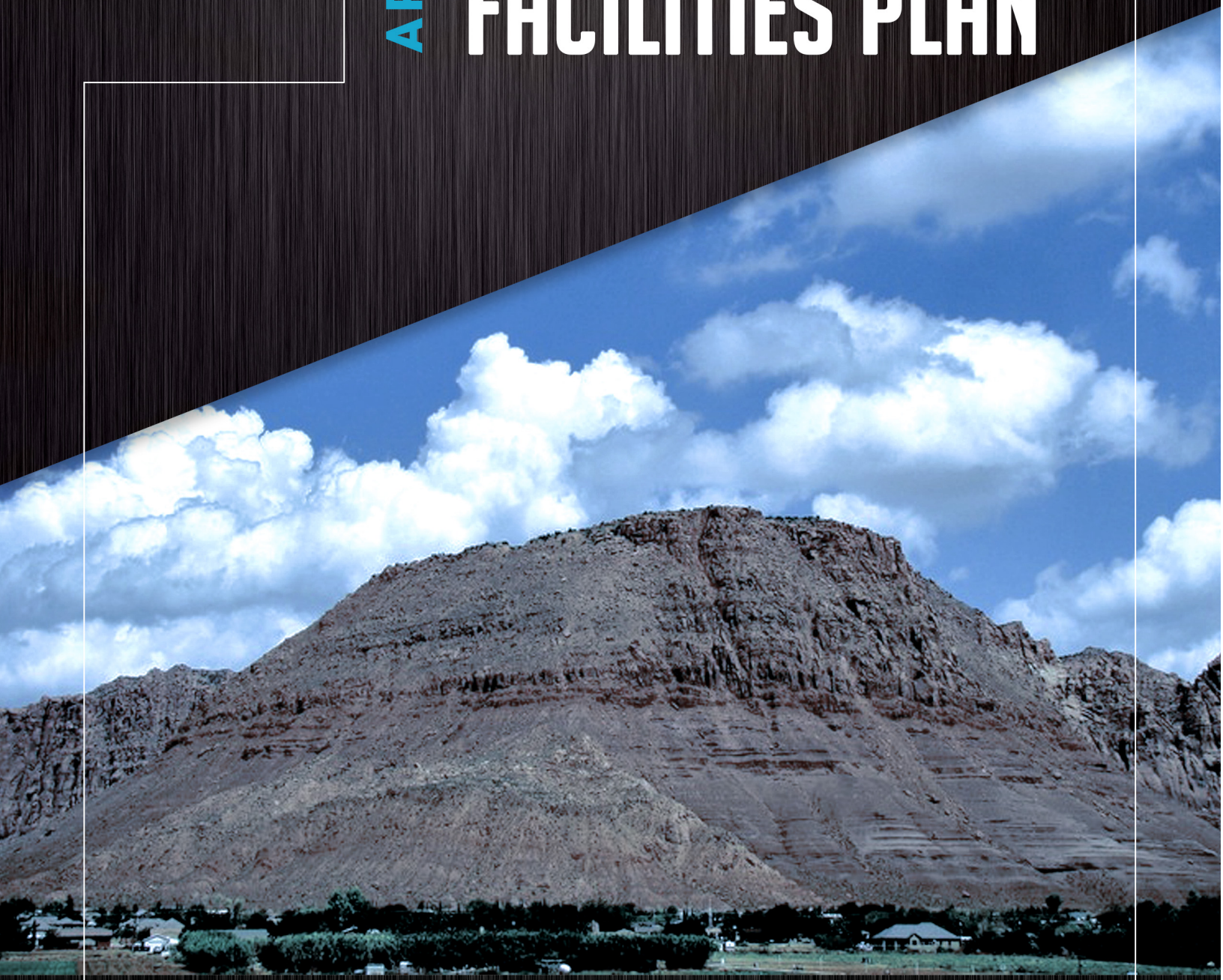
IVINS UTAH
RED MOUNTAIN BLUE SKY
PARKS AND RECREATION

APRIL 2016

TRANSPORTATION IMPACT FEE FACILITIES PLAN



HORROCKS ENGINEERS

TABLE OF CONTENTS

EXECUTIVE SUMMARY 1

INTRODUCTION 2

EXISTING LEVEL OF SERVICE 2

PROPOSED LEVEL OF SERVICE 4

EXISTING CAPACITY TO ACCOMMODATE FUTURE GROWTH 4

DEMANDS PLACED ON FACILITIES BY NEW DEVELOPMENT 7

INFRASTRUCTURE REQUIRED TO MEET DEMANDS OF NEW DEVELOPMENT .. 8

PROPOSED MEANS TO MEET DEMANDS OF NEW DEVELOPMENT 10

NECESSITY OF IMPROVEMENTS TO MAINTAIN LEVEL OF SERVICE 13

IMPACT FEE CERTIFICATION 13

Executive Summary

The purpose of an Impact Fee Facilities Plan (IFFP) is to identify public facilities that are needed to accommodate 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 and establishing an impact fee. According to Title 11, Chapter 36a-302 of the Utah Code, the IFFP is required to identify the following:

- *The existing level of service*
- *A proposed level of service*
- *Any excess capacity to accommodate future growth at the proposed level of service*
- *The demands placed on existing public facilities by new development*
- *A proposed means by which the local political subdivision will meet those demands*
- *A general consideration of all potential revenue sources to finance the impacts on system improvements*

Level of Service 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. The proposed level of service provides a standard for future roadway conditions to be evaluated against. This standard will determine whether or not a roadway will need improvements or not.

There are many ways to quantify the impact of new growth on the transportation system in Ivins City. The method used in this study to assess the impact is to consider all the needed transportation improvements identified in the CFP and then eliminate the cost of those improvements that are necessary to correct existing deficiencies. This study used a history of building permits and projected the number of Single Family Equivalent (SFE) permits to be expected in the next six years to determine what pressures will be placed on the transportation system due to development. Based upon the methodology described in this study it is projected that Ivins City will experience approximately 1,741 SFE units of growth over the next six years, as shown in **Table 3**.

The projects required to maintain the desired level of service for the roadway network in 2040 were outlined in the TMP. These projects will need to be constructed at various times from the present through 2040. However, for the purposes of this IFFP, only projects that will be completed within the next ten years will be considered. **Table 2** shows the projects that are forecasted to be needed in the next ten years. This table includes all of the projects regardless of their eligibility for impact fee expenditure. The portion of the project, which is impact fee eligible is indicated in the **% Impact Fee** and **Eligible for Impact Fees** columns. Level Of Service capacity of roadways and intersections has been calculated in the TMP and have indicated where capacity is needed in the future. By projecting the trips that will be generated by new development and dividing these trips by the impact fee eligible costs, the fee per trip can be calculated. All possible revenue sources have been considered as a means of financing transportation capital improvements needed as a result of new growth. Potential revenue sources that could be used to fund transportation needs as a result of new development is discussed.

Introduction

The purpose of an Impact Fee Facilities Plan (IFFP) is to identify public facilities that are needed to accommodate 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 and establishing an impact fee. According to Title 11, Chapter 36a-302 of the Utah Code, the IFFP is required to identify the following:

- *The existing level of service*
- *A proposed level of service*
- *Any excess capacity to accommodate future growth at the proposed level of service*
- *The demands placed on existing public facilities by new development*
- *A proposed means by which the local political subdivision will meet those demands*
- *A general consideration of all potential revenue sources to finance the impacts on system improvements*

This analysis incorporates the information provided in the Transportation Master Plan (TMP) regarding the upcoming demands on the existing infrastructure facilities that will require improvements to accommodate future growth and provide an acceptable LOS. Reference should be made to the TMP for additional information on the evaluation methodology and how the projections were made.

This section focuses on the improvements that are projected to be needed over the next ten years. 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 City's General Fund as tax revenues increase as a result of additional development.

Existing Level of Service (11-36a-302.1.a.i)

According to the Impact Fee Act, level of service 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 and at an intersection based on the average delay per vehicle. A standard of LOS C for roadways is the acceptable LOS for Ivins City. This allows for speeds at or near free-flow speeds, but with less freedom to maneuver. At intersections, LOS C means that vehicles should not have to wait more than one cycle to proceed through the intersection and experience delays less than 35 seconds, according to the Highway Capacity Manual 2010. **Table 1** below summarizes the maximum capacities used by Ivins City.

Table 1: LOS C Capacity Criteria in Vehicles per Day

Lanes	Arterial	Collector
2	NA	5,000
3	11,500	10,000
5	26,500	NA
7	40,000	NA

Intersection Standards

The performance of intersections has a large effect on the level of service of the roadway network. In Ivins, intersections can have no control, be stop controlled, roundabouts, or be controlled in another way. The level of service for each type of intersection is calculated in a different way. Intersection improvements will be necessary in order to maintain the desired level of service. Planning ahead, by coordinating the placement of intersection features, such as right-of-way for roundabouts, with roadway construction before the placement of the actual roundabout and other elements, is a way to mitigate the costs of these intersection improvements. The costs of these intersection improvements has been included in the roadway network cost estimates included in **Table 2.**

The total costs for the full installation of these intersection improvements may be postponed depending on the specific needs of the intersections in the future based on on-going analysis.

Trips

The unit of demand for transportation impact is the pm peak hour trip. A pm peak hour trip is defined by the Institute of Transportation Engineers (ITE) as a single or one-directional vehicle movement to or from a site between the hours of 4pm and 6pm. The total traffic impact of a new development can be determined by the sum of the total number of trips generated by a development during the pm peak hour. This trip generation number or impact can be estimated for an individual development using the ITE Trip Generation Manual (currently 9th edition). This publication uses national data studied over decades to assist traffic engineering professionals to determine the likely impact of new development on transportation infrastructure.

There is a minor discrepancy in the way ITE calculates trips and the way trips or roadway volumes are calculated in the travel demand modelling used in the Ivins TMP. This discrepancy is explained by the model roadway volumes and capacities being calculated using daily traffic volumes rather than trips on the roadway. Essentially this means that a travel demand model “trip” or unit of volume is counted once as a vehicle leaves home, travels on the road network and then arrives at work. This vehicles will only be counted as it travels on the roadway network. The ITE Trip Generation method uses driveway counts as its measure of a trip. Therefore a vehicle making the same journey will be counted once as it leaves home and once again as it arrives at work for a total of 2 trips. This can be rectified simply by adjusting the ITE Trip Generation rates by one half.

System Improvements and Project Improvements

As described in the TMP, there are four primary classifications of roads, including local streets, collectors, arterials, and expressways such as the future Northern Beltway. Ivins City classifies street facilities based on the relative amounts of through and land-access service they provide. Local streets primarily serve land-access functions, while expressways are primarily meant for mobility (there are no freeways in Ivins, a higher form of expressway). Each classification may have a variable amount of lanes, which is a function of the expected traffic volume and serves as the greatest measure of roadway capacity.

Improvements to collectors and arterials are considered "system improvements" according to the Utah Impact Fee Law, as these streets serve users from multiple developments. System improvements include anything from back of curb to back of curb, including curb and gutter, asphalt, road base, and sub-surface storm water drain utilities, as well as lighting, signing, and noise walls for collectors and arterials. These projects are eligible to be funded with impact fees and are included in this IFFP.

Proposed Level of Service (11-36a-302.1.a.ii)

The proposed level of service provides a standard for future roadway conditions to be evaluated against. This standard will determine whether or not a roadway will need improvements or not. According to the Utah Impact Fee Law, the proposed level of service may:

1. Diminish or equal the existing level of service
2. 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
3. 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.

This IFFP will not make any changes to the existing level of service, and LOS C will be the standard by which future growth will be evaluated.

Existing Capacity to Accommodate Future Growth (11-36a-302.1.a.iii)

There are many ways to quantify the impact of new growth on the transportation system in Ivins City. The method used in this study to assess the impact is to consider all the needed transportation improvements identified in the CFP and then eliminate the cost of those improvements that are necessary to correct existing deficiencies.

To determine the amount of development that will occur in Ivins City over the next six years the following steps were followed:

- Obtain the record of permits issued for various developments from January 2013 to December 2015. Impact fee studies will often establish a future growth trend based on the recent history of issued building permits. The past 3 years, the City has experienced a typical trend of building

that has been primarily residential growth with sparse, varied commercial growth activity such as a theater, a gift shop, self-storage facilities, and art studios. The Tuacahn planning area is seeing an increase in development with a hotel and private villas that will add to the traffic on Center Street at Snow Canyon Drive. Building permit information is shown in Table 3.

- Determine the PM peak hour trip generation rate for each land-use type using the ITE TRIP GENERATION MANUAL 9th Edition.

- Adjust the trip generation rate in terms of heavy vehicles percentage (it was assumed that 1 heavy vehicle would be equivalent to 2 passenger vehicles based on information obtained from the Transportation Research Board's Highway Capacity Manual) and primary trips. The primary trip adjustment eliminates trips to various land-uses that are pass-by trips or diverted trips. A typical trip that is not adjusted with an adjustment factor assumes that a trip is made from one destination to another, with the intent that the destination is the reason for the trip. In an adjusted trip, an intermediate stop is made before the final destination is reached, such as a bank, post office, fast food, gasoline, etc. These adjustments are called by-pass trip adjustments and are represented in the primary trip adjustment. The primary trip adjustment also contains internal capture adjustments. Primary trip percentages were taken from the Institute of Transportation Engineers' Trip Generation Handbook.

- To compare how vehicle trips from each land use impact the roadway system, each land use is measured next to a single family home to determine how many effective single family homes equate to a given type of land use. For instance, the trips generated by a 5,000 sq. ft. medical building is equivalent to the trips generated by 18 single family homes. Therefore, we calculate a demand index factor for each land use based on the single family unit as the base factor by dividing the effective trip end for the land-use by the single family unit effective trip end, which is 1.01 per single family home, according to the Trip Generation Handbook, cited above. This produces the Single Family Equivalent unit, or SFE unit.

- Multiply the demand index for each land-use by the number of permits issued on an average year for the land use. The sum of the SFE units for the various land-uses is then multiplied by six to determine the projected number of SFE units expected over the next six years in Ivins City when calculating the cost for six years of projects. The City Council considered the standard ITE rates and instructed staff to reduce the primary trip adjustments for those retail uses whose trips are regularly combined with existing trips in the community, such as retail, fast food, and convenience markets. In addition, these land uses are responsible for collecting commercial tax revenues that contribute to general fund participation to transportation projects. The fee calculated using these local primary trip adjustments produce the recommended fee.

Based upon the methodology used above it is projected that Ivins City will experience approximately 1,741 SFE units of growth over the next six years.

Table 2: Single Family Equivalent (SFE) Demand Index

Category	Land Use	Unit	Applicable ITE Code(s)	ITE Trip Ends per Unit (PM peak Hour)	Heavy Vehicle %	Heavy Vehicle Adjustment*	Primary Trip Adjustment	Effective Trip Ends per Unit	Demand Index (single family equivalent)
Residential	Single Family Detached	Dwelling Units	210	1	0%	1	1	1.00	1.00
	Condominium/Townhome	Dwelling Units	230	0.52	0%	1	1	0.52	0.52
	Assisted Living Center	Beds	254	0.22	0%	1	1	0.22	0.22
	Apartment	Dwelling Units	220	0.62	0%	1	1	0.62	0.62
Office	Office Building	1,000 sq. ft.	710	1.49	5%	1.05	1	1.56	1.56
	Medical Office Building	1,000 sq. ft.	720	3.57	0%	1	1	3.57	3.57
Retail	Less Intensive Retail	1,000 sq. ft.	890	0.45	5%	1.05	0.34	0.16	0.16
	Intensive Retail	1,000 sq. ft.	820	3.71	5%	1.05	0.5	1.95	1.95
Services	Quality Restaurant	1,000 sq. ft.	931	7.49	5%	1.05	0.3	2.36	2.36
	Fast Food	1,000 sq. ft.	934	33.84	5%	1.05	0.2	7.11	7.11
	Convenience Market w/ Gas Pumps	Pump Stations	945	13.51	5%	1.05	0.15	2.13	2.13
	Pharmacy with Drive-Through Window	1,000 sq. ft.	881	8.62	5%	1.05	0.32	2.90	2.90
	Bank	1,000 sq. ft.	912	24.3	0%	1	0.53	12.88	12.88
Industrial	Industrial	1,000 sq. ft.	110	0.97	50%	1.5	1	1.46	1.46
	Mini-Warehouse	1,000 sq. ft.	151	0.26	50%	1.5	1	0.39	0.39
	Warehousing	1,000 sq. ft.	150	0.32	50%	1.5	1	0.48	0.48
Institutional	Elementary School	Students	520	0.28	0%	1	1	0.28	0.28
	Middle/Junior School	Students	522	0.3	0%	1	1	0.30	0.30
	High School	Students	530	0.28	0%	1	1	0.28	0.28
	Private School (K-8)	Students	534	0.61	0%	1	1	0.61	0.61
	Private School (K-12)	Students	536	0.55	0%	1	1	0.55	0.55
	Day Care	1,000 sq. ft.	565	13.18	0%	1	0.2	2.64	2.64
	Junior/Community College	1,000 sq. ft.	540	2.44	0%	1	1	2.44	2.44
	Library	1,000 sq. ft.	590	7.09	0%	1	1	7.09	7.09
	Church	1,000 sq. ft.	560	0.66	0%	1	1	0.66	0.66
	Live Theater	1,000 sq. ft.	441	0.02	5%	1	1	0.02	0.02
Lodge	Hotel/Motel	rooms	310/320	0.6	5%	1.05	1	0.63	0.63

Table 3: Future Growth in Ivins City

Category	Land Use	Unit	Demand Index (single family equivalent)	# of Units for Permits Issued *	Average # of Units/Year	Average # of SFE Units/Year
Residential	Single Family Detached	Dwelling Units	1	300	100	100
	Condominium/Townhome	Dwelling Units	0.52	5	2	1
	Assisted Living Center	Beds	0.22	74	25	5
	Apartment	Dwelling Units	0.62	100	33	21
Office	Office Building	1,000 sq. ft.	1.56	1.88	1	1
	Medical Office Building	1,000 sq. ft.	3.57	0	0	0
Retail	Less Intensive Retail	1,000 sq. ft.	0.16	1.58	1	0
	Intensive Retail	1,000 sq. ft.	1.95	27.54	9	18
Services	Quality Restaurant	1,000 sq. ft.	2.36	0	0	0
	Fast Food	1,000 sq. ft.	7.11	3	1	7
	Convenience Market w/ Gas Pumps	Pump Stations	2.13	0	0	0
	Pharmacy with Drive-Through Window	1,000 sq. ft.	2.90	10	3	10
	Bank	1,000 sq. ft.	12.88	0	0	0
Industrial	Industrial	1,000 sq. ft.	1.46	0	0	0
	Mini-Warehouse	1,000 sq. ft.	0.39	22.67	8	3
	Warehousing	1,000 sq. ft.	0.48	0	0	0
Institutional	Elementary School	Students	0.28	0	0	0
	Middle/Junior School	Students	0.30	0	0	0
	High School	Students	0.28	0	0	0
	Private School (K-8)	Students	0.61	0	0	0
	Private School (K-12)	Students	0.55	0	0	0
	Day Care	1,000 sq. ft.	2.64	0	0	0
	Junior/Community College	1,000 sq. ft.	2.44	126	42	102
	Library	1,000 sq. ft.	7.09	0	0	0
	Church	1,000 sq. ft.	0.66	0	0	0
	Live Theater	1,000 sq. ft.	0.02	10.8	4	0
Lodge	Hotel/Motel	rooms	0.63	105	35.00	22
Total # of Single Family Equivalent Units/Year						290
Total # of Single Family Equivalent Units Over the Next 6 Years						1,741

***** Residential and commercial permits from January 2013 to December 2015

Demands Placed on Facilities by New Development (11-36a-302.1.a.iv)

To meet the requirements of the Utah Impact Fee law to "identify demands placed upon existing public facilities by new development activity at the proposed level of service" and "identify the means by which the political subdivision or private entity will meet those growth demands", the following steps were completed:

1. **Existing Demand-** The traffic demand at the present time was estimated using traffic counts and population data.
2. **Existing Capacity**- The capacity of the current roadway network was estimated using the calculated LOS.
3. **Existing Deficiencies-** The deficiencies in the current network were identified by comparing the LOS of the roadways to the LOS standard.
4. **Future Demand-** The future demand on the network was estimated using development projections.
5. **Future Deficiencies-** The deficiencies in the future network were identified by comparing the calculated future LOS with the LOS standard.
6. **Recommended Improvements-** Recommendations that will help meet future demands were made.

These steps were the basis for the TMP and are detailed in the report.

Conversions of Growth and Development Projections to Trip Generations

The basis of the future travel demand was projected using the Dixie Metropolitan Planning Organization Travel Demand Model. The inputs to the model consist of socio-economic and land use data provided by the DMPO and the City. The outputs from the model include peak hour trips and daily traffic volumes on each of the roadways in the network.

Infrastructure Required to Meet Demands of New Development (11-36a-302.1.a.v)

10-Year Improvement Plan

The projects required to maintain the desired level of service for the roadway network in 2040 were outlined in the TMP. These projects will need to be constructed at various times from the present through 2040. However, for the purposes of this IFFP, only projects that will be completed within the next ten years will be considered. **Table 2** shows the projects that are forecasted to be needed in the next ten years. This table includes all of the projects regardless of their eligibility for impact fee expenditure. The portion of the project, which is impact fee eligible is indicated in the **% Impact Fee** and **Eligible for Impact Fees** columns.

Project Cost Attributable to Future Growth

Table 2 shows the project costs attributable to new growth as a percentage of the total project costs as defined in the previous section. Each project in **Table 2** exists due to future growth but the cost that should be shared by new development through the assessment of impact fees varies depending on the owner of the road, the funding available, and the roadway classification. Where the project is likely to be completed using MPO funding, the Ivins City impact fee eligible portion of the project is only the amount of money the City will need to find as their required “matching funds”. Road widening projects are considered 100% impact fee eligible as any work on these roads will only be needed as volumes increase as a result of new development. Cost participation for city-owned roads are variable depending on the road classification and development yet to occur. The cost attributable to new growth and potentially impact fee eligible is defined as the portion of the roadway cross section in excess of the standards for a local road. This is based on the premise that a local road cross section serves the needs of the localized development which directly access the new road. It was assumed,

based on City practices, that developers will typically pay for improvements on the outside twenty-six feet of right-of-way on each side of the road (one lane of asphalt plus curb, gutter, and sidewalk) while the City would be responsible for the remainder. This portion will be paid for by the individual development, which accesses the new road. Any improvements beyond the local street cross section would be considered a capacity improvement for the entire city as a whole and is therefore impact fee eligible. The City responsibility cost for each new road is determined as the percentage of the total project cost beyond a local street classification.

Table 2: Impact Fee Facilities Plan 2015-2025

Project	Location	Total Price	Funding Source	% Impact Fee	Eligible for Impact Fees
5A	400 East – 200 North to Center Street	$350,000	City	100%	$350,000
5B	Old Highway 91 – Kayenta Parkway to 200 East, Phase I	$1,600,000	MPO/City/Development	30%	$480,000
5C	Old Highway 91 – Kayenta Parkway to 200 East, Phase II	$500,000	MPO/City/Development	30%	$150,000
5D	Center Street Streetscape Improvement, Snow Canyon Drive to 200 East	$636,913	City	100%	$636,913
5E	Puerto Drive	$178,360	City/Development	30%	$53,508
5F	Other Signals and Roundabouts	$800,000	City	100%	$800,000
5G	Street Lighting Replacement Program	$300,000	City	0%	$0
5H	Miscellaneous Projects for Safety, Road Gap Filling, or Streetscape	$300,000	City/Development	75%	$225,000
	Total	**$4,665,273**			**$2,695,421**

Project Cost Attributable to 10-Year Growth

Using the travel demand model mentioned in previously it is possible to estimate the number of PM trips originating or terminating in Ivins for the existing and future conditions. The difference between the future PM trips and the existing PM trips (the number of new trips in the City) becomes the denominator in the equation used to calculate the impact fee cost per PM peak hour trip for new development.

Level Of Service capacity of roadways and intersections has been calculated in the TMP and have indicated where capacity is needed in the future. By projecting the trips that will be generated by new development and dividing these trips by the impact fee eligible costs, the fee per trip can be calculated.

Proposed Means to Meet Demands of New Development (11-36a-302.2)

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

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

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

Federal Funding

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

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

The DMPO accepts applications for federal funds every November through local and regional government jurisdictions. The DMPO Technical Advisory Committee and Transportation Executive Committee select projects for funding annually. The selected projects form the Transportation Improvement Program (TIP). In order to receive funding, projects should include one or more of the following aspects:

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

State/County Funding

The distribution of State Class B and C Program monies is established by State Legislation and is administered by the State Department of Transportation. Revenues for the program are derived from State fuel taxes, registration fees, drivers license fees, inspection fees, and transportation permits. Seventy-five percent of these funds are kept by UDOT for their construction and maintenance programs. The rest is made available to counties and cities.

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

In 2005 the state senate passed a bill providing for the advance acquisition of right-of-way for highways of regional significance. This bill would enable cities in the county to better plan for future transportation needs by acquiring property to be used as future right-of-way before it is fully developed and becomes extremely difficult to acquire. UDOT holds on account the revenue generated by the local corridor preservation fund but the county is responsible to program and control monies. In order to qualify for preservation funds, the City must comply with the Corridor Preservation Process found at the flowing link ***www.udot.utah.gov/public/ucon*** and also provided in the appendix of this report. Currently, Ivins City uses Class C funding for their transportation projects.

City Funding

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

Private interests often provide resources for transportation improvements. Developers construct the local streets within subdivisions and often dedicate right-of-way and participate in the construction of

collector/arterial streets adjacent to their developments. Developers can also be considered a possible source of funds for projects through the use of impact fees. These fees are assessed as a result of the impacts a particular development will have on the surrounding roadway system, such as the need for traffic signals or street widening.

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

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

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

Interfund Loans

Since infrastructure must generally be built ahead of growth, it must sometimes be funded before expected impact fees are collected. Bonds are the solution to this problem in some cases. In other cases, funds from existing user rate revenue will be loaned to the impact fee fund to complete initial construction of the project. As impact fees are received, they will be reimbursed. Consideration of these loans will be included in the impact fee analysis and should be considered in subsequent accounting of impact fee expenditures.

Developer Dedications and Exactions

Developer dedications and exactions can both be credited against the developer's impact fee analysis. If the value of the developer dedications and/or extractions are less than the developer's impact fee liability, the developer will owe the balance of the liability to the city. If the dedications and/or extractions of the developer are greater than the impact fee liability, the city must reimburse the developer the difference.

Developer Impact Fees

Impact fees are a way for a community to obtain funds to assist in the construction of infrastructure improvements resulting from and needed to serve new growth. The premise behind impact fees is that

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

Necessity of Improvements to Maintain Level of Service

According to State statue, impact fees must only be used to fund projects that will serve needs caused by future development. They are not to be used to address present deficiencies. Only projects that address future needs are included in this IFFP. This ensures a fair fee since developers will not be expected to address present deficiencies.

Impact Fee Certification (11-36a-306)

According to state law, this report has been prepared in accordance with Utah Code Title 11 Chapter 36 titled "Impact Fees Act". This report relies upon the planning, engineering, land use and other source data provided by the City and their designees and all results and projections are founded upon this information.

In accordance with Utah Code Annotate, 11-36a-306(1), Horrocks Engineers, certifies that this impact fee facilities plan:

1. Includes only the cost of public facilities that are:
    a. Allowed under the Impact Fees Act; and
    b. Actually incurred; or
    c. Are projected to be incurred or encumbered within six years of the day on which each impact fee is paid;
2. Does not include:
    a. Costs of operation and maintenance of public facilities
    b. Cost of qualifying public facilities that will raise the level of service for the facilities, through impact fees, above the level of service 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.

This certification is made with the following limitations:

1. All of the recommendations for implementing this IFFP of IFA are followed in their entirety by the City.
2. If any portion of the IFFP is modified or amended in any way, this certification is no longer valid.

All information presented and used in the creation of this IFFP is assumed to be complete and correct, including any information received from the City of other outside sources.