficiencies will be funded through other 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. Typical funding resources are described below.

Storm Water Enterprise Fund: The City assesses a stormwater utility fee for the management and maintenance of the stormwater system. This revenue serves as the primary funding source for stormwater operations and maintenance as well as capital projects. Impact fee eligible projects may be funded or partially funded with utility rate revenues. Impact fee revenues can reimburse any stormwater utility rate revenues used for impact fee eligible projects.

Grants and Donations: Should the City receive grant money to fund stormwater facilities, the impact fees will need to be adjusted accordingly to reflect the grant monies received. A donor will be entitled to a reimbursement for the value of the improvements funded through impact fees if donations are made by new development.

Impact Fee Revenues: Impact fees are a valid mechanism for funding growth-related infrastructure. Impact fees are charged to ensure that new growth pays its proportionate share of the costs for the development of public infrastructure. Impact fee revenues can also be attributed to the future expansion of public infrastructure if the revenues are used to maintain an existing LOS. Increases to an existing LOS cannot be funded with impact fee revenues. An impact fee analysis is required to accurately assess the true impact of a particular user upon the City infrastructure and to prevent existing users from subsidizing new growth. Impact fees will be needed to cover the growth-related costs identified in this analysis.

Debt Financing: In the event the City has not amassed sufficient impact fees in the future to pay for the construction of time sensitive or urgent capital projects needed to accommodate new growth, the City must look to revenue sources other than impact

³¹ UC 11-36a-102(20)

³² UC 11-36a102(13)

³³ UC 11-36a-302(2)

³⁴ UC 11-36a-302(3)

³⁵ 11-36a-302(2)

³⁶ 11-36a-302(3)

fees for funding. The Impact Fees Act allows for the costs related to the financing of future capital projects to be legally included in the impact fee. This allows the City to finance and quickly construct infrastructure for new development and reimburse itself later from impact fee revenues for the costs of issuing debt (i.e. interest costs). Future debt financing has not been considered in the calculation of the stormwater impact fee.

PROPOSED STORMWATER IMPACT FEE

Impact fees can be calculated based on a defined set of costs specified for future development. The improvements are identified in a capital plan as growth related projects. The total project costs are divided by the total demand units the projects are designed to serve. Impact fees are then calculated based on many variables centered on proportionality share and level of service.

Since the stormwater system uses a controlled release and retention system new development improvements will benefit the whole system. Therefore, new development will bear the burden of all the cost of new stormwater infrastructure, but a proportionate share based on the remaining undeveloped acreage in the service area. The proposed impact fee is \$1,354 per acre as shown in **TABLE 7.4**. The Stormwater Service Area for this analysis includes only the Riter, Westridge and Lee Creek Basin Storm Districts, as shown in **FIGURE 3.2**. All other storm district impact fees will remain unchanged.

TABLE 7.4: IMPACT FEE PER ACRE FOR RITER, WESTRIDGE AND LEE CREEK BASINS

Basin Wide Cost of Improvements (Buy-In and Future Facilities)	\$10,053,055.00	See Table 7.2 and 7.3
Total Acres in Basin	7,469	See Table 7.1
Undeveloped Acres in Basin	1,130	See Table 7.1
Percent New Development	15%	See Table 7.1
Total IFFP (cost allocated to undeveloped land)	\$1,521,016	Total Cost x Percent Undeveloped Land
Professional Expense	\$9,270	
New Impact Fee per Acre	\$1,354	Cost Allocated / Undeveloped Acres
Existing Fee	\$1,182	
% Change	15%	

NON-STANDARD STORMWATER IMPACT FEES

The City reserves the right under the Impact Fees Act³⁷ to assess an adjusted fee that more closely matches the true impact that the land use will have upon the City's storm drain 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.

FORMULA FOR NON-STANDARD STORM DRAIN IMPACT FEES:

Total Development Acres x \$1,354 = Impact Fee per Unit

³⁷ 11-36a-402(1)(c)

SECTION 8: TRANSPORTATION IFA

The purpose of this section is to address the transportation IFA and to help the City plan for the necessary capital improvements for future growth. The 2020 Transportation IFFP was completed by Parametrix and this section will summarize their findings. This section will also address the appropriate transportation impact fees the City may charge to new growth to maintain the existing LOS.

SUMMARY OF IFFP ELEMENTS

According to Utah Code 11-36a-302, an impact fee facilities plan should consider the following:

- ☐ identify the existing LOS;
- ☐ establish a proposed LOS³⁸;
- ☐ identify any excess capacity to accommodate future growth at the proposed LOS;
- ☐ identify demands placed upon existing public facilities by new development activity at the proposed LOS; and,
- ☐ identify the means by which the political subdivision or private entity will meet those growth demands.

EXISTING AND PROPOSED LOS

LOS assesses the level of congestion on a roadway segment or intersection. LOS is measured using a letter grade A through F, where A represents free flowing traffic with absolutely no congestion and F represents grid lock. The future roadway system was designed to achieve a LOS at a threshold equivalent to the performance of the existing road network. West Valley City's current and proposed transportation LOS is to provide adequate lane mile and intersection capacity to maintain LOS D according to the WFRC's Travel Demand Model³⁹. The following LOS variables are used for this analysis.

TABLE 8.1: DAILY CAPACITY LEVEL OF SERVICE D IN WEST VALLEY CITY

LANES	ARTERIAL	COLLECTOR	ARTERIAL	COLLECTOR	FREEWAY
	≥ ½ Mile Signal Spacing		< ½ Mile Signal Spacing		
2	12,500	11,200	11,300	9,800	-
3	19,100	17,500	16,000	13,500	-
4	38,300	30,900	32,500	22,700	69,000
5	41,000	37,200	35,000	31,000	-
6	52,800	-	46,000	-	104,000
7	57,000	-	50,000	-	-
8	-	-	-	-	139,000

Source: Parametrix

EXISTING FACILITIES AND EXCESS CAPACITY

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

- ☐ Roadways (Lane Miles)
- ☐ Drive Approaches
- ☐ Curb and Gutter
- ☐ Traffic Signals
- ☐ Sidewalks
- ☐ Crosswalk Lights
- ☐ Accessible Ramps

A calibrated travel demand model was used to generate current traffic volumes for each segment in the City's current road network. For segments with capacity greater than volumes, there is existing excess capacity. For segments with capacity less than volumes, there is an existing deficiency. Road improvements occur as major investments in anticipation of increased traffic volumes, as such, at any point in time there will be segments that are above capacity and segments that are below capacity. In addition, the travel demand model was used to form a consistent source of estimating existing traffic that can be used to forecast traffic growth

³⁸ When evaluating levels of service, the Code clarifies that a proposed level of service may diminish or equal the existing level of service, or exceed the existing level of service if, independent of the use of impact fees, the political subdivision or private entity provides, implements, and maintains the means to increase the existing level of service for existing demand within six years of the date on which new growth is charged for the proposed level of service; or establish a new public facility if, independent of the use of impact fees, the political subdivision or private entity provides, implements, and maintains the means to increase the existing level of service for existing demand within six years of the date on which new growth is charged for the proposed level of service. See Utah Code 11-36a-302(1)(c).

³⁹ The travel demand model is the accepted model of the Wasatch Front Regional Council (WFRC) which represents an appropriate planning tool for estimating existing congestion levels and forecasting future congestion levels based on the impacts of growth.

in the future.⁴⁰ However, the City has opted to exclude the cost of excess capacity in the transportation system due to insufficient data related to the original system value.

MANNER OF FINANCING EXISTING PUBLIC FACILITIES

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

DEMAND FROM NEW DEVELOPMENT

Parametrix worked with West Valley City staff to develop an IFFP that would encompass the period from 2020 to 2030 which is based upon the City's Major Street Plan updated in 2018. Traffic volume estimates were developed by road segment. Traffic volumes were estimated based on the existing conditions, and modeled conditions in the year 2030 based on planned improvements to be completed by 2030 by West Valley City. Although improvements to the State Highway System are not eligible for impact fees, improvements included in the WFRC's Regional Transportation Plan (Wasatch Choice 2050 Vision) were assumed in the modeling, allowing the most accurate representation of future conditions possible with the available information.⁴¹ A total of 120,491 new trips are anticipated in the IFFP planning horizon. These represent average annual daily trips or "AADT".

TABLE 8.2: GROWTH IN TRIPS

DISTRICT	2019 TRIPS	2030 TRIPS	GROWTH
Total	994,207	1,114,698	120,491

Source: Parametrix

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 8.3** illustrates the estimated cost of future capital improvements within the Service Area, as identified in the IFFP. The total construction year cost related to new growth is \$44,229,367. The total cost attributable to the IFFP is \$10,868,130. **Appendix B** contains more detail.

TABLE 8.3: SUMMARY OF FUTURE SYSTEM IMPROVEMENTS WITHIN IFFP PLANNING HORIZON

ROADWAY	PROJECT TYPE	CLASSIFICATION	TOTAL COST	PERCENT ATTRIBUTABLE TO 10-YEAR GROWTH	ELIGIBLE COST
4700 South (north half)	Widening	Roadway	\$5,230,822	9%	\$487,387
Parkway Boulevard	Widening	Roadway	\$6,036,668	39%	\$2,368,926
2250 South	New	Roadway	\$13,136,575	23%	\$3,006,024
2400 South	New	Roadway	\$9,562,464	13%	\$1,233,442
6200 South	Widening	Roadway	\$5,188,702	20%	\$1,044,683
SR 201 South Frontage	2400 South	Parkway Boulevard	\$3,240,000	25%	\$823,530
3100 South and 3450 West	New	Signal	\$263,479	100%	\$263,479
3100 South and 4800 West	New	Signal	\$251,108	100%	\$251,108
3100 South and 6400 West	New	Signal	\$192,764	100%	\$192,764
3650 South and 3200 West	New	Signal	\$242,814	100%	\$242,814
4100 South and 2200 West	New	Signal	\$160,303	100%	\$160,303
4100 South and 5400 West	New	Signal	\$205,269	100%	\$205,269
4700 South and 3200 West	New	Signal	\$292,764	100%	\$292,764
4700 South and 6400 West	New	Signal	\$295,636	100%	\$295,636
Totals			\$44,299,368		\$10,868,130

Source: Parametrix.

Note: The new traffic signals for 4100 South and 2200 West, and 4700 South and 3200 West were revised downward from the original IFFP to \$160,303 and \$292,764 respectively. The inclusion of these modified costs provides the Total Cost and Total Eligible Cost for the table as provided by Parametrix.

⁴⁰ Paragraph excerpt from Parametrix IFFP pg.6

⁴¹ Paragraph excerpt from Parametrix IFFP pg.6

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.⁴² 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.⁴³ To the extent possible, this analysis only includes the costs of system improvements related to new growth within the proportionate share analysis.

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

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.⁴⁴ 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.⁴⁵

In considering the funding of future facilities, the IFFP has identified the portion of each project that is intended to be funded by the City, as well as funding sources from other government agencies. The cost applied to the City includes growth and non-growth related projects. The capital projects that will be constructed to cure the existing system deficiencies will be funded through General Fund revenues. All other capital projects within the next ten years, which are intended to serve new growth, will be funded through impact fees or on a pay-as-you-go approach. 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.

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 \$10,868,130. The maximum impact fee cost per trip is shown in **TABLE 8.4**.

TABLE 8.4: MAXIMUM IMPACT FEE COST PER TRIP

Total Eligible Cost	\$10,868,130
Roadway Eligible Cost	\$8,963,992
Intersection Eligible Cost	\$1,904,137
Professional Expense	\$6,030
Number of New Trips in 2030 ¹	120,491
Maximum Allowable Impact Fee/ Per Trip	\$90.25

Source: Parametrix, LYRB. Figures may differ due to rounding.

The proposed impact fee by land use type is shown in **TABLE 8.5**.

⁴² 11-36a-102(21)

⁴³ 11-36a-102(14)

⁴⁴ 11-36a-302(2)

⁴⁵ 11-36a-302(3)

TABLE 8.5: PROPOSED IMPACT FEE BY LAND USE TYPE

Land Use Group	Unit of Measure ⁴	ITE Code	ITE Land Use Category	Average Daily Trip Rate	Pass By Adjustment	Net New Trips per Unit of Measure*	Fee per Unit Land Use
Industrial	1,000 sq ft	110	Light Industrial	4.96	0%	2.48	\$224
	1,000 sq ft	150	Warehouse	1.74	0%	0.87	\$79
	1,000 sq ft	151	Mini-Warehouse	1.51	0%	0.76	\$69
Residential	dwelling	210	Single Family House	9.44	0%	4.72	\$426
	dwelling	220	Multifamily Housing (Low-Rise)	7.32	0%	3.66	\$330
	dwelling	221	Multifamily Housing (Mid-Rise)	5.44	0%	2.72	\$245
Hotel	room	310	Hotel	8.36	0%	4.18	\$377
Recreational	1,000 sq ft	445	Multiplex Movie Theater	4.91	0%	2.46	\$222
Institutional	1,000 sq ft	520	Public Elementary School	19.52	0%	9.76	\$881
	1,000 sq ft	530	Public High School	14.07	0%	7.04	\$635
	1,000 sq ft	550	University/College	26.04	0%	13.02	\$1,175
	1,000 sq ft	560	Church	6.95	0%	3.48	\$314
	1,000 sq ft	565	Day Care	47.62	0%	23.81	\$2,149
Medical	1,000 sq ft	610	Hospital	10.72	0%	5.36	\$484
	1,000 sq ft	620	Nursing Home	6.64	0%	3.32	\$300
Office	1,000 sq ft	710	General Office	9.74	0%	4.87	\$440
	1,000 sq ft	720	Medical/Dental Office	34.80	0%	17.40	\$1,570
Retail/Service	1,000 sq ft	815	Free-Standing Discount Store	53.12	34%	17.53	\$1,582
	1,000 sq ft	820	Shopping Center	37.75	34%	12.46	\$1,124
	1,000 sq ft	840	Automobile Sales (New)	27.84	0%	13.92	\$1,256
	1,000 sq ft	841	Automobile Sales (Used)	27.06	0%	13.53	\$1,221
	1,000 sq ft	850	Supermarket	106.78	36%	34.17	\$3,084
	1,000 sq ft	851	Convenience Market-24 hr	762.28	51%	186.76	\$16,855
	1,000 sq ft	881	Pharmacy/Drugstore with Drive-Through Window	109.16	49%	27.84	\$2,513
	1,000 sq ft	912	Drive-In Bank	100.03	35%	32.51	\$2,934
	1,000 sq ft	843	Auto Parts Sales	55.34	28%	19.92	\$1,798
Restaurant/Drinking	1,000 sq ft	932	Restaurant: Sit-Down	112.18	43%	31.97	\$2,885
	1,000 sq ft	934	Fast Food, w/Drive-Up	470.95	50%	117.74	\$10,626

Source: ITE Trip Generation 10th Edition

This worksheet represents a selection of uses and is NOT all-inclusive.

*Average Daily Trips are adjusted by 50 percent to account for entering and existing trips.

NON-STANDARD IMPACT FEES

The City reserves the right under the Impact Fees Act⁴⁶ to assess an adjusted fee that more closely matches the true impact that a specific land use will have upon the City's transportation system. This adjustment could result in a different impact fee if evidence suggests a particular user will create a different impact than what is standard for its category. The City may also decrease the impact fee if the developer can provide documentation, evidence, or other credible analysis that the proposed impact will be lower than what is proposed in this analysis.

FORMULA FOR NON-STANDARD TRANSPORTATION IMPACT FEES:

Estimate of Trips per Unit x \$90.25 = Impact Fee per Unit

⁴⁶ 11-36a-402(1)(c)

SECTION 9: IMPACT FEE CONSIDERATIONS

PROPOSED CREDITS OWED TO DEVELOPMENT

The Impact Fees Act requires a local political subdivision or private entity to ensure that the impact fee enactment allows a developer, including a school district or a charter school, to receive a credit against or proportionate reimbursement of an impact fee if the developer: (a) dedicates land for a system improvement; (b) builds and dedicates some or all of a system improvement; or (c) dedicates a public facility that the local political subdivision or private entity and the developer agree will reduce the need for a system improvement.⁴⁷ The facilities must be considered system improvements or be dedicated to the public, and offset the need for an improvement identified in the IFFP.

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. **Impact 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.

⁴⁷ 11-36a-402(2)

APPENDIX A: PARK EXISTING FACILITIES INVENTORY

EXISTING PARKS INVENTORY

NAME OF FACILITY	SIZE	LESS DETENTION	LESS GIFTED	FINAL ACRES	% CITY OWNED	% CITY FUNDED	IMPACT FEE ELIGIBLE	IMPACT FEE ACRES	LAND VALUE	SOD & IRRIGATION	PLAY STRUCTURES	SMALL PAVILIONS	MEDIUM PAVILIONS	LARGE PAVILIONS	TENNIS COURTS	BASEBALL/SOFTBALL	SOCCER	RESTROOM
Developed Active Parks																		
Back Nine Park	0.18	-	-	0.18	100%	100%	100%	0.18	\$28,800	0.18	1.00	-	-	-	-	-	-	-
Bridle Farms	1.13	-	-	1.13	100%	100%	100%	1.13	\$180,800	1.13	1.00	-	-	-	-	-	-	-
Centennial	77.60	-	-	77.60	100%	100%	100%	77.60	\$12,416,000	77.60	2.00	-	-	2.00	8.00	8.00	5.00	4.00
City Park	25.07	-	-	25.07	100%	100%	100%	25.07	\$4,011,200	25.07	2.00	-	-	2.00	-	5.00	-	2.00
Country Mead.	1.72	-	-	1.72	100%	100%	100%	1.72	\$275,200	1.72	1.00	1.00	-	-	-	-	-	-
Crosstowne Trail		-	-	-	100%	100%	100%	-	\$0	-	-	-	-	-	-	-	-	-
Diamond Summit Trailhead	0.17	-	-	0.17	100%	100%	100%	0.17	\$27,200	0.17	-	-	-	-	-	-	-	-
Falcon Crest	1.50	-	-	1.50	100%	100%	100%	1.50	\$240,000	1.50	1.00	1.00	-	-	-	-	-	-
Fassio Farm	2.72	-	-	2.72	100%	100%	100%	2.72	\$435,200	2.72	1.00	1.00	-	-	-	1.00	1.00	-
Foxtail (Sugar P)	1.69	-	-	1.69	100%	100%	100%	1.69	\$270,400	1.69	1.00	-	-	-	-	-	-	-
Glenn Weaver	10.00	-	-	10.00	100%	100%	100%	10.00	\$1,600,000	10.00	-	-	-	-	-	-	-	-
Glenn Weaver @ the Vistas	3.02	-	-	3.02	100%	100%	100%	3.02	\$483,200	3.02	1.00	-	1.00	-	-	-	-	-
Granger	8.50	-	-	8.50	100%	100%	100%	8.50	\$1,360,000	8.50	8.50	2.00	-	-	1.00	-	-	1.00
Greater Southridge Trailhead	0.25	-	-	0.25	100%	100%	100%	0.25	\$40,000	0.25	-	-	-	-	-	-	-	-
Hunter Ridge	1.11	-	-	1.11	100%	100%	100%	1.11	\$177,600	1.11	1.00	1.00	-	-	-	-	-	-
Hunter Village Open Space	10.06	-	-	10.06	100%	100%	100%	10.06	\$1,609,600	10.06	-	-	-	-	-	-	-	-
Hunter Village Trail Head Park	1.00	-	-	1.00	100%	100%	100%	1.00	\$160,000	1.00	1.00	-	-	-	-	-	-	-
Hunter Village	5.57	-	-	5.57	100%	100%	100%	5.57	\$891,200	5.57	3.00	-	-	-	-	-	-	-
Ironwood	0.91	-	-	0.91	100%	100%	100%	0.91	\$145,600	0.91	-	1.00	-	-	-	-	-	-
Kingspointe	4.50	-	-	4.50	100%	100%	100%	4.50	\$720,000	4.50	1.00	-	1.00	-	-	-	1.00	-
Maple Mead.	1.40	-	-	1.40	100%	100%	100%	1.40	\$224,000	1.40	1.00	1.00		-	-	-	-	-
Meadowlands	2.29	-	-	2.29	100%	100%	100%	2.29	\$366,400	2.29	1.00	-	1.00	-	-	-	-	-
Parkway	7.00	-	-	7.00	100%	100%	100%	7.00	\$1,120,000	7.00	1.00	-	-	1.00	2.00	-	1.00	1.00
Peachwood	2.20	-	-	2.20	100%	100%	100%	2.20	\$352,000	2.20	1.00	-	-	-	-	-	-	-
Pleasant Valley	0.52	-	-	0.52	100%	100%	100%	0.52	\$83,200	0.52	-	-	-	-	-	-	-	-
Promenade/Plaza	4.08	-	-	4.08	100%	100%	100%	4.08	\$652,800	4.08	-	-	-	-	-	-	-	1.00
Riverside	3.56	-	-	3.56	100%	100%	100%	3.56	\$569,600	3.56	-	-	-	-	-	-		-
Scottsdale	2.46	-	-	2.46	100%	100%	100%	2.46	\$393,600	2.46	1.00	1.00	-	-	-	-	-	-
Sugarplum	1.23	-	-	1.23	100%	100%	100%	1.23	\$196,800	1.23	1.00	-	-	-	-	-	-	-
Sugar Plum Trails	14.07	-	-	14.07	100%	100%	100%	14.07	\$2,251,200	14.07	-	-	-	-	-	-	-	-
Terrace Ridge	2.65	-	-	2.65	100%	100%	100%	2.65	\$424,000	2.65	1.00	1.00	-	-	-	-	-	-
Trailblazer Park	1.49	-	-	1.49	100%	100%	100%	1.49	\$238,400	1.49	1.00	-	-	-	-	-	-	-
Utah Cultural Center Park	2.13	-	-	2.13	100%	100%	100%	2.13	\$340,800	2.13	-	-	-	-	-	-	-	-
West View	5.00	-	-	5.00	100%	100%	100%	5.00	\$800,000	5.00	1.00		1.00	-	2.00	1.00	1.00	1.00
Wheatland	1.00	-	-	1.00	100%	100%	100%	1.00	\$160,000	1.00	1.00	1.00	-	-	-	-	-	-
Willow Wood	0.45	-	-	0.45	100%	100%	100%	0.45	\$72,000	0.45	-	-	-	-	-	-	-	-
Woodledge	6.60	-	-	6.60	100%	100%	100%	6.60	\$1,056,000	6.60	1.00	1.00	1.00		2.00	-	-	-
									Amenity Total	214.83	36.5	12	5	5	15	15	9	10
Subtotal Active Parks	214.83	-	-	214.83				214.83	\$34,372,800	\$10,741,500	\$6,022,500	\$420,000	\$275,000	\$750,000	\$1,125,000	\$3,750,000	\$1,800,000	\$1,800,000
Undeveloped Properties																		
Arlington Park	0.60	-	-	0.6	100%	100%	100%	0.60	\$96,000	-	-	-	-	-	-	-	-	-
Brock property	0.15	-	-	0.15	100%	100%	100%	0.15	\$24,000	-	-	-	-	-	-	-	-	-
Mtn View Corridor Access	0.19	-	-	0.19	100%	100%	100%	0.19	\$30,400	-	-	-	-	-	-	-	-	-
Sunset Hills	2.00	-	-	2	100%	100%	100%	2.00	\$320,000	-	-	-	-	-	-	-	-	-
Beagley Sub Trail	1.00	-	-	1	100%	100%	100%	1.00	\$160,000	-	-	-	-	-	-	-	-	-
East of Redwood Rd property	0.75	-	-	0.75	100%	100%	100%	0.75	\$120,000	-	-	-	-	-	-	-	-	-
West Ridge Estates Access	0.60	-	-	0.6	100%	100%	100%	0.60	\$96,000	-	-	-	-	-	-	-	-	-

NAME OF FACILITY	SIZE	LESS DETENTION	LESS GIFTED	FINAL ACRES	% CITY OWNED	% CITY FUNDED	IMPACT FEE ELIGIBLE	IMPACT FEE ACRES	LAND VALUE	SOD & IRRIGATION	PLAY STRUCTURES	SMALL PAVILIONS	MEDIUM PAVILIONS	LARGE PAVILIONS	TENNIS COURTS	BASEBALL/SOFTBALL	SOCCER	RESTROOM
Riverside	3.56	-	-	3.56	100%	100%	100%	3.56	\$569,600	-	-	-	-	-	-	-	-	-
Traung Park	1.00	-	-	1	100%	100%	100%	1.00	\$160,000	-	-	-	-	-	-	-	-	-
Newton Farms Park	1.10	-	-	1.095	100%	100%	100%	1.10	\$175,200	-	-	-	-	-	-	-	-	-
West View 3/Mitchell Property	1.24	-	-	1.24	100%	100%	100%	1.24	\$198,400	-	-	-	-	-	-	-	-	-
Wood Hollow	1.42	-	-	1.42	100%	100%	100%	1.42	\$227,200	-	-	-	-	-	-	-	-	-
Wetland Park	88.00	-	-	88	100%	100%	100%	88.00	\$14,080,000	-	-	-	-	-	-	-	-	-
									Amenity Total	-	-	-	-	-	-	-	-	-
Subtotal Undeveloped Land	101.61	-	-	101.61				101.61	\$16,256,800									
Planned Facilities																		
Vistas East	2.75	-	-	2.75	100%	100%	100%	2.75	\$440,000	-	-	-	-	-	-	-	-	-
Parkway Blvd. Wet.	6.00	-	-	6.00	100%	100%	100%	6.00	\$960,000	-	-	-	-	-	-	-	-	-
Sugarplum Wet. & Drainage	3.48	-	-	3.48	100%	100%	100%	3.48	\$556,800	-	-	-	-	-	-	-	-	-
Skip Jensen 20	20.00	20.00	-	-	0%	100%	100%	-	\$0	-	-	-	-	-	-	-	-	-
P. V Wetland – Upland	4.20	-	-	4.20	100%	100%	100%	4.20	\$672,000	-	-	-	-	-	-	-	-	-
									Amenity Total	-	-	-	-	-	-	-	-	-
Subtotal Planned Facilities	36.43			16.43				16.43	\$2,628,800									

EXISTING PARKS INVENTORY (CONT.)

NAME OF FACILITY	IMPROVEMENT VALUE IFA ELIGIBILITY	BASE ELIGIBLE IMPROVEMENT VALUE	DESIGN & ENGINEERING	TOTAL IMPROVEMENT VALUE
Developed Active Parks				
Back Nine Park	100%	\$174,000	\$26,100	\$200,100
Bridle Farms	100%	\$221,500	\$33,225	\$254,725
Centennial	100%	\$8,830,000	\$1,324,500	\$10,154,500
City Park	100%	\$3,493,500	\$524,025	\$4,017,525
Country Mead.	100%	\$286,000	\$42,900	\$328,900
Crosstowne Trail	100%	\$0	\$0	\$0
Diamond Summit Trailhead	100%	\$8,500	\$1,275	\$9,775
Falcon Crest	100%	\$275,000	\$41,250	\$316,250
Fassio Farm	100%	\$786,000	\$117,900	\$903,900
Foxtail (Sugar P)	100%	\$249,500	\$37,425	\$286,925
Glenn Weaver	100%	\$500,000	\$75,000	\$575,000
Glenn Weaver @ the Vistas	100%	\$371,000	\$55,650	\$426,650
Granger	100%	\$2,152,500	\$322,875	\$2,475,375
Greater Southridge Trailhead	100%	\$12,500	\$1,875	\$14,375
Hunter Ridge	100%	\$255,500	\$38,325	\$293,825
Hunter Village Open Space	100%	\$503,000	\$75,450	\$578,450
Hunter Village Trail Head Park	100%	\$215,000	\$32,250	\$247,250
Hunter Village	100%	\$773,500	\$116,025	\$889,525
Ironwood	100%	\$80,500	\$12,075	\$92,575
Kingspointe	100%	\$645,000	\$96,750	\$741,750
Maple Mead.	100%	\$270,000	\$40,500	\$310,500
Meadowlands	100%	\$334,500	\$50,175	\$384,675
Parkway	100%	\$1,195,000	\$179,250	\$1,374,250
Peachwood	100%	\$275,000	\$41,250	\$316,250
Pleasant Valley	100%	\$26,000	\$3,900	\$29,900
Promenade/Plaza	100%	\$384,000	\$57,600	\$441,600
Riverside	100%	\$178,000	\$26,700	\$204,700
Scottsdale	100%	\$323,000	\$48,450	\$371,450
Sugarplum	100%	\$226,500	\$33,975	\$260,475
Sugar Plum Trails	100%	\$703,500	\$105,525	\$809,025
Terrace Ridge	100%	\$332,500	\$49,875	\$382,375
Trailblazer Park	100%	\$239,500	\$35,925	\$275,425

NAME OF FACILITY	IMPROVEMENT VALUE IFA ELIGIBILITY	BASE ELIGIBLE IMPROVEMENT VALUE	DESIGN & ENGINEERING	TOTAL IMPROVEMENT VALUE
Utah Cultural Center Park	100%	\$106,500	\$15,975	\$122,475
West View	100%	\$1,250,000	\$187,500	\$1,437,500
Wheatland	100%	\$250,000	\$37,500	\$287,500
Willow Wood	100%	\$22,500	\$3,375	\$25,875
Woodledge	100%	\$735,000	\$110,250	\$845,250
Subtotal Active Parks		\$26,684,000	\$4,002,600	\$30,686,600
Undeveloped Properties				
Arlington Park	100%	\$0	\$0	\$0
Brock property	100%	\$0	\$0	\$0
Mtn View Corridor Access	100%	\$0	\$0	\$0
Sunset Hills	100%	\$0	\$0	\$0
Beagley Sub Trail	100%	\$0	\$0	\$0
East of Redwood Rd property	100%	\$0	\$0	\$0
West Ridge Estates Access	100%	\$0	\$0	\$0
Riverside	100%	\$0	\$0	\$0
Traung Park	100%	\$0	\$0	\$0
Newton Farms Park	100%	\$0	\$0	\$0
West View 3/Mitchell Property	100%	\$0	\$0	\$0
Wood Hollow	100%	\$0	\$0	\$0
Wetland Park	100%	\$0	\$0	\$0
		\$0	\$0	\$0
Subtotal Undeveloped Land				
Planned Facilities				
Vistas East	100%	\$0	\$0	\$0
Parkway Blvd. Wet.	100%	\$0	\$0	\$0
Sugarplum Wet. & Drainage	100%	\$0	\$0	\$0
Skip Jensen 20	100%	\$0	\$0	\$0
P. V Wetland – Upland	100%	\$0	\$0	\$0
		\$0	\$0	\$0
Subtotal Planned Facilities				

APPENDIX B: TRANSPORTATION IFFP PARAMETRIX

WEST VALLEY CITY IMPACT FEE FACILITY PLAN

Overview

Transportation

West Valley City's current and proposed transportation level of service (LOS) is to provide adequate lane mile and intersection capacity to maintain LOS D according to the Wasatch Front Regional Council's (WFRC) Travel Demand Model Version 8.3. The West Valley City system-wide transportation Impact Fee Facilities Plan (IFFP) has a total cost of approximately \$42 million in road projects and another \$2 million in signal improvements. Approximately \$11 million of these projects are impact fee eligible, maintaining the current level of service as a result of new development and will be built between 2020 and 2030. Table 1 includes those capacity projects included in this transportation IFFP.

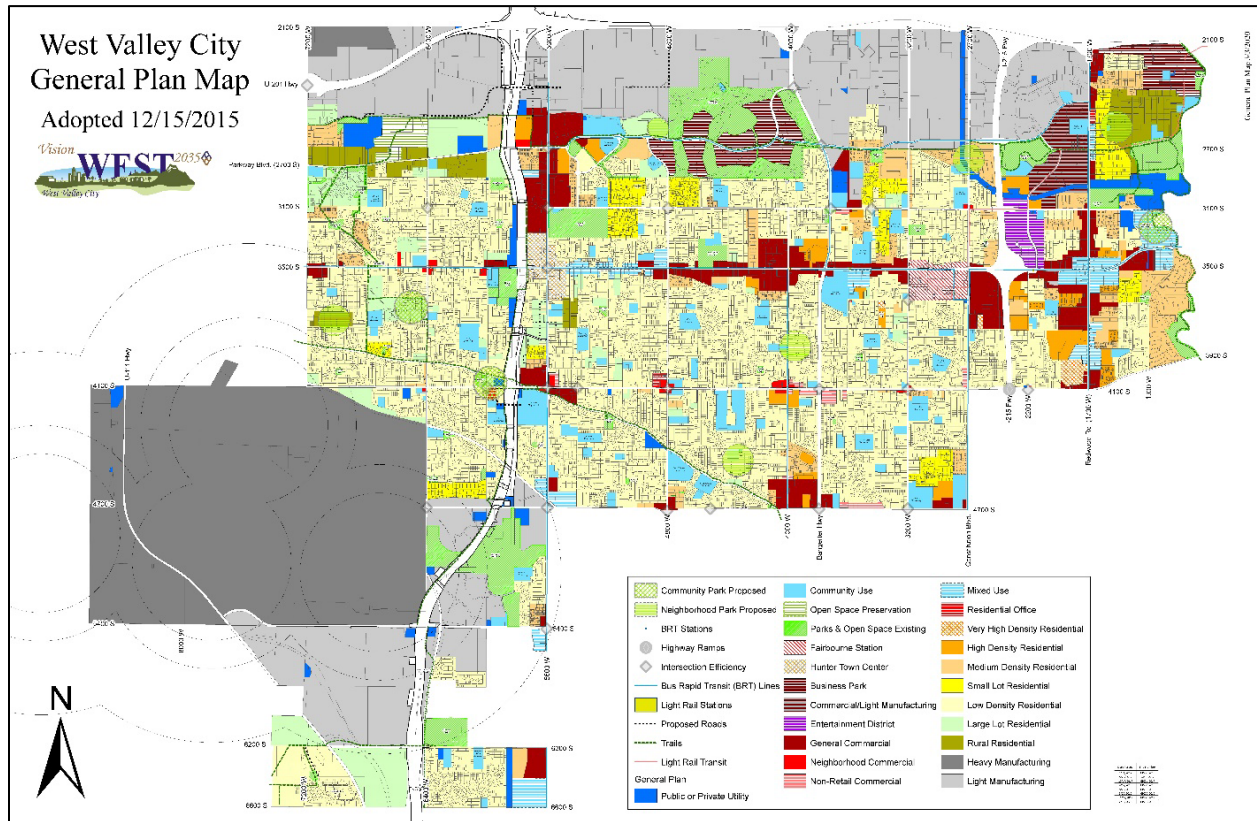
Table 1: Transportation Impact Fee Facilities Plan Roads

Street	From	To	Total Cost	IFFP Cost
4700 South (north half)	5600 West	4800 West	\$5,230,822	\$487,387.47
Parkway Boulevard	6400 West	Mountain View Corridor	\$6,036,668	\$2,368,926.11
2250 South	3200 West	2700 West	\$13,136,575	\$3,006,023.60
2400 South	6100 West	South Frontage Road	\$9,562,464	\$1,233,442.27
6200 South	SR-111	Mountain View Corridor	\$5,188,702	\$1,044,682.85
SR 201 Frontage	2400 South	Parkway Boulevard	\$3,240,000	\$823,530.24
3100 South and 3450 West			\$263,479	\$263,479.25
3100 South and 4800 West			\$251,108	\$251,108.00
3100 South and 6400 West			\$192,764	\$192,764.00
3650 South and 3200 West			\$242,814	\$242,814.00
4100 South and 2200 West			\$160,303	\$160,303.00
4100 South and 5400 West			\$205,269	\$205,268.75
4700 South and 3200 West			\$292,764	\$292,764.25
4700 South and 6400 West			\$295,636	\$295,636.00
<i>Source: Parametrix. See Appendix A for cost estimates</i>				
Total Roads:			\$44,299,367	\$10,868,129.78

Growth

If West Valley City “builds out” according to the land use plan in Figure 1 by 2030, the City will have a population of approximately 151,000 people living in 52,000 households. New resident population is expected to occur primarily on currently vacant, residentially zoned land. This anticipated growth in households and resident population would be accompanied by an increase in commercial and industrial development. This eight percent increase in population and 17 percent increase in households will require additional road infrastructure to serve the new development.

Figure 1: Future Land Use



For purposes of calculating an impact fee in the state of Utah, a ten-year growth horizon is used to ensure that the projects identified, and the fee imposed will be encumbered within the statutorily required six-year period. Table 2 provides current WFRM and West Valley City estimates and projections for the IFFP 10-year window based on the general plan land use map and input from the City.

Table 2: Demographic Projections

	WFRM Projections		West Valley City Projections	
	2020	2030	2020	2030
Population	152,508	160,703	139,438	150,664
Households	47,441	53,686	44,535	51,961
Employment	100,687	116,971	100,226	118,786

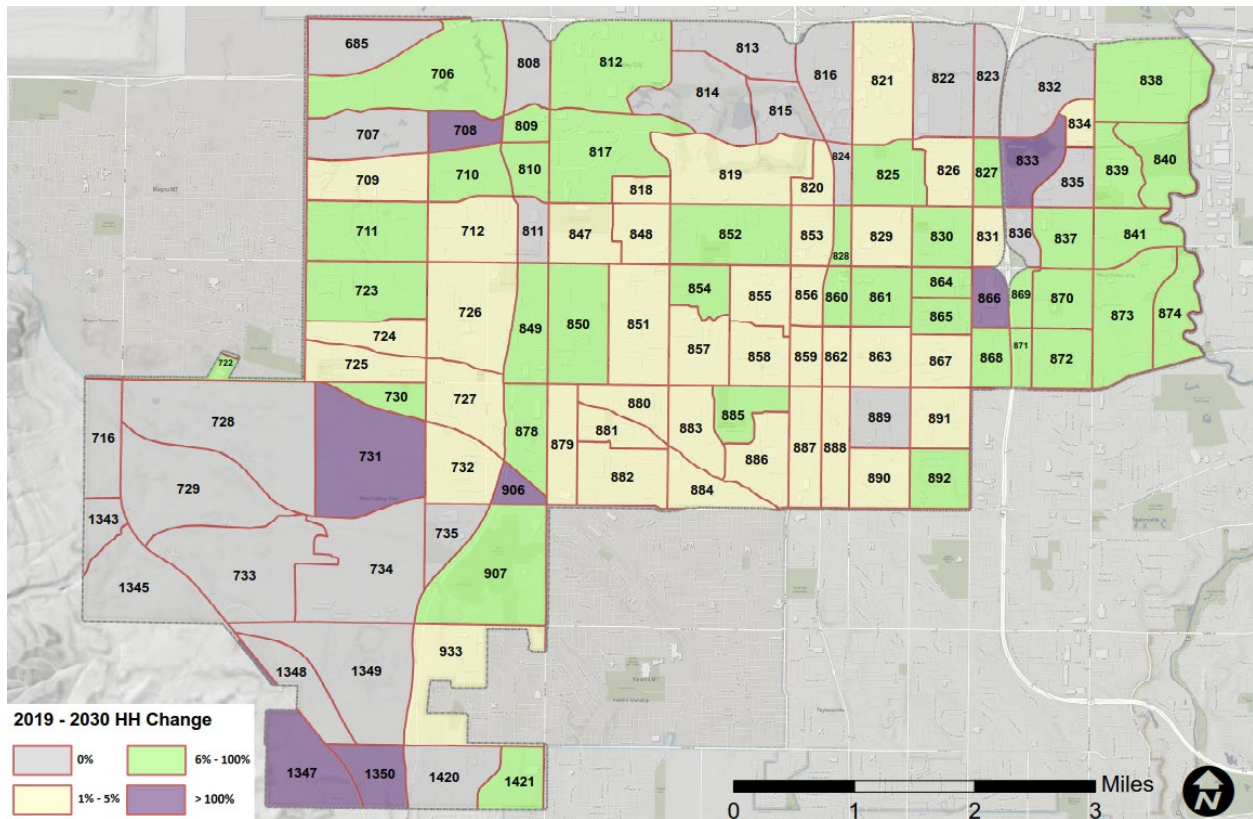
Source: WFRM Travel Demand Model V8.3, Parametrix

Future Growth Trends

West Valley City is projected to grow by 11,226 people and 7,426 households between 2020 and 2030. This residential growth represents an eight percent increase in population and a 17 percent increase in households. At the same time employment is projected to grow by 19 percent.

The majority of residential growth is anticipated to occur along major roadway facilities, such as Mountain View Corridor on the western side of the City, and along I-215 on the eastern side of the City. The highest growth in employment occurs along SR-111 on the southwestern side of the City, and along Mountain View Corridor, south of SR-201. Figure 2 illustrates the areas of projected household growth through 2030.

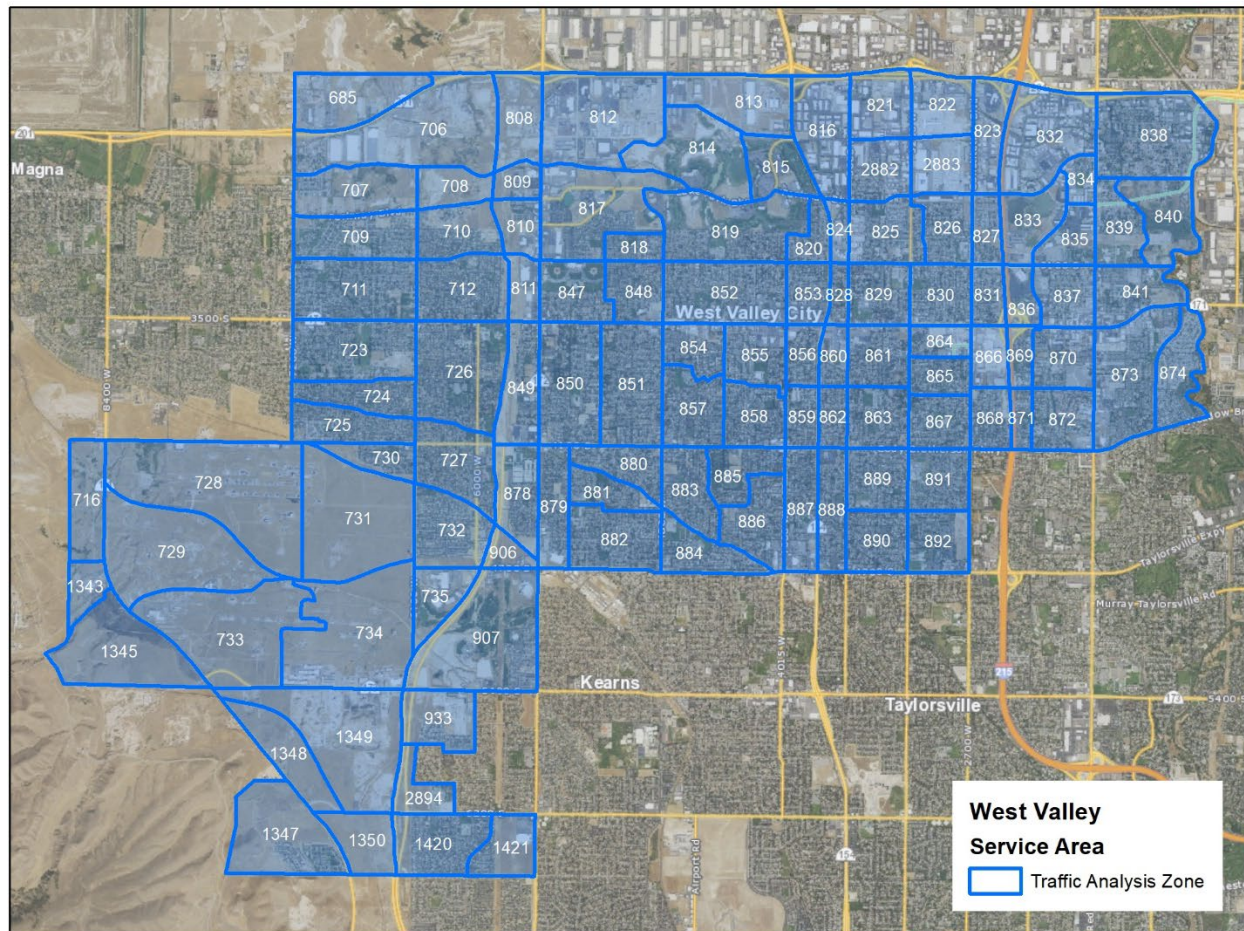
Figure 2: Projected Household Growth through 2030



Service Area

One service area was assumed for the IFFP encompassing the entire city boundary. Figure 3 shows the service area by traffic analysis zone.

Figure 3: West Valley City Service Area



Level of Service (LOS)

West Valley City's current and proposed transportation LOS is to provide adequate lane mile and intersection capacity to maintain LOS D according to the WFRC's Travel Demand Model¹. LOS standards are defined in the American Association of State and Territorial Transportation Officials (AASHTO), *A Policy on Geometric Design of Highways and Streets*, 2018 (7th Edition) where LOS D is defined by traffic levels which represent "approaching unstable flow." This level can be measured by methods included in the Transportation Research Board (TRB), *Highway Capacity Manual 6th Edition (HCM)*, 2016.

LOS calculations can be complex and data intensive but simplified planning methods are reasonably accurate. LOS calculations according to the HCM depend on the following factors:

1. number of travel lanes
2. number of turn lanes
3. number of trucks in the travel flow
4. the level of "platooning" of vehicles approaching each intersection
5. the timing of traffic signals and the coordination of multiple traffic signals
6. the number of turning vehicles
7. the vertical grade of the roadway and other horizontal alignment factors
8. the familiarity of drivers to local conditions
9. the availability of shoulders and lateral clearances
10. various natural environmental conditions

To simplify the analysis, travel models use a link-based capacity (even though much of the actual delay is manifested at intersections). Algorithms exist in the travel model to estimate the delay associated with increased traffic volume with the primary input being the travel link number of lanes, functional classification of the road, and area type (urban, suburban, rural, etc.). These simplifications are necessary since detailed data may not be available for forecasting future conditions and the travel model is developed at a regional (metropolitan area) scale. The analysis in West Valley City estimated the capacity of existing and future roads based on the design standards of the City and available information related to transportation plans such as number of travel lanes and classification. Table 3 summarizes the daily traffic capacities used in the West Valley City analysis.

Table 3: Daily Capacity Level of Service D in West Valley City

Maximum Daily Traffic Capacity Estimates (Suburban)					
Lanes	Arterial	Collector	Arterial	Collector	Freeway
	≥ ½ Mile Signal Spacing		< ½ Mile Signal Spacing		
2	12,500	11,200	11,300	9,800	-
3	19,100	17,500	16,000	13,500	-
4	38,300	30,900	32,500	22,700	69,000
5	41,000	37,200	35,000	31,000	-
6	52,800	-	46,000	-	104,000
7	57,000	-	50,000	-	-
8	-	-	-	-	139,000

Source: Parametrix

¹ The travel demand model is the accepted model of the Wasatch Front Regional Council (WFRC) which represents an appropriate planning tool for estimating existing congestion levels and forecasting future congestion levels based on the impacts of growth.

Existing Facilities

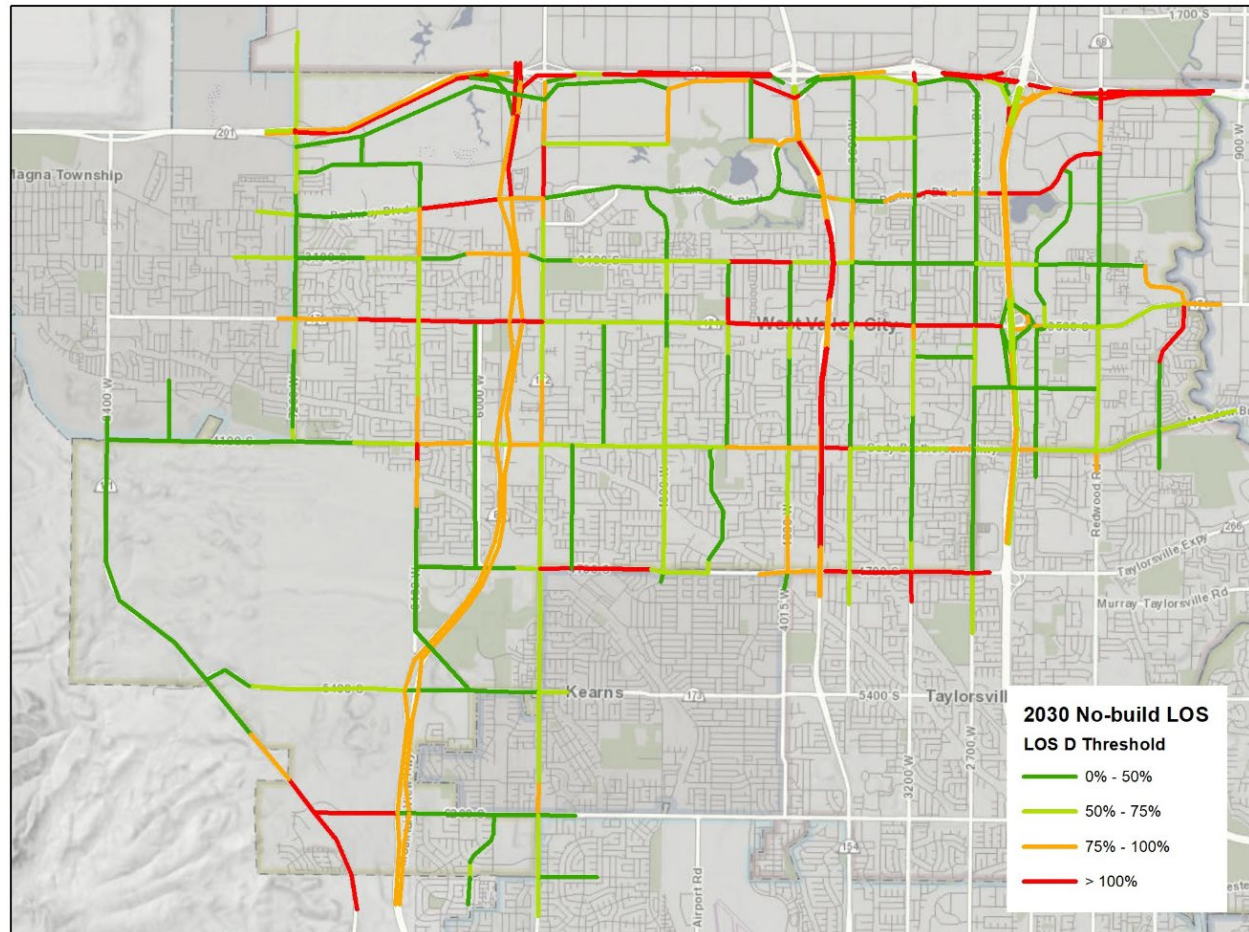
A calibrated travel demand model was used to generate current traffic volumes for each segment in West Valley City's current road network. For segments with capacity greater than volumes, there is existing excess capacity. For segments with capacity less than volumes, there is an existing deficiency. Road improvements occur as major investments in anticipation of increased traffic volumes, as such, at any point in time there will be segments that are above capacity and segments that are below capacity. In addition, the travel demand model was used to form a consistent source of estimating existing traffic that can be used to forecast traffic growth in the future.

Impact of Growth

The travel demand model was also used to estimate the impact of the anticipated 11,226 new residents and 18,560 new jobs in 2030. Parametrix worked with West Valley City staff to develop an IFFP that would encompass the period from 2020 to 2030 which is based upon the City's Major Street Plan updated in 2018. Traffic volume estimates were developed by road segment. Traffic volumes were estimated based on the existing conditions, and modeled conditions in the year 2030 based on planned improvements to be completed by 2030 by West Valley City. Although improvements to the State Highway System are not eligible for impact fees, improvements included in the WFRC's *Regional Transportation Plan* (Wasatch Choice 2050 Vision) were assumed in the modeling, allowing the most accurate representation of future conditions possible with the available information.

Figure 4 depicts the forecasted LOS in a No-build scenario for the year 2030, where no improvements are made on the road network.

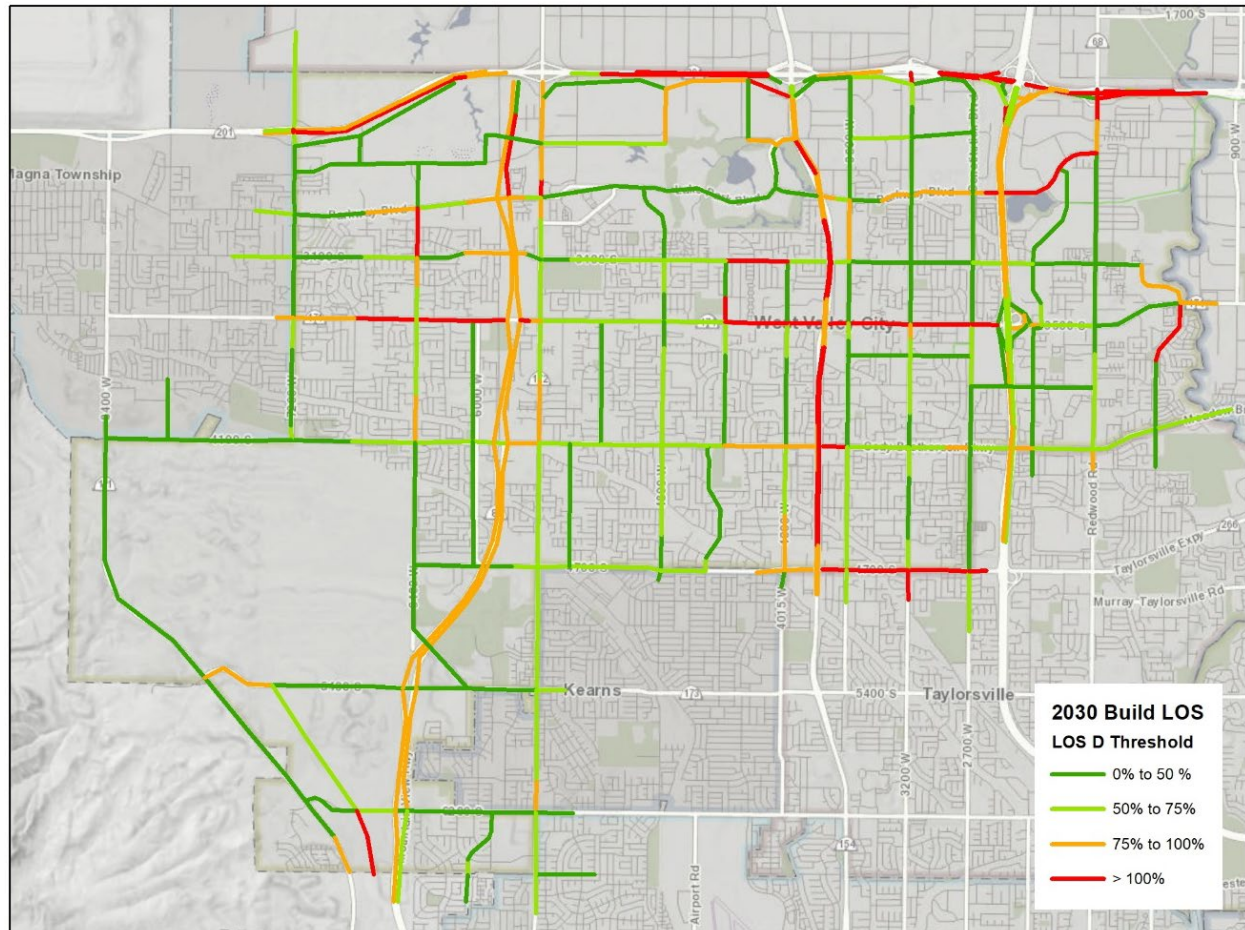
Figure 4: 2030 No-build Level of Service



Source: Parametrix, WFRC travel model version 8.3.

Parametrix and West Valley City staff worked to develop capital improvement projects on the road segments that reflect the priorities of the City, will directly benefit expected new development, and relieve capacity deficiencies in the year 2030. Since the transportation system works as a network of improvements, projects were identified beyond those with 2030 estimated traffic volumes exceeding current, 2020, capacity at LOS D. However, the IFFP was developed to eliminate all capacity deficiencies in the year 2030, although sometimes making improvements to parallel facilities where direct capacity constraints occur. Figure 5 depicts the forecasted LOS for the year 2030 in a scenario which includes IFFP projects.

Figure 5: 2030 Level of Service with Impact Fee Facilities Plan Projects



Source: Parametrix, WFRC travel model version 8.3.

Future Facilities/Impact Fee Facilities Plan

To serve the approximately 11,230 new residents and 18,600 new jobs projected through 2030, additional lane miles and intersection capacity are required. Figure 6 illustrates, and Table 4 lists, the projects included in the IFFP. The total cost is the planning level cost estimate to construct the project, while the IFFP cost is the cost attributable to the 10-year growth based upon existing and projected traffic volumes, pass-through traffic, existing deficiencies, and the amount of added capacity.

Figure 6: Impact Fee Facilities Plan

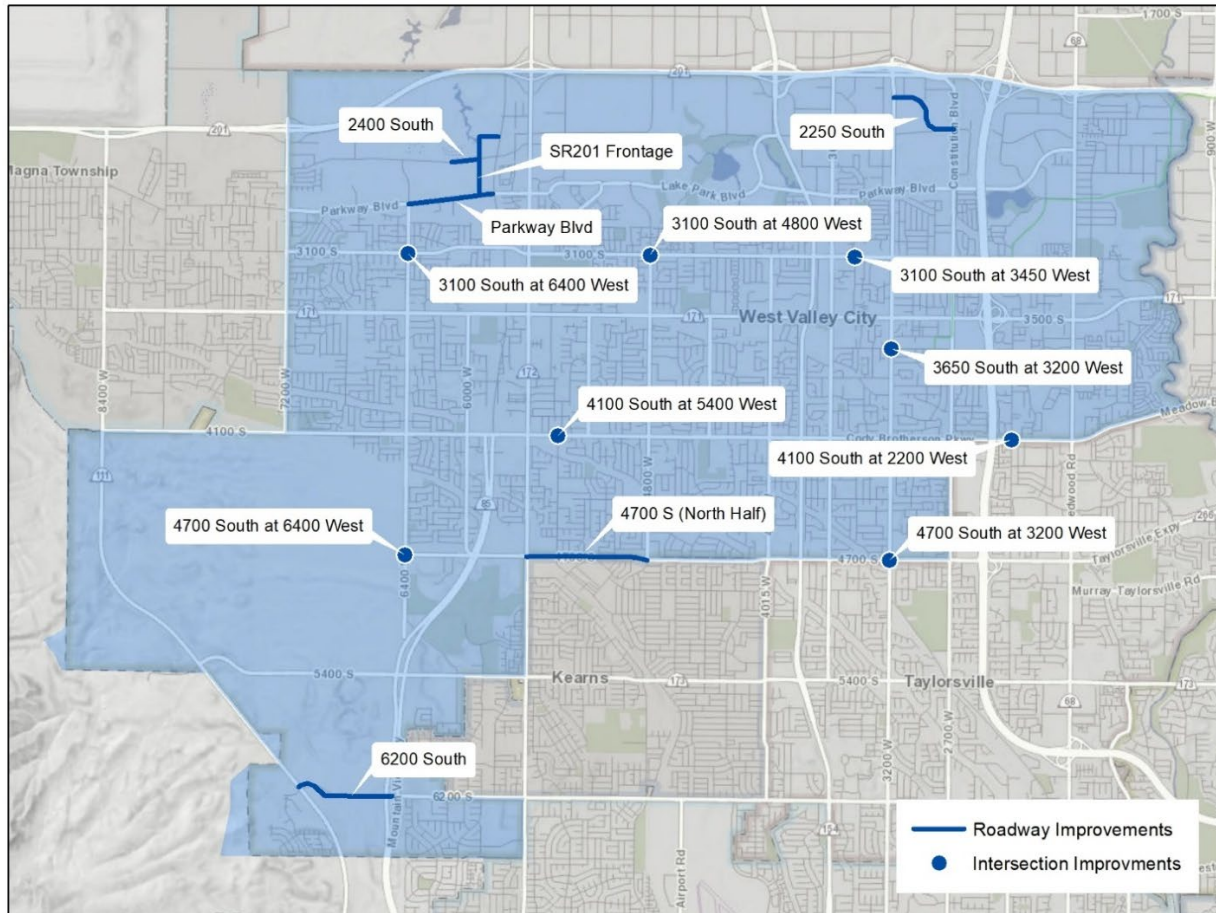


Table 4: Transportation Impact Fee Facilities Detail

Roadway	Project Type	Classification	Total Cost	% Pass Through Traffic	% Existing Deficiencies	New Trips (2020-2030)	Capacity Added	Percent Attributable to 10-year Growth	Eligible Cost
4700 South (north half)	Widening	Roadway	\$ 5,230,821.70	23%	3.2%	2,041	21,900	9%	\$ 487,387.47
Parkway Boulevard	Widening	Roadway	\$ 6,036,667.97	1%	0.0%	10,203	26,000	39%	\$ 2,368,926.11
2250 South	New	Roadway	\$ 13,136,574.58	0%		4,005	17,500	23%	\$ 3,006,023.60
2400 South	New	Roadway	\$ 9,562,464.17	4%		2,257	17,500	13%	\$ 1,233,442.27
6200 South	Widening	Roadway	\$ 5,188,701.63	59%	0.3%	4,409	21,900	20%	\$ 1,044,682.85
SR 201 South Frontage	2400 South	Parkway Boulevard	\$ 3,240,000.00	6%		4,448	17,500	25%	\$ 823,530.24
3100 South and 3450 West	New	Signal	\$ 263,479.25					100%	\$ 263,479.25
3100 South and 4800 West	New	Signal	\$ 251,108.00					100%	\$ 251,108.00
3100 South and 6400 West	New	Signal	\$ 192,764.00					100%	\$ 192,764.00
3650 South and 3200 West	New	Signal	\$ 242,814.00					100%	\$ 242,814.00
4100 South and 2200 West	New	Signal	\$ 320,606.00					100%	\$ 320,606.00
4100 South and 5400 West	New	Signal	\$ 205,268.75					100%	\$ 205,268.75
4700 South and 3200 West	New	Signal	\$ 585,528.50					100%	\$ 585,528.50
4700 South and 6400 West	New	Signal	\$ 295,636.00					100%	\$ 295,636.00
Totals			\$ 44,299,367.31						\$ 10,868,129.78

Maximum Allowable Impact Fee

Table 6 summarizes the IFFP for West Valley City transportation. From the cost of the IFFP and the growth in trips by 2030, a maximum allowable transportation impact fee was calculated at \$90.20 for the West Valley service area.

Table 6: Maximum Allowable Impact Fee Calculation

Roadway Eligible Cost	\$8,963,992.53
Intersection Eligible Cost	\$1,904,137.25
Number of New Trips in 2030 ¹	120,492
Maximum Allowable Impact Fee/ Per Trip	\$90.20

Source: Parametrix

¹Based on the WFRC Travel Demand Model

Certification

I certify that the attached impact fee facilities plan:

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; or
 - c. An expense for overhead, unless the expense is calculated pursuant to a methodology that is consistent with generally accepted 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.

 5/19/21
(Kai Tohinaka, Parametrix)

Appendix A:

Cost Estimates

4700 South (North Half)					
5600 West to 4800 West			Length of Project (Ft)		5280
Widen to 5-Lane Major Arterial			(Mi)		1.00
Item	Description	Unit	Quantity	Unit Cost	Estimated Cost
ROADWAY					
	SURVEY	LUMP	1	1.5%	\$40,600
	MOBILIZATION & DEMOB	LUMP	1	10.0%	\$270,600
	SWPPP	LUMP	1	0.8%	\$20,300
	UTILITY RELOCATIONS	LUMP	1	6.0%	\$162,400
	PUBLIC INFORMATION SERVICES	LUMP	1	0.5%	\$13,600
	TRAFFIC CONTROL	LUMP	1	6.0%	\$162,400
	SITE AND PAVEMENT DEMOLITION	LUMP	1	5.0%	\$135,300
	MAJOR ARTERIAL ROADWAY	MI	1.0	\$2,907,590	\$1,453,795
	STORM DRAIN SYSTEM	MI	1.0	\$600,000	\$300,000
	RR CROSSING UPGRADE	EACH	1	\$350,000	\$350,000
	SIGNAL MODIFICATIONS	EACH	2	\$175,000	\$350,000
	LANDSCAPING & FINISH ITEMS	LF	2640	\$50	\$66,000
	PERMANENT SIGNING	LF	5280	\$4	\$10,560
	NEW STREET LIGHTING	MI	1.0	\$350,000	\$175,000
ROADWAY SUBTOTAL					\$3,510,555
RIGHT-OF-WAY					
	UNDEVELOPED	AC			
	DEVELOPED	AC		\$1,306,800	\$0
	RESIDENTIAL RELOCATIONS	EACH			
	BUSINESS RELOCATIONS	EACH			
	ROW ACQUISITION (MAPS, APPRAISALS, ETC)	LUMP		15%	\$0
RIGHT-OF-WAY SUBTOTAL					\$0
SUBTOTAL					\$3,510,555
CONTINGENCY (30%)					\$1,053,167
PROJECT SUBTOTAL					\$4,563,722
OTHER (PERCENTAGES OF ROADWAY SUBTOTAL)					
	ENVIRONMENTAL			1%	\$35,200
	ENGINEERING			8%	\$280,844.42
	CONSTRUCTION ENGR & MANAGEMENT			10%	\$351,055.52
PROJECT TOTAL					\$5,230,822

Parkway Boulevard					
6400 West to MVC			Length of Project (Ft)		3696
Widen to 5-Lane Major Arterial			(Mi)		0.70
Item	Description	Unit	Quantity	Unit Cost	Estimated Cost
ROADWAY					
	SURVEY	LUMP	1	1.5%	\$46,200
	MOBILIZATION & DEMOB	LUMP	1	10.0%	\$307,500
	SWPPP	LUMP	1	0.8%	\$23,100
	UTILITY RELOCATIONS	LUMP	1	6.0%	\$184,500
	PUBLIC INFORMATION SERVICES	LUMP	1	0.5%	\$15,400
	TRAFFIC CONTROL	LUMP	1	6.0%	\$184,500
	SITE AND PAVEMENT DEMOLITION	LUMP	1	5.0%	\$153,800
	SITE CLEARING AND GRUBBING	LUMP	1	2.0%	\$61,500
	MAJOR ARTERIAL ROADWAY	MI	0.70	\$2,907,590	\$2,035,313
	SIGNAL MODIFICATIONS	EACH	1	\$175,000	\$175,000
	STORM DRAIN SYSTEM	MI	0.7	\$600,000	\$420,000
	LANDSCAPING & FINISH ITEMS	LF	3696	\$50.00	\$184,800
	PERMANENT SIGNING	LF	3696	\$4.00	\$14,784
	NEW STREET LIGHTING	MI	0.70	\$350,000.00	\$245,000
ROADWAY SUBTOTAL					\$4,051,397
RIGHT-OF-WAY					
	UNDEVELOPED	AC			
	DEVELOPED	AC		\$375,000	\$0
	RESIDENTIAL RELOCATIONS	EACH			
	BUSINESS RELOCATIONS	EACH			
	ROW ACQUISITION (MAPS, APPRAISALS, ETC)	LUMP		15%	\$0
RIGHT-OF-WAY SUBTOTAL					\$0
SUBTOTAL					\$4,051,397
CONTINGENCY (30%)					\$1,215,419
PROJECT SUBTOTAL					\$5,266,816
OTHER (PERCENTAGES OF ROADWAY SUBTOTAL)					
	ENVIRONMENTAL			1%	\$40,600
	ENGINEERING			8%	\$324,111.78
	CONSTRUCTION ENGR & MANAGEMENT			10%	\$405,139.73
PROJECT TOTAL					\$6,036,668

2250 South					
3200 West to 2700 West			Length of Project (Ft)		2746
			(Mi)		0.52
Item	Description	Unit	Quantity	Unit Cost	Estimated Cost
ROADWAY					
	SURVEY	LUMP	1	1.5%	\$24,200
	MOBILIZATION & DEMOB	LUMP	1	10.0%	\$161,000
	SWPPP	LUMP	1	2.0%	\$32,200
	UTILITY RELOCATIONS	LUMP	1	6.0%	\$96,600
	PUBLIC INFORMATION SERVICES	LUMP	1	0.5%	\$8,100
	TRAFFIC CONTROL	LUMP	1	6.0%	\$96,600
	SITE AND PAVEMENT DEMOLITION	LUMP	1	20.0%	\$321,900
	SITE CLEARING AND GRUBBING	LUMP	1	5.0%	\$80,500
	COLLECTOR ROADWAY	MI	0.52	\$1,859,497	\$966,939
	STORM DRAIN SYSTEM	MI	0.52	\$600,000	\$312,000
	LANDSCAPING & FINISH ITEMS	LF	2746	\$50	\$137,280
	PERMANENT SIGNING	LF	2746	\$4	\$10,982
	NEW STREET LIGHTING	MI	0.52	\$350,000	\$182,000
ROADWAY SUBTOTAL					\$2,430,301
RIGHT-OF-WAY					
	UNDEVELOPED	AC			
	DEVELOPED	AC	4.26	\$775,000	\$3,299,752
	RESIDENTIAL RELOCATIONS	EACH			
	BUSINESS RELOCATIONS	EACH	1	\$3,000,000	\$3,000,000
	ROW ACQUISITION (MAPS, APPRAISALS, ETC)	LUMP		15%	\$944,963
RIGHT-OF-WAY SUBTOTAL					\$7,244,715
SUBTOTAL					\$9,675,016
CONTINGENCY (30%)					\$2,902,505
PROJECT SUBTOTAL					\$12,577,520
OTHER (PERCENTAGES OF ROADWAY SUBTOTAL)					
	ENVIRONMENTAL			5%	\$121,600
	ENGINEERING			8%	\$194,424.08
	CONSTRUCTION ENGR & MANAGEMENT			10%	\$243,030.10
PROJECT TOTAL					\$13,136,575

2400 South					
6100 West to South Frontage Road			Length of Project (Ft)		2534
New Collector			(Mi)		0.48
Item	Description	Unit	Quantity	Unit Cost	Estimated Cost
ROADWAY					
	SURVEY	LUMP	1	1.5%	\$19,800
	MOBILIZATION & DEMOB	LUMP	1	10.0%	\$131,800
	SWPPP	LUMP	1	0.8%	\$9,900
	UTILITY RELOCATIONS	LUMP	1	6.0%	\$79,100
	PUBLIC INFORMATION SERVICES	LUMP	1	0.5%	\$6,600
	TRAFFIC CONTROL	LUMP	1	6.0%	\$79,100
	SITE AND PAVEMENT DEMOLITION	LUMP	1	5.0%	\$65,900
	SITE CLEARING AND GRUBBING	LUMP	1	2.0%	\$26,400
	COLLECTOR ROADWAY	MI	0.48	\$1,859,497	\$892,559
	STORM DRAIN SYSTEM	MI	0.48	\$600,000	\$288,000
	LANDSCAPING & FINISH ITEMS	LF	2534	\$50.00	\$126,720
	PERMANENT SIGNING	LF	2534	\$4.00	\$10,138
ROADWAY SUBTOTAL					\$1,736,016
RIGHT-OF-WAY					
	UNDEVELOPED	AC	3.84	\$1,200,000	\$4,608,000
	DEVELOPED	AC			
	RESIDENTIAL RELOCATIONS	EACH			
	BUSINESS RELOCATIONS	EACH			
	ROW ACQUISITION (MAPS, APPRAISALS, ETC)	LUMP		15%	\$691,200
RIGHT-OF-WAY SUBTOTAL					\$5,299,200
SUBTOTAL					\$7,035,216
CONTINGENCY (30%)					\$2,110,565
PROJECT SUBTOTAL					\$9,145,781
OTHER (PERCENTAGES OF ROADWAY SUBTOTAL)					
	ENVIRONMENTAL			6%	\$104,200
	ENGINEERING			8%	\$138,881.31
	CONSTRUCTION ENGR & MANAGEMENT			10%	\$173,601.63
PROJECT TOTAL					\$9,562,464

6200 South					
SR-111 to MVC			Length of Project (Ft)		4330
Widen to 5-Lane Major Arterial			(Mi)		0.82
Item	Description	Unit	Quantity	Unit Cost	Estimated Cost
ROADWAY					
	SURVEY	LUMP	1	1.5%	\$39,700
	MOBILIZATION & DEMOB	LUMP	1	10.0%	\$264,300
	SWPPP	LUMP	1	0.75%	\$19,900
	UTILITY RELOCATIONS	LUMP	1	6.0%	\$158,600
	PUBLIC INFORMATION SERVICES	LUMP	1	0.5%	\$13,300
	TRAFFIC CONTROL	LUMP	1	6.0%	\$158,600
	SITE AND PAVEMENT DEMOLITION	LUMP	1	5.0%	\$132,200
	SITE CLEARING AND GRUBBING	LUMP	1	2.0%	\$52,900
	CONCRETE PAVING (9" PCCP/12" UTBC)	SY	16000	\$80	\$1,280,000
	STORM DRAIN SYSTEM	MI	0.82	\$600,000	\$492,000
	SIGNAL MODIFICATIONS	EACH	2	\$175,000	\$350,000
	LANDSCAPING & FINISH ITEMS	LF	4330	\$50.00	\$216,480
	PERMANENT SIGNING	LF	4330	\$4.00	\$17,318
	NEW STREET LIGHTING	MI	0.82	\$350,000	\$287,000
			ROADWAY SUBTOTAL		\$3,482,298
RIGHT-OF-WAY					
	UNDEVELOPED	AC			
	DEVELOPED	AC			\$0
	RESIDENTIAL RELOCATIONS	EACH			\$0
	BUSINESS RELOCATIONS	EACH			
	ROW ACQUISITION (MAPS, APPRAISALS, ETC)	LUMP		15%	\$0
			RIGHT-OF-WAY SUBTOTAL		\$0
			SUBTOTAL		\$3,482,298
			CONTINGENCY (30%)		\$1,044,690
			PROJECT SUBTOTAL		\$4,526,988
OTHER (PERCENTAGES OF ROADWAY SUBTOTAL)					
	ENVIRONMENTAL			1%	\$34,900
	ENGINEERING			8%	\$278,583.87
	CONSTRUCTION ENGR & MANAGEMENT			10%	\$348,229.84
			PROJECT TOTAL		\$5,188,702

SR-111 Frontage (East)					
5400 South to 6600 South			Length of Project (Ft)		10824
				(Mi)	2.05
Item	Description	Unit	Quantity	Unit Cost	Estimated Cost
ROADWAY					
	SURVEY	LUMP	1	1.5%	\$84,400
	MOBILIZATION & DEMOB	LUMP	1	10.0%	\$562,700
	SWPPP	LUMP	1	0.8%	\$42,200
	UTILITY RELOCATIONS	LUMP	1	6.0%	\$337,600
	PUBLIC INFORMATION SERVICES	LUMP	1	0.5%	\$28,200
	TRAFFIC CONTROL	LUMP	1	6.0%	\$337,600
	SITE AND PAVEMENT DEMOLITION	LUMP	1	5.0%	\$281,400
	SITE CLEARING AND GRUBBING	LUMP	1	2.0%	\$112,600
	COLLECTOR ROADWAY	MI	2.05	\$1,859,497	\$3,811,970
	STORM DRAIN SYSTEM	MI	2.05	\$600,000	\$1,230,000
	LANDSCAPING & FINISH ITEMS	LF	10824	\$50.00	\$541,200
	PERMANENT SIGNING	LF	10824	\$4.00	\$43,296
	NEW STREET LIGHTING	MI	2.05	\$350,000.00	\$717,500
			ROADWAY SUBTOTAL		\$8,130,666
RIGHT-OF-WAY					
	UNDEVELOPED	AC	16.40	\$1,200,000	\$19,680,000
	DEVELOPED	AC			
	RESIDENTIAL RELOCATIONS	EACH			
	BUSINESS RELOCATIONS	EACH			
	ROW ACQUISITION (MAPS, APPRAISALS, ETC)	LUMP		15%	\$2,952,000
			RIGHT-OF-WAY SUBTOTAL		\$22,632,000
			SUBTOTAL		\$30,762,666
			CONTINGENCY (30%)		\$9,228,800
			PROJECT SUBTOTAL		\$39,991,465
OTHER (PERCENTAGES OF ROADWAY SUBTOTAL)					
	ENVIRONMENTAL			1%	\$81,400
	ENGINEERING			8%	\$650,453.25
	CONSTRUCTION ENGR & MANAGEMENT			10%	\$813,066.56
			PROJECT TOTAL		\$41,536,385

3100 South and 3450 West Intersection					
				Length of Project (Ft)	300
				(Mi)	0.06
New EB rt turn lane, pavement mill & inlay, ADA upgrades (curb ramps & ped push buttons)					
Item	Description	Unit	Quantity	Unit Cost	Estimated Cost
ROADWAY					
	SURVEY	LUMP	1	1.5%	\$2,000
	MOBILIZATION & DEMOB	LUMP	1	10.0%	\$12,800
	SWPPP	LUMP	1	0.8%	\$1,000
	UTILITY RELOCATIONS	LUMP	1	6.0%	\$7,700
	TRAFFIC CONTROL	LUMP	1	6.0%	\$7,700
	SITE AND PAVEMENT DEMOLITION	LUMP	1	5.0%	\$6,400
	NEW RIGHT TURN LANE	EACH	1	\$23,000	\$23,000
	MILL AND INLAY 4"	SY	2200	\$23	\$50,600
	RECONSTRUCT PEDESTRIAN ACCESS RAMP	EACH	3	\$3,800	\$11,400
	STORM DRAIN MODIFICATIONS	LUMP	1	\$18,000	\$18,000
	MINOR SIGNAL MODIFICATIONS (INTERSECTION IMPROVEMENTS)	EACH	1	\$25,000	\$25,000
				ROADWAY SUBTOTAL	\$165,600
RIGHT-OF-WAY					
	UNDEVELOPED	AC			
	DEVELOPED	SQ FT	1350	\$5	\$6,750
	RESIDENTIAL RELOCATIONS	EACH			
	BUSINESS RELOCATIONS	EACH			
	ROW ACQUISITION (MAPS, APPRAISALS, ETC)	LUMP		15%	\$1,013
				RIGHT-OF-WAY SUBTOTAL	\$7,763
				SUBTOTAL	\$173,363
				CONTINGENCY (30%)	\$52,009
				PROJECT SUBTOTAL	\$225,371
OTHER (PERCENTAGES OF ROADWAY SUBTOTAL)					
	ENVIRONMENTAL			5%	\$8,300
	ENGINEERING			8%	\$13,248.00
	CONSTRUCTION ENGR & MANAGEMENT			10%	\$16,560.00
				PROJECT TOTAL	\$263,479

3100 South and 4800 West Intersection					
				Length of Project (Ft)	500
				(Mi)	0.09
Pavement mill & inlay, ADA upgrades (curb ramps & ped push buttons)					
Item	Description	Unit	Quantity	Unit Cost	Estimated Cost
ROADWAY					
	SURVEY	LUMP	1	1.5%	\$2,300
	MOBILIZATION & DEMOB	LUMP	1	10.0%	\$14,900
	SWPPP	LUMP	1	0.8%	\$1,200
	TRAFFIC CONTROL	LUMP	1	6.0%	\$8,900
	MILL AND INLAY 4"	SY	4700	\$23	\$108,100
	RECONSTRUCT PEDESTRIAN ACCESS RAMP	EACH	4	\$3,800	\$15,200
	MINOR SIGNAL MODIFICATIONS (INTERSECTION IMPROVEMENTS)	EACH	1	\$25,000	\$25,000
				ROADWAY SUBTOTAL	\$175,600
RIGHT-OF-WAY					
	UNDEVELOPED	AC			
	DEVELOPED	AC			\$0
	RESIDENTIAL RELOCATIONS	EACH			
	BUSINESS RELOCATIONS	EACH			
	ROW ACQUISITION (MAPS, APPRAISALS, ETC)	LUMP		15%	\$0
				RIGHT-OF-WAY SUBTOTAL	\$0
				SUBTOTAL	\$175,600
				CONTINGENCY (30%)	\$52,680
				PROJECT SUBTOTAL	\$228,280
OTHER (PERCENTAGES OF ROADWAY SUBTOTAL)					
	ENVIRONMENTAL			1%	
	ENGINEERING			5%	\$8,780.00
	CONSTRUCTION ENGR & MANAGEMENT			8%	\$14,048.00
				PROJECT TOTAL	\$251,108

3100 South and 6400 West Intersection					
				Length of Project (Ft)	500
				(Mi)	0.09
Pavement mill & inlay, ADA upgrades (curb ramps & ped push buttons)					
Item	Description	Unit	Quantity	Unit Cost	Estimated Cost
ROADWAY					
	SURVEY	LUMP	1	1.5%	\$1,800
	MOBILIZATION & DEMOB	LUMP	1	10.0%	\$11,400
	SWPPP	LUMP	1	0.8%	\$900
	TRAFFIC CONTROL	LUMP	1	6.0%	\$6,900
	MILL AND INLAY 4"	SY	3200	\$23	\$73,600
	RECONSTRUCT PEDESTRIAN ACCESS RAMP	EACH	4	\$3,800	\$15,200
	MINOR SIGNAL MODIFICATIONS (INTERSECTION IMPROVEMENTS)	EACH	1	\$25,000	\$25,000
ROADWAY SUBTOTAL					\$134,800
RIGHT-OF-WAY					
	UNDEVELOPED	AC			
	DEVELOPED	AC			\$0
	RESIDENTIAL RELOCATIONS	EACH			
	BUSINESS RELOCATIONS	EACH			
	ROW ACQUISITION (MAPS, APPRAISALS, ETC)	LUMP		15%	\$0
RIGHT-OF-WAY SUBTOTAL					\$0
				SUBTOTAL	\$134,800
				CONTINGENCY (30%)	\$40,440
				PROJECT SUBTOTAL	\$175,240
OTHER (PERCENTAGES OF ROADWAY SUBTOTAL)					
	ENVIRONMENTAL			1%	
	ENGINEERING			5%	\$6,740.00
	CONSTRUCTION ENGR & MANAGEMENT			8%	\$10,784.00
PROJECT TOTAL					\$192,764

3650 South and 3200 West Intersection					
				Length of Project (Ft)	500
				(Mi)	0.09
Pavement mill & inlay, ADA upgrades (curb ramps & ped push buttons)					
Item	Description	Unit	Quantity	Unit Cost	Estimated Cost
ROADWAY					
	SURVEY	LUMP	1	1.5%	\$2,200
	MOBILIZATION & DEMOB	LUMP	1	10.0%	\$14,400
	SWPPP	LUMP	1	0.8%	\$1,100
	TRAFFIC CONTROL	LUMP	1	6.0%	\$8,700
	MILL AND INLAY 4"	SY	3400	\$23	\$78,200
	RECONSTRUCT PEDESTRIAN ACCESS RAMP	EACH	4	\$3,800	\$15,200
	MINOR SIGNAL MODIFICATIONS (INTERSECTION IMPROVEMENTS)	EACH	1	\$50,000	\$50,000
ROADWAY SUBTOTAL					\$169,800
RIGHT-OF-WAY					
	UNDEVELOPED	AC			
	DEVELOPED	AC			\$0
	RESIDENTIAL RELOCATIONS	EACH			
	BUSINESS RELOCATIONS	EACH			
	ROW ACQUISITION (MAPS, APPRAISALS, ETC)	LUMP		15%	\$0
RIGHT-OF-WAY SUBTOTAL					\$0
				SUBTOTAL	\$169,800
				CONTINGENCY (30%)	\$50,940
				PROJECT SUBTOTAL	\$220,740
OTHER (PERCENTAGES OF ROADWAY SUBTOTAL)					
	ENVIRONMENTAL			1%	
	ENGINEERING			5%	\$8,490.00
	CONSTRUCTION ENGR & MANAGEMENT			8%	\$13,584.00
PROJECT TOTAL					\$242,814

4100 South and 2200 West Intersection					
				Length of Project (Ft)	500
				(Mi)	0.09
Pavement mill & inlay, ADA upgrades (curb ramps & ped push buttons)					
Item	Description	Unit	Quantity	Unit Cost	Estimated Cost
ROADWAY					
	SURVEY	LUMP	1	1.5%	\$2,900
	MOBILIZATION & DEMOB	LUMP	1	10.0%	\$19,000
	SWPPP	LUMP	1	0.8%	\$1,500
	TRAFFIC CONTROL	LUMP	1	6.0%	\$11,400
	MILL AND INLAY 4"	SY	5400	\$23	\$124,200
	RECONSTRUCT PEDESTRIAN ACCESS RAMP	EACH	4	\$3,800	\$15,200
	MINOR SIGNAL MODIFICATIONS (INTERSECTION IMPROVEMENTS)	EACH	1	\$50,000	\$50,000
				ROADWAY SUBTOTAL	\$224,200
RIGHT-OF-WAY					
	UNDEVELOPED	AC			
	DEVELOPED	AC			\$0
	RESIDENTIAL RELOCATIONS	EACH			
	BUSINESS RELOCATIONS	EACH			
	ROW ACQUISITION (MAPS, APPRAISALS, ETC)	LUMP		15%	\$0
				RIGHT-OF-WAY SUBTOTAL	\$0
				SUBTOTAL	\$224,200
				CONTINGENCY (30%)	\$67,260
				PROJECT SUBTOTAL	\$291,460
OTHER (PERCENTAGES OF ROADWAY SUBTOTAL)					
	ENVIRONMENTAL			1%	
	ENGINEERING			5%	\$11,210.00
	CONSTRUCTION ENGR & MANAGEMENT			8%	\$17,936.00
				PROJECT TOTAL	\$320,606

4100 South and 5400 West Intersection					
				Length of Project (Ft)	300
				(Mi)	0.06
New EB rt turn lane, pavement mill & inlay					
Item	Description	Unit	Quantity	Unit Cost	Estimated Cost
ROADWAY					
	SURVEY	LUMP	1	1.5%	\$1,400
	MOBILIZATION & DEMOB	LUMP	1	10.0%	\$9,400
	SWPPP	LUMP	1	0.8%	\$700
	UTILITY RELOCATIONS	LUMP	1	15.0%	\$14,000
	TRAFFIC CONTROL	LUMP	1	6.0%	\$5,600
	SITE AND PAVEMENT DEMOLITION	LUMP	1	5.0%	\$4,700
	NEW RIGHT TURN LANE	EACH	1	\$23,000	\$23,000
	MILL AND INLAY 4"	SY	2400	\$23	\$55,200
	STORM DRAIN MODIFICATIONS	LUMP	1	\$15,000	\$15,000
				ROADWAY SUBTOTAL	\$129,000
RIGHT-OF-WAY					
	UNDEVELOPED	AC			
	DEVELOPED	SF	1050	\$5	\$5,250
	RESIDENTIAL RELOCATIONS	EACH			
	BUSINESS RELOCATIONS	EACH			
	ROW ACQUISITION (MAPS, APPRAISALS, ETC)	LUMP		15%	\$788
				RIGHT-OF-WAY SUBTOTAL	\$6,038
				SUBTOTAL	\$135,038
				CONTINGENCY (30%)	\$40,511
				PROJECT SUBTOTAL	\$175,549
OTHER (PERCENTAGES OF ROADWAY SUBTOTAL)					
	ENVIRONMENTAL			5%	\$6,500
	ENGINEERING			8%	\$10,320.00
	CONSTRUCTION ENGR & MANAGEMENT			10%	\$12,900.00
				PROJECT TOTAL	\$205,269

4700 South and 3200 West Intersection					
				Length of Project (Ft)	400
				(Mi)	0.08
New NB rt turn lane, pavement mill & inlay					
Item	Description	Unit	Quantity	Unit Cost	Estimated Cost
ROADWAY					
	SURVEY	LUMP	1	1.5%	\$3,500
	MOBILIZATION & DEMOB	LUMP	1	10.0%	\$22,900
	SWPPP	LUMP	1	0.8%	\$1,800
	UTILITY RELOCATIONS	LUMP	1	15.0%	\$34,400
	TRAFFIC CONTROL	LUMP	1	6.0%	\$13,800
	SITE AND PAVEMENT DEMOLITION	LUMP	1	5.0%	\$11,500
	NEW RIGHT TURN LANE	EACH	1	\$23,000	\$23,000
	MILL AND INLAY 4"	SY	4600	\$23	\$105,800
	SIGNAL MODIFICATIONS	EACH	1	\$100,000	\$100,000
ROADWAY SUBTOTAL					\$316,700
RIGHT-OF-WAY					
	UNDEVELOPED	AC			
	DEVELOPED	SF	1350	\$50	\$67,500
	RESIDENTIAL RELOCATIONS	EACH			
	BUSINESS RELOCATIONS	EACH			
	ROW ACQUISITION (MAPS, APPRAISALS, ETC)	LUMP		15%	\$10,125
RIGHT-OF-WAY SUBTOTAL					\$77,625
SUBTOTAL					\$394,325
CONTINGENCY (30%)					\$118,298
PROJECT SUBTOTAL					\$512,623
OTHER (PERCENTAGES OF ROADWAY SUBTOTAL)					
	ENVIRONMENTAL			5%	\$15,900
	ENGINEERING			8%	\$25,336.00
	CONSTRUCTION ENGR & MANAGEMENT			10%	\$31,670.00
PROJECT TOTAL					\$585,529

4700 South and 6400 West Intersection					
				Length of Project (Ft)	200
				(Mi)	0.04
New NB and WB rt turn lanes, pavement mill & inlay					
Item	Description	Unit	Quantity	Unit Cost	Estimated Cost
ROADWAY					
	SURVEY	LUMP	1	1.5%	\$2,100
	MOBILIZATION & DEMOB	LUMP	1	10.0%	\$13,500
	SWPPP	LUMP	1	0.8%	\$1,100
	UTILITY RELOCATIONS	LUMP	1	20.0%	\$27,000
	TRAFFIC CONTROL	LUMP	1	6.0%	\$8,100
	SITE AND PAVEMENT DEMOLITION	LUMP	1	5.0%	\$6,800
	NEW RIGHT TURN LANE	EACH	2	\$23,000	\$46,000
	MILL AND INLAY 4"	SY	3200	\$23	\$73,600
	STORM DRAIN MODIFICATIONS	LUMP	1	\$15,000	\$15,000
ROADWAY SUBTOTAL					\$193,200
RIGHT-OF-WAY					
	UNDEVELOPED	AC			
	DEVELOPED	AC			\$0
	RESIDENTIAL RELOCATIONS	EACH			
	BUSINESS RELOCATIONS	EACH			
	ROW ACQUISITION (MAPS, APPRAISALS, ETC)	LUMP		15%	\$0
RIGHT-OF-WAY SUBTOTAL					\$0
SUBTOTAL					\$193,200
CONTINGENCY (30%)					\$57,960
PROJECT SUBTOTAL					\$251,160
OTHER (PERCENTAGES OF ROADWAY SUBTOTAL)					
	ENVIRONMENTAL			5%	\$9,700
	ENGINEERING			8%	\$15,456.00
	CONSTRUCTION ENGR & MANAGEMENT			10%	\$19,320.00
PROJECT TOTAL					\$295,636