

Resolution 04-2023

A RESOLUTION UPDATING PROVIDENCE CITY'S TRANSPORTATION IMPACT FEE

WHEREAS UCA § 10-7-717 Purpose of resolutions, states, "Unless otherwise required by law, the governing body may exercise all administrative powers by resolution . . ."

WHEREAS Providence City desires to provide for the health, safety, and welfare, and promote the prosperity, peace and good order, comfort, convenience, and aesthetics of the City and its present and future inhabitants and businesses.

WHEREAS Providence City Code Title 9 Chapter 9-1A sets forth the purpose, procedures, use and collections of impact fees.

WHEREAS Providence City contracted with Sunrise Engineering to provide a Transportation Impact Fee Analysis which was completed in January of 2023 and is attached to this resolution. The Impact Fee Analysis was written in conjunction with the Providence City Transportation Master Plan which was completed in 2021.

WHEREAS the intention of this amendment to the Transportation Impact Fee is to expand its use of what roads are eligible with the fee and not necessarily an increase of the fee, however Council has power to increase the fee if they so choose.

WHEREAS a public hearing was held on March 15th, 2023, before the City Council allowing the public to comment on the resolution and analysis prior to taking action on updating the City's Transportation impact fee.

WHEREAS it is Providence City's intent to approve and use this Transportation Impact Fee Analysis to allow Council and staff to update the City's current Transportation Impact Fee per the recommendations and results of this Transportation Impact Fee Analysis.

THEREFORE, be it resolved by the Providence City Council:

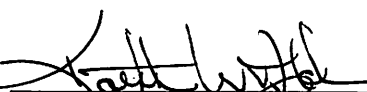
- The attached Transportation Impact Fee analysis will be used to update the City's Transportation Impact Fee.
- This resolution shall become effective immediately upon passage.

Passed by vote of the Providence City Council this 15th day of March 2023

Council Vote:

Nebeker, Jeff	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Excused	<input type="checkbox"/> Abstained	<input type="checkbox"/> Absent
Kirk, Carrie	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Excused	<input type="checkbox"/> Abstained	<input type="checkbox"/> Absent
Paulsen, Joshua	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Excused	<input type="checkbox"/> Abstained	<input type="checkbox"/> Absent
Sealy, Jeanell	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Excused	<input type="checkbox"/> Abstained	<input type="checkbox"/> Absent
Speth, Brent	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Excused	<input type="checkbox"/> Abstained	<input type="checkbox"/> Absent

Providence City


Kathleen W Alder, Mayor

Attest:


Ty Cameron, City Recorder

Providence City
Transportation Impact Fee Analysis
January 2023



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IMPACT FEE ANALYSIS

1.0 Executive Summary

The Impact Fee Analysis (IFA) is written in conjunction with the *Providence City Transportation Master Plan* completed in 2021 for Providence City. The proposed projects are based on the capital improvement plan (CIP). The CIP uses level of service analyses to generate a list of projects that will accommodate future growth. In addition, data from the Utah Statewide Travel Model (USTM) and the Cache Metropolitan Planning Organization's (CMPO) travel demand model is used to forecast growth and anticipate long term transportation needs. Project costs are taken from the CIP and include projections of inflation costs through the anticipated build years.

1.1 Impact Fee Eligible Costs

The Impact Fees Act allows for the charging of Impact Fees to pay for transportation facilities needed to mitigate the impact of new development on public infrastructure. A portion of these improvements will be designated as Impact Fee eligible due to the City needing to install the necessary infrastructure to provide for new growth.

An Impact Fee Analysis has been performed based on the improvements indicated in the City's 2021 Transportation Master Plan. This Impact Fee Analysis looks at improvements through the year 2029. The future improvements have been indicated and justified as part of the Transportation Master Plan (2021). The improvements shown below are deemed impact fee eligible because they are needed due to an increase in the Average Daily Traffic (ADT) caused by new growth. Because level of service was taken as ADT, this affects the projected level of service of the roads throughout Providence City.

Utah State Code 11-36a-306 outlines the certification requirements for an impact fee analysis stating that the impact facilities plan does "not include: cost of operation and maintenance of public facilities; or 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..."

The Impact Fee Analysis, as dictated by Utah State Code 11-36a-306 will only include the cost projected to be incurred or encumbered within the next six years with the recommendation that the Impact Fees are updated every six years to ensure that all impact fees are incurred within six years of them being paid.

Below is a list of the projects, cost, and estimated percent Impact Fee Eligible amounts prior to adding estimated financing or inflation. The total cost of the project shown in the table below shows those portions of the streets for which the City plans to use impact fees.

Table 1.1-1. Impact Fee Eligible Costs

Improvements	Costs	% I.F. El.	I.F. El. Costs
Project #1 (100 E. Reconstruction) - By Providence Elementary	\$ 200,000	50%	\$ 100,000
Project #2 (100 S. Rotomill and Roadway Improvements)	\$ 350,000	50%	\$ 175,000
Project #3 (200 S. Maintenance/Waterline/Widening)	\$ 280,000	25%	\$ 70,000
Project #4 (100 W. Maintenance/Waterline/Widening)	\$ 360,000	50%	\$ 180,000
Project #5 (Spring Creek Rd. Maintenance)	\$ 300,000	0%	\$ -
Project #6 (300 S. and 375 W. Expansion)	\$ 3,800,000	100%	\$ 3,800,000
Project #7 (Gateway Dr. 3-lane cross section)	\$ 20,000	100%	\$ 20,000
Project #8 (200 W. Striping)	\$ 35,000	100%	\$ 35,000
Project #9 (400 E. Maintenance & Widening)	\$ 100,000	50%	\$ 50,000
Project #10 (100 S. Widening)	\$ 600,000	0%	\$ -
Project #11 (300 S. Maintenance & Widening)	\$ 210,000	50%	\$ 105,000
Project #12 (Gateway Dr. Extension)	\$ 2,750,000	100%	\$ 2,750,000
Project #13 (200 W. & 100 S. Realignment & Roundabout)	\$ 390,000	100%	\$ 390,000
Project #14 (Canyon Rd. Reconstruction)	\$ 2,950,000	93%	\$ 2,743,500
Project #15 (Gateway Dr. Roundabout)	\$ 1,750,000	100%	\$ 1,750,000
Project #16 (Golf Course Rd 2-Way Stop)	\$ 10,000	100%	\$ 10,000
Widening - 100 E (Andrew's LN to 200 N)	\$ 461,000.00	100%	\$ 461,000
Widening - 100 N (Gateway Dr to 400 E)	\$ 1,987,000.00	100%	\$ 1,987,000
Widening - 500 S (Garden Dr to Main St)	\$ 990,000.00	100%	\$ 990,000
Widening - 100 W (Spring Creek Pkwy to 100 N)	\$ 685,000.00	100%	\$ 685,000
Widening - 200 E (100 N to 300 S)	\$ 881,000.00	100%	\$ 881,000
Total Costs	\$ 19,109,000		\$ 17,182,500

All the listed projects are considered by this report to be necessitated due to new growth (100% impact fee eligible) except for project #1, project #2, project #3, project #4, project #5, project #9, project #10, and project #14. These projects were determined to be 50%, 50%, 25%, 50%, 0%, 50%, 0% and 93% impact fee eligible, respectively. Projects #1, 2, 3, 4, 5, & 9 all have maintenance aspects that are not impact fee eligible. Project #10 is currently funded through a COG Grant and is therefore ineligible for impact fee funding. Project #14 includes storm drainage enhancement that falls outside of the scope of transportation impact fees.

The table on the following page shows the anticipated year of construction for each project, the inflated costs (at an assumed 3% per year), and the resulting Impact Fee Eligible costs.

Table 1.1-2. Impact Fee Eligible Costs (After Adding Inflation)

Improvements	Year	Costs with Inflation	% I.F. El.	Total I.F. El. Costs
Project #1 (100 E. Reconstruction) - By Providence Elementary	2022	\$ 200,000	50%	\$ 100,000
Project #2 (100 S. Rotomill and Roadway Improvements)	2022	\$ 350,000	50%	\$ 175,000
Project #3 (200 S. Maintenance/Waterline/Widening)	2022	\$ 280,000	25%	\$ 70,000
Project #4 (100 W. Maintenance/Waterline/Widening)	2022	\$ 360,000	50%	\$ 180,000
Project #5 (Spring Creek Rd. Maintenance)	2022	\$ 300,000	0%	\$ -
Project #6 (300 S. and 375 W. Expansion)	2024	\$ 4,031,420	100%	\$ 4,031,420
Project #7 (Gateway Dr. 3-lane cross section)	2025	\$ 21,855	100%	\$ 21,854.54
Project #8 (200 W. Striping)	2025	\$ 38,245	100%	\$ 38,245
Project #9 (400 E. Maintenance & Widening)	2025	\$ 109,273	50%	\$ 54,636
Project #10 (100 S. Widening)	2025	\$ 655,636	0%	\$ -
Project #11 (300 S. Maintenance & Widening)	2025	\$ 229,473	50%	\$ 114,736
Project #12 (Gateway Dr. Extension)	2029	\$ 3,382,153	100%	\$ 3,382,153
Project #13 (200 W. & 100 S. Realignment & Roundabout)	2029	\$ 479,651	100%	\$ 479,651
Project #14 (Canyon Rd. Reconstruction)	2029	\$ 3,628,128	93%	\$ 3,374,159
Project #15 (Gateway Dr. Roundabout)	2029	\$ 2,152,279	100%	\$ 2,152,279
Project #16 (Golf Course Rd 2-Way Stop)	2029	\$ 12,299	100%	\$ 12,299
Widening - 100 E (Andrew's LN to 200 N)	2025	\$ 504,000.00	100%	\$ 504,000
Widening - 100 N (Gateway Dr to 400 E)	2027	\$ 2,303,000.00	100%	\$ 2,303,000
Widening - 500 S (Garden Dr to Main St)	2028	\$ 1,182,000.00	100%	\$ 1,182,000
Widening - 100 W (Spring Creek Pkwy to 100 N)	2028	\$ 818,000.00	100%	\$ 818,000
Widening - 200 E (100 N to 300 S)	2029	\$ 1,084,000.00	100%	\$ 1,084,000
Total Costs		\$ 22,121,411		\$ 20,077,434
		Total IF Eligible		\$ 20,077,434

1.2 Maximum Eligible Impact Fee

In order to determine the maximum eligible impact fee amount, the additional average number of trips per day caused by new growth in the next six years has been calculated as 16,863 trips. These trips are broken down by TAZ for the years 2022 and 2029 (see Appendix B). The number of trips for the years 2022 and 2029 were determined based on the projected growth in the USTM per each TAZ. The 2022 trips (82,542 total trips) were then subtracted from the 2029 trips (99,405 trips) to determine the number of trips caused by new growth. See the equation below for further clarification.

$$(No. 2029 Trips) - (No. 2022 Trips) = Trips Caused by New Growth$$

The impact fee amount per trip was then calculated as \$1,190.62 per trip by dividing the total impact fee eligible costs by the additional number of trips per day caused by new growth. The per trip impact fee amount can then be converted to a single-family equivalent (SFE) by multiplying by the average number of trips per single family household. Common practice for transportation impact fee analyses is to use the Trip Generation Manual as published by the Institute of Transportation Engineers (ITE). ITE (11th Edition) lists the value of trips per single family dwelling unit as 9.43. Accordingly, the maximum eligible

impact fee amount per single family equivalent is \$11,228. See the equations below for further clarification.

$$\text{\$20,077,434/16,863 Trips} = \text{\$1,190.62 per Trip}$$

$$\text{\$1,190.62 per Trip} \times 9.43 \text{ Trips/SFE} = \text{\$11,228 SFE Impact Fee Amount}$$

Because residential and non-residential entities place varying demands on the transportation network by the number of trips that are generated from the specific land use, impact fees will be charged accordingly. The ITE Trip Generation manual has been used to develop Table 5.3-1. The number of trip ends per unit (ADT) as specified in the ITE Trip Generation manual is shown on the following page. That number is multiplied by a heavy vehicle adjustment factor and pass-by trip adjustment factor. The pass-by trip adjustment factor accounts for those trips which may not be primary trips (the land use is not the primary reason for the trip).

A Demand Index is calculated by dividing each effective trip ends per unit value by the single-family effective trip ends per unit. The impact fee cost per unit for each land use type is calculated by multiplying the SFE impact fee amount by the demand index. Impact fees should be charged per unit shown in the table.

Table 1.3-2. Impact Fee Eligible Costs Per Unit

Category	Land Use	Unit	Applicable ITE Code(s)	ITE Trip ends per Unit (Weekday)	ITE Trip ends per Unit (PM Peak Hour)	Heavy Vehicle %	Heavy Vehicle Adjustment	Pass-by Trip Adjustment	Diverted Trip Adjustment	Primary Trip Adjustment Factor	Effective Trip Ends per Unit	Demand Index (Single Family Equivalent)	Max. Eligible Impact Fee Cost Per Unit
Residential	Single Family Detached	Dwelling Units	210	9.57	9.43	0%	1.00			1.00	9.43	1.00	\$ 11,228
	Single Family Attached	Dwelling Units	215	5.81	7.20	0%	1.00			1.00	7.20	0.76	\$ 8,572
	Apartment	Dwelling Units	230	6.65	3.44	0%	1.00			1.00	3.44	0.36	\$ 4,096
	Assisted Living/Convalescent Care	Beds	254		2.60	0%	1.00			1.00	2.60	0.28	\$ 3,096
Office	Office Building	1,000 sq. ft.	710	11.01	10.84	2%	1.02			1.02	11.05	1.17	\$ 13,159
	Medical-Dental Office Building	1,000 sq. ft.	720	36.13	36.00	2%	1.02			1.02	36.71	3.89	\$ 43,702
Retail	Supermarket	1,000 sq. ft.	850	102.24	93.84	2%	1.02	0.36	0.38	0.27	24.88	2.64	\$ 29,618
	Less Intensive Retail	1,000 sq. ft.	890	5.06	6.30	2%	1.02	0.53	0.31	0.16	1.03	0.11	\$ 1,224
	Intensive Retail	1,000 sq. ft.	820	42.94	37.01	2%	1.02	0.34	0.26	0.41	15.09	1.60	\$ 17,971
Services	Quality Restaurant	1,000 sq. ft.	931	89.95	83.84	2%	1.02	0.44	0.27	0.30	24.79	2.63	\$ 29,515
	Fast Food	1,000 sq. ft.	934	496.12	467.48	2%	1.02	0.50	0.25	0.26	119.16	12.64	\$ 141,874
	Convenience Market w/ Gas Pumps	Pump Stations	945	162.78	265.12	2%	1.02	0.59	0.26	0.15	40.55	4.30	\$ 48,276
	Bank	1,000 sq. ft.	912	148.15	100.35	2%	1.02	0.35	0.22	0.44	44.00	4.67	\$ 52,382
Industrial	Industrial	1,000 sq. ft.	110	6.97	4.87	13%	1.13			1.13	5.41	0.57	\$ 6,441
	Manufacturing	1,000 sq. ft.	140	3.82	4.75	13%	1.13			1.13	5.28	0.56	\$ 6,283
	Warehousing	1,000 sq. ft.	150	3.56	1.71	20%	1.20			1.20	1.97	0.21	\$ 2,345
	Self Storage/RV Storage	Units	151		1.45	20%	1.20			1.20	1.67	0.18	\$ 1,989
Institutional	Elementary School	Students	520	1.29	2.27	0%	1.00			1.00	2.27	0.24	\$ 2,703
	Middle/Junior School	Students	522	1.62	2.10	0%	1.00			1.00	2.10	0.22	\$ 2,500
	High School	Students	525	1.71	1.94	0%	1.00			1.00	1.94	0.21	\$ 2,310
	Private School (K-12)	Students	530	2.48	2.48	0%	1.00			1.00	2.48	0.26	\$ 2,953
	Junior/Community College	Students	540		1.15	0%	1.00			1.00	1.15	0.12	\$ 1,369
	Day Care	1,000 sq. ft.	565	79.26	47.62	0%	1.00	0.00	0.56	0.44	20.95	2.22	\$ 24,947
	Library	1,000 sq. ft.	590	56.24	72.05	0%	1.00	0.50	0.00	0.50	36.03	3.82	\$ 42,892
	Church	1,000 sq. ft.	560	9.11	7.60	0%	1.00			1.00	7.60	0.81	\$ 9,049
Log	Hotel	Rooms	310/320	8.17	7.99	2%	1.02			1.02	8.15	0.86	\$ 9,699
	Motel	Rooms	330		3.35	2%	1.02			1.02	3.42	0.36	\$ 4,067

1.3 Non-Standard Impact Fees

The proposed fees are based upon assumed growth. The City reserves the right under the Impact Fees Act to assess an adjusted fee that more closely matches the true impact that the land use will have upon public facilities. This adjustment could result in a higher or lower impact fee if the City determines that a particular user may create a different impact than what is standard for its land use. To determine the impact fee for a non-standard use, the City should use the following formula:

$$IF\ Amount = \frac{\left(\begin{array}{c} \text{Total Trips: ADT Per} \\ \text{Specified Land Use} \\ \text{in ITE Manual} \end{array} \right) * \left(\begin{array}{c} \text{Applicable} \\ \text{Adjustment} \\ \text{Factors} \end{array} \right) * \left(\begin{array}{c} \text{Single Family} \\ \text{Detached IF} \\ \text{Amount} \end{array} \right)}{9.43}$$

1.4 Funding Plans and Revenue Sources

1.4.1 Impact Fees

According to the "Impact Fees Act" (11-36a-101), an Impact Fee is described as a "payment of money imposed upon new development activity as a condition of development approval to mitigate the impact of the new development on public infrastructure." In other words, public improvements that are necessitated due to new growth may be paid for by growth in accordance with the Impact Fees Act.

This Impact Fee Analysis estimates the portion of new improvements necessitated due to growth, and correspondingly the maximum allowable Impact Fee that can be charged to growth.

1.4.2 Federal Funding Sources

There are several types of federal funds that are allocated to the state of Utah each year for use on transportation. In Utah, the Joint Highway Committee (JHC) provides coordination and yearly project recommendations to the Utah Transportation Commission for the use of these federal funds.

The following are specific highway funds that are administered by the JHC:

- STP Non-Urban Funds - Areas less than 5,000 population
- STP Small Urban Funds - Areas between 5,000 & 50,000 population
- Off-System Bridge Funds - Bridges on local/rural minor collector roads
- State Park Access Funds - Facilities accessing State Parks
- TAP Non-Urban Funds - Areas less than 5,000 population
- TAP Small Urban Funds - Areas between 5,000 & 50,000 population

A large portion of the available funds are from the Surface Transportation Program (STP). According to the Federal Highway Administration, STP funds are provided for “flexible funding that may be used by States and localities for projects on any Federal-aid highway, including the NHS, bridge projects on any public road, transit capital projects, and intracity and intercity bus terminals and facilities.”

1.4.3 State Funding Sources

The Class B&C road system with a funding program was established by the Utah State Legislature in 1937 as a means of aiding counties and incorporated municipalities for the improvement of roads and streets throughout the state.

The funds differ from ordinary local revenues since they are subject to administrative direction by the State in accordance with legislative provision. The Utah Department of Transportation is the administrative authority on behalf of the State.

1.4.4 Local Funding Sources

Another possible source of local funding for transportation projects is the City’s general fund. One requirement is that there be adequate funds for the overall city budget in the general fund.

1.5 Impact Fee Certification

The Impact Fee Certification is included as Appendix D.

1.6 Impact Fee Related Items

The transportation impact fees proposed herein represent the maximum amounts the City may enact per Utah’s Impact Fee Act. Ultimately, the City may adopt any impact fee levels it deems appropriate as long as it does not exceed the amounts presented herein. Obviously, if the City adopts a lower impact fee than recommended, the risk exists that insufficient funds will be available to implement the recommended improvements and, over time, a reduced level of service will become apparent unless funding from sources other than impact fees are committed to making the recommended improvements. This plan assumes that the Impact Fee Analysis will be updated every five years. City staff should be made aware that, in conformance with Utah Code 11-36a-602, impact fees can only be expended for a system improvement that is identified in the Impact Fee Facilities Plan and that is for the specific public facility type for which the fee was collected (i.e. transportation impact fees cannot be used for water or sewer projects). Also, impact fees must be expended or encumbered for a permissible use within six years of their receipt unless 11-36a-602(2)(b) applies. City staff should also ensure that proper accounting of the Impact Fees occurs by tracking each fee in and out (See Utah Code 11-36a-601).

APPENDIX A

Land Use Data

Providence City USTM Travel Model Land Use

TAZ #	Households (2022)	Households (2029)	Households (2050)	All Employment (2022)	All Employment (2029)	All Employment (2050)	Retail Employment (2022)	Retail Employment (2029)	Retail Employment (2050)	Industrial Employment (2022)	Industrial Employment (2029)	Industrial Employment (2050)	Office Employment (2022)	Office Employment (2029)	Office Employment (2050)
460	9	32	55	1261	1507	1734	166	197	223	153	190	184	911	1082	1302
461	108	113	133	19	27	49	0	1	3	2	2	4	5	8	20
462	160	168	199	231	249	288	20	20	23	31	31	28	162	174	206
463	140	156	207	47	53	64	0	0	0	1	1	1	24	25	25
464	35	36	42	17	18	20	0	0	0	1	1	1	12	12	12
465	136	150	197	94	99	113	2	2	2	0	0	0	72	72	74
466	27	28	34	5	6	8	1	1	1	0	0	0	1	1	2
467	34	51	77	20	23	21	1	1	1	0	0	0	4	4	4
468	4	13	22	9	6	5	0	0	0	0	0	0	0	0	0
469	18	28	42	478	582	795	223	237	265	28	49	74	212	278	436
470	23	24	30	283	374	558	34	48	75	17	35	57	224	281	413
471	69	76	94	18	21	25	1	1	1	0	0	0	7	7	8
472	126	132	154	229	232	240	30	30	31	0	0	0	185	185	186
473	91	103	129	20	25	29	0	0	0	1	1	1	5	5	5
474	3	4	6	96	171	288	10	21	38	13	28	40	67	116	204
475	32	35	47	32	34	38	0	0	0	0	0	0	27	27	28
476	102	106	123	30	34	40	1	1	1	1	2	2	17	18	20
477	72	80	100	52	57	64	0	0	1	16	15	13	26	28	32
478	61	63	73	21	21	25	2	2	2	4	4	3	9	9	9
479	88	106	148	24	29	35	2	2	1	0	0	0	3	3	3
480	92	127	186	40	44	48	0	0	0	0	0	0	6	6	7
481	263	317	440	102	124	144	7	8	8	11	11	10	29	31	38
482	533	728	1068	234	277	306	7	8	10	1	3	4	44	49	61
483	53	64	84	24	28	29	2	2	2	1	1	1	10	10	10
484	120	151	213	42	52	58	0	0	1	0	0	1	13	13	15
485	12	16	21	8	10	9	0	0	0	0	0	0	5	5	5
486	106	137	195	58	72	84	17	17	18	2	3	4	10	14	22
487	71	128	200	66	71	64	0	0	0	4	4	4	12	12	13
Total:	2588	3172	4319	3560	4246	5181	526	599	707	287	381	432	2102	2475	3160

APPENDIX B

Total Trip Data

TAZ #	Daily Productions (2022)	Daily Attractions (2022)	Daily Productions (2029)	Daily Attractions (2029)	Daily Productions (2050)	Daily Attractions (2050)
460	101	18915	360	22605	619	26010
461	1216	285	1272	405	1498	735
462	1802	3465	1892	3735	2241	4320
463	1576	705	1757	795	2331	960
464	394	255	405	270	473	300
465	1531	1410	1689	1485	2218	1695
466	304	75	315	90	383	120
467	383	300	574	345	867	315
468	45	135	146	90	248	75
469	203	7170	315	8730	473	11925
470	259	4245	270	5610	338	8370
471	777	270	856	315	1058	375
472	1419	3435	1486	3480	1734	3600
473	1025	300	1160	375	1453	435
474	34	1440	45	2565	68	4320
475	360	480	394	510	529	570
476	1149	450	1194	510	1385	600
477	811	780	901	855	1126	960
478	687	315	709	315	822	375
479	991	360	1194	435	1666	525
480	1036	600	1430	660	2094	720
481	2961	1530	3569	1860	4954	2160
482	6002	3510	8197	4155	12026	4590
483	597	360	721	420	946	435
484	1351	630	1700	780	2398	870
485	135	120	180	150	236	135
486	1194	870	1543	1080	2196	1260
487	799	990	1441	1065	2252	960
Total:	29142	53400	35715	63690	48632	77715

APPENDIX C
Engineer's Opinion
of Probable Cost

SUNRISE ENGINEERING, INC.

Engineer's Opinion of Probable Cost

IMPACT FEE ANALYSIS

20-Dec-22

PROVIDENCE CITY

COSTS ARE LISTED AS A PRICE PER LINEAR FOOT OF IMPROVMENT

NO.	DESCRIPTION	EST. QTY	UNIT	UNIT PRICE	AMOUNT
NEW COLLECTOR					
1	Mobilization	5%	LS	\$ 20.00	\$ 20.00
2	Dust Control & Watering	1	LS	\$ 1.50	\$ 1.50
3	24" Storm Drain Pipe and Installation	1	LN FT	\$ 140.00	\$ 140.00
4	Granular Borrow (12" Depth Under UBC)	2	CY	\$ 45.00	\$ 81.67
5	Untreated Base Course (4" Depth Under Asphalt)	0.60	CY	\$ 50.00	\$ 29.94
7	3" Asphalt	49	SQ FT	\$ 3.00	\$ 147.00
8	Striping	1	LS	\$ 1.50	\$ 1.50
9	Standard Curb and Gutter (w/4" UBC)	2	LN FT	\$ 28.00	\$ 56.00
10	5' Sidewalk (w/ 4" UBC)	10	SQ FT	\$ 10.00	\$ 100.00
				CONTINGENCY	\$ 86.64
INCIDENTALS					
8	Materials Sampling & Testing	1	LS	\$ 1.50	\$ 1.50
9	Construction Staking	1	LS	\$ 1.50	\$ 1.50
10	Engineering Design	1	LS	8.0%	\$ 53.14
11	Bidding & Negotiating, Engineering Construction Services	1	LS	9.0%	\$ 59.78
12	Geotechnical Report	1	LS	\$ 1.50	\$ 1.50
				CONSTRUCTION TOTAL	\$ 782.00
NEW ARTERIAL					
1	Mobilization	5%	LS	\$ 25.00	\$ 25.00
2	Dust Control & Watering	1	LS	\$ 1.25	\$ 1.25
3	24" Storm Drain Pipe and Installation	1	LN FT	\$ 140.00	\$ 140.00
4	Granular Borrow (12" Depth Under UBC)	2	CY	\$ 45.00	\$ 110.00
5	Untreated Base Course (4" Depth Under Asphalt)	0.81	CY	\$ 50.00	\$ 40.33
7	3" Asphalt	66	SQ FT	\$ 3.00	\$ 198.00
8	Striping	1	LS	\$ 1.50	\$ 1.50
9	Standard Curb and Gutter (w/4" UBC)	2	LN FT	\$ 30.00	\$ 28.00
10	5' Sidewalk (w/ 4" UBC)	10	SQ FT	\$ 10.00	\$ 100.00
				CONTINGENCY	\$ 96.61
INCIDENTALS					
8	Materials Sampling & Testing	1	LS	\$ 1.50	\$ 1.50
9	Construction Staking	1	LS	\$ 1.50	\$ 1.50
10	Engineering Design	1	LS	8.0%	\$ 59.26
11	Bidding & Negotiating, Engineering Construction Services	1	LS	9.0%	\$ 66.66
12	Geotechnical Report	1	LS	\$ 1.50	\$ 1.50
				CONSTRUCTION TOTAL	\$ 871.00

ROADWAY WIDENING					
1	Mobilization	5%	LS	\$ 5.00	\$ 5.00
2	Dust Control & Watering	1	LS	\$ 1.25	\$ 1.25
3	24" Storm Drain Pipe and Installation	0	LN FT	\$ 140.00	\$ -
4	Granular Borrow (12" Depth Under UBC)	0.74	CY	\$ 45.00	\$ 33.33
5	Untreated Base Course (4" Depth Under Asphalt)	0.24	CY	\$ 50.00	\$ 12.22
7	3" Asphalt	20	SQ FT	\$ 3.00	\$ 60.00
8	Striping	1	LS	\$ 1.50	\$ 1.50
9	Standard Curb and Gutter (w/4" UBC)	2	LN FT	\$ 28.00	\$ 56.00
10	5' Sidewalk (w/ 4" UBC)	10	SQ FT	\$ 10.00	\$ 100.00
CONTINGENCY				15%	\$ 17.00
INCIDENTALS					
8	Materials Sampling & Testing	1	LS	\$ 1.50	\$ 1.50
9	Construction Staking	1	LS	\$ 1.50	\$ 1.50
10	Engineering Design	1	LS	8.0%	\$ 22.90
11	Bidding & Negotiating, Engineering Construction Services	1	LS	9.0%	\$ 25.77
12	Geotechnical Report	1	LS	\$ 1.50	\$ 1.50
CONSTRUCTION TOTAL					\$ 339.00
<i>In providing opinions of probable construction cost, the Client understands that the Engineer has no control over costs or the price of labor, equipment or materials, or over the Contractor's method of pricing, and that the opinion of probable construction cost provided herein is made on the basis of the Engineer's qualifications and experience. The Engineer makes no warranty, expressed or implied, as to the accuracy of such opinions compared to bid or actual costs.</i>					

APPENDIX D
Impact Fee Certification

CERTIFICATION OF IMPACT FEE ANALYSIS BY CONSULTANT

In accordance with Utah Code Annotated, § 11-36a-306 David M Christensen, P.E., on behalf of Sunrise Engineering, Inc., make the following certification:

I certify that the attached Impact Fee Analysis:

1. Includes only the costs for qualifying 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 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;
3. Offsets costs with grants or other alternate sources of payment (if grants or other sources of payment have been applied for and received and such information was made available when the Impact Fee Analysis was prepared); and
4. Complies in each and every relevant respect with the Impact Fees Act.

David M Christensen, P.E., makes this certification with the following qualifications:

1. All of the recommendations for implementations of the Impact Fee Facilities Plan ("IFFP") made in the IFFP documents or in the Impact Fee Analysis documents are followed in their entirety by Providence City, Utah staff and elected officials.
2. If all or a portion of the IFFP's or Impact Fee Analyses are modified or amended, this certification is no longer valid.
3. All information provided to Sunrise Engineering, Inc., its contractors or suppliers is assumed to be correct, complete and accurate. This includes information provided by Providence City, Utah, and outside sources.
4. The undersigned is trained and licensed as a professional engineer and has not been trained or licensed as a lawyer. Nothing in the foregoing certification shall be deemed an opinion of law nor an opinion of compliance with law which under applicable

professional licensing laws or regulations or other laws or regulations must be rendered by a lawyer licensed in the State of Utah.

5. The foregoing Certification is an expression of professional opinion based on the undersigned's best knowledge, information and belief and shall not be construed as a warranty or guaranty of any fact or circumstance.
6. The foregoing certification is made only to Providence City, Utah and may not be used or relied upon by any other person or entity without the expressed written authorization of the undersigned.

Sunrise Engineering, Inc.

By: _____

Dated: _____