

SUMMIT COUNTY, UTAH

ORDINANCE NO. 958

AN ORDINANCE ADOPTING A SUMMIT COUNTY TRANSPORTATION IMPACT FEE PLAN ANALYSIS AND IMPOSING IMPACT FEES, PROVIDING FOR THE CALCULATION AND COLLECTION OF SUCH FEES, PROVIDING FOR APPEAL, ACCOUNTING, AND SEVERABILITY OF THE SAME, AND OTHER RELATED MATTERS

WHEREAS, Summit County (the “**County**”) is a political subdivision of the State of Utah, authorized and organized under the provisions of Utah law; and

WHEREAS, the County is authorized pursuant to the Impact Fees Act, Utah Code Ann. §11-36a-101 et. seq. to adopt and impose impact fees as a condition of development approval; and

WHEREAS, the County currently has impact fees for transportation facilities within the Western Snyderville Basin transportation (“**WSBT**”) service area but the County desires to expand transportation facilities to encompass all of unincorporated Summit County; and

WHEREAS, the existing transportation impact fees for the WSBT service area were adopted as Ordinance 652 (and later amended as Ordinance 652A) and have been codified in the Summit County Code under Title 9, “Building Codes and Construction,” Chapter 2, “Impact Fees,” Article C, “Transportation Impact Fees” and;

WHEREAS, on or about August 31, 2022, the County adopted a Long-Range Transportation Plan, which identified potential future transportation and roadway projects within Summit County between 2022 and 2050; and

WHEREAS, the County provided written notice of its intent to prepare a Transportation Impact Fee Facilities Plan (“**Facilities Plan**”) pursuant to Utah Code Ann. §11-36a-501 and retained Hales Engineering to prepare the Facilities Plan, a copy of which is attached hereto as **Exhibit A** and incorporated herein by reference; and

WHEREAS, Hales Engineering has certified its work on the Facilities Plan under Utah Code Ann. §11-36a-306(1); and

WHEREAS, the County provided notice and held a public hearing prior to adopting the Facilities Plan in satisfaction of Utah Code Ann. §11-36a-502; and

WHEREAS, the County adopted the Facilities Plan by Ordinance No. 959; and

WHEREAS, prior to preparing the Transportation Impact Fee Analysis (the “**Impact Fee Analysis**”), the County provided notice as set forth in Utah Code Ann. §11-36a-503; and

WHEREAS, the County has caused an Impact Fee Analysis to be prepared by Zions Public Finance Inc., a copy of which is attached hereto as **Exhibit B** and incorporated herein by reference; and

WHEREAS, Zions Public Finance Inc., has certified its work on the Impact Fee Analysis under Utah Code Ann. § 11-36-306(2); and

WHEREAS, in accordance with Utah Code Ann. §11-36a-504(1)(b)(i) and §17-27a-205, the County made this Impact Fee Enactment Ordinance (the “**Ordinance**”) available to the public at least ten (10) days before the scheduled public hearing; and

WHEREAS, in accordance with Utah Code Ann. §17-27a-205, the County posted notice of the public hearing with respect to the proposed Ordinance on the County’s official website at least ten (10) days before the scheduled public hearing; and

WHEREAS, in accordance with Utah Code Ann. §17-27a-205, the County mailed notice of the public hearing with respect to the proposed Ordinance to each “affected entity” at least ten (10) days before the scheduled public hearing; and

WHEREAS, in accordance with Utah Code Ann. § 17-27a-205, the County posted notice of the public hearing with respect to the proposed Ordinance on the Utah Public Notice Website at least ten (10) days before the scheduled public hearing; and

WHEREAS, at least ten (10) days before the scheduled public hearing, the County made a copy of the proposed Ordinance available to the public by posting a copy of the Impact Fee Analysis and a summary of the Impact Fee Analysis prepared in accordance with Utah Code Ann. §11-36a-303 on the County’s website; and

WHEREAS, the Summit County Council (the “**Council**”) held a public hearing on May 3, 2023 regarding the Impact Fee Analysis and Ordinance; and

WHEREAS, after careful consideration and review of the comments at the public hearing, the Council has determined that it is in the best interest of the health, safety, and welfare of the inhabitants of the County to enact new impact fees.

NOW THEREFORE, the Council of the County of Summit, State of Utah, hereby ordains as follows:

9-2C-1 PURPOSE

- A. Growth and Development Activity in the County will create additional demands on its transportation facilities. The Public Facility improvement requirements which are analyzed in the Facilities Plan and the Impact Fee Analysis are the direct result of additional Public Facility needs caused by future Development Activity. The persons and entities responsible for growth and Development Activity should pay a proportionate share of the costs of the Public Facilities related to transportation needed to serve the growth and Development Activity.

- B. Impact fees are necessary to achieve an equitable allocation of the costs borne in the past and to be borne in the future, in comparison with the benefits already received and yet to be received.
- C. In enacting and approving the Impact Fee Analysis and this Ordinance, the County Council has taken into consideration, and in certain situations will consider on a case-by-case basis in the future, the future Public Facilities and transportation needs of the County, the financial needs of the County which are the result of the County's future Public Facility needs, the distribution of the burden of costs to different properties within the County based on the use of transportation facilities of the County by such properties, the financial contribution of those properties and other properties similarly situated in the County at the time of computation of the required Impact Fee and prior to the enactment of this Ordinance, all revenue sources available to the County, and the impact on future transportation facilities that will be required by growth and new Development Activity in the County.
- D. This Ordinance establishes the County's transportation Impact Fee policies and procedures and conforms to the requirements of the Utah Impact Fees Act (§11-36a-101 et. seq.). This Ordinance establishes Impact Fees for Public Facilities related to transportation within the Service Area, provides a schedule of Impact Fees for differing types of land-use development, and sets forth direction for challenging, modifying, and appealing Impact Fees. The provisions of this Ordinance shall be liberally construed in order to carry out the purpose and intent of the County in establishing a program of Impact Fees in compliance with the Utah Impact Fees Act.

9-2C-2 DEFINITIONS

Words and phrases that are defined in the Act shall have the same definition in this Impact Fee Ordinance. The following words and phrases shall have the following meanings:

1. "Act" refers to the Utah Impact Fees Act (§11-36a-101 et. seq.), as amended.
2. "County" means a local political subdivision of the State of Utah and is referred to herein as Summit County.
3. "Development Activity" means any construction or expansion of building, structure, or use, any change in use of a building or structure, or any change in the use of land located within the Service Area that creates additional demand and need for Public Facilities related to transportation.
4. "Development Approval" means any written authorization from the County that authorizes the commencement of Development Activity. Typically, Development Approval would be

in the form of a building permit issued by the County's building department unless otherwise agreed upon in writing.

5. "Facilities Plan" means the plan prepared for the County as required by Section 11-36a-301 of the Act.
6. "Impact Fee" means a payment of money imposed upon Development Activity as a condition of Development Approval to mitigate the impact of the new development on public infrastructure. "Impact Fee" includes development Impact Fees, but is not a tax, a special assessment, a hookup fee, a building permit fee, a fee for project improvements, or other reasonable permit or application fees, nor does it have any bearing upon past or future density incentive programs of the County.
7. "Impact Fee Analysis" means the analysis prepared for the County as required by Section 11-36a-303 of the Act.
8. "Ordinance" means this Impact Fee Enactment Ordinance.
9. "Project Improvements" means site improvements and facilities that are planned and designed to provide service for development resulting from a Development Activity and are necessary solely for the use and convenience of the occupants or users of said Development Activity. "Project improvements" do not include "System Improvements" as defined below.
10. "Proportionate Share" means the cost of public facility improvements that are roughly proportionate and reasonably related to the service demands and needs of a Development Activity.
11. "Public Facility(ies)" means, for purposes of this Ordinance, transportation (transit or roadway) improvements or facilities of the County for the Service Area.
12. "Request for Information" means a written request submitted to the County for information regarding the Impact Fee.
13. "Service Area" refers to a geographic area designated by the County based on sound planning or engineering principles in which a defined set of the County's Public Facilities provides service. For purposes of this Ordinance, the Service Area encompasses the same geographic boundaries of Summit County less and excepting its municipalities. The Service Area is not a County Service Area under the Special Service District Act.
14. "System Improvements" refer both to existing Public Facilities designed to provide services within the Service Area and to future Public Facilities identified in the Impact Fee Analysis that are intended to provide service to the Service Area. "System Improvements" do not include "Project Improvements" as defined above.

9-2C-3 **ADOPTION OF IMPACT FEES**

- A. Impact Fee Analysis. The County Council hereby approves and adopts the Impact Fee Analysis attached as **Exhibit B**.
- B. Impact Fees. Impact fees are hereby imposed in the Service Area as a condition of any Development Activity that impacts Public Facilities in order to mitigate the impact of such development on Public Facilities. Impact fees shall be paid to the County at the time of Development Approval. No Development Approval shall be issued unless and until the Impact Fees required by this Ordinance have been paid in full.
- C. Impact Fee Schedule. The Impact fees imposed are as set forth in the Impact Fee Schedule attached hereto as **Exhibit C** and incorporated herein by reference. Unless the County is otherwise bound by a contractual requirement or the Impact Fees have been prepaid according to a prior agreement with the County, the Impact Fee shall be determined from the Impact Fee Schedule in effect at the time of payment.
- D. Adjustments. The standard Impact Fee may be adjusted at the time the fee is charged as follows:
 - a. to respond to unusual circumstances in specific cases;
 - b. to respond to a request for a prompt and individualized Impact Fee review for the Development Activity of an agency of the State of Utah, a school district, or charter school;
 - c. to respond to a request for a prompt and individualized impact fee review for an offset or credit for a Public Facility for which an Impact Fee has been or will be collected;
 - d. to ensure that Impact Fees are imposed fairly;
 - e. based upon studies and data submitted by a developer showing a substantial discrepancy between the Impact Fee being assessed and the actual impact of the Development Activity on the system.
- E. Waiver for "Public Purpose". The County Council may, on a project-by-project basis, authorize exceptions or adjustments to the Impact Fees due from Development Activity for those projects the County Council determines to be of such benefit to the community as a whole to justify the exception or adjustment. Such projects may include facilities being funded by tax-supported agencies, affordable housing projects, or facilities of a temporary nature. The County Council may elect to waive or adjust Impact Fees in consideration of economic benefits to be received from the Development Activity.
 - a. Procedures:
 - i. Applications for exceptions under this subsection are to be filed with the County at the time the developer first requests Development Approval.

- ii. Staff will review the request and give recommendations to the County Council.

F. Credits and Reimbursements.

- a. A developer may be allowed a credit against or proportionate reimbursement of Impact Fees if a developer:
 - i. dedicates land for a System Improvement;
 - ii. builds and dedicates some or all of a System Improvement; or
 - iii. dedicates a Public Facility that the County and the developer agree will reduce the need for a System Improvement.

G. Additional Fees and Costs. The Impact Fees authorized hereby are separate from and in addition to user fees and other charges lawfully imposed by the County for new development such as engineering and inspection fees, building permit fees, review fees, hookup fees, connections fees, fees for project improvements, and other fees and costs that may not be included as itemized component parts of the Impact Fee.

9-2C-4 INCOME FEE ACCOUNTING

- A. Impact Fees Accounts. The County will establish a separate interest-bearing ledger account for each type of Public Facility for which the Impact Fees are collected pursuant to this Ordinance and will deposit Impact Fee receipts in the appropriate ledge account. All interest earned on the collection of Transportation Impact Fees shall accrue to the benefit of the segregated account.
- B. Reporting. At the end of each fiscal year, the County shall prepare a report on each Impact Fee ledger account established as required herein showing the source and amount of all monies collected, earned, and received by the account and each expenditure from the account. The report shall account for all Transportation Impact Fee funds that the County has on hand at the end of the fiscal year. The report shall also identify Impact Fee funds by the year in which they were received, the Development Activity from which the funds were collected, the Project Improvements for which the funds were budgeted, and the projected schedule for expenditure. The report shall be in a format approved by the State Auditor, certified by the County's Financial Officer, and transmitted to the State Auditor within 180 days after the day on which the fiscal year ends.
- C. Impact Fee Expenditures. The County may expend Impact Fees only for System Improvements that are (i) Public Facilities identified in the Facilities Plan and (ii) for the specific Public Facility type for which the Impact Fee was collected.
- D. Time of Expenditure. Impact Fees collected pursuant to the requirements of this Ordinance are to be expended or encumbered for a permissible use within six years of the receipt of

those funds by the County. For purposes of this calculation, the first funds received shall be deemed to be the first funds expended.

- E. Extension of Time. The County may hold Impact Fees for longer than six years if it identifies in writing (i) an extraordinary and compelling reason why the Impact Fees should be held longer than six years and (ii) an absolute date by which the Impact Fees will be expended.
- F. Refunds. The County will refund Impact Fees paid by a developer plus interest actually earned (i) the developer does not proceed with the Development Activity and files a written request for a refund; (ii) the Impact Fees have not been spent or encumbered; and (iii) no impact has resulted.
- G. Imposition of Additional Fee or Refund After Development Activity. Should any developer undertake Development Activity such that the ultimate density or other impact of the Development Activity is not revealed to the County, either through inadvertence, neglect, a change in plans, or any other cause whatsoever, and/or the Impact Fee is not initially charged against all units or the total density within the development, the County shall be entitled to charge an additional Impact Fee to the developer or other appropriate person covering the density for which an Impact Fee was not previously paid.

9-2C-5 APPEAL PROCEDURE

- A. Application: The appeal procedures set forth herein apply both to challenges to the legality of Impact Fees pursuant to this Ordinance and to the interpretation and/or application of those Impact Fees.
- B. Request for Information Concerning the Impact Fee: Any person or entity required to pay or who has paid an Impact Fee pursuant to this Ordinance may file a Request for Information with the County. The County will provide the person or entity with the County's Impact Fee Analysis, the Facilities Plan, and other relevant information relating to the Impact Fee within fourteen (14) days after receipt of the Request for Information.
- C. Administrative Appeal.
 - a. Any person or entity that has paid an Impact Fee under this Ordinance and wishes to administratively challenge the impact fee, shall file a notice of appeal with the County Council that contains:
 - i. the appellant's name, mailing address and daytime phone number;
 - ii. a brief summary of the grounds for appeal; and
 - iii. the relief sought.

- b. The notice of appeal shall be filed as provided below:
 - i. if the appellant is challenging the County's compliance with the Impact Fee notice requirements, the notice of appeal must be filed within thirty (30) days after payment of the Impact Fee;
 - ii. if the appellant is challenging compliance with other, non-notice, procedural Impact Fee requirements, the notice of appeal must be filed within one hundred and eighty (180) days after payment of the Impact Fee; and
 - iii. if the appellant is challenging the Impact Fee itself, the notice of appeal must be filed within one year after payment of the Impact Fee.
- c. The County Council shall set a hearing date to consider the merits of the appeal. The appellant may appear at the hearing and present any written or oral evidence deemed relevant to the appeal. Representatives of the County may also appear and present evidence to support the imposition of the Impact Fee.
- d. The County Council shall make its final decision on the administrative appeal within thirty (30) days after the day on which the administrative challenge to the impact fee is filed. Should the County Council, for any reason, fail to issue a final decision on an administrative appeal within thirty (30) days after the filing of the notice of appeal, the challenge shall be deemed to have been denied.
- e. A person or entity is not required to exhaust these administrative remedies before filing an action in district court.

D. Judicial Review. Any person or entity that has paid an Impact Fee under this Ordinance may petition the district court challenging the notice, procedure, or Impact Fee within the limitations period set forth in Utah Code §11-36a-702 or successor law. The deadline to file a petition in district court is tolled from the date that a challenge is filed using the administrative appeals process in Section 9-2C-7(C) until thirty (30) days after the day on which a final administrative decision is rendered.

9-2C-6 MISCELLANEOUS

- A. Severability. If any section, subsection, paragraph, clause or phrase of this Impact Fee Ordinance shall be declared invalid for any reason, such decision shall not affect the remaining portions of this Impact Fee Ordinance, which shall remain in full force and effect, and for this purpose, the provisions of this Impact Fee Ordinance are declared to be severable. In the event any section, subsection, paragraph, clause, or phrase of this Resolution conflicts with the Utah Impact Fees Act, the relevant provision of the Utah Impact Fees Act shall control.
- B. Exhibits. All exhibits to this Impact Fee Ordinance are hereby incorporated herein by reference and are made a part hereof as though fully set forth herein.

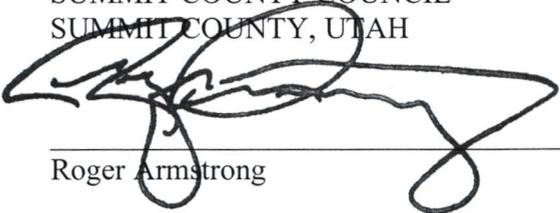
- C. Interpretation. This Impact Fee Ordinance has been divided into sections, subsections, paragraphs and clauses for convenience only and the interpretation of this Impact Fee Ordinance shall not be affected by such division or by any heading contained herein.

- D. Repealer. This Impact Fee Ordinance is intended to replace the existing transportation impact fees for the WSBT service area that were adopted as Ordinance 652 (and later amended as Ordinance 652A) and have been codified in the Summit County Code under Title 9, "Building Codes and Construction," Chapter 2, "Impact Fees," Article C, "Transportation Impact Fees." In so adopting this Ordinance, the County Council hereby repeals Ordinances 652 and 652A.

- E. Effective Date. This Impact Fee Ordinance shall not take effect until ninety (90) days after adoption hereof.

APPROVED, ADOPTED, AND PASSED and ordered published by the Summit County Council, this 3 day of May, 2023.

SUMMIT COUNTY COUNCIL
SUMMIT COUNTY, UTAH



Roger Armstrong



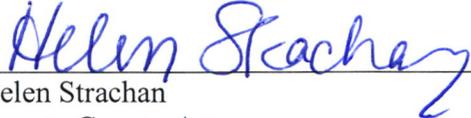
Armstrong voted Aye
Hanson voted Aye
Stevens voted Aye
Robinson voted Aye
Harte voted Aye

ATTEST:



Evelyn Furse, County Clerk

APPROVED AS TO FORM:



Helen Strachan
Deputy County Attorney

Exhibit A: Transportation Impact Fee Facilities Plan

Summit County Transportation Impact Fee Facilities Plan



January 2023

HALES  **ENGINEERING**
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EXECUTIVE SUMMARY

The purpose of the Summit County transportation Impact Fee Facilities Plan (IFFP) is to identify public roadway improvements that are needed to accommodate anticipated development and to determine which projects may be funded with impact fees. This document focuses on the County roadway improvements that will be needed for the eight-year period from 2022 to 2030.

This analysis incorporates information from the Summit County Long-Range Transportation Plan (LRTP) update. The LRTP includes information regarding the existing and future demands on the transportation infrastructure and the proposed improvements. It is anticipated that the traffic growth on County roadways between 2022 and 2030 will be 4,656 PM peak hour trips.

17 projects have been planned by 2030 to accommodate future development and growth. The impact fee eligible cost of each project was calculated based on the project type, existing and future roadway volumes, pass-through traffic for roadway projects, and trail miles. As shown in Table ES-1, the total impact fee eligible cost for Summit County between 2022 and 2030 is \$24,530,290.

Table ES-1: Transportation Project List

#	Description	2030 Cost	% Eligible	Eligible Cost
1	Extend Landmark Dr. from Olympic Pkwy to Bear Cub Dr. (2 Lanes)	\$7,000,000	11.7%	\$819,000
2	New Bitner Rd. extension from Bitner Rd. to Silver Creek Rd. (2 Lanes)	\$15,630,000	6.7%	\$1,023,760
3	New Old Ranch Rd. Sidepath	\$1,200,000	100.0%	\$1,200,000
4	Widen Pace Frontage Rd. from Silver Creek Dr. to Park City Storage (4 Lanes)	\$3,480,000	46.9%	\$1,632,120
5	Upgrade I-80 pedestrian/bike tunnel near Silver Creek Village with vehicle lanes (2 Lanes)	\$15,500,000	1.3%	\$201,500
6	Upgrade Silver Creek Dr. / Pace Frontage Rd. roundabout to dual-lane roundabout	\$1,340,000	20.4%	\$273,360
7	New Silver Summit Pkwy Sidepath	\$8,000,000	100.0%	\$8,000,000
8	Widen Silver Creek Dr. from Pace Frontage Rd. to Promontory Ranch Rd. (4 lanes)	\$3,070,000	40.0%	\$1,228,000
9	Upgrade Promontory Ranch Rd. / Silver Creek Dr. intersection to a single-lane roundabout	\$2,010,000	30.7%	\$617,070
10	Grade separation of Olympic Pkwy/Newpark Blvd with SR-224	\$46,800,000	0.2%	\$93,600
11	Grade separation of Ute Blvd with SR-224	\$46,800,000	5.2%	\$2,433,600
12	Realignment of Old Highway 40 at the intersection with S.R. 248	\$4,450,000	32.6%	\$1,450,700
13	Widen Landmark Drive from Landmark Loop to Outlets Roundabout (4 lanes)	\$3,300,000	21.3%	\$702,900
14	New Hallam Road extension from SR-248 to Lambert Ln. (2 Lanes)	\$7,320,000	15.2%	\$1,112,640
15	New SR-32 Pathway	\$3,500,000	100.0%	\$3,500,000
16	Add shoulder & improve intersections along Hoytsville Rd.	\$3,000,000	2.7%	\$81,000
17	Widen Weber Canyon Rd. by adding turn lanes from Oakley to the end (3 Lanes)	\$6,710,000	2.4%	\$161,040
TOTAL		\$179,110,000		\$24,530,290



ACKNOWLEDGEMENTS

Summit County Council

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Roger Armstrong, Vice Chair
Malena Stevens
Tonja Hanson
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GLOSSARY OF TERMS

ADT	Average Daily Traffic
IFA	Impact Fee Analysis
IFFP	Impact Fee Facilities Plan
ITE	Institute of Transportation Engineers
LOS	Level of Service
LRTP	Long-Range Transportation Plan
TDM	Travel Demand Model
UDOT	Utah Department of Transportation



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

Josh Gibbons, PE, PTOE

Hales Engineering



I. INTRODUCTION

A. OVERVIEW

The purpose of the Summit County Transportation Impact Fee Facilities Plan (IFFP) is to identify public roadway improvements that are needed to accommodate anticipated development and to determine which projects may be funded with impact fees. Utah law requires communities to prepare an IFFP prior to preparing an impact fee analysis (IFA) and establishing an impact fee. According to Title 11, Chapter 36a, Section 302 of the Utah Code, the IFFP is required to identify the following:

- The existing level of service (LOS)
- A proposed LOS
- Any excess capacity to accommodate future growth at the proposed LOS
- The traffic demands placed on existing public facilities by new development at the proposed LOS
- A proposed improvement plan to address the traffic demands
- A general consideration of all potential revenue sources to finance system improvements

This analysis incorporates information being developed for the on-going update to the Summit County Long-Range Transportation Plan (LRTP), which was recently adopted. The LRTP will include information regarding the existing and future demands on the transportation infrastructure and the proposed improvements to provide acceptable levels of service. The LRTP provides additional detail regarding the methodology used to determine future travel demand.

This document focuses on the improvements that will be for the eight-year period between 2022 and 2030. Utah law requires that any impact fees collected for those improvements be spent within six years of being collected. Only capital improvements are included in this plan; all other maintenance and operation costs are assumed to be covered through the County's General Fund as tax revenues increase as a result of additional development.



II. ANALYSIS METHODOLOGY

A. PURPOSE

The purpose of this chapter is to discuss the LOS methodology and the proposed LOS threshold of Summit County roadways and trails. According to the Impact Fees Act, LOS is defined as “the defined performance standard or unit of demand for each capital component of a public facility within a service area.” The LOS of a roadway segment or intersection is used to determine if capacity improvements are necessary. LOS is measured on a roadway segment using its daily traffic volume as an approximation of PM peak hour congestion. For trail projects, it was determined that County trail miles per capita would be used to identify level of service.

B. ROADWAY LOS

PROPOSED LEVEL OF SERVICE

LOS is a term that describes the operating performance of an intersection or roadway. LOS is measured quantitatively and reported on a scale from A to F, with A representing the best performance and F the worst.

The capacity of roadway segments is generally determined based on the number of lanes and/or functional classification of the roadway. The roadway LOS is then determined by comparing the actual traffic volumes with the capacity. The Summit County standard is that LOS A through LOS C are acceptable for roadway segments. Table 1 summarizes the maximum acceptable capacities (LOS C) for roadway segments as defined by UDOT for long-range planning purposes. LOS C capacities for intersections was identified by a calculation using the roadway segment capacities, UDOT signal data, or sensitivity capacity analyses in Synchro software.

Table 1: Roadway Segment Maximum Capacities (LOS C)

Functional Classification	Number of Lanes	LOS C Capacity (vehicles per day)
Rural Collector	2	7,500
	4	16,000
Small Urban Collector	3	8,500
	5	26,000

Source: UDOT Generalized LOS C Thresholds

The proposed LOS provides a standard of evaluation for roadway conditions. This standard will determine whether or not a roadway will need improvements. According to the Utah Impact Fee Law, the proposed LOS may:

- Diminish or equal the existing LOS;
- Exceed the existing LOS if, independent of the use of impact fees, the political subdivision or private entity provides, implements, and maintains the means to increase the existing LOS for existing demand within six years of the date on which new growth is charged for the proposed LOS; 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 LOS for existing demand within six years of the date on which new growth is charged for the proposed LOS

As discussed previously, the proposed LOS threshold for Summit County is LOS C. Therefore, improvements are eligible for impact fees for roadways that operate at LOS D, E, or F.

EXCESS CAPACITY

An important element of the IFFP is the determination of excess capacity on the roadway network. Excess capacity is defined as the amount of available capacity on any given street in the roadway network under existing conditions. This capacity is available for new development in the County before additional infrastructure will be needed. This represents a buy-in component from the County if the existing residents/property owners have already paid for these improvements.

New roads do not have any excess capacity and roads which are not under County jurisdiction have their capacity information removed from the calculations. The excess capacity for roadways that are identified as needing improvements in the IFFP was calculated and accounted for in the impact fee calculations.

TRIPS

The unit of demand for transportation impact is the vehicle trip. A vehicle trip is defined by the Institute of Transportation Engineers (ITE) as a single or one-directional vehicle movement to or from a location during a defined time period. The total traffic impact of a new development can be determined by the sum of the total number of vehicle trips generated by a development in a typical weekday. This trip generation number or impact can be estimated for an individual development using the ITE *Trip Generation*, 11th Edition, 2021.

The modeled roadway volumes and capacities in the travel demand model (TDM) are calculated using daily traffic volumes. A travel demand model trip is counted once as a vehicle leaves home and then again as it arrives at work for a total of two trips, also known as trip ends. This is similar to the ITE Trip Generation method, which uses driveway counts as its measure of a trip. Based on this, the travel demand model and ITE trip generation trip numbers are equivalent, and no conversion was needed.

An additional consideration is that certain developments generate pass-by trips. Pass-by trips are trips taken on the way from one development to another. An example of this is someone stopping at a gas station on the way home from work. The pass-by trip is still counted at the gas station access. However, the pass-by trip was completed by a vehicle already on the road due to other developments.

Pass-by trips do not add traffic to the roadway and, therefore, do not create additional impact. Many land use types in the ITE Trip Generation Manual have a suggested reduction for pass-by trips where applicable. In each case, the pass-by trip reduction rate will be applied to the trip generation rate used in the IFA.



C. TRAILS LOS

In order to determine the impact fee eligibility of trail projects, the LOS was based on trail miles per capita in the County. The future eight-year horizon condition should not exceed the existing ratio of trail miles per capita to maintain the same LOS. The trail miles include only trails located within the County itself, and not those within City boundaries. The capita includes both residents and employees within the County itself.

The existing (2022) trail miles were identified along with the proposed project trail miles, as shown in Table 2. The summary of existing and future anticipated capita is provided in Table 3.

Table 2: Trail Miles Summary

Scenario	Trail Miles
Existing (2022)	35
New Proposed	7.9
Future (2030)	42.9

Table 3: Capita Summary

Scenario	Capita		
	Residents	Employees	Total
Existing (2022)	26,364	16,333	42,697
Future (2030)	31,927	20,451	52,378

Based on the existing trail miles and capita, the existing (2022) ratio is approximately 0.00082 trail miles per capita. With the future (2030) anticipated capita of 52,378 people, this means the County could gather impact fees to have 42.94 total trail miles in 2030, which is slightly more than the proposed 42.9 trail miles. Therefore, all of the new proposed 7.9 trail miles will be impact fee eligible. In other words, 100% of the proposed new trails can be built with impact fee funding. This percentage was used as the impact fee eligible percentage for all new trail projects.



III. TRANSPORTATION DEMANDS

A. PURPOSE

The purpose of this chapter is to identify the existing and future transportation demands on existing roadway facilities. Future transportation demands are based on new development in the County. Once defined, the transportation demands help identify roadways that have excess capacity and those that require additional capacity due to high transportation demands.

B. ROADWAY CONDITIONS

Future traffic volumes were projected using a TDM in the development of the County LRTP and calibrated where possible with recent traffic counts. The TDM was a model used for Summit County, prior to a recent combined model for both Summit County and Wasatch County. Summit County staff completed the travel demand modelling to determine future transportation demands. Several new roadways and improvements to existing roadways were identified by Summit County staff as being needed due to new development. Based on the analysis, the following are existing roadways that need improvement:

- Pace Frontage Road
- Silver Creek Drive / Pace Frontage Road intersection
- Silver Creek Drive
- Hoytsville Road
- Weber Canyon Road

The TDM was also used to determine the number of new trips being added to the system due to new development between 2022 and 2030. The TDM outputs daily person trips and truck trips. The person trips were converted to vehicle trips using standard vehicle occupancies. These were then converted from a daily number to a PM peak hour number based on standard ratios of PM peak hour trips versus daily trips for the various land uses proposed in the County. 4,656 new PM peak hour trips are anticipated in the County between 2022 and 2030.



IV. MITIGATION PROJECTS

A. PURPOSE

The purpose of this chapter is to discuss the recommended improvements that will mitigate capacity deficiencies on County roadways and the cost of those improvements. The cost of the recommended improvements is critical in the calculation of the impact fees.

B. FUTURE PROJECTS

Poor levels of service on roadways are generally mitigated by building new roads or adding travel lanes. In some cases, additional lanes can be gained by re-striping the existing pavement width. This can be accomplished by eliminating on-street parking, creating narrower travel lanes, and adding two-way left-turn lanes where they do not currently exist. For all roadway capacity improvements, it is recommended to investigate other mitigation methods before widening the roadway. Improvements can also be made at intersections to improve LOS by changing the intersection type or the intersection control. At signalized intersections, methods to improve intersection LOS include additional left and right turning lanes and signal timing improvements.

The existing and future (2030) no-build scenarios were used as a basis to predict the necessary projects to include in the IFFP. For the purposes of this IFFP, only projects that are planned to be completed within the next eight years will be considered. In other words, projects recommended for future (2030) conditions in the LRTP were identified and accounted for within this IFFP. Table 4 shows all County projects expected to be constructed in the next eight years to meet the demands placed on the roadway network by new development. These projects are included in the IFFP analysis. UDOT projects and transit projects will be funded with other monies and are therefore not eligible for impact fee expenditure and are not included in this analysis.

C. PROJECT COSTS ATTRIBUTABLE TO FUTURE GROWTH

Table 4 represents all projects expected to be constructed based on the expected eight-year growth. Preliminary cost estimates were completed for each of the proposed projects and inflated to a 2030 condition. The total 2030 cost for the projects is estimated to be \$179,110,000. Only a portion of these costs is impact fee eligible. The County will need to find funding to cover the portion of the projects that is not impact fee eligible. The cost that is due to future growth can be shared by new development through the assessment of transportation impact fees.

The amount of each project to be funded by impact fees varies depending on the pass-through traffic, projected traffic volumes, and capacity of each roadway. A vehicle trip is considered pass-through when the origin and the destination for a specific trip occurs outside the County limits. A pass-through traffic analysis was completed on each roadway where a project is planned in the County using a select-link analysis on the travel demand model. Specific pass-through values were assigned to each project roadway based on this analysis. A select-link analysis was also used to estimate the portion of traffic on project roadways generated by Summit County. Overall, the pass-through was found to be zero or close to zero for these County roadways.



Table 4: Roadway and Trail Project List

#	Description	2030 Cost
1	Extend Landmark Dr. from Olympic Pkwy to Bear Cub Dr. (2 Lanes)	\$7,000,000
2	New Bitner Rd. extension from Bitner Rd. to Silver Creek Rd. (2 Lanes)	\$15,630,000
3	New Old Ranch Rd. Sidepath	\$1,200,000
4	Widen Pace Frontage Rd. from Silver Creek Dr. to Park City Storage (4 Lanes)	\$3,480,000
5	Upgrade I-80 pedestrian/bike tunnel near Silver Creek Village with vehicle lanes (2 Lanes)	\$15,500,000
6	Upgrade Silver Creek Dr. / Pace Frontage Rd. roundabout to dual-lane roundabout	\$1,340,000
7	New Silver Summit Pkwy Sidepath	\$8,000,000
8	Widen Silver Creek Dr. from Pace Frontage Rd. to Promontory Ranch Rd. (4 lanes)	\$3,070,000
9	Upgrade Promontory Ranch Rd. / Silver Creek Dr. intersection to a single-lane roundabout	\$2,010,000
10	Grade separation of Olympic Pkwy/Newpark Blvd at SR-224	\$46,800,000
11	Grade separation of Ute Blvd at SR-224	\$46,800,000
12	Realignment of Old Highway 40 at the intersection with S.R. 248	\$4,450,000
13	Widen Landmark Drive from Landmark Loop to Outlets Roundabout (4 lanes)	\$3,300,000
14	New Hallam Road extension from SR-248 to Lambert Ln. (2 Lanes)	\$7,320,000
15	New SR-32 Pathway	\$3,500,000
16	Add shoulder & improve intersections along Hoytsville Rd.	\$3,000,000
17	Widen Weber Canyon Rd. by adding turn lanes from Oakley to the end (3 Lanes)	\$6,710,000
TOTAL		\$179,110,000

The impact fee eligibility of each roadway widening project was calculated by dividing the new demand from new development in the next eight years by the future (2030) traffic volume roadway capacity on the subject roadway. This eligibility percentage was then multiplied by the project cost to calculate the impact fee eligible cost for each project. The percentages for existing volume and volume beyond eight years were also calculated. For new roadway projects, the percent of existing versus next eight years demand was estimated based on the proportion of new to existing trips generated. As discussed, trail projects were given an impact fee eligibility of 100.0% based on trail miles per capita.

Funding for regional projects can also come through other sources. In this case, the Snyderville Basin Recreation District plans to contribute \$350,000 towards project 2, extending Bitner Road to Silver Creek Road. A summary of the costs and impact fee eligibility of each project is shown in Table 5. As shown, the total impact fee eligible cost for the planned projects in the next eight years is \$24,530,290.

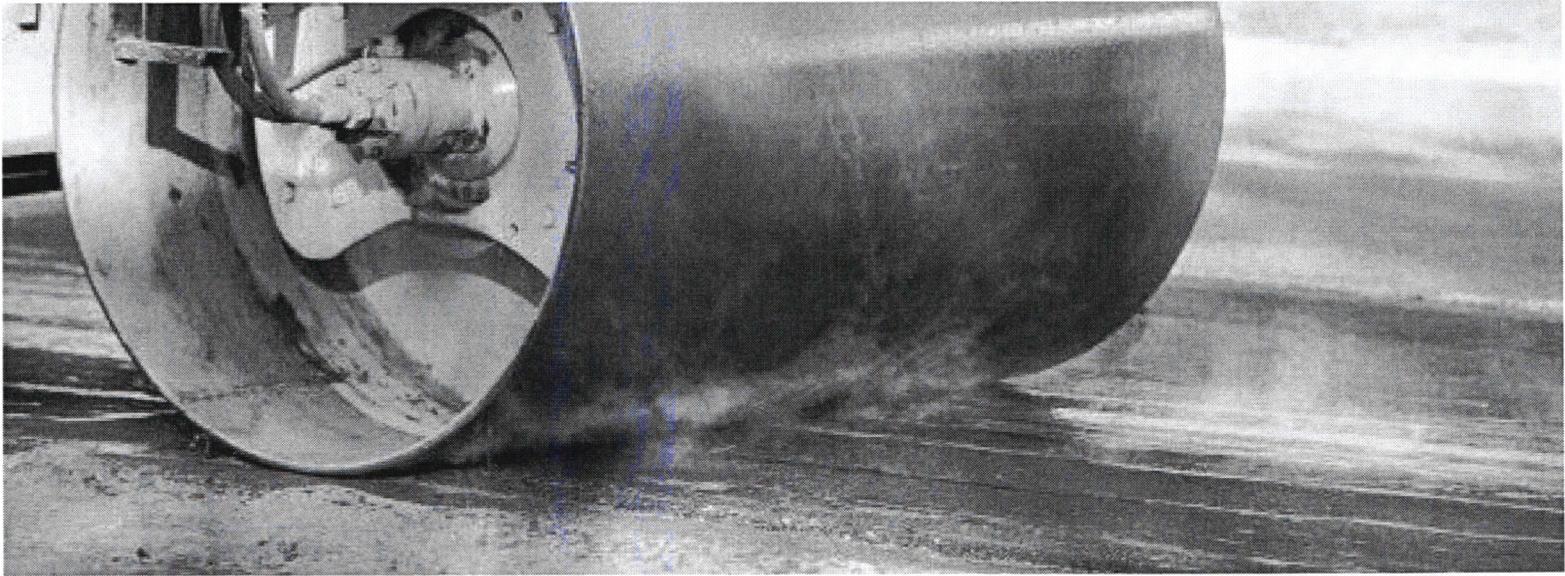


Table 5: Transportation Impact Fee Eligible Costs

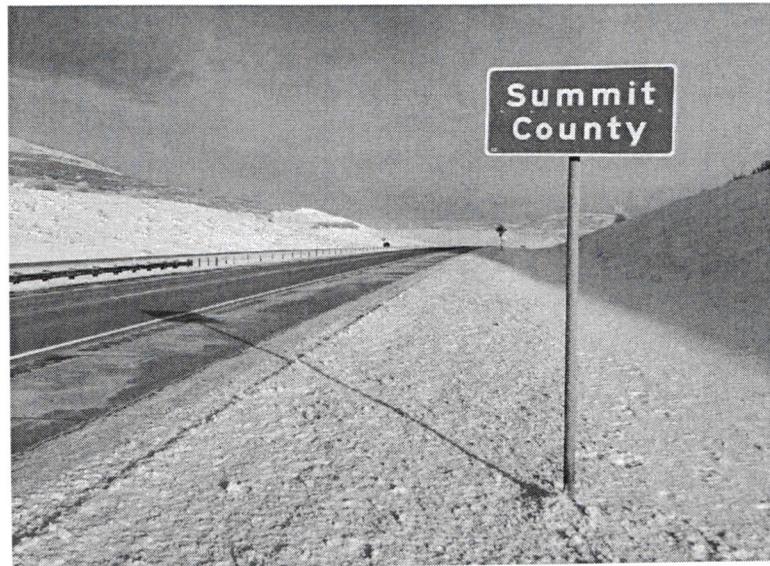
#	2030 Cost	Other Funding	2022		2030		% Pass-through	% Existing	% Eligible (8 Years)	% Beyond 8 Years	Eligible Cost
			ADT	Cap.	ADT	Cap.					
1	\$7,000,000	\$0	0	0	3,500	7,500	0%	35.0%	11.7%	53.3%	\$819,000
2	\$15,630,000	\$350,000	0	0	2,000	7,500	0%	20.0%	6.7%	73.3%	\$1,023,760
3	\$1,200,000	\$0	-	-	-	-	N/A	-	100.0%	-	\$1,200,000
4	\$3,480,000	\$0	5,800	7,500	13,300	16,000	0%	36.3%	46.9%	16.8%	\$1,632,120
5	\$15,500,000	\$0	0	0	400	7,500	0%	4.0%	1.3%	94.7%	\$201,500
6	\$1,340,000	\$0	17,000	18,750	23,900	33,750	0%	50.4%	20.4%	29.2%	\$273,360
7	\$8,000,000	\$0	-	-	-	-	N/A	-	100.0%	-	\$8,000,000
8	\$3,070,000	\$0	9,500	7,500	15,900	16,000	0%	59.4%	40.0%	0.6%	\$1,228,000
9	\$2,010,000	\$0	5,600	9,500	9,900	14,000	0%	40.0%	30.7%	29.3%	\$617,070
10	\$46,800,000	\$0	46,200	32,000	46,300	65,000	0%	71.1%	0.2%	28.7%	\$93,600
11	\$46,800,000	\$0	47,600	32,000	51,000	65,000	0%	73.2%	5.2%	21.6%	\$2,433,600
12	\$4,450,000	\$0	10,000	15,000	21,100	34,000	0%	29.4%	32.6%	38.0%	\$1,450,700
13	\$3,300,000	\$0	11,600	8,500	15,000	16,000	0%	72.5%	21.3%	6.2%	\$702,900
14	\$7,320,000	\$0	0	0	4,600	7,500	0.2%	46.0%	15.2%	38.8%	\$1,112,640
15	\$3,500,000	\$0	-	-	-	-	N/A	-	100.0%	-	\$3,500,000
16	\$3,000,000	\$0	2,200	7,500	2,400	7,500	0%	29.3%	2.7%	68.0%	\$81,000
17	\$6,710,000	\$0	1,600	7,500	1,800	8,500	0%	18.8%	2.4%	78.8%	\$161,040
TOTAL	\$179,110,000	\$350,000									\$24,530,290

Exhibit B: Impact Fee Analysis

Summit County



Transportation Impact Fee Analysis



Zions Public Finance, Inc.
May 2023

Transportation Impact Fee Analysis

Summary

This Impact Fee Analysis (IFA) is based on the information provided in the Summit County Transportation Impact Fee Facilities Plan ("IFFP") January 2023 prepared by Hales Engineering.

Projected Growth. The IFFP projects that new development in Summit County ("County") is projected to grow by an estimated 4,656 PM peak hour trips between 2022 and 2030. This growth will require the expansion of existing roads or development of new roads in order to maintain the existing levels of service.

Service Levels. The IFFP states that, "the proposed LOS threshold for Summit County is LOS C. Therefore, improvements are eligible for impact fees for roadways that operate at LOS D, E, or F."

Service Areas. Summit County has chosen to calculate impact fees for one service area that matches the boundaries of Summit County.

Excess Capacity. Summit County has identified excess capacity on existing roads. New development will be expected to pay a "buy-in" component of the impact fee to pay for its share of capacity consumption. The cost of the excess capacity was calculated based on the actual cost of construction and the remaining existing capacity for roads currently serving County residents.

New Construction. Summit County's IFFP identifies a total of 17 projects, for which at least a portion of the project is necessitated by new development at a total cost of \$179,110,000. However, only a percentage can be attributed to new development within the next 8 years. This reduces the total amount to \$24,530,290 of impact-fee eligible projects within the next 8 years.

Proportionate Share Analysis. A summary of the proportionate share analysis is as follows:

TABLE 1: PROPORTIONATE SHARE ANALYSIS - GROSS COST PER TRIP

Description	Cost per PM Peak Trip
Buy-In to Excess Capacity	\$591.55
New Construction Cost	\$5,268.53
Consultant Costs	\$5.80
Fund Balance	(\$478.45)
Credit for Projects Benefitting Existing Development	(\$1,925.78)*
Cost per Trip	\$3,461.65

*Credits vary by year as shown in table 10 below.

The gross cost per PM peak trip is \$3,461.65. The cost per trip is then applied to standards set by the Institute of Transportation Engineers (ITE) to evaluate the number of average daily trips per development type.

The County may choose to enact any fee up to the maximum fees shown below.

TABLE 2: MAXIMUM TRANSPORTATION IMPACT FEES INTO MAJOR GROUPINGS

ITE Code	ITE Land Use	Unit	ITE PM Peak Trip Rate	Pass-By	Maximum Impact Fee 2023
110	General Light Industrial	1,000 SF (Gross)	0.63	0%	\$2,180.84
130	Industrial Park	1,000 SF (Gross)	0.40	0%	\$1,384.66
140	Manufacturing	1,000 SF (Gross)	0.67	0%	\$2,319.30
150	Warehousing	1,000 SF (Gross)	0.19	0%	\$657.71
151	Mini-Warehouse (Self-Storage)	Storage Units (100s)	1.95	0%	\$6,750.21
210	Single-Family Detached Housing	Dwelling Units	0.99	0%	\$3,427.03
220	Multifamily Housing (Low-Rise)	Dwelling Units	0.56	0%	\$1,938.52
221	Multifamily Housing (Mid-Rise)	Dwelling Units	0.44	0%	\$1,523.12
251	Senior Adult Housing - Detached	Dwelling Units	0.30	0%	\$1,038.49
252	Senior Adult Housing - Attached	Dwelling Units	0.26	0%	\$900.03
254	Assisted Living	Beds	0.26	0%	\$900.03
310	Hotel	Rooms	0.60	0%	\$2,076.99
492	Health/Fitness Club	1,000 SF (Gross)	3.45	0%	\$11,942.68
520	Elementary School	Students	0.17	0%	\$588.48
522	Middle School/Junior High School	Students	0.17	0%	\$588.48
530	High School	Students	0.14	0%	\$484.63
534	Private School (K-8)	Students	0.26	0%	\$900.03
536	Private School (K-12)	Students	0.17	0%	\$588.48
560	Church	1,000 SF (Gross)	0.49	0%	\$1,696.21
565	Day Care Center	Students	0.79	0%	\$2,734.70
610	Hospital	1,000 SF (Gross)	0.97	0%	\$3,357.80
620	Nursing Home	1,000 SF (Gross)	0.59	0%	\$2,042.37
630	Clinic	1,000 SF (Gross)	3.28	0%	\$11,354.20
710	General Office Building	1,000 SF (Gross)	1.15	0%	\$3,980.89
720	Medical-Dental Office Building	1,000 SF (Gross)	3.46	0%	\$11,977.30
770	Business Park (Flex Space)	1,000 SF (Gross)	0.42	0%	\$1,453.89
817	Nursery (Garden Center)	1,000 SF (Gross)	6.94	0%	\$24,023.83
820	Shopping Center (General Retail)	1,000 SF (Gross)	3.81	34%	\$8,704.66

ITE Code	ITE Land Use	Unit	ITE PM Peak Trip Rate	Pass-By	Maximum Impact Fee 2023
850	Supermarket	1,000 SF (Gross)	9.24	34%	\$21,110.51
853	Convenience Market with Gasoline Pumps	1,000 SF (Gross)	49.29	56%	\$75,074.81
912	Drive-in Bank	1,000 SF (Gross)	20.45	35%	\$46,013.94
931	Quality Restaurant	1,000 SF (Gross)	7.8	44%	\$15,120.47
932	High-Turnover (Sit-Down) Restaurant	1,000 SF (Gross)	9.77	43%	\$19,277.56
933	Fast-Food Restaurant without Drive-Through Window	1,000 SF (Gross)	28.34	43%	\$55,918.75
934	Fast-Food Restaurant with Drive-Through Window	1,000 SF (Gross)	32.67	50%	\$56,546.00
945	Gasoline/Service Station with Convenience Market	Fueling Positions	13.99	56%	\$21,308.51
948	Automated Car Wash	1,000 SF (Gross)	14.2	56%	\$21,628.37
960	Super Convenience Market/Gas Station	Fueling Positions	22.96	56%	\$34,970.94

If there is a use that is not on the list provided above, the County will use the latest version of the ITE Trip Generation Manual for the PM Peak Trip Rate to calculate an appropriate fee.

Utah Code Legal Requirements

Utah law requires that communities prepare an Impact Fee Analysis (IFA) before enacting an impact fee. Utah law also requires that communities give notice of their intent to prepare and adopt an IFA. This IFA follows all legal requirements as outlined below. The County has retained Zions Public Finance Inc., to prepare this Impact Fee Analysis in accordance with legal requirements.

Notice of Intent to Prepare Impact Fee Analysis

A local political subdivision must provide written notice of its intent to prepare an IFA before preparing the Plan (Utah Code §11-36a-503). This notice must be posted on the Utah Public Notice website. The County has complied with this noticing requirement for the IFA.

Preparation of Impact Fee Analysis

Utah Code requires that each local political subdivision, before imposing an impact fee, prepare an impact fee analysis. (Utah Code 11-36a-304).

Section 11-36a-304 of the Utah Code outlines the requirements of an impact fee analysis as follows:

- (1) An impact fee analysis shall:
 - (a) identify the anticipated impact on or consumption of any existing capacity of a public facility by the anticipated development activity;
 - (b) identify the anticipated impact on system improvements required by the anticipated development activity to maintain the established level of service for each public facility;
 - (c) demonstrate how the anticipated impacts described in Subsections (1)(a) and (b) are reasonably related to the anticipated development activity;
 - (d) estimate the proportionate share of:
 - (i) the costs for existing capacity that will be recouped; and
 - (ii) the costs of impacts on system improvements that are reasonably related to the new development activity; and
 - (e) identify how the impact fee was calculated.
- (2) In analyzing whether or not the proportionate share of the costs of public facilities are reasonably related to the new development activity, the local political subdivision or private entity, as the case may be, shall identify, if applicable:
 - (a) the cost of each existing public facility that has excess capacity to serve the anticipated development resulting from the new development activity;
 - (b) the cost of system improvements for each public facility;
 - (c) other than impact fees, the manner of financing for each public facility, such as user charges, special assessments, bonded indebtedness, general taxes, or federal grants;
 - (d) the relative extent to which development activity will contribute to financing the excess capacity of and system improvements for each existing public facility, by such means as user charges, special assessments, or payment from the proceeds of general taxes;
 - (e) the relative extent to which development activity will contribute to the cost of existing public facilities and system improvements in the future;
 - (f) the extent to which the development activity is entitled to a credit against impact fees because the development activity will dedicate system improvements or public facilities that will offset the demand for system improvements, inside or outside the proposed development;
 - (g) extraordinary costs, if any, in servicing the newly-developed properties; and
 - (h) the time-price differential inherent in fair comparisons of amounts paid at different times.

Certification of Impact Fee Analysis

Utah Code states that an Impact Fee Analysis shall include a written certification from the person or entity that prepares the Impact Fee Analysis. This certification is included at the conclusion of this analysis.

Anticipated Impact on or Consumption of Any Existing Capacity of a Public Facility by the Anticipated Development Activity

Utah Code 11-36a-304(1)(a)

Consumption of Existing Capacity

Development activity in Summit County is based on both residential and nonresidential growth. Growth projections are then used by the County's engineers to identify the new facilities needed due to the demands of new growth. Growth projections are as follows:

TABLE 3: GROWTH PROJECTIONS

Year	PM Peak Trips
2022	21,031
2023	21,563
2024	22,109
2025	22,669
2026	23,243
2027	23,831
2028	24,434
2029	25,053
2030	25,687
Growth in Peak PM Trips, 2022-2030	4,656

Source: Hales Engineering Impact Fee Facilities Plan

The County has identified excess capacity in the existing County-owned roads for which impact fees could be charged as a "buy-in" component. This amount was calculated based on the actual cost of construction and the remaining existing capacity for roads currently serving County residents. New development will be expected to "buy-in" to the existing capacity as listed below.

TABLE 4: EXISTING CAPACITY BUY-IN

Description	Cost
Buy-In to Excess Capacity	\$2,754,248

Source: Summit County Engineering

Identify the Anticipated Impact on System Improvements Required by the Anticipated Development Activity to Maintain the Established Level of Service for Each Public Facility and Demonstrate How the Anticipated Impacts are Reasonably Related to the New Development Activity

Utah Code 11-36a-304(1)(b)(c)

Summit County's IFFP identifies a total of 17 projects necessitated by new development at a total cost of \$179,110,000. The engineers have allocated \$24,530,290 as the impact fee eligible cost based on the project type and volumes for roadway projects, and trail miles for trail projects. The engineers have carefully removed any costs associated with pass-through trips as these costs must be borne by the community as a whole.

TABLE 5: PROJECT COSTS

#	Description	2030 Cost	Impact-Fee Eligible Cost	Amount Benefitting Existing Development
1	Extend Landmark Dr. from Olympic Pkwy to Bear Cub Dr. (2 Lanes)	\$7,000,000	\$819,000	\$2,450,000
2	New Bitner Rd. extension from Bitner Rd. to Silver Creek Rd. (2 Lanes)	\$15,630,000	\$1,023,760	\$3,056,000
3	New Old Ranch Rd. Sidepath	\$1,200,000	\$1,200,000	
4	Widen Pace Frontage Rd. from Silver Creek Dr. to Park City Storage (4 Lanes)	\$3,480,000	\$1,632,120	\$1,263,240
5	Upgrade I-80 pedestrian/bike tunnel near Silver Creek Village with vehicle lanes (2 Lanes)	\$15,500,000	\$201,500	\$620,000
6	Upgrade Silver Creek Dr./Pace Frontage Rd. roundabout to dual-lane roundabout	\$1,340,000	\$273,360	\$675,360
7	New Silver Summit Pkwy Sidepath	\$8,000,000	\$8,000,000	
8	Widen Silver Creek Dr. from Pace Frontage Rd. to Promontory Ranch Rd. (4 Lanes)	\$3,070,000	\$1,228,000	\$1,823,580
9	Upgrade Promontory Ranch Rd. / Silver Creek Dr. intersection to a single-land roundabout	\$2,010,000	\$617,070	\$804,000
10	Grade separation of Olympic Pkwy/Newpark Blvd at intersection with SR-224	\$46,800,000	\$93,600	\$33,274,800
11	Grade separation of Ute Blvd at intersection with SR-224	\$46,800,000	\$2,433,600	\$34,257,600
12	Realignment of Old Highway 40 at the intersection with SR-248	\$4,450,000	\$1,450,700	\$1,308,300
13	Widen Landmark Drive from Landmark Loop to Outlets Roundabout (4 lanes)	\$3,300,000	\$702,900	\$2,392,500
14	New Hallam Road extension from SR-248 to Lambert Ln. (2 Lanes)	\$7,320,000	\$1,112,640	\$3,360,466
15	New SR-32 Pathway	\$3,500,000	\$3,500,000	
16	Add shoulder & improve intersections along Hoytsville Rd.	\$3,000,000	\$81,000	\$879,000
17	Widen Weber Canyon Rd. by adding turn lanes from Oakley to the end (3 Lanes)	\$6,710,000	\$161,040	\$1,261,480
	Total	\$179,110,000	\$24,530,290	\$87,426,326

Source: Hales Engineering Impact Fee Facilities Plan

The total cost of \$24,530,290 attributable to new development between 2022 and 2030 must be shared proportionately between the additional trips projected for that time period. PM peak trips are projected

to grow by 4,656 trips over the 8-year period. The increased volume and capacity impacts need to be viewed as part of an overall system of roads.

Estimate the Proportionate Share of (i) the Costs for Existing Capacity That Will Be Recouped; and (ii) The Costs of Impacts on System Improvements That Are Reasonably Related to the New Development Activity; and Identify How the Impact Fee was Calculated

Utah Code 11-36a-304(1)(d)(e)

Existing Buy-In Cost Calculation

The County has identified excess capacity in the existing County-owned roads for which impact fees could be charged as a “buy-in” component. The proportionate cost per trip is \$591.55.

TABLE 6: PROPORTIONATE SHARE CALCULATION – EXISTING BUY-IN COST

Existing Buy-In	Amount
Existing Capacity Costs	\$2,754,248
Growth in PM Peak Trips, 2022-2030	4,656
Cost per Trip	\$591.55

New Construction Cost Calculation

In order to maintain its current service level, Summit County will need to construct additional facilities, as identified previously. The proportionate cost per trip for new construction is \$5,268.53.

TABLE 7: PROPORTIONATE SHARE CALCULATION – NEW CONSTRUCTION COST

New Construction	Amount
New Construction Costs	\$24,530,290
Growth in PM Peak Trips, 2022-2030	4,656
Cost per Trip	\$5,268.53

Consulting Cost Calculations

Utah law allows for the cost of developing the Impact Fee Facility Plan and Impact Fee Analysis to be included in the calculation of impact fees. These costs are then shared proportionately among the additional trips generated between 2022 and 2030.

TABLE 8: PROPORTIONATE SHARE CALCULATION – CONSULTING COSTS

Description	Amount
Hales Engineering	\$20,000
ZPFI	\$7,000
Growth in PM Peak Trips, 2022-2030	4,656
Cost per Trip	\$5.80

Summit County has a balance of \$2,227,682.08 in its transportation impact fee fund as of December 2022. Therefore, the following credit needs to be made against the impact fee fund balance.

TABLE 9: IMPACT FEE CREDIT CALCULATION

Description	Amount
Impact Fee Fund Balance	\$2,227,682.08
Growth in PM Peak Trips, 2022-2030	4,656
Credit per Trip	\$478.45

The IFFP identifies 14 of the new improvement projects as partially benefitting new development. Therefore, a credit must be made for these projects so that new development does not pay twice – once through the collection of an impact fee and then again later through increased taxes to offset the portion benefitting existing development. The total amount of projects benefitting existing development is \$87,426,326 as shown in Table 5 previously. These costs are spread across 20 years in the following analysis with an average payment of \$4,371,316¹ per year so that credits can be made. The average credit per trip from 2023 through 2027 is \$1,925.78.

TABLE 10: CREDITS PER TRIP

Year	PM Peak Trips	Cost per Trip	NPV*
2023	21,563	\$202.72	\$2,119.09
2024	22,109	\$197.71	\$2,022.33
2025	22,669	\$192.83	\$1,925.73
2026	23,243	\$188.07	\$1,829.18
2027	23,831	\$183.43	\$1,732.57
2028	24,434	\$178.90	\$1,635.77
2029	25,053	\$174.48	\$1,538.65
2030	25,687	\$170.18	\$1,441.10
2031	26,206	\$166.81	\$1,342.98
2032	26,735	\$163.50	\$1,243.32
2033	27,275	\$160.27	\$1,141.99
2034	27,826	\$157.09	\$1,038.82
2035	28,388	\$153.98	\$933.67
2036	28,962	\$150.93	\$826.37
2037	29,547	\$147.95	\$716.75
2038	30,144	\$145.02	\$604.64
2039	30,753	\$142.14	\$489.86
2040	31,374	\$139.33	\$372.21
2041	32,008	\$136.57	\$251.49
2042	32,654	\$133.87	\$127.49

¹ Calculated by dividing \$87,426,326 by 20.

Summary of Impact Fees

TABLE 11: SUMMARY OF GROSS IMPACT FEE 2023

Description	Cost per PM Peak Trip
Buy-In to Excess Capacity	\$591.55
New Construction Cost	\$5,268.53
Consultant Costs	\$5.80
Fund Balance	(\$478.45)
Credit for Projects Benefitting Existing Development	(\$1,925.78)
Cost per Trip	\$3,461.65

The gross cost per PM peak trip is \$3,461.65. The cost per trip is then applied to standards set by the Institute of Transportation Engineers (ITE) to evaluate the number of average daily trips per development type.

The County may choose to enact any fee up to the maximum fees shown below.

TABLE 12: MAXIMUM TRANSPORTATION IMPACT FEES INTO MAJOR GROUPINGS

ITE Code	ITE Land Use	Unit	ITE PM Peak Trip Rate	Pass-By	Maximum Impact Fee 2023
110	General Light Industrial	1,000 SF (Gross)	0.63	0%	\$2,180.84
130	Industrial Park	1,000 SF (Gross)	0.40	0%	\$1,384.66
140	Manufacturing	1,000 SF (Gross)	0.67	0%	\$2,319.30
150	Warehousing	1,000 SF (Gross)	0.19	0%	\$657.71
151	Mini-Warehouse (Self-Storage)	Storage Units (100s)	1.95	0%	\$6,750.21
210	Single-Family Detached Housing	Dwelling Units	0.99	0%	\$3,427.03
220	Multifamily Housing (Low-Rise)	Dwelling Units	0.56	0%	\$1,938.52
221	Multifamily Housing (Mid-Rise)	Dwelling Units	0.44	0%	\$1,523.12
251	Senior Adult Housing - Detached	Dwelling Units	0.30	0%	\$1,038.49
252	Senior Adult Housing - Attached	Dwelling Units	0.26	0%	\$900.03
254	Assisted Living	Beds	0.26	0%	\$900.03
310	Hotel	Rooms	0.60	0%	\$2,076.99
492	Health/Fitness Club	1,000 SF (Gross)	3.45	0%	\$11,942.68
520	Elementary School	Students	0.17	0%	\$588.48

ITE Code	ITE Land Use	Unit	ITE PM Peak Trip Rate	Pass-By	Maximum Impact Fee 2023
522	Middle School/Junior High School	Students	0.17	0%	\$588.48
530	High School	Students	0.14	0%	\$484.63
534	Private School (K-8)	Students	0.26	0%	\$900.03
536	Private School (K-12)	Students	0.17	0%	\$588.48
560	Church	1,000 SF (Gross)	0.49	0%	\$1,696.21
565	Day Care Center	Students	0.79	0%	\$2,734.70
610	Hospital	1,000 SF (Gross)	0.97	0%	\$3,357.80
620	Nursing Home	1,000 SF (Gross)	0.59	0%	\$2,042.37
630	Clinic	1,000 SF (Gross)	3.28	0%	\$11,354.20
710	General Office Building	1,000 SF (Gross)	1.15	0%	\$3,980.89
720	Medical-Dental Office Building	1,000 SF (Gross)	3.46	0%	\$11,977.30
770	Business Park (Flex Space)	1,000 SF (Gross)	0.42	0%	\$1,453.89
817	Nursery (Garden Center)	1,000 SF (Gross)	6.94	0%	\$24,023.83
820	Shopping Center (General Retail)	1,000 SF (Gross)	3.81	34%	\$8,704.66
850	Supermarket	1,000 SF (Gross)	9.24	34%	\$21,110.51
853	Convenience Market with Gasoline Pumps	1,000 SF (Gross)	49.29	56%	\$75,074.81
912	Drive-in Bank	1,000 SF (Gross)	20.45	35%	\$46,013.94
931	Quality Restaurant	1,000 SF (Gross)	7.8	44%	\$15,120.47
932	High-Turnover (Sit-Down) Restaurant	1,000 SF (Gross)	9.77	43%	\$19,277.56
933	Fast-Food Restaurant without Drive-Through Window	1,000 SF (Gross)	28.34	43%	\$55,918.75
934	Fast-Food Restaurant with Drive-Through Window	1,000 SF (Gross)	32.67	50%	\$56,546.00
945	Gasoline/Service Station with Convenience Market	Fueling Positions	13.99	56%	\$21,308.51
948	Automated Car Wash	1,000 SF (Gross)	14.2	56%	\$21,628.37
960	Super Convenience Market/Gas Station	Fueling Positions	22.96	56%	\$34,970.94

If there is a use that is not on the list provided above, the County will use the latest version of ITE Trip Generation Manual for the PM Peak Trip Rate to calculate an appropriate fee.

Developer Contributions or Other Credits

The County may choose to credit certain development types, including affordable housing, but these credits are at the discretion of the County. Further, a County may choose to allow a developer to put in a transportation facility listed in the IFFP and reduce impact fees accordingly. Again, this is at the discretion of the County.

Certification

Zions Public Finance, Inc. certifies that the attached impact fee analysis:

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
3. Offsets costs with grants or other alternate sources of payment; and
4. Complies in each and every relevant respect with the Impact Fees Act.

Exhibit C: Impact Fee Schedule

TABLE 1: PROPORTIONATE SHARE ANALYSIS - GROSS COST PER TRIP

Description	Cost per PM Peak Trip
Buy-In to Excess Capacity	\$591.55
New Construction Cost	\$5,268.53
Consultant Costs	\$5.80
Fund Balance	(\$478.45)
Credit for Projects Benefitting Existing Development	(\$1,925.78)
Cost per Trip	\$3,461.65

TABLE 2: MAXIMUM TRANSPORTATION IMPACT FEES INTO MAJOR GROUPINGS

ITE Code	ITE Land Use	Unit	ITE PM Peak Trip Rate	Pass-By	Maximum Impact Fee 2023
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