ORDINANCE NO. 17-5 (2-7-17)

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF SARATOGA SPRINGS, UTAH ADOPTING THE TRANSPORTATION IMPACT FEE FACILITIES PLAN AND TRANSPORTATION IMPACT FEE ANALYSIS INCLUDING SERVICE AREAS, TIME AND METHOD OF CALCULATION, COLLECTION, ADJUSTMENTS, ACCOUNTING, EXPENDITURE, REFUNDS, CHALLENGES AND APPEALS, AND SEVERABILITY OF THE SAME; AND OTHER RELATED MATTERS

WHEREAS, on January 20, 2016, before the City or its consultants commenced work on amending the City's Transportation Impact Fee Facilities Plan and Impact Fee Analysis, the City published notice of the City's intent to update and amend its Transportation Impact Fee Facilities Plan and Impact Fee Analysis on the Utah Public Notice Website and the City's website in accordance with Utah Code Ann. §§ 11-36a-501 and 11-36a-503; and

WHEREAS, Horrocks Engineers has assessed the level of Transportation facility service that is currently provided to existing residents, the excess capacity in the existing Transportation facilities infrastructure that is available to accommodate new growth without diminishing the current level of service provided to existing residents, and the elements and the cost of additional Transportation facilities that will be required to maintain the current level of service as projected growth occurs in the impact fee expenditure period; a copy of the Transportation Impact Fee Facilities Plan prepared by Horrocks Engineers is attached hereto as Exhibit "A"

WHEREAS, Horrocks Engineers certified its work as compliant with Utah Code § 11-36a-306 in December 2016; and

WHEREAS, the City has caused a Transportation Impact Fee Analysis to be prepared by Zions' Public Finance;

WHEREAS, Zions' Public Finance has identified a maximum Transportation facilities impact fee based on the Transportation Impact Fee Facilities Plan; a copy of the Transportation Impact Fee Facilities Analysis prepared by Zions' Public Finance dated December 23, 2016 is attached hereto as Exhibit "B";

WHEREAS, on January 27, 2017, the City properly published notice with the Provo Daily Herald, a newspaper of general circulation in the City of Saratoga Springs, Utah, of the City's intent to adopt the amended Transportation Impact Fee Facilities Plan, amended Impact Fee Analysis, and amended Ordinance/Enactment and of the scheduled public hearing by the City Council on February 7, 2017 to consider the same; and

WHEREAS, on January 26, 2017, the City properly published notice on the Utah Public Notice Website and the City's website of the City's intent to adopt the amended Transportation Impact Fee Facilities Plan, amended Impact Fee Analysis, and amended Ordinance/Enactment and of the scheduled public hearing by the City Council on February 7, 2017 to consider the same; and

WHEREAS, on January 26, 2017, the City properly mailed notice to affected entities of the City's intent to adopt the amended Transportation Impact Fee Facilities Plan, amended Impact Fee Analysis, and amended Ordinance/Enactment and of the scheduled public hearing by the City Council on February 7, 2017 to consider the same;

WHEREAS, on January 26, 2017, a full copy of the proposed Transportation Impact Fee Facilities Plan, Transportation Impact Fee Analysis, Transportation Impact Fee Enactment/Ordinance, along with an executive summary of the Transportation Impact Fee Facilities Plan and Analysis that was prepared in a manner to be understood by a lay person, were made available to the public at the Saratoga Springs public library, posted on the City's website, and the Public Notice Website; and

WHEREAS, on February 7, 2017, the City Council held a public hearing regarding the proposed and certified Transportation Impact Fee Facilities Plan, Transportation Impact Fee Analysis, and this Transportation Facilities Impact Fee Ordinance; and

WHEREAS, after careful consideration and review of the comments at the public hearing and the comments of the participants, the Council has determined that it is in the best interest of the health, safety, and welfare of the inhabitants of Saratoga Springs to:

1. adopt the 2017 Transportation Impact Fee Facilities Plan for Transportation Facilities as proposed;
2. adopt the 2017 Transportation Impact Fee Analysis as proposed; and
3. in a manner that is consistent with the Impact Fees Act, enact this Ordinance to:
    a. amend its current Transportation impact fees;
    b. provide for the calculation and collection of such fees;
    c. authorize a means to consider and accept an independent fee calculation for atypical development requests;
    d. provide for an appeal process consistent with the Impact Fees Act; and
    e. update its accounting and reporting method.

NOW, THEREFORE, BE IT ORDAINED by the Saratoga Springs Council as follows:

SECTION I – ENACTMENT OF TRANSPORTATION IMPACT FEE FACILITIES PLAN AND IMPACT FEE ANALYSIS

The Transportation Impact Fee Facilities Plan and Transportation Impact Fee Analysis attached hereto as Exhibits A and B are hereby adopted and incorporated herein.

SECTION II – ENACTMENT OF AMENDED TRANSPORTATION IMPACT FEES

The following amendments to Chapter 7.09 of the City Code are hereby made effective 90 days from the date of this enactment:

Chapter 7.09. Transportation Impact Fee.

Sections:

7.09.01. Definitions.
7.09.02. Findings and Purpose.
7.09.03. ~~Adoption of Capital Facilities Plan~~ Establishment of Transportation Facilities Service Area.
7.09.04. Adoption and Imposition of ~~Amended~~ Transportation Impact Fees
~~7.09.05. Service Area Established.~~
~~7.09.06. Other Impact Fees Remain Unaffected.~~
~~7.09.07. Time of Collection.~~
7.09.~~08~~05. Use of Transportation Impact Fees.
7.09.~~09~~06. Adjustments.
7.09.~~10~~07. Accounting, Expenditure, and Refunds.
7.09.~~11~~08. Challenges and Appeals.
7.09.~~12~~09. Severability.

7.09.01. Definitions.

As used in this Chapter the following terms shall have the meanings herein set out:

1. **"City"** means the City of Saratoga Springs and its incorporated boundaries.

2. **"Development Activity"** or **"new development"** means any construction or expansion of a building, structure, or use, any change in use of a building or structure, or any changes in the use of land that creates additional demand and need for Public Facilities.

~~3. **"Equivalent Residential Unit"** means that measure of impact on certain public facilities equal to the impacts of one typical single family dwelling unit.~~

~~4.~~3. **"Transportation Facilities Impact Fees"** means the ~~amended~~ maximum allowable Impact Fees for each type of use of property ~~adopted and imposed by this Chapter on~~imposed on Development Activity within the City per the 2017 Transportation Impact Fee Analysis and as allowed by Utah Code Chapter 11-36a.

4. **"Transportation Facilities Impact Fee ~~New Capital~~ Facilities Plans"** means the 2017 Transportation Facilities Impact Fee Facilities Plan prepared and certified by Bowens and Collins ~~capital facilities plans prepared by City Staff for parks, recreation facilities, open space and trails, transportation, and public safety facilities and~~ adopted by the City Ceouncil in this Chapter and incorporated herein by this reference.

5. **"Transportation Facilities Impact Fee Analysis"** means the 2017 Transportation Facilities Impact Fee Analysis adopted by the City Council.

~~6. **"Public Facilities"** means the following capital facilities that have a life expectancy of ten or more years and are owned or operated by or on behalf of the City:~~

~~a. parks, recreation facilities, trails, transportation, and open space; and~~

~~b. public safety facilities.~~

~~7. **"Service Area"** means the service area formally adopted by the City Council in this Chapter.~~

~~8.~~6. **"Utah Impact Fees Act"** means Utah Code Chapter 11-36a.

(Ord. 17-__; Ord. 11-9; 05-19)

7.09.02. Findings and Purpose.

The City Council hereby finds and determines:

1. There is a need to establish a transportation facilities impact fee for the City to maintain the level of service proposed in the 2017 Transportation Impact Fee Facilities Plan and Analysis.
2. The 2017 Transportation Impact Fee Facilities Plan and Analysis identifies the:
   a. projected future development activity in the City;
   b. level of service for transportation facilities that serve existing residents;
   c. excess transportation facilities capacity that is available to serve new growth in the existing infrastructure;
   d. proposed level of service for the City, which does not raise the existing level of service for current residents;
   e. additional capital facilities that are required to maintain the proposed transportation level of service without burdening existing residents with costs of new development activity; and
   f. maximum fee that is legally justified by the study

~~1. As the result of the City being a relatively new and rapidly growing city, there are very limited existing public facilities and new development will create the need for the Public Facilities as set out in the New Capital Facilities Plans.~~

~~2. There is a need for Public Facilities for new development which have not been constructed and are required to be consistent with the City's General Plan and to protect the public's health, safety, and welfare.~~

~~3. The rapid and continuing growth of the City necessitates the imposition and collection of the amended Impact Fees that require new development to pay its fair share of the costs of providing the Public Facilities occasioned by the demands and needs of the Development Activity at service levels necessary to promote and preserve the public health, safety, and welfare.~~

~~4. The New Capital Facilities Plans establish the estimated costs for providing the Public Facilities covered by this Chapter, identifies the impact on the needs for those Public Facilities by Development Activity, demonstrates how the impacts on the need for the~~

~~applicable Public Facilities are reasonably related to the Development Activity, estimates the proportionate share of the costs of the needed Public Facilities related to new development, and identifies how the amended Impact Fees set out in the New Capital Facilities Plans and adopted by this Chapter were determined.~~

~~5. The amended Impact Fees established by this Chapter are reasonably related to the costs of providing such Public Facilities necessitated by anticipated future growth within the City and are consistent with requirements of the Utah Impact Fees Act.~~

(Ord 17-__; Ord. 11-9; 05-19)

7.09.03. Establishment of Transportation Facilities Service Area. ~~Adoption of Capital Facilities Plan.~~

The City Council hereby approves and establishes the City-Wide Transportation Facilities Service Area for which the Transportation Facilities Impact Fee provided will be imposed. ~~adopts the new Capital Facilities Plans and the analyses reflected therein and the methodology used for calculation of the amended Impact Fees imposed by this Chapter for the Public Facilities covered by this Chapter.~~

(Ord. 17-__; Ord. 11-9; 05-19)

7.09.04. Adoption and Imposition of ~~Amended~~ Transportation Facilities Impact Fees.

The City Council hereby approves, ~~and~~ imposes, and levies on all Development Activity the ~~amended Impact Fees for transportation as follows~~maximum allowable Impact Fee for each type of proposed use of property within the City per the 2017 Transportation Impact Fee Analysis prepared and certified by Zions Public Finance ~~:~~incorporated herein by this reference.

~~Transportation: $2,500 per ERU~~

(Ord. 17-__; Ord. 11-9; 05-19)

~~**7.09.05. Service Area Established.**~~

~~The entire area of the City and any area outside of the City covered by the new Capital Facilities Plans which may hereafter be annexed into the City or serviced by any Public Facility are hereby designated as one service area with respect to parks, recreation facilities, open space, trails, and public safety facilities.~~

~~(Ord. 11-9; 05-19)~~

~~**7.09.06. Other Impact Fees Remain Unaffected.**~~

~~The previously adopted impact fees established for roads, Transportationage, and wastewater collection shall remain unaffected by this Chapter and shall remain subject to the impact fee ordinances by which they were adopted.~~

~~(Ord. 11-9; 05-19)~~

~~**7.09.07. Time of Collection.**~~

~~The amended Impact Fees imposed by this Chapter shall be paid prior to and as a condition of the issuance of a building permit for any Development Activity.~~

~~(Ord. 11-9; 05-19)~~

7.09.~~08~~05. Use of Transportation Facilities Impact Fees.

The Transportation Facilities ~~The amended~~ Impact Fees collected by the City shall be used ~~solely to:~~as provided in the 2017 Impact Fee Facilities Plan and Analysis.

~~1. pay for the Public Facilities provided for by this Chapter and the new Capital Facilities Plans by the City;~~

~~2. reimburse the City for a Development Activity's share of Public Facilities already constructed by the City; or~~

~~3. reimburse developers who have constructed Public Facilities where those Public Facilities are beyond that needed to meet the demands of the developers Development Activities.~~

(Ord 17-__; Ord. 11-9; 05-19)

7.09.~~09~~06. Adjustments.

1. At the time an impact fee is charged, ~~T~~the City ~~may~~ shall adjust the ~~amended~~calculation of all, or any component, of the Transportation Facilities Impact Fees imposed by this Chapter as necessary in order to:

    a. respond to unusual circumstances in specific cases;

    b. ensure that the ~~amended~~ Impact Fees are imposed fairly; and

    c. adjust the amount of the ~~amended~~ Impact Fees to be imposed on a particular development based upon studies and data submitted by the developer that are approved by the City Council~~; and~~.

2. At the time an impact fee is charged, ~~allow credits as approved by~~ the City Council shall allow for credit against, or proportionate reimbursement from, impact fees for the:
   a. dedication of land for a System Improvement; and
   b. ~~, improvements to, or construction of Public Facilities providing services to the City at large, provided such facilities are identified in the New Capital Facilities Plans and are required by the City as a condition of approving the development or Development Activity.~~full or partial construction of:
      i. a System Improvement identified in the Transportation Facilities Impact Fee Facilities Plan; or
      ~~i.~~ii. publicly accepted and dedicated capital improvement that will offset the need for a System Improvement.

(Ord. 17-__; Ord. 11-9; 05-19)

7.09.~~.10~~07. Accounting, Expenditure, and Refunds.

The City shall account for, expend, and refund ~~amended~~ Transportation Facilities Impact Fees collected ~~pursuant to this Chapter~~ in accordance with this Chapter and the Utah Impact Fees Act.

(Ord. 17-__; Ord. 11-9; 05-19)

7.09.~~.11~~08. Challenges and Appeals.

~~1. Any person or entity residing in or owning property within a service area and any organization, association, or corporation representing the interests of persons or entities owning property within a service area, may file a declaratory judgment action challenging the validity of the amended Impact Fees after filing an appeal with the City Council as provided in Subsection (4) of this Section.~~

~~2.~~1. Any person or entity required to pay an ~~amended~~ Impact Fee who believes the fee does not meet the requirements of ~~law~~ the Utah Impact Fees Act or this Chapter may file a written request for information with the City.

2. ~~Within two weeks of the receipt of the request for information, t~~The City shall provide the person ~~or entity~~ with a copy of the Transportation Impact Fee Facilities Plan, the specific calculation staff used to calculate the Transportation Facilities Impact Fee for the person, if applicable, ~~written analysis required by the Utah Impact Fee Act~~ and ~~with~~ any other relevant information relating to the Impact Fees. The City may charge for all copies provided for in response to such a request in an amount set out in the City's Consolidated Fee Schedule.

3. At any time prior to thirty days after paying an Impact Fee, the person required to pay an Impact Fee who wishes to challenge the fee may request a third party advisory opinion in accordance with UCA §13-43-205.

4. Within thirty days after paying an Impact Fee, any person who has paid the fee and wishes to challenge the fee shall file:
    a. a written appeal with the City Hearing Examiner;
    b. a request for arbitration; or
    c. an action in district court.

5. The written appeal shall be delivered to the City Manager and shall set forth in detail all grounds for the appeal and all facts relied upon by the appealing party with respect to the fee being appealed.
    a. Upon receipt of an appeal, the City Hearing Examiner shall schedule a hearing and shall consider all evidence presented by the appellant, as well as all evidence presented by staff. The City Hearing Examiner shall schedule the appeal hearing and thereafter render its written findings of fact, conclusions of law, and decision no later than thirty days after the challenge to the impact fee is filed.
    b. Within ninety days of a decision upholding an Impact Fee by the City Hearing Examiner or within 120 days after the date the challenge to the impact fee was filed, whichever is earlier, the person who filed to the appeal may petition the Fourth Judicial District Court for Utah County for review of the Hearing Examiner's decision. In the event of a petition to the Fourth Judicial District Court, the City shall transmit to the reviewing court the record of its proceedings including its minutes, findings, orders and, if available, a true and correct transcript of its proceedings.
        i. If the proceeding was tape recorded, a transcript of that tape recording is a true and correct transcript for purposes of this Subsection.
        ii. If there is an adequate record, the:
            A. court's review is limited to the record provided by the City; and
            B. court may not accept or consider any evidence outside the City's record unless that evidence was offered to the City Hearing Examiner and the court determines that it was improperly excluded by the City Hearing Examiner.
        iii. If there is an inadequate record, the court may call witnesses and take evidence.
        iv. The court shall affirm the decision of the City Council if the decision is supported by substantial evidence.

6. If the request is for arbitration, both the City and the person requesting arbitration shall comply with UCA § 11.36a.705.

7. Within thirty days after paying an Impact Fee, the state, a school district or a charter school may alternatively submit a written request for mediation to the City Manager.
    ~~a.~~ Both the City and the specified public agency shall comply with UCA §11-36a-704. ~~Within thirty days after paying an amended Impact Fee, any person or entity who has paid the fee and wishes to challenge the fee shall file a written appeal with the City Council by delivering a copy of such appeal with the City Manager setting forth in detail all grounds for the appeal and all facts relied upon by the appealing party with respect to the fee being appealed.~~

~~b. Upon receipt of an appeal, the City Council shall thereafter schedule a hearing on the appeal at which time all interested persons will be given an opportunity to be heard. The City Council shall schedule the appeal hearing and thereafter render its decision on the appeal no later than thirty days after the challenge to the impact fee is filed.~~

~~c. Any person or entity who has failed to comply with the administrative appeal remedies established by this Section may not file or join an action challenging the validity of any Impact Fee.~~

~~d. Within ninety days of a decision upholding an amended Impact Fee by the City Council or within 120 days after the date the challenge to the impact fee was filed, whichever is earlier, any party to the appeal who is adversely affected by the City Council's decision may petition the Fourth Judicial District Court for Utah County for review of the decision. In the event of a petition to the Fourth Judicial District Court, the City shall transmit to the reviewing court the record of its proceedings including its minutes, findings, orders and, if available, a true and correct transcript of its proceedings.~~

~~i. If the proceeding was tape recorded, a transcript of that tape recording is a true and correct transcript for purposes of this Subsection.~~

~~ii. If there is a record:~~

~~1. the court's review is limited to the record provided by the City; and~~

~~2. the court may not accept or consider any evidence outside the City's record unless that evidence was offered to the City Council and the court determines that it was improperly excluded by the City Council.~~

~~iii. If there is an inadequate record, the court may call witnesses and take evidence.~~

~~iv. The court shall affirm the decision of the City Council if the decision is supported by substantial evidence in the record.~~

~~v.~~i. ~~The court may award reasonable attorneys' fees and costs to the prevailing party in any action brought under this Section.~~

(Ord. 17-__; Ord. 11-9; 05-19)

7.09.~~12~~09. Severability.

If any section, subsection, sentence, clause, or portion of this Chapter is, for any reason, held to be invalid or unconstitutional by a court of competent jurisdiction, the remainder of this Chapter shall not be affected thereby and shall remain in effect and be enforced to the extent permitted by law.

(Ord. 17-__; Ord. 11-9; 05-19)

SECTION III – AMENDMENT OF CONFLICTING ORDINANCES

If any ordinance, resolution, policy or map of the City heretofore adopted is inconsistent herewith it is hereby amended to comply with the provisions hereof. If it cannot be amended to comply with the provisions hereof, the inconsistent provision is hereby repealed.

SECTION IV – EFFECTIVE DATE

This ordinance shall take effect upon publication and 90 days after its passage by a majority vote of the Saratoga Springs City Council.

SECTION V – SEVERABILITY

If any section, subsection, sentence, clause, phrase, or portion of this ordinance is, for any reason, held invalid or unconstitutional by any court of competent jurisdiction, such provision shall be deemed a separate, distinct, and independent provision, and such holding shall not affect the validity of the remaining portions of this ordinance.

SECTION VI – PUBLIC NOTICE

The Saratoga Springs City Recorder is hereby ordered, in accordance with the requirements of Utah Code §§ 10-3-710—711, to:

a. deposit a copy of this ordinance in the office of the City Recorder; and
b. publish a short summary of this ordinance for at least one publication in a newspaper of general circulation in the City.

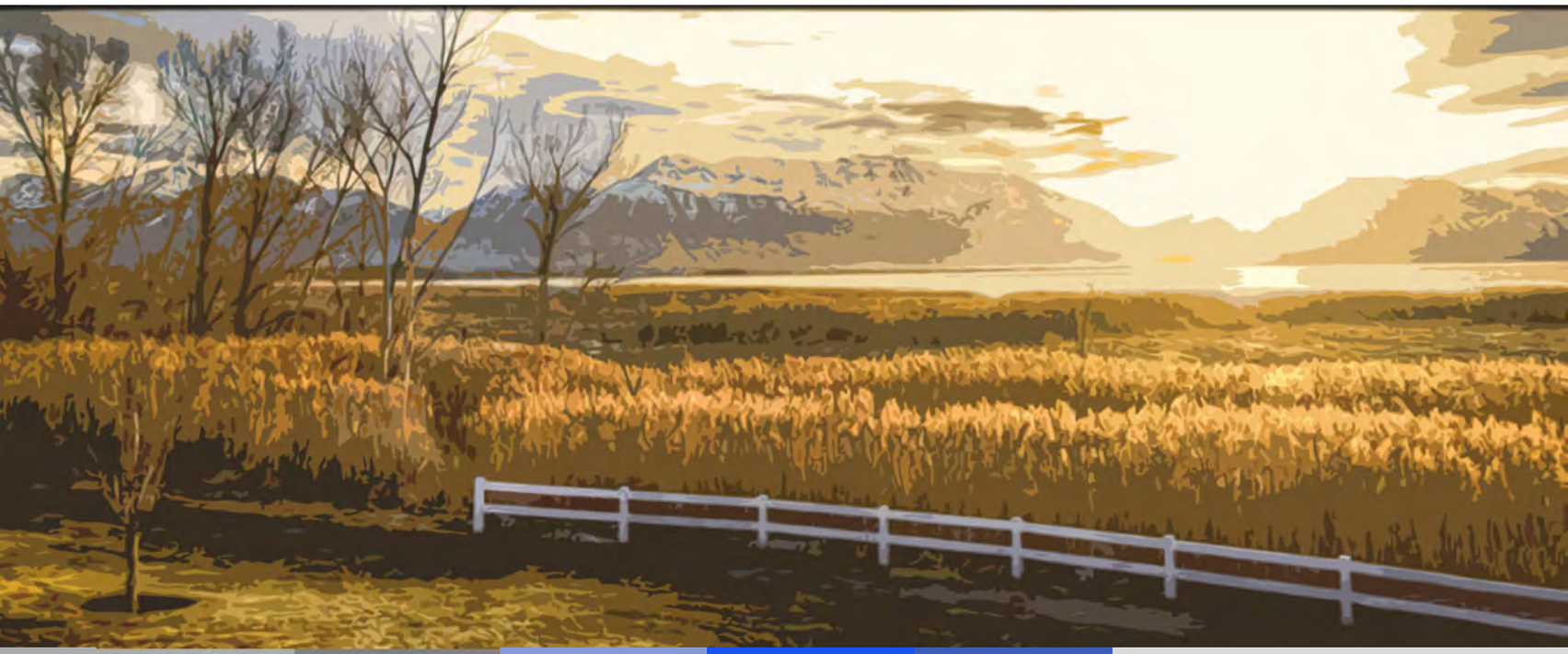
ADOPTED AND PASSED by the City Council of the City of Saratoga Springs, Utah, this 7th day of February, 2017.

Signed: _____
Jim Miller, Mayor

Attest: _____
Cindy LoPiccolo, City Recorder

VOTE	AYE	NAY
Shellie Baertsch	✓	
Michael McOmber	✓	
Bud Poduska	✓	
Chris Porter	✓	
Stephen Willden	✓	

SARATOGA SPRINGS



SARATOGA SPRINGS

IMPACT FEE FACILITIES PLAN

HORROCKS ENGINEERS

Impact Fee Facilities Plan Certification (11-36a-306)

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;
    d. existing deficiencies documented as such and not meant for inclusion in impact analysis.

2. Does not include:
    a. costs of operation and maintenance of public facilities;
    b. costs for qualifying public facilities that will raise the level of service for the facilities, through impact fees, above the level of service that is supported by existing residents;
    c. an expense for overhead, unless the expense is calculated pursuant to a methodology that is consistent with generally accepted cost accounting practices and the methodological standards set forth by the federal Office of Management and Budget for federal grant reimbursement; and

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

This certification is made with the following limitations:

1. All of the recommendations for implementing this IFFP 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.
3. 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 or other outside source.

LICENSED PROFESSIONAL ENGINEER
BRENT ROY VENTURA
#270470
2/13/17
STATE OF UTAH

Brent R. Ventura, P.E.

Transportation Impact Fee Facilities Plan Summary

Introduction

The Impact Fee Facilities Plan (IFFP) was prepared to meet the requirements of Section 11-36a of the Utah State Impact Fee Code. The purpose of the IFFP is to identify master planned roadway infrastructure projects that are eligible for impact fees, estimate the implementation costs associated with those projects that are eligible for impact fees, and estimate the available capacities in the existing roadway network that are eligible for reimbursement through impact fees.

Existing Level of Service

According to the Impact Fee Act, level of service (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 and at an intersection based on the average delay per vehicle. A standard of LOS D was chosen as the acceptable LOS for Saratoga Springs City. Based on existing traffic volumes, the following shows existing deficiencies within the City:

- **Redwood Road (SR-68):** Northern Border to Crossroads Blvd.
- **Redwood Road (SR-68):** 400 North to Pony Express
- **Redwood Road (SR-68):** 400 South to Grandview Blvd.
- **Pony Express Parkway:** Redwood Road (SR-68) to Western Border
- **Crossroads Blvd:** Riverside Drive to Eastern Border

Future Demand

The basis of the future travel demand was projected using the Mountainland Association of Governments (MAG) Travel Demand Model (TDM). The MAG TDM models the entire Wasatch Front from north of Ogden to south of Spanish Fork. The entire region is split into Traffic Analysis Zones (TAZ). Each TAZ includes socio-economic and land use data provided by MAG and the City. The TDM generates traffic projects and, future traffic demands/impacts based on the socioeconomic data within each TAZ. Since the MAG TDM is a regional model, the TAZ's were updated to better simulate driving conditions within the City boundaries. The TDM was used to project existing traffic volumes to determine the roadway projects necessary to maintain adequate LOS.

Project Cost Attributable to Future Demand

Utilizing the TDM projections, a 10 year Capital Facilities Plan was created outlining the projects necessary to maintain adequate LOS throughout the City. This includes existing improvements as well as new roadways based on projected new development. All projects included in the 10 year Capital Facilities Plan were assigned a project year based on expected development. Only the projects from 2016-2022 are impact fee eligible. For all impact fee eligible projects, reductions were calculated based on existing deficiencies, excess capacity and pass-through traffic. Of the **$32,693,000** required from Saratoga Springs to build the expected roadway projects from 2016-2022, **$12,192,000** is eligible to be paid using impact fees. All project costs included in the IFFP include inflation based on the expected project year.

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Impact Fee Facilities Plan

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 Saratoga Springs 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 previous chapters 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 D was chosen as the acceptable LOS for Saratoga Springs City. This allows for speeds at or near free-flow speeds, but with less freedom to maneuver. At intersections, LOS D 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 capacities for roadway segments used by Saratoga Springs City at LOS D.

Table 1: Capacity Criteria in Vehicles per Day at LOS D

Functional Classification	Lanes	Capacity
Principal Arterial	7	46,000
Major Arterial	5	30,500
Minor Arterial	3	13,000
Collector	3	11,500
Minor Collector	2	5,000

Intersection Standards

The performance of intersections has a large effect on the level of service of the roadway network. Intersections have different stop controls such as: no control, stop controlled, signal, roundabout, or are 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 LOS D. One method to reduce costs is to coordinate the placement of signal wiring, foundations, and other features, with roadway construction before the placement of the actual traffic signals and other elements. The costs of these intersection improvements have been included in the roadway network cost estimates included in **Table 5**.

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 8th edition) (Examples of ITE Trip Generation values are found in **Appendix A – ITE Trip Generation**). 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 Saratoga Springs 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 vehicle 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.

An additional consideration is that certain types of developments do not generate primary trips or trips that originated for the sole purpose of visiting that development. An example of a primary trip is a home based work trip where someone leaves their house with the express purpose of going to work. This primary trip has been generated by a combination of the home the trip originated in and the place of occupation where the trip is terminated. Thus it is easily understood that the impact of this trip should be attributed to the housing development and workplace development, without either of these locations, the trip doesn't happen. Some trips are not primary trips, they are defined as pass-by trips. This essentially means that the trip (crossing the driveway of a development) was generated by a driver deciding to make a stop on their way to their primary destination. Good examples of pass-by trips are someone that stops at the gas station on their way to work (a gas station is a pass-by trip) or a driver that is enticed to stop at a fast food restaurant as they drive by because the HOT DONUTS sign is illuminated (the fast food restaurant is a pass-by trip). Pass-by trips do not add traffic to the roadway and therefore do not create additional impact. Each land use type in the ITE Trip Generation Manual has a suggested reduction for pass-by trips where applicable. In each case, the trip reduction rate has been applied to the trip generation rate used in this IFFP.

System Improvements and Project Improvements

As described in the TMP, there are four primary classifications of roads, including local streets, collectors, arterials, and freeways/expressways. Saratoga Springs 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 freeways and expressways are primarily meant for mobility. 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 may include anything within the roadway such as curb and gutter, asphalt, road base, lighting, and signing 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 D will be the standard by which future growth will be evaluated.

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

Included is the determination of excess capacity on the existing roadway network. Excess capacity is defined as the amount of available capacity on any given street in the roadway network under existing conditions. **Table 2** represents the excess capacity for each existing roadway under Saratoga Springs jurisdiction. A positive excess capacity represents available capacity for new development in the city before additional infrastructure will be needed. This represents a buy-in component from the City as the existing residents/property owners/developers are to proportionately reimburse the City for its actual cost of excess capacity in these improvements. The portion of these roadways which are calculated as the buy-in component of the impact fee is included in the Impact Fee Analysis (IFA). For the existing roadway segments with a negative existing excess capacity in **Table 2** (existing deficiencies under the Impact Fee Act) will undergo capacity improvements that will not be funded with Impact Fee revenues and the analysis is included in the IFFP.

Table 2: Existing and 2022 Excess Capacity/Deficiency Calculations on Existing Roadways

Road Name	Existing Capacity	Existing Volume	Excess Capacity/ Deficiency	Excess Capacity/ Deficiency %	2022 Capacity (Projects Included)	2022 Volume	2022 Excess Capacity/ Deficiency	2022 Excess Capacity/ Deficiency %
Pony Express Parkway	13,000	15,900	-2,900	-22%	30,500	23,500	7,000	23%
Crossroads Blvd (East of Redwood Road)	13,000	13,700	-700	-5%	30,500	20,000	10,500	34%
W Harvest Hills Blvd	10,500	4,700	5,800	55%	10,500	7,000	3,500	33%
Aspen Hills Blvd	10,500	1,100	9,400	90%	10,500	5,000	5,500	52%
Commerce Dr.	10,500	5,000	5,500	52%	10,500	6,600	3,900	37%
400 East	10,500	3,100	7,400	70%	10,500	3,600	6,900	66%
800 West	10,500	1,000	9,500	90%	10,500	2,100	8,400	80%
1400 North	10,500	1,500	9,000	86%	10,500	2,000	8,500	81%
Foothill Blvd	11,500	2,000	9,500	83%	11,500	6,600	4,900	43%
1200 North	10,500	1,000	9,500	90%	10,500	1,500	9,000	86%
W Evans Lane	10,500	1,000	9,500	90%	10,500	2,000	8,500	81%
200 West	11,500	1,500	10,000	87%	11,500	2,100	9,400	82%
400 South	5,000	1,200	3,800	76%	11,500	5,500	6,000	52%
Saratoga Road	11,500	1,000	10,500	91%	11,500	3,400	8,100	70%

Road Name	Existing Capacity	Existing Volume	Excess Capacity/ Deficiency	Excess Capacity/ Deficiency %	2022 Capacity (Projects Included)	2022 Volume	2022 Excess Capacity/ Deficiency	2022 Excess Capacity/ Deficiency %
Ring Road	11,500	2,300	9,200	80%	11,500	5,800	5,700	50%
Lariat Blvd	11,500	2,300	9,200	80%	11,500	5,800	5,700	50%
Stillwater Dr.	11,500	1,000	10,500	91%	11,500	2,000	9,500	83%
Village Pkwy	11,500	1,000	10,500	91%	11,500	3,000	8,500	74%
Wildlife Blvd	11,500	1,000	10,500	91%	11,500	4,000	7,500	65%
Harbor Park Way	11,500	2,600	8,900	77%	11,500	2,900	8,600	75%
7200 North	11,500	900	10,600	92%	11,500	3,400	8,100	70%
7350 North	11,500	600	10,900	95%	11,500	3,900	7,600	66%
Riverside Drive (South of Pioneer Crossing)	11,500	1,000	10,500	91%	11,500	7,000	4,500	39%
Market St	13,000	1,000	12,000	92%	13,000	5,900	7,100	55%
Riverside Drive (North Side)	11,500	1,000	10,500	91%	11,500	5,800	5,700	50%
Pioneer Crossing (SR-165) West of Redwood	30,500	10,000	20,500	67%	30,500	16,600	13,900	46%
400 North	11,500	8,200	3,300	29%	11,500	11,400	100	1%
Talus Ridge Drive	11,500	2,000	9,500	83%	11,500	6,700	4,800	42%
Grandview Boulevard	11,500	5,000	6,500	56%	11,500	4,400	5,900	46%

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 to "identify the means by which the political subdivision or private entity will meet those growth demands", the following steps were completed and are explained in further detail in the following sections:

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 were made that will help meet future demands.

Existing Roadway Network Conditions

Conversions of Growth and Development Projections to Trip Generations

The basis of the future travel demand was projected using the Mountainland Association of Governments (MAG) Travel Demand Model (TDM). The MAG TDM models the entire Wasatch Front from north of Ogden to south of Spanish Fork. The entire region is split into Traffic Analysis Zones (TAZ). Each TAZ includes socio-economic and land use data provided by MAG and the City. Variables included in the model come directly from the Utah Governor's Office of Management and budget such as total population, total households, household size, total employment as well as average income. The existing population in Saratoga Springs is 26,736 and the projected population in 2025 will be 46,005.

The MAG TDM was calibrated to fit existing traffic conditions in Saratoga Springs City. Existing traffic counts were collected throughout the city. Traffic counts were collected from UDOT and include annual average daily traffic (AADT) volumes as defined in *Traffic on Utah Highways.* On City owned roadways, traffic counts were either provided by Saratoga Springs City or were manually counted as part of the analysis. **Figure 1** shows the count locations throughout the City used for model calibration. Once collected, the TDM is updated so the model produces similar traffic patterns within the City.

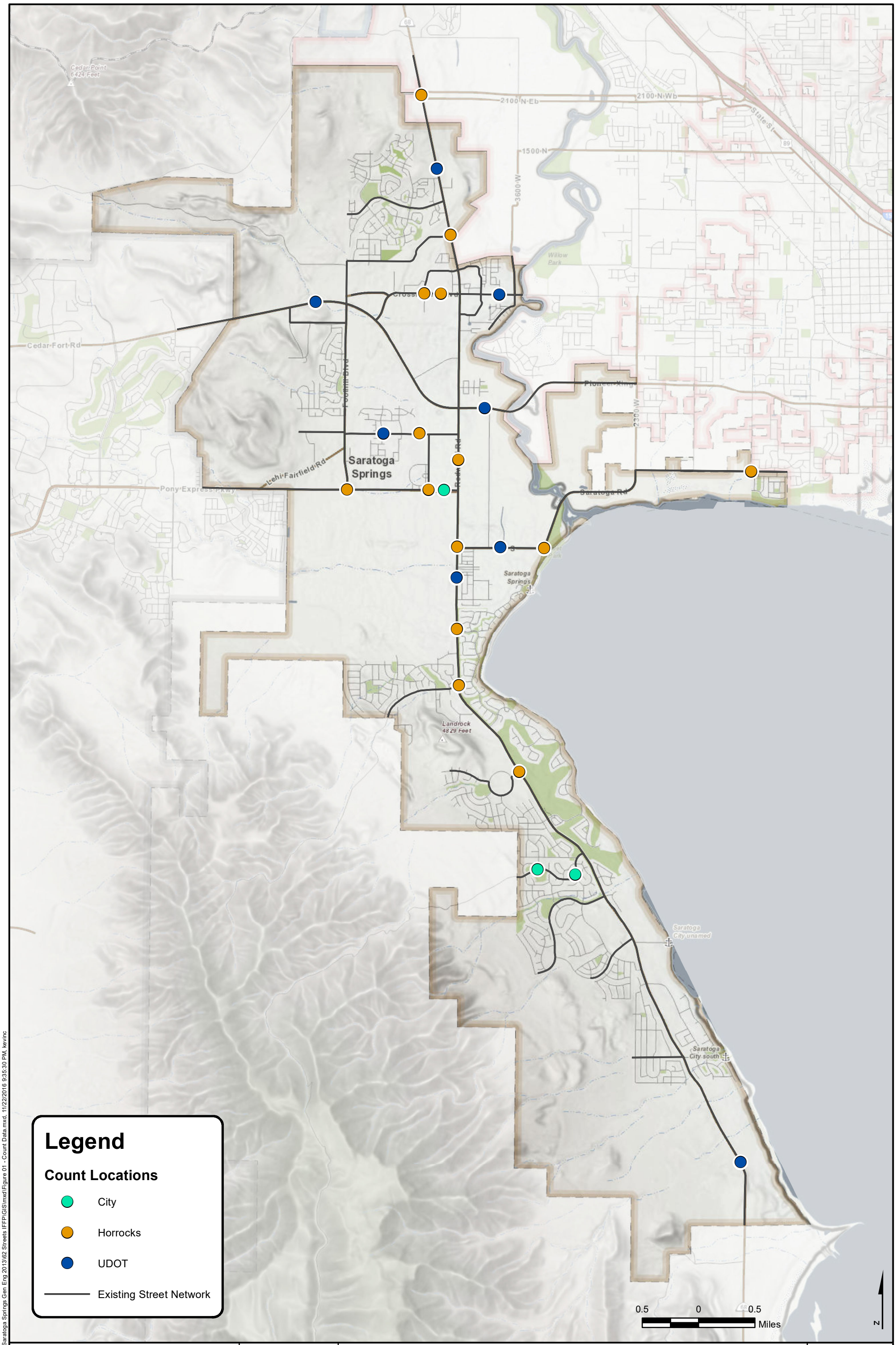
The TDM generates traffic projects and future traffic demands/impacts based on the socioeconomic data within each TAZ. There are numerous variables within each TAZ, but the two main variables that determine traffic generation are total households and total employment. Since the MAG TDM provides a regional model with large TAZ's, citywide traffic volumes generated in the model are not accurate. In order to calibrate the MAG TDM with the existing local conditions, each TAZ is split into smaller units based on the roadway network in Saratoga Springs. The socioeconomic data within the original TAZ's are then redistributed within the split TAZ's. No data in the model is changed, but redistributed to ensure that the model is calibrated with the existing roadway conditions and better reflects future growth impacts (The TAZ socioeconomic data is included in **Appendix B – TAZ Socioeconomic Data**). The TAZ structure used for this analysis is shown in **Figure 2**. The original TAZ's are shown as dark lines and the split TAZ's are shown as lighter lines. For each TAZ, **Table 3** shows the total households and total employment for each TAZ in 2015, and 2025 for all TAZ's in Saratoga Springs.

Existing Functional Classification and Level of Service

The existing functional classification used in the MAG Travel Demand Model is shown in **Figure 3**. The LOS was calculated for each roadway and intersection according to the guidelines explained in the Level of Service section and a LOS map is included in **Figure 4**.

Table 3: Total Households and Total Employment for Each TAZ in Saratoga Springs

TAZ ID	Total Households		Total Employment		TAZ ID	Total Households		Total Employment	
	2015	2025	2015	2025		2015	2025	2015	2025
1751	330	613	12	48	**2266**	50	163	4	10
1754	254	504	79	131	**2267**	38	124	3	7
1755	9	64	0	225	**2268**	145	344	7	13
1781	0	0	0	0	**2269**	66	232	21	51
1782	0	108	0	101	**2270**	45	158	14	35
1784	7	98	8	44	**2271**	121	265	19	48
1786	818	1158	92	409	**2272**	2	17	4	4
1787	334	453	340	718	**2273**	23	158	32	41
1788	0	128	0	49	**2275**	0	255	0	10
1789	183	507	604	750	**2276**	0	0	0	0
1790	0	39	0	110	**2277**	0	0	0	0
1791	2	69	0	158	**2278**	1	64	0	1
1792	25	113	90	436	**2279**	0	41	0	2
1793	7	66	0	305	**2280**	0	27	0	1
1794	0	175	6	14	**2281**	0	33	0	1
1795	1	74	0	5	**2282**	0	17	0	1
1796	2	252	0	5	**2283**	0	9	0	0
1797	556	828	25	38	**2284**	0	78	2	7
1798	364	364	18	18	**2285**	43	193	153	745
1799	0	199	0	6	**2286**	16	72	57	278
1800	24	167	34	44	**2287**	3	94	0	215
1801	94	182	127	148	**2288**	128	173	129	275
1802	211	462	35	85	**2289**	128	173	130	275
1803	73	255	23	57	**2290**	53	71	53	113
1804	16	82	0	112	**2292**	8	111	9	51
1805	116	302	5	8	**2293**	159	135	33	333
1806	236	558	13	22	**2294**	1	33	0	76
1807	96	312	7	19	**2295**	1	29	0	66
1808	2	247	0	6	**2296**	1	31	0	70
1809	0	130	0	4	**2297**	2	78	0	178
1811	0	87	5	787	**2298**	2	53	0	122
1818	0	876	0	166	**2299**	1	51	0	140
1819	191	520	20	292	**2300**	1	74	0	205
2245	0	10	0	6	**2301**	102	278	10	156
2264	0	59	0	2	**2302**	0	152	0	57
2265	32	104	2	6					



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Traffic Count Locations

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Figure 1

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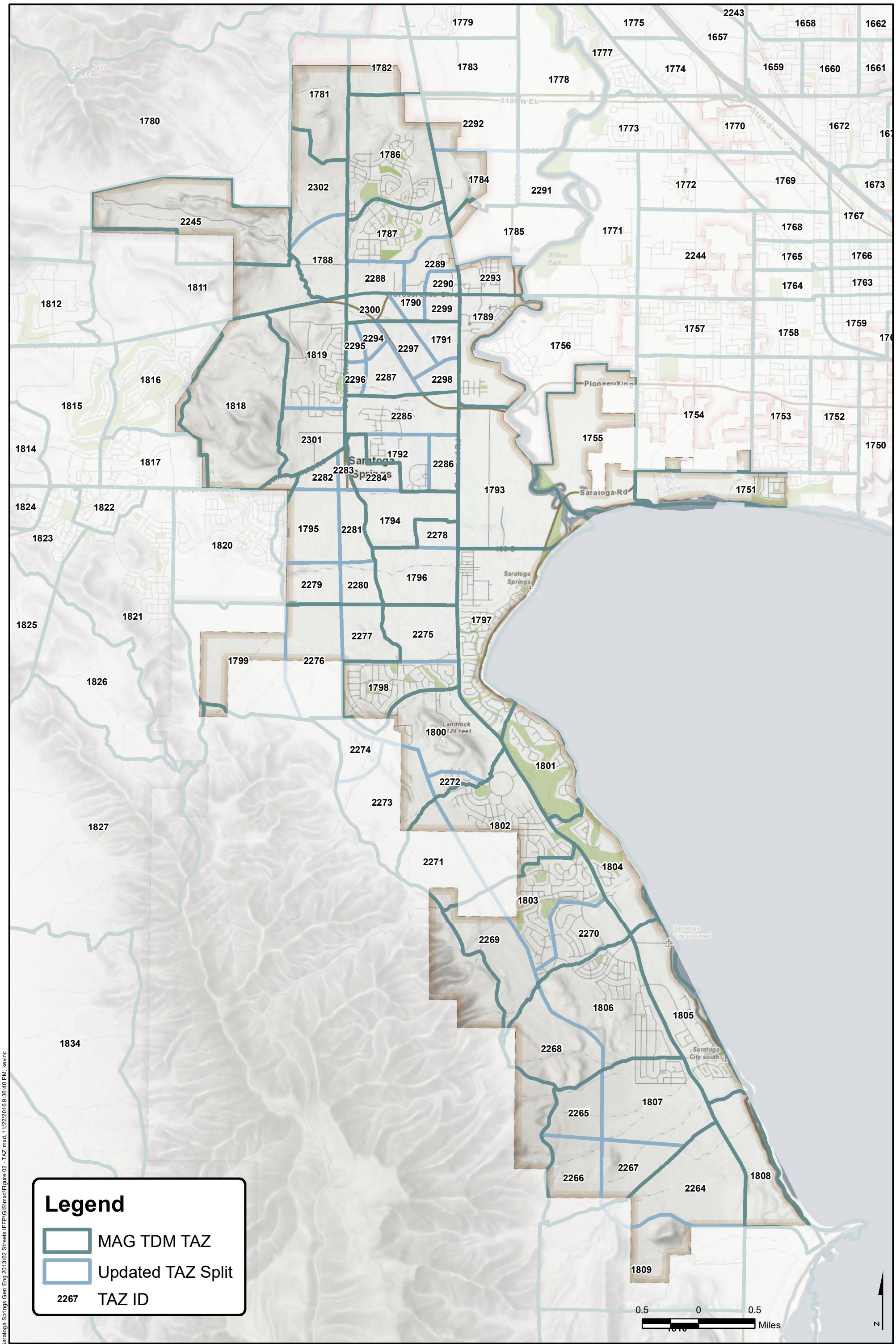

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TAZ Structure

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Figure 2

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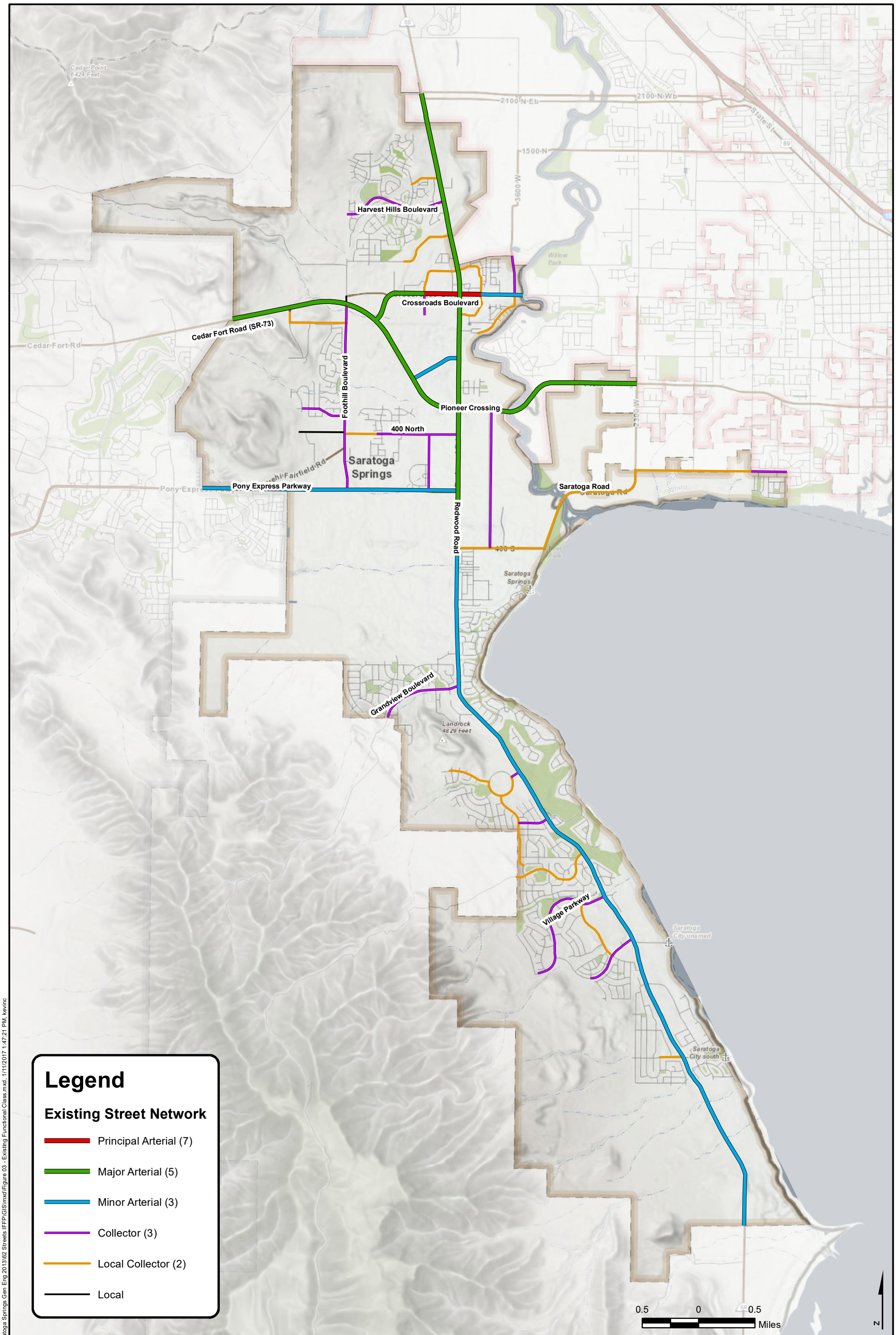

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Existing Roadway Network

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Figure 3

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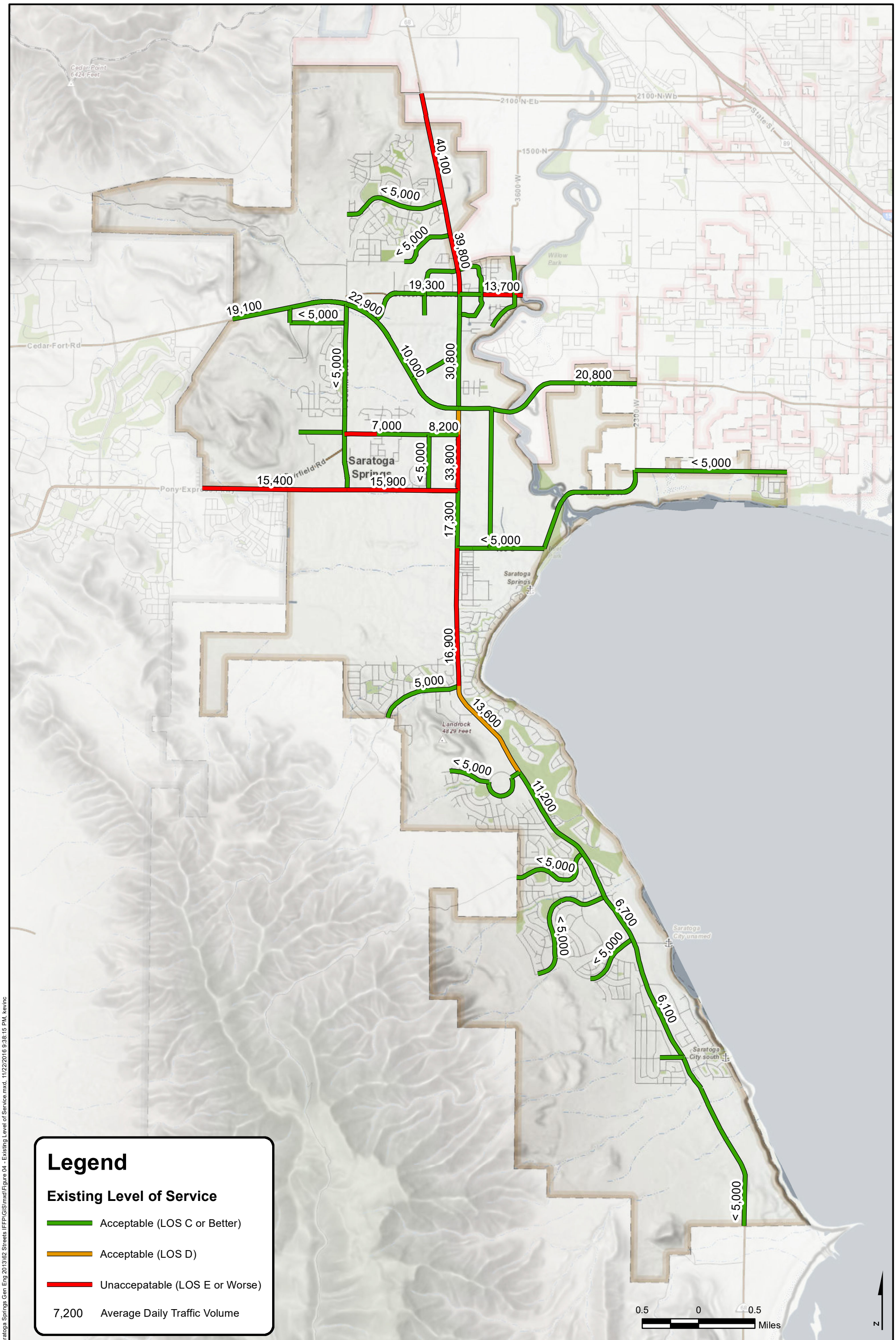

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Existing Level of Service

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Figure 4

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Mitigations to Existing Capacity Deficiencies

Using LOS D as the threshold for roadway improvements in **Figure 4** (Indicated by red lines), the following shows the roadways that have existing capacity deficiencies:

Roadway Segments at or below LOS E:

- **Redwood Road (SR-68):** Northern Border to Crossroads Blvd.
- **Redwood Road (SR-68):** 400 North to Pony Express
- **Redwood Road (SR-68):** 400 South to Grandview Blvd.
- **Pony Express Parkway:** Redwood Road (SR-68) to Western Border
- **Crossroads Blvd:** Riverside Drive to Eastern Border

In most cases, roadway capacity improvements are achieved by adding travel lanes. In some cases, additional capacity can be gained by striping additional lanes where the existing pavement width will accommodate it. This can be accomplished by eliminating on street parking, creating narrower travel lanes, and adding two-way left turn lanes where they don't currently exist. For all roadway capacity improvements, it is recommended to investigate other mitigation methods before widening the roadway.

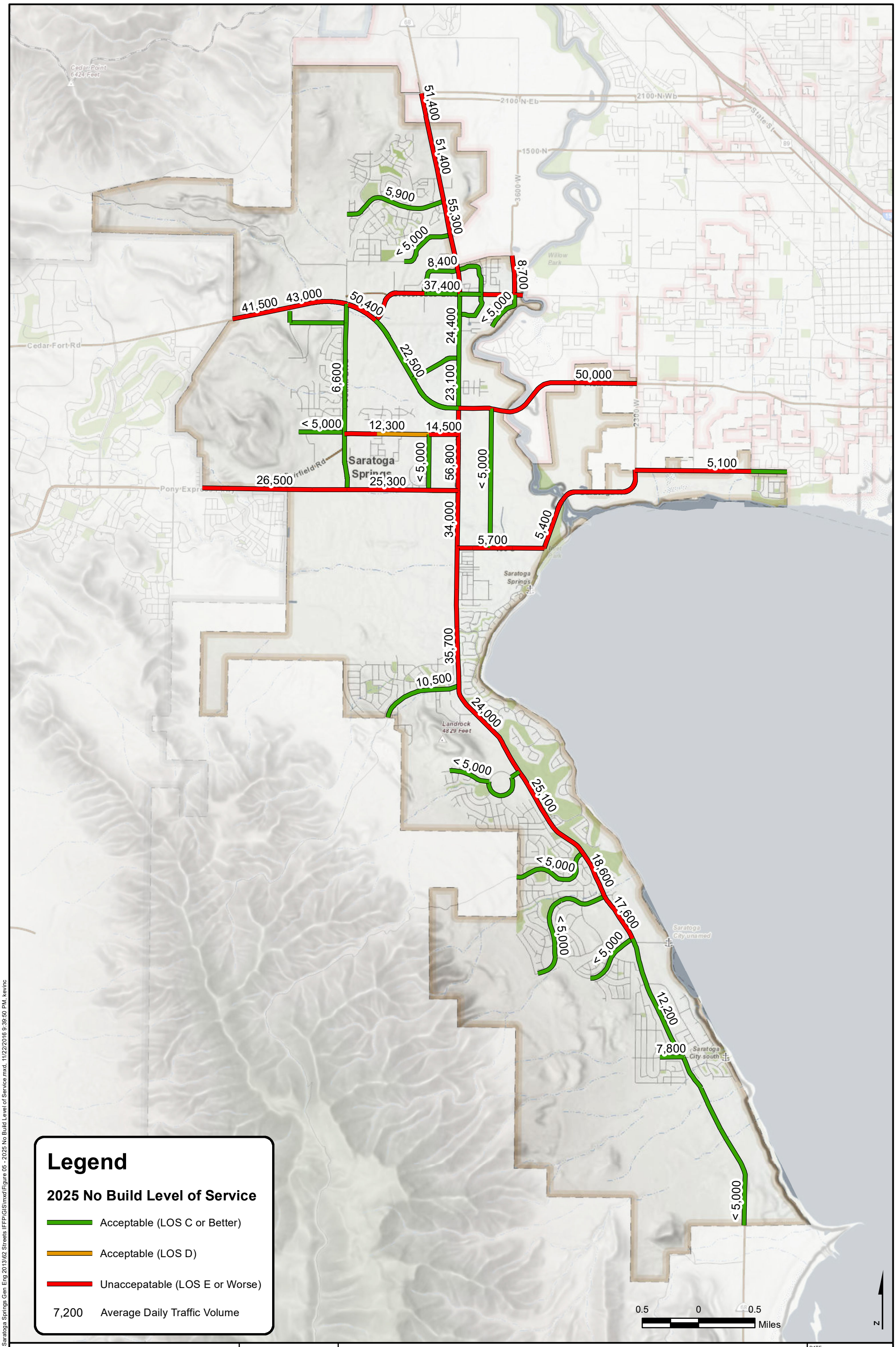
Future Roadway Network Conditions

By calibrating the MAG Travel Demand Model to fit the existing traffic conditions in Saratoga Springs City, the model is prepared to project traffic volumes into the future. There are two future models used for this TMP. The first model used was to identify potential capacity deficiencies, called the 2025 No Build Model. The other model used was the 2025 Master Plan Solution Model, which includes all future projects to improve the deficiencies in the 2025 No Build Model.

No Build Level of Service

A no-build scenario is intended to show what the roadway network would be like in the future if no action is taken to improve the City roadway network. The travel demand model was again used to predict this condition by applying the future growth and travel demand to the existing roadway network. As shown in **Figure 5**, the following roadways would perform at LOS E or worse if no action were taken by 2025 to improve the roadway network:

- **Redwood Road (SR-68):** Northern Border to Crossroads Blvd.
- **Redwood Road (SR-68):** Pioneer Crossing (SR-145) to Wildlife Blvd.
- **Crossroads Blvd.:** Commerce Dr. to Pioneer Crossing (SR-145) & Commerce Dr. to Eastern Border
- **Pioneer Crossing (SR-145):** Eastern Border to Redwood Road (SR-68)
- **Pioneer Crossing (SR-145):** Crossroads Blvd. to Foothill Blvd.
- **Cory Wride Memorial Highway (SR-73):** Foothill Blvd. to Western Border
- **400 North:** Redwood Road (SR-68) to 200 West
- **Pony Express:** Redwood Road (SR-68) to Western Border
- **400 East:** Crossroads Blvd. to Northern Border
- **400 South:** Redwood Road (SR-68) to Saratoga Road
- **Saratoga Road:** 400 South to 145 North
- **145 North:** Saratoga Road to 1100 West



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2025 No Build Level of Service

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Figure 5

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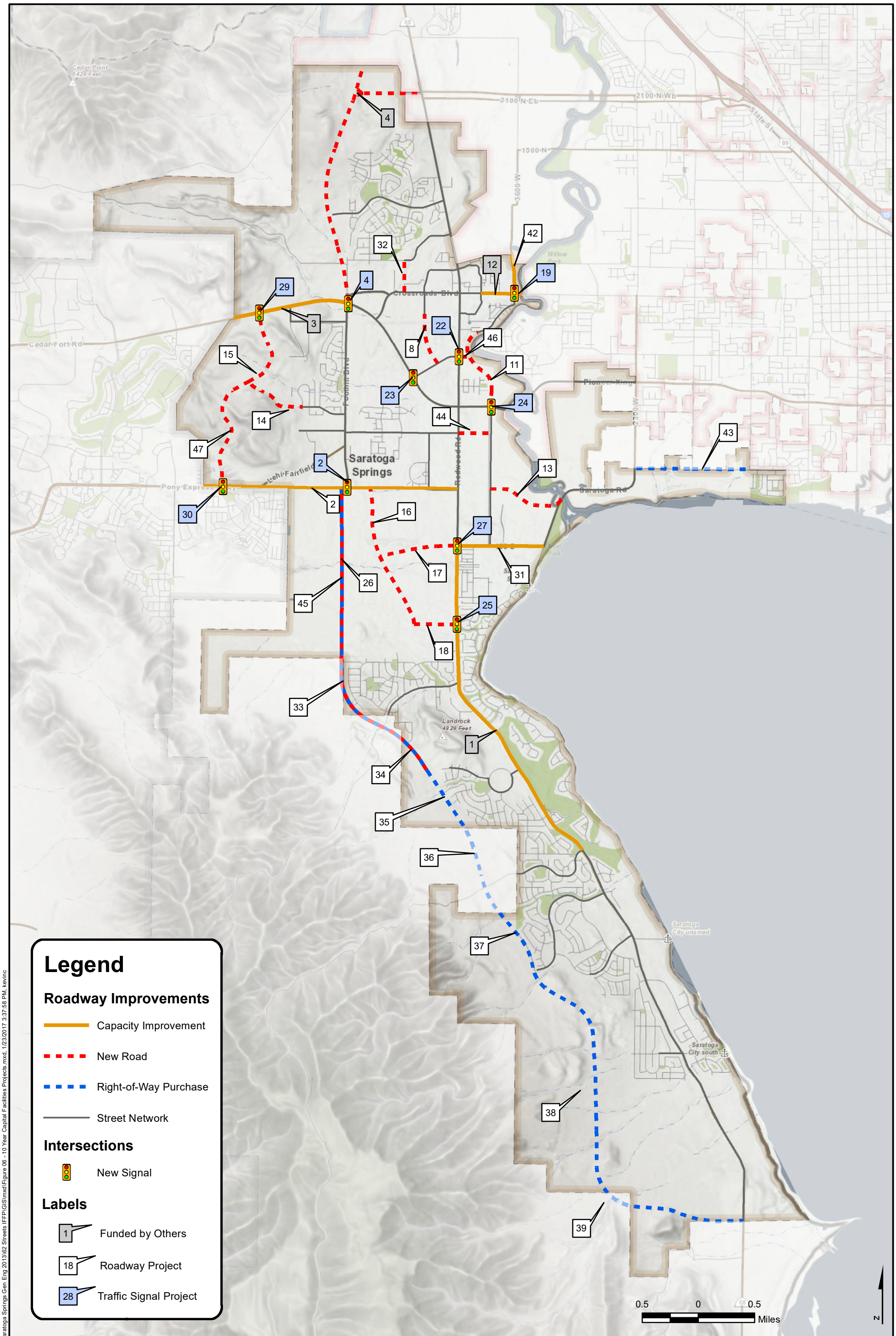
10-Year Capital Facilities Plan

Although projects will be completed as growth and development occurs throughout the city, the existing and no build scenarios are used as a basis to predict the necessary projects to include in the IFFP. **Figure 6** and **Table 4** show the Capital Facilities Plan, which forecast all necessary improvements for the next ten years. This includes all of the projects regardless of their eligibility for impact fee expenditure. Project costs are included in **Appendix C – 10 Year Capital Facilities Plan Cost Summary**.

Table 4: Capital Facilities Plan Projects

Project	Location	Project Year	Funding Source
1	Redwood Road (SR-68): 400 South to Stillwater Drive	2017	UDOT
12	Crossroads Blvd: Commerce Drive to Eastern Border	2017	MAG/County
32	400 West: Crossroads Boulevard to Aspen Hills Boulevard	2017	Saratoga Springs
47	Mt. Saratoga Blvd: Talus Ridge Drive to Pony Express Boulevard	2017	Saratoga Springs
14	Talus Ridge Drive: Talus Ridge Drive to Mt. Saratoga Blvd	2018	Saratoga Springs
22	Signal: Market Street & Redwood Road (SR-68)	2018	UDOT
23	Signal: Market Street & Pioneer Crossing (SR-145)	2018	UDOT
34	Foothill Blvd: Landview Drive to Lariat Boulevard (Right of Way Only)	2018	Saratoga Springs
4	Mountain View Corridor Frontage Roads: Northern Border to SR-73	2019	UDOT
2	Pony Express: Redwood Road (SR-68) to Western Border (5-Lane Cross-Section)	2019	MAG
11	Riverside Drive Extension: Crossroads Blvd to Pioneer Crossing (SR-145)	2019	Saratoga Springs
24	Signal: Riverside Drive & Pioneer Crossing (SR-145)	2019	UDOT
19	Signal: Crossroads Blvd & Riverside Drive	2019	Saratoga Springs
26	Foothill Blvd: Pony Express Parkway to Lariat Boulevard (26' Roadway Only)	2019	Saratoga Springs
36	Foothill Blvd: Honeysuckle Drive to Fox Hollow Drive (Right of Way Only)	2019	Saratoga Springs
33	Foothill Blvd: Meadow Side Drive to Landview Drive (Right of Way Only)	2020	Saratoga Springs

Project	Location	Project Year	Funding Source
46	Market Street: Redwood Road (SR-68) to Riverside Drive	2020	Saratoga Springs
31	400 South: Redwood Road (SR-68) to Saratoga Road	2021	Saratoga Springs
35	Foothill Blvd: Lariat Boulevard to Honeysuckle Drive (Right of Way Only)	2021	Saratoga Springs
42	400 East: Crossroads Boulevard to Northern Border	2022	Saratoga Springs
43	145 North: 1100 West to 2300 West (Right-of-Way Only)	2022	Saratoga Springs
44	400 North: Redwood Road (SR-68) to Riverside Drive	2022	Saratoga Springs
8	Exchange Drive: Crossroads Blvd to Market Street	2023	Saratoga Springs
15	Mt. Saratoga Blvd: Cory Wride Memorial Highway (SR-73) to Talus Ridge Drive	2023	Saratoga Springs
17	400 South: Redwood Road (SR-68) to 600 West	2023	Saratoga Springs
18	800 South: Redwood Road (SR-68) to 600 West	2023	Saratoga Springs
37	Foothill Blvd: Fox Hollow Drive to Marsh Hawk Drive (Right of Way Only)	2023	Saratoga Springs
45	Foothill Blvd: Pony Express Parkway to Meadow Side Drive (Additional Right of Way)	2023	Saratoga Springs
3	Cory Wride Memorial Highway (SR-73): Mountain View Corridor Frontage to Western Border	2024	UDOT
13	Pony Express Extension: Riverside Drive to Saratoga Road	2024	Saratoga Springs
16	600 West: Pony Express to 800 South	2024	Saratoga Springs
25	Signal: 800 South (Project 18) & Redwood Road (SR-68)	2024	UDOT
27	Signal: Redwood Road (SR-68) & 400 South	2024	UDOT
30	Signal: Mt. Saratoga Boulevard & Pony Express Parkway	2024	Saratoga Springs
29	Signal: Mt. Saratoga Boulevard & Cory Wride Memorial Highway (SR-73)	2025	UDOT
38	Foothill Blvd: Marsh Hawk Drive to Bonneville Drive (Right of Way Only)	2025	Saratoga Springs
39	Foothill Blvd: Bonneville Drive to Redwood Road (SR-68) (Right of Way Only)	2026	Saratoga Springs



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10 Year Capital Facilities Plan Projects

Saratoga Springs Impact Fee Facilities Plan

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Figure 6

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

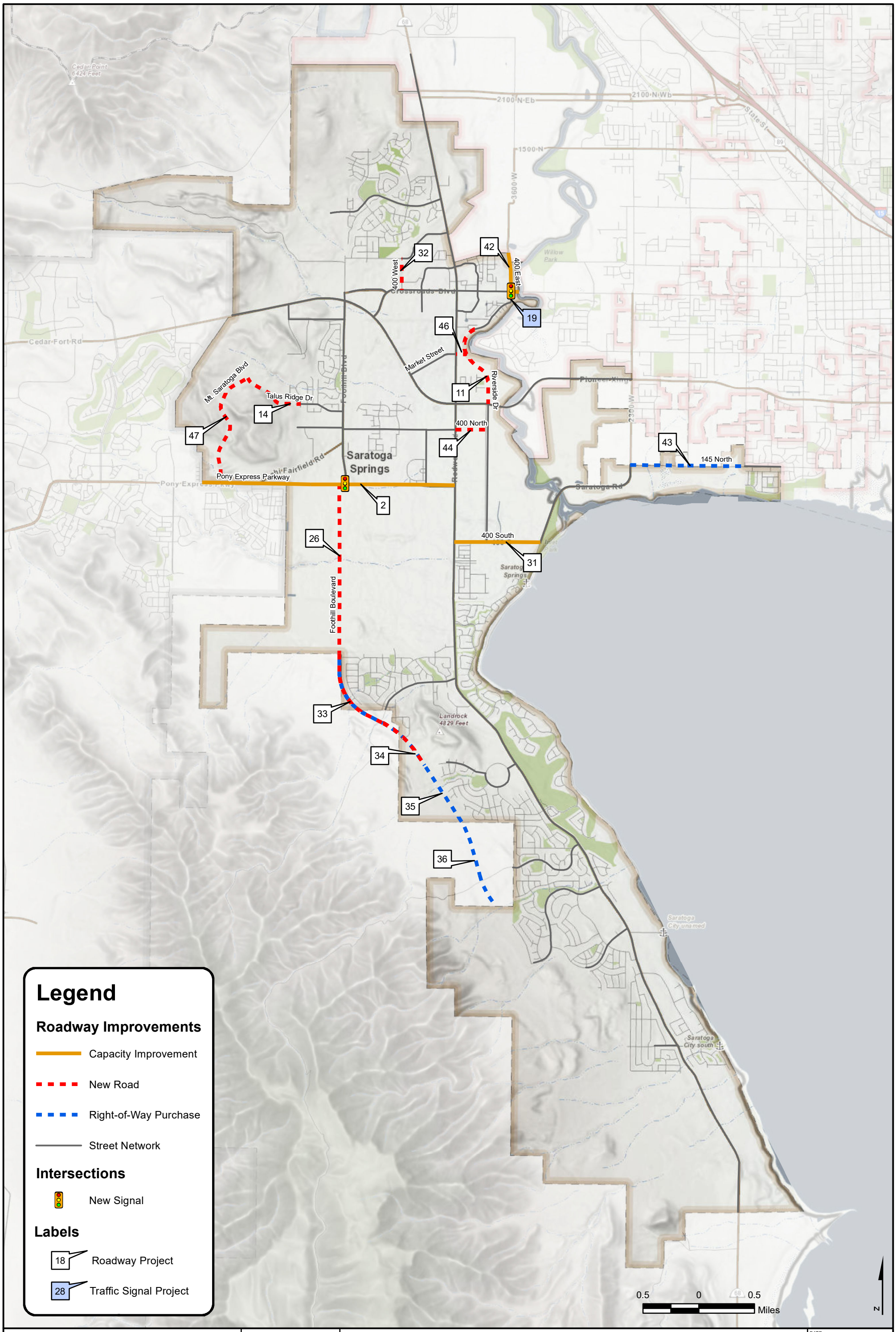
Project Cost Attributable to 6-year Growth

Table 5 shows the funding sources for IFFP projects costs attributable to new growth as a percentage of the total project. A portion of each project in **Table 5** is impact fee eligible, depending on how it is funded. Only that portion of a project cost funded by Saratoga Springs is impact fee eligible. For each project, that amount is indicated in the **Saratoga Springs City %** and **Saratoga Springs City Total (Project Year)** columns. Where the project is likely to be completed using MAG funding, the Saratoga Springs City impact fee eligible portion of the project is its "matching funds" obligation, in this case, 6.77% of the total project cost. UDOT projects will be funded entirely with state funds and are not eligible for impact fee expenditure.

There are additional costs included in each cost estimate based on a percentage of the construction costs. The four additional costs include contingency, mobilization, preconstruction engineering, and construction engineering. The percentages used for the additional costs may vary as these values are estimated for each individual project. These estimates are based on the concept cost estimate values used by UDOT. Contingency accounts for the items not estimated during the concept cost estimate. Examples include roadway striping, utility placement, and survey. Contingency costs can range up to 25% based on the number of items not estimated. Mobilization is the preparation before construction begins on a project. It is recommended that a value of 10% be used for project mobilization. Preconstruction engineering is based on the complexity of the project as well as the construction costs. It is recommended that for local projects the preconstruction costs can range up to 16% of the construction costs. For the cost estimates included in this IFFP, a value of 10% was used. Construction engineering includes the construction management and additional design necessary during construction. Recommended costs for local projects range up to 16% and a value of 10% was used for the cost estimates included in the IFFP. All cost estimates along with all unit costs and assumptions are included in **Appendix D – IFFP Cost Estimates**.

Table 5: Impact Fee Facilities Plan Project Funding Sources

Project	Location	Project Year	Total Price (Project Year)	Funding Source	Saratoga Springs City %	Saratoga Springs City Total (Project Year)
32	400 West: Crossroads Boulevard to Aspen Hills Boulevard	2017	$900,000	Saratoga Springs	100%	$900,000
47	Mt. Saratoga Blvd: Talus Ridge Drive to Pony Express Boulevard	2017	$5,431,000	Saratoga Springs	100%	$5,431,000
14	Talus Ridge Drive: Talus Ridge Drive to Mt. Saratoga Blvd	2018	$3,390,000	Saratoga Springs	100%	$3,390,000
34	Foothill Blvd: Landview Drive to Lariat Boulevard (Right of Way Only)	2018	$1,033,000	Saratoga Springs	100%	$1,033,000
2	Pony Express: Redwood Road (SR-68) to Western Border (5-Lane Cross-Section)	2019	$10,597,000	MAG/Saratoga Springs	6.77%	$717,000
11	Riverside Drive Extension: Crossroads Blvd to Pioneer Crossing (SR-145)	2019	$4,959,000	Saratoga Springs	100%	$4,959,000
19	Signal: Crossroads Blvd & Riverside Drive	2019	$325,000	Saratoga Springs	100%	$325,000
26	Foothill Blvd: Pony Express Parkway to Lariat Boulevard (26' Roadway Only)	2019	$3,137,000	Saratoga Springs	100%	$3,137,000
36	Foothill Blvd: Honeysuckle Drive to Fox Hollow Drive (Right of Way Only)	2019	$1,745,000	Saratoga Springs	100%	$1,745,000
33	Foothill Blvd: Meadow Side Drive to Landview Drive (Right of Way Only)	2020	$1,955,000	Saratoga Springs	100%	$1,955,000
46	Market Street: Redwood Road (SR-68) to Riverside Drive	2020	$628,000	Saratoga Springs	100%	$628,000
31	400 South: Redwood Road (SR-68) to Saratoga Road	2021	$1,350,000	Saratoga Springs	100%	$1,350,000
35	Foothill Blvd: Lariat Boulevard to Honeysuckle Drive (Right of Way Only)	2021	$1,377,000	Saratoga Springs	100%	$1,377,000
42	400 East: Crossroads Boulevard to Northern Border	2022	$2,283,000	Saratoga Springs	100%	$2,283,000
43	145 North: 1100 West to 2300 West (Right-of-Way Only)	2022	$1,765,000	Saratoga Springs	100%	$1,765,000
44	400 North: Redwood Road (SR-68) to Riverside Drive	2022	$1,698,000	Saratoga Springs	100%	$1,698,000
	Total		**$42,573,000**			**$32,693,000**



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Impact Fee Facilities Plan Projects

Saratoga Springs Impact Fee Facilities Plan

DATE 1/23/2017

DRAWN KJC

Figure 7

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Project Cost Attributable to 6-Year Growth

Using the travel demand model mentioned in previous chapters it is possible to estimate the number of PM trips originating or terminating in Saratoga Springs 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. The City of Saratoga Springs currently generates approximately **7,809** one-way PM peak hour trips. The projected 2022 PM peak hour trip number for Saratoga Springs City is **14,149**, an **81%** increase on today's value. This gives a total increase of **6,340** trips.

Included in the IFFP are reductions to the City's total cost that are not attributed to growth. The reductions included in the following sections are for existing deficiencies, pass-through, and excess capacity that will not be consumed through 2022. These are calculated based on the projected 2022 traffic volumes as well as output data from the TDM.

Also included are the reductions for traffic signals. Traffic signals are implemented based on the traffic signal warrants found in Chapter 4C of the Utah Manual on Uniform Traffic Control Devices (MUTCD). Included in the MUTCD are warrants based of traffic volumes, pedestrian volumes, safety, as well as the roadway network in proximity to the intersection. A traffic signal is not installed without meeting one of the signal warrants included in the Utah MUTCD. To estimate the reductions for existing deficiencies, pass-through, and excess capacity, the weighted average of the two intersecting streets was used.

Existing Deficiency Reduction

Table 6 includes the calculations to determine the cost to cure deficiencies in existing roadways that are unrelated to new development activity due to existing deficiencies. This proportionate cost of added lane capacity will remedy an existing capacity deficiency that cannot be funded using Impact Fees.

Table 6: Existing Deficiency Cost Reduction Calculation

Project	Location	Year	Added Capacity	Existing Deficiency	**Deficiency %**
2	Pony Express: Redwood Road (SR-68) to Western Border (5-Lane Cross-Section)	2019	17,500	2,900	17%

Pass-Through Reduction

Included in **Table 7** is the percent Pass-Through traffic for all project roadways. A vehicle trip is considered pass-through when the origin and the destination for a specific trip occurs outside the city limits. For all growth within Saratoga Springs, there is a certain percentage of new trips which are considered pass-through. This percentage is determined using the MAG Travel Demand Model. The Travel Demand Model determines pass-through traffic by keeping track of the origin, destination, and path for each vehicle trip generated. When the vehicle trip uses a roadway in Saratoga Springs and the origin and destination of that trip is located outside of Saratoga Springs, that trip is considered a pass-through trip. Since a pass-through trip does not arise from new development activity in Saratoga Springs, it cannot be paid for with impact fees. The proportion of pass-through traffic not attributable to impact fees is the proportion of pass-through traffic to the added capacity of the roadway.

Table 7: Pass-Through Traffic Cost Reduction Calculation

Project	Location	Year	Added Capacity	Pass-Through Volume	**Pass Through %**
32	400 West: Crossroads Boulevard to Aspen Hills Boulevard	2017	11,500	60	**1%**
47	Mt. Saratoga Blvd: Talus Ridge Drive to Pony Express Boulevard	2017	11,500	60	**1%**
14	Talus Ridge Drive: Talus Ridge Drive to Mt. Saratoga Blvd	2018	11,500	60	**1%**
34	Foothill Blvd: Landview Drive to Lariat Boulevard (Right of Way Only)	2018	65,000	650	**1%**
2	Pony Express: Redwood Road (SR-68) to Western Border (5-Lane Cross-Section)	2019	17,500	5,460	**32%**
11	Riverside Drive Extension: Crossroads Blvd to Pioneer Crossing (SR-145)	2019	11,500	60	**1%**
19	Signal: Crossroads Blvd & Riverside Drive	2019	17,500	2,280	**13%**
26	Foothill Blvd: Pony Express Parkway to Lariat Boulevard (26' Roadway Only)	2019	5,000	10	**1%**
36	Foothill Blvd: Honeysuckle Drive to Fox Hollow Drive (Right of Way Only)	2019	65,000	650	**1%**
33	Foothill Blvd: Meadow Side Drive to Landview Drive (Right of Way Only)	2020	65,000	650	**1%**
46	Market Street: Redwood Road (SR-68) to Riverside Drive	2020	11,500	110	**1%**
31	400 South: Redwood Road (SR-68) to Saratoga Road	2021	6,500	30	**1%**
35	Foothill Blvd: Lariat Boulevard to Honeysuckle Drive (Right of Way Only)	2021	65,000	650	**1%**

Project	Location	Year	Added Capacity	Pass-Through Volume	**Pass Through %**
42	400 East: Crossroads Boulevard to Northern Border	2022	8,000	160	**2%**
43	145 North: 1100 West to 2300 West (Right-of-Way Only)	2022	25,500	1,275	**5%**
44	400 North: Redwood Road (SR-68) to Riverside Drive	2022	11,500	630	**6%**

Excess Capacity Reduction

Included in **Table 8** is the calculated excess capacity remaining in 2022. The excess capacity is the proportion of the added capacity that is not used in 2022. Since this capacity is not used by 2022, it is not a cost of growth in this IFFP period, but can be recouped in a later IFFP period.

Table 8: Excess Capacity Cost Reduction Calculations

Project	Location	Year	Future Capacity	Added Capacity	Future Volume	2022 Excess Capacity	**Cost Reduction %**
32	400 West: Crossroads Boulevard to Aspen Hills Boulevard	2017	11,500	11,500	6,300	5,200	**45%**
47	Mt. Saratoga Blvd: Talus Ridge Drive to Pony Express Boulevard	2017	11,500	11,500	6,300	5,200	**45%**
14	Talus Ridge Drive: Talus Ridge Drive to Mt. Saratoga Blvd	2018	11,500	11,500	6,000	5,500	**48%**
34	Foothill Blvd: Landview Drive to Lariat Boulevard (Right of Way Only)	2018	70,000	65,000	29,700	40,300	**62%**
2	Pony Express: Redwood Road (SR-68) to Western Border (5-Lane Cross-Section)	2019	30,500	17,500	23,500	7,000	**40%**
11	Riverside Drive Extension: Crossroads Blvd to Pioneer Crossing (SR-145)	2019	11,500	11,500	5,700	5,800	**50%**
19	Signal: Crossroads Blvd & Riverside Drive	2019	42,000	17,500	35,350	6,650	**38%**
26	Foothill Blvd: Pony Express Parkway to Lariat Boulevard (26' Roadway Only)	2019	5,000	5,000	1,100	3,900	**78%**
36	Foothill Blvd: Honeysuckle Drive to Fox Hollow Drive (Right of Way Only)	2019	70,000	65,000	29,050	40,950	**63%**
33	Foothill Blvd: Meadow Side Drive to Landview Drive (Right of Way Only)	2020	70,000	65,000	30,350	39,650	**61%**
46	Market Street: Redwood Road (SR-68) to Riverside Drive	2020	11,500	11,500	5,500	6,000	**52%**
31	400 South: Redwood Road (SR-68) to Saratoga Road	2021	11,500	6,500	5,500	6,000	**92%**

Project	Location	Year	Future Capacity	Added Capacity	Future Volume	2022 Excess Capacity	**Cost Reduction %**
35	Foothill Blvd: Lariat Boulevard to Honeysuckle Drive (Right of Way Only)	2021	70,000	65,000	29,050	40,950	**63%**
42	400 East: Crossroads Boulevard to Northern Border	2022	13,000	8,000	7,700	5,300	**66%**
43	145 North: 1100 West to 2300 West (Right-of-Way Only)	2022	30,500	25,500	16,985	13,515	**53%**
44	400 North: Redwood Road (SR-68) to Riverside Drive	2022	11,500	11,500	1,800	9,700	**84%**

Existing User Share for New Construction Projects

For all roadways in the roadway system, a portion of the traffic volume would be used by the existing roadway users regardless of future development. For existing roadways, the existing user share is the existing roadway volume. For new construction, a proportion of the new traffic volume is attributed to those users who would use the road regardless of the development. **Table 9** shows the cost reduction based on the existing user share for all new roadway construction.

Table 9: Existing User Share Cost Reduction Calculation

Project	Location	Year	Added Capacity	Existing User Volume	**Existing User %**
32	400 West: Crossroads Boulevard to Aspen Hills Boulevard	2017	11,500	230	**2%**
47	Mt. Saratoga Blvd: Talus Ridge Drive to Pony Express Boulevard	2017	11,500	115	**1%**
14	Talus Ridge Drive: Talus Ridge Drive to Mt. Saratoga Blvd	2018	11,500	230	**2%**
34	Foothill Blvd: Landview Drive to Lariat Boulevard (Right of Way Only)	2018	65,000	1,300	**2%**
11	Riverside Drive Extension: Crossroads Blvd to Pioneer Crossing (SR-145)	2019	11,500	115	**1%**
19	Signal: Crossroads Blvd & Riverside Drive	2019	17,500	350	**2%**
26	Foothill Blvd: Pony Express Parkway to Lariat Boulevard (26' Roadway Only)	2019	5,000	250	**5%**
36	Foothill Blvd: Honeysuckle Drive to Fox Hollow Drive (Right of Way Only)	2019	65,000	650	**1%**
33	Foothill Blvd: Meadow Side Drive to Landview Drive (Right of Way Only)	2020	65,000	1,950	**3%**
46	Market Street: Redwood Road (SR-68) to Riverside Drive	2020	11,500	115	**1%**

Project	Location	Year	Added Capacity	Existing User Volume	**Existing User %**
35	Foothill Blvd: Lariat Boulevard to Honeysuckle Drive (Right of Way Only)	2021	65,000	650	**1%**
42	400 East: Crossroads Boulevard to Northern Border	2022	8,000	80	**1%**
43	145 North: 1100 West to 2300 West (Right-of-Way Only)	2022	25,500	765	**3%**
44	400 North: Redwood Road (SR-68) to Riverside Drive	2022	11,500	115	**1%**

Proportion Attributable to Growth Summary and Costs

Impact fees can only be collected for the proportion of the added capacity which is used by new development that is projected to occur through 2022. **Table 10** is a summary table that accounts for all cost reductions attributed to existing deficiencies, existing user share, pass-through, and excess capacity.

Table 10: Proportion of Projects Attributed to New Development

Project	Location	Cost Reduction For			**Proportion Attributable to Growth**
		Existing Deficiencies/ User Share	Reduction for Pass-Through	Reduction for Excess Capacity	
32	400 West: Crossroads Boulevard to Aspen Hills Boulevard	2%	1%	45%	**52%**
47	Mt. Saratoga Blvd: Talus Ridge Drive to Pony Express Boulevard	1%	1%	45%	**53%**
14	Talus Ridge Drive: Talus Ridge Drive to Mt. Saratoga Blvd	2%	1%	48%	**49%**
34	Foothill Blvd: Landview Drive to Lariat Boulevard (Right of Way Only)	2%	1%	62%	**35%**
2	Pony Express: Redwood Road (SR-68) to Western Border (5-Lane Cross-Section)	17%	32%	40%	**11%**
11	Riverside Drive Extension: Crossroads Blvd to Pioneer Crossing (SR-145)	1%	1%	50%	**48%**
19	Signal: Crossroads Blvd & Riverside Drive	2%	13%	38%	**47%**
26	Foothill Blvd: Pony Express Parkway to Lariat Boulevard (26' Roadway Only)	5%	1%	78%	**16%**
36	Foothill Blvd: Honeysuckle Drive to Fox Hollow Drive (Right of Way Only)	1%	1%	63%	**35%**
33	Foothill Blvd: Meadow Side Drive to Landview Drive (Right of Way Only)	3%	1%	61%	**35%**
46	Market Street: Redwood Road (SR-68) to Riverside Drive	1%	1%	52%	**46%**

Project	Location	Cost Reduction For			Proportion Attributable to Growth
		Existing Deficiencies/ User Share	Reduction for Pass-Through	Reduction for Excess Capacity	
31	400 South: Redwood Road (SR-68) to Saratoga Road	1%	1%	92%	**7%**
35	Foothill Blvd: Lariat Boulevard to Honeysuckle Drive (Right of Way Only)	1%	1%	63%	**35%**
42	400 East: Crossroads Boulevard to Northern Border	3%	2%	66%	**31%**
43	145 North: 1100 West to 2300 West (Right-of-Way Only)	1%	5%	53%	**39%**
44	400 North: Redwood Road (SR-68) to Riverside Drive	1%	6%	84%	**9%**

Using the proportion attributed to future growth in **Table 10**, the cost attributable to future growth is calculated in **Table 11**. Of the **$40,417,000** required by Saratoga Springs for roadway improvements, **$15,036,000** is eligible to be paid using impact fees. All project costs in **Table 11** include inflation based on the project year. All assumptions, rates and specific project costs are found in **Appendix D – IFFP Cost Estimates**.

Table 11: Cost Attributable to Growth

Project	Location	Project Year	Total Cost (With Inflation)	Saratoga Springs City Total (With Inflation)	Proportion Attributable to Growth	Cost Attributable to Growth (With Inflation)
32	400 West: Crossroads Boulevard to Aspen Hills Boulevard	2017	$900,000	$900,000	**52%**	**$468,000**
47	Mt. Saratoga Blvd: Talus Ridge Drive to Pony Express Boulevard	2017	$5,148,000	$5,431,000	**53%**	**$2,878,000**
14	Talus Ridge Drive: Talus Ridge Drive to Mt. Saratoga Blvd	2018	$3,390,000	$3,390,000	**49%**	**$1,661,000**
34	Foothill Blvd: Landview Drive to Lariat Boulevard (Right of Way Only)	2018	$1,033,000	$1,033,000	**35%**	**$362,000**
2	Pony Express: Redwood Road (SR-68) to Western Border (5-Lane Cross-Section)	2019	$10,597,000	$717,000	**11%**	**$79,000**
11	Riverside Drive Extension: Crossroads Blvd to Pioneer Crossing (SR-145)	2019	$4,959,000	$4,959,000	**48%**	**$2,380,000**
19	Signal: Crossroads Blvd & Riverside Drive	2019	$325,000	$325,000	**47%**	**$153,000**
26	Foothill Blvd: Pony Express Parkway to Lariat Boulevard (26' Roadway Only)	2019	$3,137,000	$3,137,000	**16%**	**$502,000**
36	Foothill Blvd: Honeysuckle Drive to Fox Hollow Drive (Right of Way Only)	2019	$1,745,000	$1,745,000	**35%**	**$611,000**

Project	Location	Project Year	Total Cost (With Inflation)	Saratoga Springs City Total (With Inflation)	Proportion Attributable to Growth	Cost Attributable to Growth (With Inflation)
33	Foothill Blvd: Meadow Side Drive to Landview Drive (Right of Way Only)	2020	$1,955,000	$1,955,000	**35%**	**$684,000**
46	Market Street: Redwood Road (SR-68) to Riverside Drive	2020	$520,000	$628,000	**46%**	**$289,000**
31	400 South: Redwood Road (SR-68) to Saratoga Road	2021	$1,350,000	$1,350,000	**7%**	**$94,000**
35	Foothill Blvd: Lariat Boulevard to Honeysuckle Drive (Right of Way Only)	2021	$1,377,000	$1,377,000	**35%**	**$482,000**
42	400 East: Crossroads Boulevard to Northern Border	2022	$2,283,000	$2,283,000	**31%**	**$708,000**
43	145 North: 1100 West to 2300 West (Right-of-Way Only)	2022	$1,765,000	$1,765,000	**39%**	**$688,000**
44	400 North: Redwood Road (SR-68) to Riverside Drive	2022	$1,698,000	$1,698,000	**9%**	**$153,000**
Total			**$42,573,000**	**$32,693,000**		**$12,192,000**

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 MAG. 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 Saratoga Springs 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.

MAG accepts applications for federal funds through local and regional government jurisdictions. The MAG Technical Advisory and Regional Planning committees 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
- **Air Quality Improvements** – projects showing demonstrable air quality benefits
- **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, driver 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. As many of the roads in Saratoga Springs fall under UDOT jurisdiction, it is in the interests of the City that staff is aware of the procedures used by UDOT to allocate those funds and to be active in requesting the funds be made available for UDOT owned roadways in the City.

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 online at www.udot.utah.gov/public/ucon. Currently, Saratoga Springs 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. The City of Saratoga Springs currently uses Class C funding for their transportation improvements. 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 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 for road System Facilities 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 costs that address future needs are included in this IFFP. This ensures a fair fee since developers will not be expected to address present deficiencies.

Appendix A – ITE Trip Generation

Category	Units; Per	ITE Trips
130 - Industrial Park	1000 Sq. Feet Gross Floor Area	0.84
140 - General Manufacturing	1000 Sq. Feet Gross Floor Area	0.75
151 - Storage Units	1000 Sq. Feet Rentable Storage Area	0.22
152 - Warehouse / Distribution Center	1000 Sq. Feet Gross Floor Area	0.16
210 - Single-Family Detached Housing	Dwelling Unit	1.02
220 - Multi-Family / Apartment (Greater than 4 Units)	Dwelling Unit	0.67
230 - Multi-Family / Condo, Townhouse, Duplex, Triplex, Quadplex	Dwelling Unit	0.52
240 - Mobile Home / RV Park	Dwelling Lot	0.60
254 - Assisted Living Center	Bed	0.35
310 - Hotel	Room	0.61
444 - Movie Theatre < 10 Screens	1000 Sq. Feet Gross Floor Area	3.80
445 - Movie Theatre > 10 Screens	1000 Sq. Feet Gross Floor Area	4.91
492 - Health/Fitness Club	1000 Sq. Feet Gross Floor Area	4.06
520 - Elementary School	1000 Sq. Feet Gross Floor Area	3.11
522 - Middle School / Junior High School	1000 Sq. Feet Gross Floor Area	2.52
530 - High School	1000 Sq. Feet Gross Floor Area	2.12
534 - Private School (K-8)	1000 Sq. Feet Gross Floor Area	6.53
560 - Church	1000 Sq. Feet Gross Floor Area	0.94
565 - Day Care Center	1000 Sq. Feet Gross Floor Area	13.75
590 - Library	1000 Sq. Feet Gross Floor Area	7.20
610 - Hospital	1000 Sq. Feet Gross Floor Area	1.16
710 - General Office Building	1000 Sq. Feet Gross Floor Area	1.49
720 - Medical-Dental Office Building	1000 Sq. Feet Gross Floor Area	4.27
770 - Business Park	1000 Sq. Feet Gross Floor Area	1.26
812 - Building Materials and Lumber Store	1000 Sq. Feet Gross Floor Area	5.56
817 - Nursery (Garden Center)	1000 Sq. Feet Gross Floor Area	9.04
820 - Shopping Center / Strip Mall	1000 Sq. Feet Gross Leasable Area	3.71
826 - Specialty Retail Center	1000 Sq. Feet Gross Leasable Area	5.02
841 - Automobile Car Sales	1000 Sq. Feet Gross Floor Area	2.80
848 - Tire Store	1000 Sq. Feet Gross Floor Area	4.15
850 - Supermarket	1000 Sq. Feet Gross Floor Area	8.37
851 - Convenience Store	1000 Sq. Feet Gross Floor Area	53.42
912 - Bank / Financial Institution	1000 Sq. Feet Gross Floor Area	26.69
918 - Hair / Nails / Massage / Beauty Salon / Day Spa	1000 Sq. Feet Gross Floor Area	1.93

Category	Units; Per	ITE Trips
932 - Restaurant, Sit-Down (Low Turnover)	1000 Sq. Feet Gross Floor Area	9.02
932 - Restaurant, Sit-Down (High Turnover)	1000 Sq. Feet Gross Floor Area	18.49
934 - Restaurant with Drive-Trough Window	1000 Sq. Feet Gross Floor Area	47.30
942 - Auto Care Center	1000 Sq. Feet Occupied Gross Leasable Area	3.51
944 - Gasoline/Service Station	Fueling Position	15.65
945 - Gasoline/Service Station with Convenience Store	1000 Sq. Feet Gross Floor Area	97.14
947 - Self Service Car Wash	Wash Stall	5.54
948 - Automated Car Wash	1000 Sq. Feet Gross Floor Area	14.12

Appendix B – TAZ Socioeconomic Data

TAZ Socioeconomic Data - 2015

Z	COUNTY	TOTHH	TOTPOP	HHSIZE	TOTEMP	RETEMP	INDEMP	OTHEMP	AVGINCOME	ALLEMP	RETL	FOOD	MANU	WSLE	OFFI	GVED	HLTH	OTHR	FM_AGRI	FM_MING	FM_CONS	ENROL_K_6	ENROL_7_12
1751	4	330	1214	3.68	12	0	5	7	54415	12	0	0	0	5	0	0	2	5	0	0	0	0	0
1754	4	245	1086	4.43	79	0	7	72	54415	93	0	0	6	1	3	71	1	2	0	0	9	1000	0
1755	4	9	30	3.33	0	0	0	0	54415	7	0	0	0	0	0	0	0	0	0	0	7	0	0
1781	4	0	0	0.00	0	0	0	0	60510	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1782	4	0	0	0.00	0	0	0	0	54415	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1784	4	7	23	3.28	8	0	8	0	54415	67	0	0	8	0	0	0	0	0	47	4	8	0	0
1786	4	818	3108	3.80	92	3	17	72	54415	152	3	0	9	8	11	64	1	2	0	0	54	1200	0
1787	4	334	1413	4.23	340	229	1	110	54415	409	226	8	0	1	17	6	6	89	0	0	56	0	0
1788	4	0	0	0.00	0	0	0	0	60510	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1789	4	183	593	3.24	604	272	1	331	54415	655	172	107	0	1	8	138	76	130	0	0	23	0	0
1790	4	0	0	3.00	0	0	0	0	54415	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1791	4	2	6	2.82	0	0	0	0	54415	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1792	4	25	100	3.99	90	0	0	90	54415	95	0	0	0	0	1	90	1	3	0	0	0	211	609
1793	4	7	15	2.14	0	0	0	0	54415	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1794	4	0	0	0.00	6	0	0	6	54415	6	0	0	0	0	0	6	0	0	0	0	0	0	0
1795	4	1	3	3.00	0	0	0	0	54415	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1796	4	2	2	1.00	0	0	0	0	54415	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1797	4	556	2099	3.78	25	1	7	17	56467	37	1	0	4	4	5	0	0	13	0	0	10	0	0
1798	4	364	1653	4.54	18	0	0	18	56467	46	0	0	0	0	7	0	0	12	0	0	27	0	0
1799	4	0	0	0.00	0	0	0	0	56467	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	4	24	93	3.88	34	0	0	34	56467	38	0	0	0	0	0	35	0	1	0	0	2	514	0
1801	4	94	417	4.44	127	0	0	127	56467	135	0	0	0	0	7	3	1	124	0	0	0	0	0
1802	4	211	912	4.32	35	10	1	24	56467	44	0	10	0	1	4	4	8	8	0	0	9	0	0
1803	4	73	312	4.28	23	0	0	23	56467	27	0	0	0	0	1	19	0	4	0	0	3	327	0
1804	4	16	57	3.56	0	0	0	0	56467	3	0	0	0	0	0	0	0	0	0	0	3	0	0
1805	4	116	523	4.51	5	0	0	5	56467	16	0	0	0	0	0	0	0	5	0	0	11	0	0
1806	4	236	942	3.99	13	2	0	11	56467	17	2	0	0	0	6	0	0	5	0	0	4	0	0
1807	4	96	364	3.79	7	0	0	7	56467	7	0	0	0	0	5	0	0	2	0	0	0	0	0
1808	4	2	5	2.50	0	0	0	0	56467	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1809	4	0	0	0.00	0	0	0	0	55078	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1811	4	0	0	0.00	5	0	0	5	60510	8	0	0	0	0	0	0	0	5	0	0	3	0	0
1818	4	0	0	0.00	0	0	0	0	60510	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1819	4	191	854	4.47	20	2	2	16	60510	22	2	0	2	0	2	14	0	1	0	0	1	0	0
2245	4	0	0	0.00	0	0	0	0	54415	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2264	4	0	0	0.00	0	0	0	0	55078	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2265	4	32	121	3.79	2	0	0	2	56467	3	0	0	0	0	2	0	0	1	0	0	0	0	0
2266	4	50	190	3.79	4	0	0	4	56467	4	0	0	0	0	3	0	0	1	0	0	0	0	0
2267	4	38	144	3.79	3	0	0	3	56467	3	0	0	0	0	2	0	0	1	0	0	0	0	0
2268	4	145	579	3.99	7	1	0	6	56467	10	1	0	0	0	4	0	0	3	0	0	2	0	0
2269	4	66	282	4.28	21	0	0	21	56467	26	0	0	0	0	1	18	0	4	0	0	3	297	0
2270	4	45	193	4.28	14	0	0	14	56467	18	0	0	0	0	1	12	0	3	0	0	2	203	0
2271	4	121	523	4.32	19	6	0	13	56467	26	0	6	0	0	3	2	5	5	0	0	5	0	0
2272	4	2	8	3.88	4	0	0	4	56467	4	0	0	0	0	0	4	0	0	0	0	0	53	0
2273	4	23	89	3.88	32	0	0	32	56467	36	0	0	0	0	0	33	0	1	0	0	2	485	0
2274	4	7	27	3.88	10	0	0	10	56467	10	0	0	0	0	0	10	0	0	0	0	0	148	0
2275	4	0	0	4.54	0	0	0	0	56467	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2276	4	0	0	0.00	0	0	0	0	56467	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2277	4	0	0	0.00	0	0	0	0	56467	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2278	4	1	1	1.00	0	0	0	0	54415	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2279	4	0	0	3.00	0	0	0	0	54415	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2280	4	0	0	3.00	0	0	0	0	54415	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2281	4	0	0	3.00	0	0	0	0	54415	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2282	4	0	0	3.00	0	0	0	0	54415	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2283	4	0	0	3.00	0	0	0	0	54415	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2284	4	0	0	0.00	2	0	0	2	54415	2	0	0	0	0	0	2	0	0	0	0	0	0	0
2285	4	43	172	3.99	153	0	0	153	54415	164	0	0	0	0	3	153	2	6	0	0	0	361	1040
2286	4	16	64	3.99	57	0	0	57	54415	61	0	0	0	0	1	57	1	2	0	0	0	135	388
2287	4	3	8	2.82	0	0	0	0	54415	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2288	4	128	541	4.23	129	87	0	42	54415	154	86	3	0	0	6	2	2	34	0	0	21	0	0
2289	4	128	541	4.23	130	88	0	42	54415	155	87	3	0	0	6	2	2	34	0	0	21	0	0
2290	4	53	224	4.23	53	36	0	17	54415	65	36	1	0	0	3	1	1	14	0	0	9	0	0
2291	4	4	13	3.28	4	0	4	0	54415	35	0	0	4	0	0	0	0	0	25	2	4	0	0

2292	4	8	26	3.28	9	0	9	0	54415	76	0	0	9	0	0	0	0	0	53	5	9	0	0
2293	4	159	509	3.20	333	231	1	101	54415	359	52	185	0	1	13	3	44	48	0	0	13	0	0
2294	4	1	3	2.82	0	0	0	0	54415	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2295	4	1	3	2.82	0	0	0	0	54415	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2296	4	1	3	2.82	0	0	0	0	54415	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2297	4	2	6	2.82	0	0	0	0	54415	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2298	4	2	6	2.82	0	0	0	0	54415	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2299	4	1	3	3.00	0	0	0	0	54415	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	4	1	3	3.00	0	0	0	0	54415	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2301	4	102	456	4.47	10	1	1	8	60510	11	1	0	1	0	1	8	0	0	0	0	0	0	0
2302	4	0	0	0.00	0	0	0	0	60510	0	0	0	0	0	0	0	0	0	0	0	0	0	0

TAZ Socioeconomic Data - 2025

Z	COUNTY	TOTHH	TOTPOP	HHSIZE	TOTEMP	RETEMP	INDEMP	OTHEMP	AVGINCOME	ALLEMP	RETL	FOOD	MANU	WSLE	OFFI	GVED	HLTH	OTHR	FM_AGRI	FM_MING	FM_CONS	ENROL_K_6	ENROL_7_12
1751	4	613	2184	3.56	24	0	5	19	54415	25	0	0	0	5	4	3	4	9	0	0	0	0	0
1754	4	504	2144	4.25	131	0	7	124	54415	154	0	0	6	1	19	83	10	20	0	0	15	1140	0
1755	4	64	202	3.16	225	35	19	171	54415	252	25	11	9	10	54	38	30	62	0	0	13	505	0
1781	4	0	0	0.00	0	0	0	0	60510	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1782	4	108	364	3.37	101	16	0	85	54415	107	11	5	0	0	29	17	15	30	0	0	0	0	0
1784	4	98	389	3.97	44	4	9	31	54415	110	3	1	9	0	10	6	6	11	46	4	14	0	0
1786	4	1158	4268	3.69	409	74	17	318	54415	528	53	22	9	8	90	117	44	89	0	0	96	1368	0
1787	4	453	1830	4.04	718	312	4	402	54415	855	286	35	2	2	107	72	58	194	0	0	99	0	0
1788	4	128	431	3.37	49	8	0	41	60510	51	5	2	0	0	14	8	7	15	0	0	0	0	0
1789	4	507	1592	3.14	750	275	5	470	54415	829	174	108	2	3	51	170	101	180	0	0	40	0	0
1790	4	39	131	3.37	110	23	0	87	54415	116	16	7	0	0	27	20	15	31	0	0	0	0	0
1791	4	69	273	3.96	158	34	0	124	54415	167	24	11	0	0	38	28	22	44	0	0	0	0	0
1792	4	113	433	3.83	436	0	0	436	54415	466	0	0	0	0	109	167	62	128	0	0	0	241	703
1793	4	66	136	2.06	305	35	0	270	54415	325	25	11	0	0	80	64	47	98	0	0	0	0	0
1794	4	175	592	3.38	14	0	0	14	54415	15	0	0	0	0	3	8	1	3	0	0	0	0	0
1795	4	74	249	3.37	5	1	0	4	54415	6	1	0	0	0	1	1	1	2	0	0	0	0	0
1796	4	252	849	3.37	5	0	0	5	54415	6	0	0	0	0	2	1	1	2	0	0	0	0	0
1797	4	828	3033	3.66	38	1	7	30	56467	59	1	0	4	4	9	3	3	17	0	0	18	0	0
1798	4	364	1587	4.36	18	0	0	18	56467	44	0	0	0	0	5	1	1	9	0	0	28	0	0
1799	4	199	671	3.37	6	1	0	5	56467	6	1	0	0	0	1	1	1	2	0	0	0	457	0
1800	4	167	625	3.74	44	0	2	42	56467	49	0	0	1	1	3	36	2	3	0	0	3	586	0
1801	4	182	773	4.25	148	0	0	148	56467	158	0	0	0	0	13	8	5	132	0	0	0	0	0
1802	4	462	1913	4.14	85	20	3	62	56467	105	8	13	1	1	16	13	15	22	0	0	16	273	0
1803	4	255	1046	4.10	57	7	2	48	56467	66	5	2	1	1	9	25	5	13	0	0	5	373	0
1804	4	82	324	3.95	112	19	0	93	56467	123	13	6	0	0	32	19	16	32	0	0	5	0	0
1805	4	302	1297	4.29	8	0	0	8	56467	29	0	0	0	0	1	1	1	6	0	0	20	0	0
1806	4	558	2132	3.82	22	2	0	20	56467	29	2	0	0	0	9	2	2	8	0	0	6	309	0
1807	4	312	1148	3.68	19	0	0	19	56467	20	0	0	0	0	9	3	2	6	0	0	0	183	0
1808	4	247	834	3.38	6	1	0	5	56467	6	1	0	0	0	1	1	1	2	0	0	0	0	0
1809	4	130	438	3.37	4	1	0	3	55078	5	1	0	0	0	1	1	1	1	0	0	0	0	0
1811	4	87	293	3.37	787	127	169	491	60510	832	90	40	83	88	155	106	86	179	0	0	5	0	0
1818	4	876	2953	3.37	166	27	8	131	60510	176	19	9	3	5	45	26	23	46	0	0	0	0	216
1819	4	520	2241	4.31	292	64	5	223	60510	309	46	20	3	1	68	59	36	74	0	0	2	336	0
2245	4	110	371	3.37	6	0	0	6	54415	6	0	0	0	0	2	1	1	2	0	0	0	0	0
2264	4	59	199	3.37	2	0	0	2	55078	1	0	0	0	0	0	0	0	1	0	0	0	0	0
2265	4	104	383	3.68	6	0	0	6	56467	7	0	0	0	0	3	1	1	2	0	0	0	61	0
2266	4	163	600	3.68	10	0	0	10	56467	10	0	0	0	0	5	1	1	3	0	0	0	95	0
2267	4	124	456	3.68	7	0	0	7	56467	8	0	0	0	0	4	1	1	2	0	0	0	73	0
2268	4	344	1314	3.82	13	1	0	12	56467	18	1	0	0	0	5	2	1	5	0	0	4	191	0
2269	4	232	951	4.10	51	6	1	44	56467	60	4	2	1	1	8	23	4	12	0	0	5	339	0
2270	4	158	648	4.10	35	4	1	30	56467	38	3	1	0	0	5	15	3	8	0	0	3	231	0
2271	4	265	1097	4.14	48	12	1	35	56467	60	4	8	1	1	9	7	9	12	0	0	9	156	0
2272	4	17	64	3.74	4	0	0	4	56467	4	0	0	0	0	0	4	0	0	0	0	0	60	0
2273	4	158	591	3.74	41	0	2	39	56467	47	0	0	1	1	3	34	2	3	0	0	3	553	0
2274	4	48	180	3.74	13	0	1	12	56467	14	0	0	0	0	1	11	0	1	0	0	1	169	0
2275	4	255	1112	4.36	10	0	0	10	56467	32	0	0	0	0	4	1	1	6	0	0	20	0	0
2276	4	0	0	3.37	0	0	0	0	56467	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2277	4	0	0	3.37	0	0	0	0	56467	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2278	4	64	216	3.37	1	0	0	1	54415	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2279	4	41	138	3.37	2	0	0	2	54415	2	0	0	0	0	1	0	0	1	0	0	0	0	0
2280	4	27	91	3.37	1	0	0	1	54415	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2281	4	33	111	3.37	1	0	0	1	54415	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2282	4	17	57	3.37	1	0	0	1	54415	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2283	4	9	30	3.37	0	0	0	0	54415	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2284	4	78	264	3.38	7	0	0	7	54415	7	0	0	0	0	1	3	1	2	0	0	0	0	0
2285	4	193	739	3.83	745	0	0	745	54415	797	0	0	0	0	186	286	107	218	0	0	0	411	1201
2286	4	72	276	3.83	278	0	0	278	54415	297	0	0	0	0	69	107	40	81	0	0	0	153	448
2287	4	94	372	3.96	215	46	0	169	54415	229	33	15	0	0	52	38	30	61	0	0	0	0	0
2288	4	173	699	4.04	275	119	2	154	54415	326	109	13	1	1	41	27	22	74	0	0	38	0	0
2289	4	173	699	4.04	275	119	2	154	54415	326	109	13	1	1	41	27	22	74	0	0	38	0	0
2290	4	71	287	4.04	113	49	1	63	54415	134	45	5	0	0	17	11	9	31	0	0	16	0	0
2291	4	52	206	3.97	24	2	5	17	54415	61	2	1	5	0	6	3	3	6	25	2	8	0	0

2292	4	111	441	3.97	51	5	10	36	54415	127	3	2	10	0	12	7	6	13	53	5	16	0	0
2293	4	135	419	3.10	333	148	4	181	54415	165	18	51	1	1	20	13	22	33	0	0	6	0	0
2294	4	33	131	3.96	76	16	0	60	54415	82	12	5	0	0	19	13	11	22	0	0	0	0	0
2295	4	29	115	3.96	66	14	0	52	54415	71	10	5	0	0	16	12	9	19	0	0	0	0	0
2296	4	31	123	3.96	70	15	0	55	54415	75	11	5	0	0	17	12	10	20	0	0	0	0	0
2297	4	78	309	3.96	178	38	0	140	54415	189	27	12	0	0	43	32	25	50	0	0	0	0	0
2298	4	53	210	3.96	122	26	0	96	54415	129	19	8	0	0	29	22	17	34	0	0	0	0	0
2299	4	51	172	3.37	140	29	0	111	54415	149	21	9	0	0	34	25	20	40	0	0	0	0	0
2300	4	74	249	3.37	205	42	0	163	54415	219	30	14	0	0	50	37	29	59	0	0	0	0	0
2301	4	278	1198	4.31	156	35	2	119	60510	167	25	10	2	1	36	32	20	40	0	0	1	179	0
2302	4	152	512	3.37	57	9	0	48	60510	61	7	3	0	0	16	10	8	17	0	0	0	0	0

Appendix C – 10 Year Capital Facilities Plan Cost Summary

Saratoga Springs 10 Year Capital Facilities Plan (2017-2026)									
Project	Location	Total Price	Completion Year	Inflation Rate	Total Price (With Inflation)	Funding Source	Saratoga Springs %	Saratoga Springs Total	Saratoga Springs Total (With Inflation)
1	Redwood Road (SR-68): 400 South to Stillwater Drive	$27,629,000	2017	1.06	$29,148,000	UDOT	0%	$0	$0
12	Crossroads Blvd: Commerce Drive to Eastern Border	$5,849,000	2017	1.06	$6,171,000	MAG/Saratoga Springs	0.00%	$0	$0
32	400 West: Crossroads Boulevard to Aspen Hills Boulevard	$853,000	2017	1.06	$900,000	Saratoga Springs	100%	$853,000	$900,000
47	Mt. Saratoga Blvd: Talus Ridge Drive to Pony Express Boulevard	$5,148,000	2017	1.06	$5,431,000	Saratoga Springs	100%	$5,148,000	$5,431,000
14	Talus Ridge Drive: Talus Ridge Drive to Mt. Saratoga Blvd	$3,046,000	2018	1.11	$3,390,000	Saratoga Springs	100%	$3,046,000	$3,390,000
22	Signal: Market Street & Redwood Road (SR-68)	$279,000	2018	1.11	$311,000	UDOT	0%	$0	$0
23	Signal: Market Street & Pioneer Crossing (SR-145)	$279,000	2018	1.11	$311,000	UDOT	0%	$0	$0
34	Foothill Blvd: Landview Drive to Lariat Boulevard (Right of Way Only)	$928,000	2018	1.11	$1,033,000	Saratoga Springs	100%	$928,000	$1,033,000
4	Mountain View Corridor Frontage Roads: Northern Border to SR-73	$36,670,000	2019	1.16	$42,652,000	UDOT	0%	$0	$0
2	Pony Express: Redwood Road (SR-68) to Western Border (5-Lane Cross-Section)	$9,111,000	2019	1.16	$10,597,000	MAG/Saratoga Springs	6.77%	$617,000	$717,000
11	Riverside Drive Extension: Crossroads Blvd to Pioneer Crossing (SR-145)	$4,264,000	2019	1.16	$4,959,000	Saratoga Springs	100%	$4,264,000	$4,959,000
24	Signal: Riverside Drive & Pioneer Crossing (SR-145)	$279,000	2019	1.16	$325,000	UDOT	0%	$0	$0
19	Signal: Crossroads Blvd & Riverside Drive	$279,000	2019	1.16	$325,000	Saratoga Springs	100%	$279,000	$325,000
26	Foothill Blvd: Pony Express Parkway to Lariat Boulevard (26' Roadway Only)	$2,698,000	2019	1.16	$3,137,000	Saratoga Springs	100%	$2,698,000	$3,137,000
36	Foothill Blvd: Honeysuckle Drive to Fox Hollow Drive (Right of Way Only)	$1,500,000	2019	1.16	$1,745,000	Saratoga Springs	100%	$1,500,000	$1,745,000
33	Foothill Blvd: Meadow Side Drive to Landview Drive (Right of Way Only)	$1,617,000	2020	1.21	$1,955,000	Saratoga Springs	100%	$1,617,000	$1,955,000
46	Market Street: Redwood Road (SR-68) to Riverside Drive	$520,000	2020	1.21	$628,000	Saratoga Springs	100%	$520,000	$628,000
31	400 South: Redwood Road (SR-68) to Saratoga Road	$1,073,000	2021	1.26	$1,350,000	Saratoga Springs	100%	$1,073,000	$1,350,000
35	Foothill Blvd: Lariat Boulevard to Honeysuckle Drive (Right of Way Only)	$1,094,000	2021	1.26	$1,377,000	Saratoga Springs	100%	$1,094,000	$1,377,000
42	400 East: Crossroads Boulevard to Northern Border	$1,745,000	2022	1.31	$2,283,000	Saratoga Springs	100%	$1,745,000	$2,283,000
43	145 North: 1100 West to 2300 West (Right-of-Way Only)	$1,349,000	2022	1.31	$1,765,000	Saratoga Springs	100%	$1,349,000	$1,765,000
44	400 North: Redwood Road (SR-68) to Riverside Drive	$83,714	2022	1.31	$1,698,000	Saratoga Springs	100%	$1,298,000	$1,698,000
8	Exchange Drive: Crossroads Blvd to Market Street (Upsize Only)	$2,556,000	2023	1.36	$3,477,000	Saratoga Springs	100%	$2,556,000	$3,477,000
15	Mt. Saratoga Blvd: Cedar Fort Road (SR-73) to Talus Ridge Drive	$3,756,000	2023	1.36	$5,111,000	Saratoga Springs	100%	$3,756,000	$5,111,000
17	400 South: Redwood Road (SR-68) to 600 West	$4,345,000	2023	1.36	$5,912,000	Saratoga Springs	100%	$4,345,000	$5,912,000
18	800 South: Redwood Road (SR-68) to 600 West	$10,824,000	2023	1.36	$14,728,000	Saratoga Springs	100%	$10,824,000	$14,728,000
37	Foothill Blvd: Fox Hollow Drive to Marsh Hawk Drive (Right of Way Only)	$2,207,000	2023	1.36	$3,003,000	Saratoga Springs	100%	$2,207,000	$3,003,000
45	Foothill Blvd: Pony Express Parkway to Meadow Side Drive (Additional Right of Way)	$2,425,000	2023	1.36	$3,299,000	Saratoga Springs	100%	$2,425,000	$3,299,000
13	Pony Express Extension: Riverside Drive to Saratoga Road	$3,959,000	2024	1.42	$5,603,000	Saratoga Springs	100%	$3,959,000	$5,603,000
3	Cedar Fort Road (SR-73): Mountain View Corridor Frontage to Western Border	$51,250,000	2024	1.42	$72,523,000	UDOT	0%	$0	$0
16	600 West: Pony Express to 800 South	$6,903,000	2024	1.42	$9,769,000	Saratoga Springs	100%	$6,903,000	$9,769,000
25	Signal: 800 South (Project 18) & Redwood Road (SR-68)	$279,000	2024	1.42	$395,000	UDOT	0%	$0	$0
27	Signal: Redwood Road (SR-68) & 400 South	$279,000	2024	1.42	$395,000	UDOT	0%	$0	$0
30	Signal: Mt. Saratoga Boulevard & Pony Express Parkway	$279,000	2024	1.42	$395,000	Saratoga Springs	100%	$279,000	$395,000
29	Signal: Mt. Saratoga Boulevard & Cedar Fort Road	$279,000	2025	1.47	$411,000	UDOT	0%	$0	$0
38	Foothill Blvd: Marsh Hawk Drive to Bonneville Drive (Right of Way Only)	$2,985,000	2025	1.47	$4,392,000	Saratoga Springs	100%	$2,985,000	$4,392,000
39	Foothill Blvd: Bonneville Drive to Redwood Road (SR-68) (Right of Way Only)	$757,000	2026	1.53	$1,159,000	Saratoga Springs	100%	$757,000	$1,159,000
	Total	**$199,376,714**			**$252,063,000**			**$69,025,000**	**$89,541,000**

Appendix D – IFFP Cost Estimates

Saratoga Springs Impact Fee Calculation (2016-2022)

Project	Location	Year	Total Price (Project Year)	Funding Source	Saratoga Springs %	Saratoga Springs Total (Project Year)	Reduction for Existing Deficiencies	Reduction for Pass-Through	Reduction for Excess Capacity	Existing Proportionate Share	Impact Fee Eligible Proportion	Impact Fee Eligible Total (Project Year)
32	400 West: Crossroads Boulevard to Aspen Hills Boulevard	2017	$900,000	Saratoga Springs	100%	$900,000	0%	1%	45%	2%	52%	$468,000
47	Mt. Saratoga Blvd: Talus Ridge Drive to Pony Express Boulevard	2017	$5,431,000	Saratoga Springs	100%	$5,431,000	0%	1%	45%	1%	53%	$2,878,000
14	Talus Ridge Drive: Talus Ridge Drive to Mt. Saratoga Blvd	2018	$3,390,000	Saratoga Springs	100%	$3,390,000	0%	1%	48%	2%	49%	$1,661,000
34	Foothill Blvd: Landview Drive to Lariat Boulevard (Right of Way Only)	2018	$1,033,000	Saratoga Springs	100%	$1,033,000	0%	1%	62%	2%	35%	$362,000
2	Pony Express: Redwood Road (SR-68) to Western Border (5-Lane Cross-Section)	2019	$10,597,000	MAG/Saratoga Springs	6.77%	$717,000	17%	32%	40%	0%	11%	$79,000
11	Riverside Drive Extension: Crossroads Blvd to Pioneer Crossing (SR-145)	2019	$4,959,000	Saratoga Springs	100%	$4,959,000	0%	1%	50%	1%	48%	$2,380,000
19	Signal: Crossroads Blvd & Riverside Drive	2019	$325,000	Saratoga Springs	100%	$325,000	0%	13%	38%	2%	47%	$153,000
26	Foothill Blvd: Pony Express Parkway to Lariat Boulevard (26' Roadway Only)	2019	$3,137,000	Saratoga Springs	100%	$3,137,000	0%	1%	78%	5%	16%	$502,000
36	Foothill Blvd: Honeysuckle Drive to Fox Hollow Drive (Right of Way Only)	2019	$1,745,000	Saratoga Springs	100%	$1,745,000	0%	1%	63%	1%	35%	$611,000
33	Foothill Blvd: Meadow Side Drive to Landview Drive (Right of Way Only)	2020	$1,955,000	Saratoga Springs	100%	$1,955,000	0%	1%	61%	3%	35%	$684,000
46	Market Street: Redwood Road (SR-68) to Riverside Drive	2020	$628,000	Saratoga Springs	100%	$628,000	0%	1%	52%	1%	46%	$289,000
31	400 South: Redwood Road (SR-68) to Saratoga Road	2021	$1,350,000	Saratoga Springs	100%	$1,350,000	0%	1%	92%	0%	7%	$94,000
35	Foothill Blvd: Lariat Boulevard to Honeysuckle Drive (Right of Way Only)	2021	$1,377,000	Saratoga Springs	100%	$1,377,000	0%	1%	63%	1%	35%	$482,000
42	400 East: Crossroads Boulevard to Northern Border	2022	$2,283,000	Saratoga Springs	100%	$2,283,000	0%	2%	66%	1%	31%	$708,000
43	145 North: 1100 West to 2300 West (Right-of-Way Only)	2022	$1,765,000	Saratoga Springs	100%	$1,765,000	0%	5%	53%	3%	39%	$688,000
44	400 North: Redwood Road (SR-68) to Riverside Drive	2022	$1,698,000	Saratoga Springs	100%	$1,698,000	0%	6%	84%	1%	9%	$153,000
	Total		**$42,573,000**			**$32,693,000**						**$12,192,000**

Inflation Rate Table			
Year	Rate	Recommended Rate	Cumulative Inflation Factor
2016	5.0%	0.0%	1.00
2017	5.5%	5.5%	1.06
2018	5.5%	5.5%	1.11
2019	4.5%	4.5%	1.16
2020	4.0%	4.0%	1.21
2021	4.0%	4.0%	1.26
2022	4.0%	4.0%	1.31
2023	4.0%	4.0%	1.36
2024	4.0%	4.0%	1.42
2025	4.0%	4.0%	1.47
2026	4.0%	4.0%	1.53
2027	4.0%	4.0%	1.59
2028	4.0%	4.0%	1.66
2029	4.0%	4.0%	1.72
2030	4.0%	4.0%	1.79
2031	4.0%	4.0%	1.86
2032	4.0%	4.0%	1.94
2033	4.0%	4.0%	2.01
2034	4.0%	4.0%	2.09
2035	4.0%	4.0%	2.18
2036	4.0%	4.0%	2.27
2037	4.0%	4.0%	2.36
2038	4.0%	4.0%	2.45
2039	4.0%	4.0%	2.55
2040	4.0%	4.0%	2.65
2041	4.0%	4.0%	2.76
2042	4.0%	4.0%	2.87
2043	4.0%	4.0%	2.98
2044	4.0%	4.0%	3.10
2045	4.0%	4.0%	3.22

Saratoga Springs City
Transportation Improvement Program (TIP)

Unit Costs

Item	Unit	Unit Cost
Parkstrip	S.F.	$10.00
Removal of Existing Asphalt	S.Y.	$4.00
Clearing and Grubbing	Acre	$2,000
Roadway Excavation	C.Y.	$10.50
HMA Concrete	Ton	$85.00
Untreated Base Course	C.Y.	$15.00
Granular Borrow	C.Y.	$40.00
Curb and Gutter (2.5' width)	L.F.	$22.50
Sidewalk (5' width)	L.F.	$25.00
Drainage	L.F.	$45.00
* Right of Way	S.F.	$1.27
Bridge/Culvert	S.F.	$225.00
Traffic Signal	Each	$180,000

Contingency	25%

Mobilization	10%

Preconstruction Engineering	10%
Construction Engineering	10%

* Right-of-Way calculated based on open space land cost

MLS Listing Unit Cost Table				
MLS Number	Lot Size (Acres)	Lot Size (S.F.)	Cost	Unit Cost (Per S.F.)
1276930	47.64	2075198.4	$ 659,000	$ 0.32
1289593	20.66	899949.6	$ 123,960	$ 0.14
1322429	7.5	326700	$ 849,900	$ 2.60
1330565	7.77	338461.2	$ 500,000	$ 1.48
1333179	26.93	1173070.8	$ 2,080,000	$ 1.77
1344204	4.02	175111.2	$ 324,900	$ 1.86
1363629	13.08	569764.8	$ 845,000	$ 1.48
1378192	3.57	155509.2	$ 85,000	$ 0.55
1347325	1.17	50965.2	$ 27,500	$ 0.54
			Average:	**$ 1.27**

MLS# 1276930

Tour/Open: Tour
List Price: $659,000 **Status:** Active
Lease Price: $0 **Price Per:** Other
CDOM: 1096 **List Date:** 01/21/2015
DOM: 503
Address: See Directions
NS/EW: 0 S / 0 W **Area:** Am Fork; Hlnd; Lehi; Saratog.
City: Saratoga Springs, UT 84043
County: Utah
Plat: **LOT #:** 3
Tax ID: 16-031-0009 **Taxes:** $400
Zoning Code: AG MIN **HOA Fee:** $0

School Dist: Alpine **Elem:** **Jr High:**
Sr High: **Priv Schl:** **Other Schl:**
Acre FT./Share: 0.00 | **Acre FT./Share:** 0.00 | **Acre FT./Share:** 0.00 |
Wells: | **Surface:** | **Dev. Spring:** |
Culinary Well Health Inspected:
Prop Type: Residential; Recreational; Agricultural
Acres: 47.64
Frontage: 0.0
Side: 0.0
Back: 0.0
Irregular: No
Facing:
Drv. Access
Water Distance: 1 feet
Sewer Distance:
Gas Distance:
Usable Electric:
Pressurized Irr.:
Conn. Fees:
Irrigation Co:
Water:
Exterior Feat.:
Irrigation:
Land Use:
Utilities:
Zoning:
Possession: closing
Terms: Cash; Conventional
CCR:
Lot Facts: View: Lake; View: Mountain; View: Valley
Pre-Market:
Township: 7S
Range: 1E
Section: 18
Section Description: LOT 3, & NE 1/4 OF SW 1/4 OF SEC 18, T7S, R1E, SLM. AREA 47.64
Driving Dir: South on the Redwood Road (Hiway 68) south of Saratoga Springs and Pelican Point ... just east of the Geneva Rock plant.
Remarks: Great opportunity for investment or commercial project. UTAH LAKE, Lake Front Property. LOT 3, & NE 1/4 OF SW 1/4 OF SEC 18, T7S, R1E, SLM. AREA 47.64
Agt Remarks:
HOA Remarks:
Clos Remarks:

Owner: Brown Et Al **Owner Type:**
Contact: Agent **Contact Type:** Agent **Ph 1:** 801-266-6275 **Ph 2:**
L/Agent: Mark Robinson **Email:** 266mark@RealtyBrokers.co **Ph:** 801-266-6275 **Cell:** 801-455-7454
L/Office: Realty Brokers Robinson & Associates **Ph:** 801-266-6275 **Fax:** 801-747-8722
L/Broker: Mark Robinson
BAC: 3% **Dual/Var:** No **List Type:** ERS
Comm Type: Gross **Wthdrwn Dt:** **Off Mkt Dt:** **Exp Dt:** -

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MLS# 1289593

Tour/Open: None
List Price: $123,960 **Status:** Active
Lease Price: $0 **Price Per:** Other
CDOM: 607 **List Date:** 03/23/2015
DOM: 441
Address: 2800 W Long Ridge Rd
NS/EW: 5000 S / 2800 W **Area:** Am Fork; Hlnd; Lehi; Saratog.
City: Saratoga Springs, UT 84045
County: Utah
Plat: **LOT #:**
Tax ID: 98-125-0249 **Taxes:** $217
Zoning Code: **HOA Fee:** $0

School Dist: Alpine **Elem:** **Jr High:**
Sr High: **Priv Schl:** **Other Schl:**
Acre FT./Share: 0.00 | **Acre FT./Share:** 0.00 | **Acre FT./Share:** 0.00 |
Wells: | **Surface:** | **Dev. Spring:** |
Culinary Well Health Inspected: No
Prop Type: Recreational; Other
Acres: 20.66
Frontage: 707.0
Side: 1500.0
Back: 707.0
Irregular: Yes
Facing: N
Drv. Access Dirt; Gravel
Water Distance:
Sewer Distance:
Gas Distance:
Usable Electric:
Pressurized Irr.:
Conn. Fees: None
Irrigation Co: No water rights included. Buyer may purchase water rights and drill a well.
Water: Not Available
Exterior Feat.:
Irrigation:
Land Use: See Remarks
Utilities: See Remarks
Zoning: See Remarks
Possession: Closing
Terms: Cash; Exchange; Seller Finance
CCR:
Lot Facts: Terrain: Hilly
Pre-Market:
Township: 7S
Range: 1W
Section: 1
Section Description:
Driving Dir:
Remarks: 20.655 acres of Unusual property in Lake Mountains just west of Pelican Point on west side of Utah Lake. The property originated as a mining claim for the mineral Onyx and was patented (Deeded by US Gov't) in 1908 and is called Last Chance Lode, MS 5871. The parcel is surrounded by BLM and State Owned property and is one of very few privately owned properties in the area. Sale includes Land Ownership and 95% of mineral rights. Parcel predates area zoning, does not come with water rights, is probably not subdividable and has been recently surveyed. Some have speculated that this property may be the site of the Long Lost Spanish Mine. Build a cabin, hunt for treasure or just use for a getaway. Views of Northern Utah Lake and Southern Utah Lake from the top. Fairly steep 4 wheel road to reach the summit from the West. Priced at $7000 per acre, $144,666 for all, contract possible with 20% down. Broker/Owner
Agt Remarks: Seller to retain 5% of mineral rights. Broker/Owner
HOA Remarks:
Clos Remarks:

Owner: **Owner Type:** Property Owner
Contact: Brad Olsen **Contact Type:** Agent **Ph 1:** 801-560-8448 **Ph 2:** 801-560-8448
L/Agent: Brad Olsen **Email:** olsen_brad@msn.com **Ph:** 801-617-2236 **Cell:**
L/Office: Dimension Realty Services **Ph:** 801-617-2236 **Fax:** 801-984-0099
L/Broker: Brad Olsen
BAC: 3% **Dual/Var:** No **List Type:** ERS
Comm Type: Gross **Wthdrwn Dt:** **Off Mkt Dt:** **Exp Dt:** -

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MLS# 1322429

Tour/Open: None
List Price: $849,900 **Status:** Active
Lease Price: $0 **Price Per:**
CDOM: 6 **List Date:** 08/14/2015
DOM: 24
Address: 1423 S Redwood Rd
NS/EW: 1423 S / 10800 W **Area:** Am Fork; Hlnd; Lehi; Saratog.
City: Saratoga Springs, UT 84045
County: Utah
Plat: **LOT #:**
Tax ID: 58-041-0179 **Taxes:** $1,646
Zoning Code: **HOA Fee:** $0

School Dist: Alpine **Elem:** Saratoga Shores **Jr High:** Willowcreek
Sr High: Westlake **Priv Schl:** **Other Schl:**
Acre FT./Share: 0.00 | **Acre FT./Share:** 0.00 | **Acre FT./Share:** 0.00 |
Wells: | **Surface:** | **Dev. Spring:** |
Culinary Well Health Inspected:
Prop Type: Residential; Agricultural
Acres: 7.50
Frontage: 0.0
Side: 0.0
Back: 0.0
Irregular: No
Facing: E
Drv. Access Gravel
Water Distance:
Sewer Distance:
Gas Distance:
Usable Electric:
Pressurized Irr.:
Conn. Fees:
Irrigation Co:
Water: Culinary Available
Exterior Feat.: Out Buildings
Irrigation: Available
Land Use: Pasture
Utilities: Gas: Connected; Power: Connected
Zoning: See Remarks; Single-Family; Agricultural
Possession: Negotiable
Terms: See Remarks; Cash; Conventional
CCR:
Lot Facts: Corner Lot; Fenced: Full; Horse Property; Terrain: Flat; Terrain: Grad Slope; Terrain: Hilly; View: Lake; View: Mountain; View: Valley
Pre-Market:
Township:
Range:
Section:
Section Description:
Driving Dir:
Remarks: 7.5 Acres on Redwood Road. Corner Lot, Views, Saratoga Springs. Land has a current Home with 2 car garage along with a separate garage. Developement Property
Agt Remarks: The Utah Division of Real Estate requires that offers and counters offers are to be presented through the Listing Broker: Email: UtahBroker@comcast.net or FAX to (888)970-8883 All Info deemed reliable; Buyer or Buyer's Agent to verify all listed MLS info
HOA Remarks:
Clos Remarks:

Owner: JACOBS **Owner Type:** Property Owner
Contact: Lynn Fillmore **Contact Type:** Agent **Ph 1:** 801-224-1559 **Ph 2:** 801-372-1658
L/Agent: Lynn C Fillmore **Email:** UtahBroker@comcast.net **Ph:** 801-224-1559 **Cell:** 801-372-1658
L/Office: Town & Country Apollo Properties **Ph:** 801-224-1559 **Fax:** 888-970-8883
L/Broker: Lynn C Fillmore
BAC: 3% **Dual/Var:** Yes **List Type:** ERS
Comm Type: Net **Wthdrwn Dt:** **Off Mkt Dt:** **Exp Dt:** -

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MLS# 1330565

Tour/Open: None
List Price: $500,000 **Status:** Active
Lease Price: $0 **Price Per:**
CDOM: 257 **List Date:** 09/24/2015
DOM: 257
Address: 8827 W 7350 N
NS/EW: 7350 N / 8827 W **Area:** Am Fork; Hlnd; Lehi; Saratog.
City: Saratoga Springs, UT 84043
County: Utah
Plat: **LOT #:**
Tax ID: 13-031-0016 **Taxes:** $604
Zoning Code: SF **HOA Fee:** $0

School Dist: Alpine **Elem:** Dry Creek **Jr High:** Willowcreek
Sr High: Lehi **Priv Schl:** **Other Schl:**
Acre FT./Share: 0.00 | **Acre FT./Share:** 0.00 | **Acre FT./Share:** 0.00 |
Wells: | **Surface:** | **Dev. Spring:** |
Culinary Well Health Inspected:
Prop Type: Residential
Acres: 7.77
Frontage: 0.0
Side: 0.0
Back: 0.0
Irregular: No
Facing:
Drv. Access Gravel
Water Distance:
Sewer Distance:
Gas Distance:
Usable Electric:
Pressurized Irr.:
Conn. Fees: Power; Water
Irrigation Co:
Water: Well(s)
Exterior Feat.:
Irrigation: Well: Artesian
Land Use:
Utilities: Gas: Available; Power: Connected; Sewer: Available; Sewer: Septic Tank
Zoning:
Possession: NEG
Terms: Lease Option; Seller Finance
CCR: No
Lot Facts: View: Lake; View: Mountain
Pre-Market:
Township:
Range:
Section:
Section
Description:
Driving Dir:
Remarks: 360 degree views with lake access! Views of Utah Lake, Wasatch Mountain Rages, majestic Mt. Timpanogos, historic point of the mountain and grand Mt. Nebo! The perfect setting for your own private getaway.
Agt Remarks: Water is a private free flowing well. Seller is related to listing agent.
HOA Remarks:
Clos Remarks:

Owner: Richard Terry Jacobson **Owner Type:** Property Owner
Contact: Amanda Davis **Contact Type:** Agent **Ph 1:** 435-659-6555 **Ph 2:**
L/Agent: Amanda N Davis **Email:** amanda@luxuryutahliving.com **Ph:** 435-649-7171 **Cell:** 435-659-6555
L/Office: Berkshire Hathaway HomeServices Utah - Park City **Ph:** 435-649-7171 **Fax:** 435-649-5696
L/Broker: Michael Hebert
BAC: 3% **Dual/Var:** No **List Type:** ERS
Comm Type: Gross **Wthdrwn Dt:** **Off Mkt Dt:** **Exp Dt:** -

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MLS# 1333179

Tour/Open: None
List Price: $2,080,000 **Status:** Active
Lease Price: $0 **Price Per:**
CDOM: 64 **List Date:** 10/08/2015
DOM: 111
Address: 300 W Grandview Blvd
NS/EW: 1500 S / 300 W **Area:** Am Fork; Hlnd; Lehi; Saratog.
City: Saratoga Springs, UT 84045
County: Utah
Plat: **LOT #:**
Tax ID: 58-041-0066 **Taxes:** $7,920
Zoning Code: R-3 **HOA Fee:** $0

School Dist: Alpine **Elem:** Saratoga Shores **Jr High:** Lehi
Sr High: Lehi **Priv Schl:** **Other Schl:**
Acre FT./Share: 0.00 | **Acre FT./Share:** 0.00 | **Acre FT./Share:** 0.00 |
Wells: | **Surface:** | **Dev. Spring:** |
Culinary Well Health Inspected:
Prop Type: Residential
Acres: 26.93
Frontage: 0.0
Side: 0.0
Back: 0.0
Irregular: No
Facing: N
Drv. Access
Water Distance:
Sewer Distance:
Gas Distance:
Usable Electric:
Pressurized Irr.:
Conn. Fees:
Irrigation Co:
Water:
Exterior Feat.:
Irrigation:
Land Use:
Utilities:
Zoning: Single-Family
Possession:
Terms:
CCR:
Lot Facts:
Pre-Market:
Township:
Range:
Section:
Section
Description:
Driving Dir:
Remarks:
Agt Remarks: Great opportunity for residential development.
HOA Remarks:
Clos Remarks:

Owner: **Owner Type:** Property Owner
Contact: **Contact Type:** Agent **Ph 1:** **Ph 2:**
L/Agent: Bruce H. Zollinger **Email:** bruce.zollinger@cbre.com **Ph:** 801-869-8040 **Cell:** 801-738-8338
Co-Agent: Matt Hansen **Email:** matthansenrealty@gmail.com **Ph:** **Cell:** 435-671-7548
L/Office: CBRE Inc. **Ph:** 801-869-8000 **Fax:** 801-869-8080
L/Broker: Eli Troy Mills
BAC: 2% **Dual/Var:** No **List Type:** ERS
Comm Type: Net **Wthdrwn Dt:** **Off Mkt Dt:** **Exp Dt:** -

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MLS# 1344204

Tour/Open: None
List Price: $324,900 **Status:** Active
Lease Price: $0 **Price Per:**
CDOM: 203 **List Date:** 11/17/2015
DOM: 203
Address: 8343 Sagehill Dr.
NS/EW: 1200 N / 1125 W **Area:** Am Fork; Hlnd; Lehi; Saratog.
City: Saratoga Springs, UT 84045
County: Utah
Plat: SAGE HILL PHASE 2 **LOT #:** 202
Tax ID: 66-214-0202 **Taxes:** $1,200
Zoning Code: RR **HOA Fee:** $0

School Dist: Alpine **Elem:** Thunder Ridge **Jr High:** Vista Heights Middle School
Sr High: Westlake **Priv Schl:** **Other Schl:**
Acre FT./Share: 0.00 | **Acre FT./Share:** 0.00 | **Acre FT./Share:** 0.00 |
Wells: | **Surface:** | **Dev. Spring:** |
Culinary Well Health Inspected:
Prop Type: Residential; Recreational; Agricultural
Acres: 4.02
Frontage: 0.0
Side: 0.0
Back: 0.0
Irregular: Yes
Facing: E
Drv. Access Asphalt
Water Distance:
Sewer Distance:
Gas Distance: 50 feet
Usable Electric: 50 feet
Pressurized Irr.:
Conn. Fees: Gas; Power
Irrigation Co:
Water: See Remarks; Well(s)
Exterior Feat.:
Irrigation:
Land Use: Sage; Weeds
Utilities: See Remarks; Gas: Available; Power: Available; Sewer: Not Available; Sewer: Septic Tank
Zoning: See Remarks
Possession: IMMEDIATE
Terms: Cash
CCR:
Lot Facts: Corner Lot; Fenced: Part; Horse Property; Terrain: Grad Slope; View: Lake; View: Mountain; View: Valley
Pre-Market:
Township: 5S
Range: 1W
Section: 15
Section Description:
Driving Dir:
Remarks: RIGHT NEXT TO THE "COYOTE CORRALS" THIS IS A HARD TO FIND ZONE THAT ALLOWS THE CURRENT USE AND ZONE RR (RURAL RESIDENTIAL). THIS PROPERTY ALLOWS YOU THE FREEDOM TO CONTROL YOUR WATER SOURCE (BY DRILLING WELL) AND CONVENIENCE OF PRIVATE SEPTIC TANK SYSTEM
Agt Remarks: YOU HAVE TO DRIVE AROUND THIS PROPERTY, GET OUT AND WALK AROUND ON THE PROPERTY TO FULLY UNDERSTAND THE PEACE YOU FEEL IN YOUR HEART. IF YOU DECIDE TO BUILD- BUYER WILL BE REQUIRED TO DRILL A WATER WELL & PROVIDE A PRIVATE SEPTIC TANK ON SITE.
HOA Remarks:
Clos Remarks:

Owner: BBMJ HOLDINGS CO, LLC **Owner Type:** Property Owner
Contact: JUSTIN JOHNSTON **Contact Type:** Agent **Ph 1:** 801-358-3400 **Ph 2:**
L/Agent: Justin Johnston **Email:** justinjohnstonrealestate@yahoo.com **Ph:** 801-358-3400 **Cell:** 801-358-3400
L/Office: JUSTIN JOHNSTON REAL ESTATE, INC **Ph:** 801-358-3400 **Fax:**
L/Broker: Justin Johnston
BAC: 3% **Dual/Var:** No **List Type:** ERS
Comm Type: Gross **Wthdrwn Dt:** **Off Mkt Dt:** **Exp Dt:** -

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MLS# 1363629

Tour/Open: None
List Price: $845,000 **Status:** Active
Lease Price: $0 **Price Per:**
CDOM: 563 **List Date:** 03/08/2016
DOM: 91
Address: 9950 W Saratoga Rd
NS/EW: 7200 N / 9950 W **Area:** Am Fork; Hlnd; Lehi; Saratog.
City: Saratoga Springs, UT 84043
County: Utah
Plat: **LOT #:**
Tax ID: 58-037-0003 **Taxes:** $3,899
Zoning Code: **HOA Fee:** $0

School Dist: Alpine **Elem:** Dry Creek **Jr High:** Willowcreek
Sr High: Lehi **Priv Schl:** **Other Schl:**
Acre FT./Share: 0.00 | **Acre FT./Share:** 0.00 | **Acre FT./Share:** 0.00 |
Wells: | **Surface:** | **Dev. Spring:** |
Culinary Well Health Inspected:
Prop Type: Residential; Agricultural
Acres: 13.08
Frontage: 0.0
Side: 0.0
Back: 0.0
Irregular: No
Facing:
Drv. Access Dirt
Water Distance:
Sewer Distance:
Gas Distance:
Usable Electric:
Pressurized Irr.:
Conn. Fees:
Irrigation Co:
Water: Culinary Available
Exterior Feat.: Out Buildings
Irrigation:
Land Use: Pasture
Utilities: Gas: Available; Power: Available; Sewer: Available
Zoning: Single-Family; Agricultural
Possession:
Terms: Cash; Conventional
CCR:
Lot Facts:
Pre-Market:
Township:
Range:
Section:
Section Description:
Driving Dir:
Remarks: This property is next to Utah Lake and has a concrete warehouse on it. It is located just east of the Jordan River with close access to the Jordan River Walking/Biking Trail.
Agt Remarks:
HOA Remarks:
Clos Remarks:

Owner: **Owner Type:** Owner/Agent
Contact: **Contact Type:** Agent **Ph 1:** 801-209-5216 **Ph 2:**
L/Agent: Betsy Broberg **Email:** betsybroberg@yahoo.com **Ph:** 801-209-5216 **Cell:**
L/Office: Realtypath LLC **Ph:** 801-386-5908 **Fax:** 801-772-2900
L/Broker: Don Zimmerman
BAC: 3% **Dual/Var:** No **List Type:** EAL
Comm Type: Gross **Wthdrwn Dt:** **Off Mkt Dt:** **Exp Dt:** -

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MLS# 1378192

Tour/Open: Tour
List Price: $85,000 **Status:** Active
Lease Price: $0 **Price Per:**
CDOM: 29 **List Date:** 05/09/2016
DOM: 29
Address: See Directions
NS/EW: 3600 S / 3000 W **Area:** Am Fork; Hlnd; Lehi; Saratog.
City: Saratoga Springs, UT 84045
County: Utah
Plat: **LOT #:**
Tax ID: 59-011-0087 **Taxes:** $1
Zoning Code: **HOA Fee:** $0

School Dist: Alpine **Elem:** Sage Hills **Jr High:** Vista Heights Middle School
Sr High: Westlake **Priv Schl:** **Other Schl:**
Acre FT./Share: 0.00 | **Acre FT./Share:** 0.00 | **Acre FT./Share:** 0.00 |
Wells: | **Surface:** | **Dev. Spring:** |
Culinary Well Health Inspected:
Prop Type: Recreational; Agricultural
Acres: 3.57
Frontage: 0.0
Side: 0.0
Back: 0.0
Irregular: No
Facing:
Drv. Access Dirt
Water Distance:
Sewer Distance:
Gas Distance:
Usable Electric:
Pressurized Irr.:
Conn. Fees:
Irrigation Co:
Water:
Exterior Feat.:
Irrigation:
Land Use:
Utilities:
Zoning: Single-Family; Agricultural
Possession:
Terms: Cash; Conventional
CCR: No
Lot Facts: View: Lake; View: Mountain
Pre-Market:
Township:
Range:
Section:
Section Description:
Driving Dir: TAX ID: 59:011:0087 - west of Stillwater subdivision
Remarks: Great land with future building potential! Priced to sell! Lake views. No public access road.
Agt Remarks: No public access road. Buyer to verify all. Potential building lot once subdivision gets closer or if buyer wants to do some serious development.
HOA Remarks:
Clos Remarks:

Owner: LTL Inc. **Owner Type:** Property Owner
Contact: Aaron **Contact Type:** **Ph 1:** 801-687-3970 **Ph 2:**
L/Agent: Aaron C Oldham **Email:** aaron@thehomescoop.com **Ph:** 801-705-6000 **Cell:** 801-687-3970
L/Office: Century 21 Everest Realty Group - Orem **Ph:** 801-705-6000 **Fax:** 801-705-6060
L/Broker: Nicholas Manville
BAC: 3% **Dual/Var:** No **List Type:** ERS
Comm Type: Gross **Wthdrwn Dt:** **Off Mkt Dt:** **Exp Dt:** -

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MLS# 1347325

Tour/Open: Tour
List Price: $27,500 **Status:** Sold
Lease Price: $0 **Price Per:**
CDOM: 125 **List Date:** 12/14/2015
DOM: 125
CTDOM: 4 **Contract Date:** 04/21/2016
Sold Price: $24,000 **Sold Date:** 04/25/2016
Concessions: $0 **Sold Terms:** Cash
Address: See Directions
NS/EW: 2800 S / 5000 W **Area:** Am Fork; Hlnd; Lehi; Saratog.
City: Saratoga Springs, UT 84045
County: Utah
Plat: **LOT #:**
Tax ID: 59-011-0076 **Taxes:** $147
Zoning Code: **HOA Fee:** $0
School Dist: Alpine **Elem:** Saratoga Shores **Jr High:** Willowcreek
Sr High: Westlake **Priv Schl:** **Other Schl:**
Acre FT./Share: 0.00 | **Acre FT./Share:** 0.00 | **Acre FT./Share:** 0.00 |
Wells: | **Surface:** | **Dev. Spring:** |
Culinary Well Health Inspected:
Prop Type: Residential; Recreational
Acres: 1.17
Frontage: 0.0
Side: 0.0
Back: 0.0
Irregular: No
Facing: E
Drv. Access Dirt
Water Distance:
Sewer Distance:
Gas Distance:
Usable Electric:
Pressurized Irr.:
Conn. Fees: Gas; Irrigation; Power; Sewer; Water
Irrigation Co:
Water: Not Connected
Exterior Feat.:
Irrigation:
Land Use:
Utilities:
Zoning: See Remarks; Single-Family; Agricultural
Possession:
Terms: Cash; Conventional
CCR: No
Lot Facts: Terrain: Grad Slope; View: Lake; View: Mountain; View: Valley
Pre-Market:
Township: 6S
Range: 1W
Section: 11
Section Description: COM N 0 DEG 7' 16" W 1096.44 FT FR S 1/4 COR. SEC. 11, T6S, R1W, SLB&M.; N 0 DEG 7' 16" W 220 FT; S 89 DEG 49' 11" W 231.15 FT; S 0 DEG 3' 39" E 220 FT; N 89 DEG 49' 11" E 231.38 FT TO BEG. AREA 1.168 AC.
Driving Dir: Follow stillwater drive until you reach the dirt road. You will continue on the dirt road for approximately .51 miles then take the nearest left. Then drive another 715 ft and the lot is on the right. According to google maps it appears its back off the road about 300 ft
Remarks: Unique lot .5 mile west of stillwater subdivision in saratoga springs. Completely undeveloped with potential for future development, or currently zoned as agricultural or recreational use! Seller has limited knowledge of the property, availability of utilities, etc. There is no sign on the property. The best available directions are given. Seller and Listing agent will work with Buyer to answer any questions they have. Buyer to verify ALL information.
Agt Remarks: Buyer to verify all. Saratoga city says the lot is zoned agricultural which will allow for a single family home, however to currently build will require getting utilities there and road passes through private land.
HOA Remarks:
Clos Remarks:

Owner: Cedar West Properties LLC **Owner Type:** Property Owner
Contact: Ruth **Contact Type:** Secretary **Ph 1:** 801-376-7266 **Ph 2:** 801-687-3970
L/Agent: Aaron C Oldham **Email:** aaron@thehomescoop.com **Ph:** 801-705-6000 **Cell:** 801-687-3970
L/Office: Century 21 Everest Realty Group - Orem **Ph:** 801-705-6000 **Fax:** 801-705-6060
L/Broker: Nicholas Manville
B/Agent: MLS NON **Email:** **Ph:** 000-000-0000 **Cell:**
B/Office: NON-MLS **Ph:** **Fax:**

Saratoga Springs City
Impact Fee Facilities Plan
Project No. 32

400 West: Crossroads Boulevard to Aspen Hills Boulevard

Collector

Costs

Item	Unit	Unit Cost	Quantity	Cost (2016)	Cost (2017)
Parkstrip	S.F.	$10	15,116	$151,158	$159,472
Removal of Existing Asphalt	S.Y.	$4	0	$0	$0
Clearing and Grubbing	Acre	$2,000	1	$2,969	$3,132
Roadway Excavation	C.Y.	$11	3,421	$35,923	$37,899
HMA Concrete	Ton	$85	955	$81,135	$85,598
Untreated Base Course	C.Y.	$15	912	$13,685	$14,438
Granular Borrow	C.Y.	$40	684	$27,370	$28,876
Curb and Gutter (2.5' width)	L.F.	$23	1,680	$37,790	$39,868
Sidewalk (5' width)	L.F.	$25	1,680	$41,988	$44,298
Drainage	L.F.	$45	1,680	$75,579	$79,736
Right of Way	S.F.	$1.27	64,662	$82,381	$86,912
Bridge/Culvert	S.F.	$225	0	$0	$0
Traffic Signal	Each	$180,000	0	$0	$0
			Construction Cost	**$549,979**	**$580,228**
Mobilization (10% of Construction)	Lump	10%	54,998	$54,998	$58,023
Contingency (25% of Construction)	Lump	25%	137,495	$137,495	$145,057
			Subtotal	**$742,472**	**$783,308**

Preconstruction Engineering	10%	$54,998	$58,023
Construction Engineering	10%	$54,998	$58,023

Total Project Costs	**$853,000**	**$900,000**

Saratoga Springs City's Responsibility via Impact Fee's	**100%**	
	$853,000	**$900,000**

Overall Assumptions:

HMA Pavement Density (pcf) =	**155**
HMA Thickness (in) =	**4**
Untreated Base Course Thickness (in) =	**8**
Granual Borrow Thickness (in) =	**6**
Roadway Excavation Depth (ft) =	**2.5**
Number of Sidewalks (No.) =	**2**

Project Parameters:

Improvement Type:	**New Road**
Funding:	**Saratoga Springs**
Completion Year:	**2017**
Inflation Rate:	**1.06**

Saratoga Springs City
Impact Fee Facilities Plan
Project No. 47

Mt. Saratoga Blvd: Talus Ridge Drive to Pony Express Boulevard

Collector

Costs

Item	Unit	Unit Cost	Quantity	Cost (2016)	Cost (2017)
Parkstrip	S.F.	$10	107,100	$1,071,000	$1,129,905
Removal of Existing Asphalt	S.Y.	$4	0	$0	$0
Clearing and Grubbing	Acre	$2,000	11	$21,035	$22,192
Roadway Excavation	C.Y.	$11	24,241	$254,528	$268,527
HMA Concrete	Ton	$85	6,763	$574,869	$606,487
Untreated Base Course	C.Y.	$15	6,464	$96,963	$102,296
Granular Borrow	C.Y.	$40	4,848	$193,926	$204,592
Curb and Gutter (2.5' width)	L.F.	$23	11,900	$267,750	$282,476
Sidewalk (5' width)	L.F.	$25	11,900	$297,500	$313,863
Drainage	L.F.	$45	11,900	$535,500	$564,953
Right of Way	S.F.	$1.27	5,950	$7,580	$7,997
Bridge/Culvert	S.F.	$225	0	$0	$0
Traffic Signal	Each	$180,000	0	$0	$0
			Construction Cost	**$3,320,652**	**$3,503,287**
Mobilization (10% of Construction)	Lump	10%	332,065	$332,065	$350,329
Contingency (25% of Construction)	Lump	25%	830,163	$830,163	$875,822
			Subtotal	**$4,482,880**	**$4,729,438**

Preconstruction Engineering	10%	$332,065	$350,329
Construction Engineering	10%	$332,065	$350,329

Total Project Costs	**$5,148,000**	**$5,431,000**

Saratoga Springs City's Responsibility via Impact Fee's	**100%**	
	$5,148,000	**$5,431,000**

Overall Assumptions:

HMA Pavement Density (pcf) =	**155**
HMA Thickness (in) =	**4**
Untreated Base Course Thickness (in) =	**8**
Granual Borrow Thickness (in) =	**6**
Roadway Excavation Depth (ft) =	**2.5**
Number of Sidewalks (No.) =	**2**

Project Parameters:

Improvement Type:	**New Road**
Funding:	**Saratoga Springs**
Completion Year:	**2017**
Inflation Rate:	**1.06**

Saratoga Springs City
Impact Fee Facilities Plan
Project No. 14

Talus Ridge Drive: Talus Ridge Drive to Mt. Saratoga Blvd

Collector

Costs

Item	Unit	Unit Cost	Quantity	Cost (2016)	Cost (2018)
Parkstrip	S.F.	$10	54,000	$540,000	$601,034
Removal of Existing Asphalt	S.Y.	$4	0	$0	$0
Clearing and Grubbing	Acre	$2,000	5	$10,606	$11,805
Roadway Excavation	C.Y.	$11	12,222	$128,333	$142,838
HMA Concrete	Ton	$85	3,410	$289,850	$322,610
Untreated Base Course	C.Y.	$15	3,259	$48,889	$54,415
Granular Borrow	C.Y.	$40	2,444	$97,778	$108,829
Curb and Gutter (2.5' width)	L.F.	$23	6,000	$135,000	$150,258
Sidewalk (5' width)	L.F.	$25	6,000	$150,000	$166,954
Drainage	L.F.	$45	6,000	$270,000	$300,517
Right of Way	S.F.	$1.27	231,000	$294,300	$327,564
Bridge/Culvert	S.F.	$225	0	$0	$0
Traffic Signal	Each	$180,000	0	$0	$0
			Construction Cost	**$1,964,756**	**$2,186,823**
Mobilization (10% of Construction)	Lump	10%	196,476	$196,476	$218,682
Contingency (25% of Construction)	Lump	25%	491,189	$491,189	$546,706
			Subtotal	**$2,652,421**	**$2,952,211**

Preconstruction Engineering	10%	$196,476	$218,682
Construction Engineering	10%	$196,476	$218,682

Total Project Costs	**$3,046,000**	**$3,390,000**

Saratoga Springs City's Responsibility via Impact Fee's	**100%**	
	$3,046,000	**$3,390,000**

Overall Assumptions:

HMA Pavement Density (pcf) =	**155**
HMA Thickness (in) =	**4**
Untreated Base Course Thickness (in) =	**8**
Granual Borrow Thickness (in) =	**6**
Roadway Excavation Depth (ft) =	**2.5**
Number of Sidewalks (No.) =	**2**

Project Parameters:

Improvement Type:	**New Road**
Funding:	**Saratoga Springs**
Completion Year:	**2018**
Inflation Rate:	**1.11**

Saratoga Springs City
Impact Fee Facilities Plan
Project No. 34

Foothill Blvd: Landview Drive to Lariat Boulevard (Right of Way Only)

Major Arterial

Costs

Item	Unit	Unit Cost	Quantity	Cost (2016)	Cost (2018)
Parkstrip	S.F.	$10	0	$0	$0
Removal of Existing Asphalt	S.Y.	$4	0	$0	$0
Clearing and Grubbing	Acre	$2,000	0	$0	$0
Roadway Excavation	C.Y.	$11	0	$0	$0
HMA Concrete	Ton	$85	0	$0	$0
Untreated Base Course	C.Y.	$15	0	$0	$0
Granular Borrow	C.Y.	$40	0	$0	$0
Curb and Gutter (2.5' width)	L.F.	$23	0	$0	$0
Sidewalk (5' width)	L.F.	$25	0	$0	$0
Drainage	L.F.	$45	0	$0	$0
Right of Way	S.F.	$1.27	539,400	$687,210	$764,882
Bridge/Culvert	S.F.	$225	0	$0	$0
Traffic Signal	Each	$180,000	0	$0	$0
			Construction Cost	**$687,210**	**$764,882**
Mobilization (10% of Construction)	Lump	10%	68,721	$68,721	$76,488
Contingency (25% of Construction)	Lump	25%	171,803	$171,803	$191,221
			Subtotal	**$927,734**	**$1,032,591**

Preconstruction Engineering	0%	$0	$0
Construction Engineering	0%	$0	$0

Total Project Costs	**$928,000**	**$1,033,000**

Saratoga Springs City's Responsibility via Impact Fee's	**100%**	
	$928,000	**$1,033,000**

Overall Assumptions:

HMA Pavement Density (pcf) =	**155**
HMA Thickness (in) =	**5**
Untreated Base Course Thickness (in) =	**6**
Granual Borrow Thickness (in) =	**15**
Roadway Excavation Depth (ft) =	**2.5**
Number of Sidewalks (No.) =	**2**

Project Parameters:

Improvement Type:	**Right-of-Way**
Funding:	**Saratoga Springs**
Completion Year:	**2018**
Inflation Rate:	**1.11**

Saratoga Springs City
Impact Fee Facilities Plan
Project No. 2

Pony Express: Redwood Road (SR-68) to Western Border (5-Lane Cross-Section)

Major Arterial

Costs

Item	Unit	Unit Cost	Quantity	Cost (2016)	Cost (2019)
Parkstrip	S.F.	$10	222,080	$2,220,801	$2,583,038
Removal of Existing Asphalt	S.Y.	$4	29,910	$119,639	$139,154
Clearing and Grubbing	Acre	$2,000	11	$22,247	$25,876
Roadway Excavation	C.Y.	$11	26,171	$274,796	$319,618
HMA Concrete	Ton	$85	9,127	$775,808	$902,351
Untreated Base Course	C.Y.	$15	5,234	$78,513	$91,320
Granular Borrow	C.Y.	$40	13,086	$523,421	$608,797
Curb and Gutter (2.5' width)	L.F.	$23	13,459	$302,836	$352,232
Sidewalk (5' width)	L.F.	$25	13,459	$336,485	$391,369
Drainage	L.F.	$45	13,459	$605,673	$704,465
Right of Way	S.F.	$1.27	484,538	$617,315	$718,006
Bridge/Culvert	S.F.	$225	0	$0	$0
Traffic Signal	Each	$180,000	0	$0	$0
			Construction Cost	**$5,877,535**	**$6,836,226**
Mobilization (10% of Construction)	Lump	10%	587,754	$587,754	$683,623
Contingency (25% of Construction)	Lump	25%	1,469,384	$1,469,384	$1,709,057
			Subtotal	**$7,934,672**	**$9,228,906**

Preconstruction Engineering	10%	$587,754	$683,623
Construction Engineering	10%	$587,754	$683,623

Total Project Costs	**$9,111,000**	**$10,597,000**

Saratoga Springs City's Responsibility via Impact Fee's	**6.77%**	
	$617,000	**$717,000**

Overall Assumptions:

HMA Pavement Density (pcf) =	**155**
HMA Thickness (in) =	**5**
Untreated Base Course Thickness (in) =	**6**
Granual Borrow Thickness (in) =	**15**
Roadway Excavation Depth (ft) =	**2.5**
Number of Sidewalks (No.) =	**2**

Project Parameters:

Improvement Type:	**Capacity Improvement**
Funding:	**MAG/Saratoga Springs**
Completion Year:	**2019**
Inflation Rate:	**1.16**

Saratoga Springs City
Impact Fee Facilities Plan
Project No. 11

Riverside Drive Extension: Crossroads Blvd to Pioneer Crossing (SR-145)

Collector

Costs

Item	Unit	Unit Cost	Quantity	Cost (2016)	Cost (2019)
Parkstrip	S.F.	$10	75,600	$756,000	$879,312
Removal of Existing Asphalt	S.Y.	$4	0	$0	$0
Clearing and Grubbing	Acre	$2,000	7	$14,848	$17,270
Roadway Excavation	C.Y.	$11	17,111	$179,667	$208,972
HMA Concrete	Ton	$85	4,774	$405,790	$471,979
Untreated Base Course	C.Y.	$15	4,563	$68,444	$79,608
Granular Borrow	C.Y.	$40	3,422	$136,889	$159,217
Curb and Gutter (2.5' width)	L.F.	$23	8,400	$189,000	$219,828
Sidewalk (5' width)	L.F.	$25	8,400	$210,000	$244,253
Drainage	L.F.	$45	8,400	$378,000	$439,656
Right of Way	S.F.	$1.27	323,400	$412,021	$479,226
Bridge/Culvert	S.F.	$225	0	$0	$0
Traffic Signal	Each	$180,000	0	$0	$0
			Construction Cost	**$2,750,659**	**$3,199,322**
Mobilization (10% of Construction)	Lump	10%	275,066	$275,066	$319,932
Contingency (25% of Construction)	Lump	25%	687,665	$687,665	$799,831
			Subtotal	**$3,713,390**	**$4,319,085**

Preconstruction Engineering	10%	$275,066	$319,932
Construction Engineering	10%	$275,066	$319,932

Total Project Costs	**$4,264,000**	**$4,959,000**

Saratoga Springs City's Responsibility via Impact Fee's	**100%**	
	$4,264,000	**$4,959,000**

Overall Assumptions:

HMA Pavement Density (pcf) =	**155**
HMA Thickness (in) =	**4**
Untreated Base Course Thickness (in) =	**8**
Granual Borrow Thickness (in) =	**6**
Roadway Excavation Depth (ft) =	**2.5**
Number of Sidewalks (No.) =	**2**

Project Parameters:

Improvement Type:	**New Road**
Funding:	**Saratoga Springs**
Completion Year:	**2019**
Inflation Rate:	**1.16**

Saratoga Springs City
Impact Fee Facilities Plan
Project No. 19

Signal: Crossroads Blvd & Riverside Drive

Traffic Signal

Costs

Item	Unit	Unit Cost	Quantity	Cost (2016)	Cost (2019)
Parkstrip	S.F.	$10	0	$0	$0
Removal of Existing Asphalt	S.Y.	$4	0	$0	$0
Clearing and Grubbing	Acre	$2,000	0	$0	$0
Roadway Excavation	C.Y.	$11	0	$0	$0
HMA Concrete	Ton	$85	0	$0	$0
Untreated Base Course	C.Y.	$15	0	$0	$0
Granular Borrow	C.Y.	$40	0	$0	$0
Curb and Gutter (2.5' width)	L.F.	$23	0	$0	$0
Sidewalk (5' width)	L.F.	$25	0	$0	$0
Drainage	L.F.	$45	0	$0	$0
Right of Way	S.F.	$1.27	0	$0	$0
Bridge/Culvert	S.F.	$225	0	$0	$0
Traffic Signal	Each	$180,000	1	$180,000	$209,360
			Construction Cost	**$180,000**	**$209,360**
Mobilization (10% of Construction)	Lump	10%	18,000	$18,000	$20,936
Contingency (25% of Construction)	Lump	25%	45,000	$45,000	$52,340
			Subtotal	**$243,000**	**$282,636**

Preconstruction Engineering	10%	$18,000	$20,936
Construction Engineering	10%	$18,000	$20,936

Total Project Costs	**$279,000**	**$325,000**

Saratoga Springs City's Responsibility via Impact Fee's	**100%**	
	$279,000	**$325,000**

Overall Assumptions:

HMA Pavement Density (pcf) =	**0**
HMA Thickness (in) =	**0**
Untreated Base Course Thickness (in) =	**0**
Granual Borrow Thickness (in) =	**0**
Roadway Excavation Depth (ft) =	**0**
Number of Sidewalks (No.) =	**0**

Project Parameters:

Improvement Type:	**Traffic Signal**
Funding:	**Saratoga Springs**
Completion Year:	**2019**
Inflation Rate:	**1.16**

Saratoga Springs City
Impact Fee Facilities Plan
Project No. 26

Foothill Blvd: Pony Express Parkway to Lariat Boulevard (26' Roadway Only)

Minor Collector

Costs

Item	Unit	Unit Cost	Quantity	Cost (2016)	Cost (2019)
Parkstrip	S.F.	$10	0	$0	$0
Removal of Existing Asphalt	S.Y.	$4	0	$0	$0
Clearing and Grubbing	Acre	$2,000	9	$18,264	$21,244
Roadway Excavation	C.Y.	$11	36,833	$386,750	$449,833
HMA Concrete	Ton	$85	10,277	$873,503	$1,015,980
Untreated Base Course	C.Y.	$15	9,822	$147,333	$171,365
Granular Borrow	C.Y.	$40	7,367	$294,667	$342,730
Curb and Gutter (2.5' width)	L.F.	$23	0	$0	$0
Sidewalk (5' width)	L.F.	$25	0	$0	$0
Drainage	L.F.	$45	0	$0	$0
Right of Way	S.F.	$1.27	15,300	$19,493	$22,672
Bridge/Culvert	S.F.	$225	0	$0	$0
Traffic Signal	Each	$180,000	0	$0	$0
			Construction Cost	**$1,740,010**	**$2,023,825**
Mobilization (10% of Construction)	Lump	10%	174,001	$174,001	$202,382
Contingency (25% of Construction)	Lump	25%	435,002	$435,002	$505,956
			Subtotal	**$2,349,013**	**$2,732,163**

Preconstruction Engineering	10%	$174,001	$202,382
Construction Engineering	10%	$174,001	$202,382

Total Project Costs	**$2,698,000**	**$3,137,000**

Saratoga Springs City's Responsibility via Impact Fee's	**100%**	
	$2,698,000	**$3,137,000**

Overall Assumptions:

HMA Pavement Density (pcf) =	**155**
HMA Thickness (in) =	**4**
Untreated Base Course Thickness (in) =	**8**
Granual Borrow Thickness (in) =	**6**
Roadway Excavation Depth (ft) =	**2.5**
Number of Sidewalks (No.) =	**2**

Project Parameters:

Improvement Type:	**New Road**
Funding:	**Saratoga Springs**
Completion Year:	**2019**
Inflation Rate:	**1.16**

Saratoga Springs City
Impact Fee Facilities Plan
Project No. 36

Foothill Blvd: Honeysuckle Drive to Fox Hollow Drive (Right of Way Only)

Major Arterial

Costs

Item	Unit	Unit Cost	Quantity	Cost (2016)	Cost (2019)
Parkstrip	S.F.	$10	0	$0	$0
Removal of Existing Asphalt	S.Y.	$4	0	$0	$0
Clearing and Grubbing	Acre	$2,000	0	$0	$0
Roadway Excavation	C.Y.	$11	0	$0	$0
HMA Concrete	Ton	$85	0	$0	$0
Untreated Base Course	C.Y.	$15	0	$0	$0
Granular Borrow	C.Y.	$40	0	$0	$0
Curb and Gutter (2.5' width)	L.F.	$23	0	$0	$0
Sidewalk (5' width)	L.F.	$25	0	$0	$0
Drainage	L.F.	$45	0	$0	$0
Right of Way	S.F.	$1.27	872,000	$1,110,952	$1,292,161
Bridge/Culvert	S.F.	$225	0	$0	$0
Traffic Signal	Each	$180,000	0	$0	$0
			Construction Cost	**$1,110,952**	**$1,292,161**
Mobilization (10% of Construction)	Lump	10%	111,095	$111,095	$129,216
Contingency (25% of Construction)	Lump	25%	277,738	$277,738	$323,040
			Subtotal	**$1,499,785**	**$1,744,417**

Preconstruction Engineering	0%	$0	$0
Construction Engineering	0%	$0	$0

Total Project Costs	**$1,500,000**	**$1,745,000**

Saratoga Springs City's Responsibility via Impact Fee's	**100%**	
	$1,500,000	**$1,745,000**

Overall Assumptions:

HMA Pavement Density (pcf) =	**155**
HMA Thickness (in) =	**5**
Untreated Base Course Thickness (in) =	**6**
Granual Borrow Thickness (in) =	**15**
Roadway Excavation Depth (ft) =	**2.5**
Number of Sidewalks (No.) =	**2**

Project Parameters:

Improvement Type:	**Right-of-Way**
Funding:	**Saratoga Springs**
Completion Year:	**2019**
Inflation Rate:	**1.16**

Saratoga Springs City
Impact Fee Facilities Plan
Project No. 33

Foothill Blvd: Meadow Side Drive to Landview Drive (Right of Way Only)

Major Arterial

Costs

Item	Unit	Unit Cost	Quantity	Cost (2016)	Cost (2020)
Parkstrip	S.F.	$10	0	$0	$0
Removal of Existing Asphalt	S.Y.	$4	0	$0	$0
Clearing and Grubbing	Acre	$2,000	0	$0	$0
Roadway Excavation	C.Y.	$11	0	$0	$0
HMA Concrete	Ton	$85	0	$0	$0
Untreated Base Course	C.Y.	$15	0	$0	$0
Granular Borrow	C.Y.	$40	0	$0	$0
Curb and Gutter (2.5' width)	L.F.	$23	0	$0	$0
Sidewalk (5' width)	L.F.	$25	0	$0	$0
Drainage	L.F.	$45	0	$0	$0
Right of Way	S.F.	$1.27	939,600	$1,197,076	$1,448,026
Bridge/Culvert	S.F.	$225	0	$0	$0
Traffic Signal	Each	$180,000	0	$0	$0
			Construction Cost	**$1,197,076**	**$1,448,026**
Mobilization (10% of Construction)	Lump	10%	119,708	$119,708	$144,803
Contingency (25% of Construction)	Lump	25%	299,269	$299,269	$362,007
			Subtotal	**$1,616,053**	**$1,954,835**

Preconstruction Engineering	0%	$0	$0
Construction Engineering	0%	$0	$0

Total Project Costs	**$1,617,000**	**$1,955,000**

Saratoga Springs City's Responsibility via Impact Fee's	**100%**	
	$1,617,000	**$1,955,000**

Overall Assumptions:

HMA Pavement Density (pcf) =	**155**
HMA Thickness (in) =	**5**
Untreated Base Course Thickness (in) =	**6**
Granual Borrow Thickness (in) =	**15**
Roadway Excavation Depth (ft) =	**2.5**
Number of Sidewalks (No.) =	**2**

Project Parameters:

Improvement Type:	**Right-of-Way**
Funding:	**Saratoga Springs**
Completion Year:	**2020**
Inflation Rate:	**1.21**

Saratoga Springs City
Impact Fee Facilities Plan
Project No. 46

Market Street: Redwood Road (SR-68) to Riverside Drive

Collector

Costs

Item	Unit	Unit Cost	Quantity	Cost (2016)	Cost (2020)
Parkstrip	S.F.	$10	10,800	$108,000	$130,641
Removal of Existing Asphalt	S.Y.	$4	0	$0	$0
Clearing and Grubbing	Acre	$2,000	1	$2,121	$2,566
Roadway Excavation	C.Y.	$11	2,444	$25,667	$31,047
HMA Concrete	Ton	$85	682	$57,970	$70,123
Untreated Base Course	C.Y.	$15	652	$9,778	$11,828
Granular Borrow	C.Y.	$40	489	$19,556	$23,655
Curb and Gutter (2.5' width)	L.F.	$23	1,200	$27,000	$32,660
Sidewalk (5' width)	L.F.	$25	1,200	$30,000	$36,289
Drainage	L.F.	$45	1,200	$54,000	$65,320
Right of Way	S.F.	$1.27	600	$764	$925
Bridge/Culvert	S.F.	$225	0	$0	$0
Traffic Signal	Each	$180,000	0	$0	$0
			Construction Cost	**$334,856**	**$405,053**
Mobilization (10% of Construction)	Lump	10%	33,486	$33,486	$40,505
Contingency (25% of Construction)	Lump	25%	83,714	$83,714	$101,263
			Subtotal	**$452,055**	**$546,822**

Preconstruction Engineering	10%	$33,486	$40,505
Construction Engineering	10%	$33,486	$40,505

Total Project Costs	**$520,000**	**$628,000**

Saratoga Springs City's Responsibility via Impact Fee's	**100%**	
	$520,000	**$628,000**

Overall Assumptions:

HMA Pavement Density (pcf) =	**155**
HMA Thickness (in) =	**4**
Untreated Base Course Thickness (in) =	**8**
Granual Borrow Thickness (in) =	**6**
Roadway Excavation Depth (ft) =	**2.5**
Number of Sidewalks (No.) =	**2**

Project Parameters:

Improvement Type:	**New Road**
Funding:	**Saratoga Springs**
Completion Year:	**2020**
Inflation Rate:	**1.21**

Saratoga Springs City
Impact Fee Facilities Plan
Project No. 31

400 South: Redwood Road (SR-68) to Saratoga Road

Collector

Costs

Item	Unit	Unit Cost	Quantity	Cost (2016)	Cost (2021)
Parkstrip	S.F.	$10	0	$0	$0
Removal of Existing Asphalt	S.Y.	$4	17,333	$69,333	$87,223
Clearing and Grubbing	Acre	$2,000	0	$0	$0
Roadway Excavation	C.Y.	$11	1,852	$19,444	$24,462
HMA Concrete	Ton	$85	517	$43,917	$55,248
Untreated Base Course	C.Y.	$15	494	$7,407	$9,319
Granular Borrow	C.Y.	$40	370	$14,815	$18,637
Curb and Gutter (2.5' width)	L.F.	$23	4,000	$90,000	$113,222
Sidewalk (5' width)	L.F.	$25	4,000	$100,000	$125,802
Drainage	L.F.	$45	4,000	$180,000	$226,444
Right of Way	S.F.	$1.27	0	$0	$0
Initial Construction	Each	$166,929	1	$166,929	$210,000
			Construction Cost	**$691,846**	**$870,356**
Mobilization (10% of Construction)	Lump	10%	69,185	$69,185	$87,036
Contingency (25% of Construction)	Lump	25%	172,961	$172,961	$217,589
			Subtotal	**$933,991**	**$1,174,981**

Preconstruction Engineering	10%	$69,185	$87,036
Construction Engineering	10%	$69,185	$87,036

Total Project Costs	**$1,073,000**	**$1,350,000**

Saratoga Springs City's Responsibility via Impact Fee's	**100%**	
	$1,073,000	**$1,350,000**

Overall Assumptions:

HMA Pavement Density (pcf) =	**155**
HMA Thickness (in) =	**4**
Untreated Base Course Thickness (in) =	**8**
Granual Borrow Thickness (in) =	**6**
Roadway Excavation Depth (ft) =	**2.5**
Number of Sidewalks (No.) =	**2**

Project Parameters:

Improvement Type:	**Capacity Improvement**
Funding:	**Saratoga Springs**
Completion Year:	**2021**
Inflation Rate:	**1.26**

Saratoga Springs City
Impact Fee Facilities Plan
Project No. 35

Foothill Blvd: Lariat Boulevard to Honeysuckle Drive (Right of Way Only)

Major Arterial

Costs

Item	Unit	Unit Cost	Quantity	Cost (2016)	Cost (2021)
Parkstrip	S.F.	$10	0	$0	$0
Removal of Existing Asphalt	S.Y.	$4	0	$0	$0
Clearing and Grubbing	Acre	$2,000	0	$0	$0
Roadway Excavation	C.Y.	$11	0	$0	$0
HMA Concrete	Ton	$85	0	$0	$0
Untreated Base Course	C.Y.	$15	0	$0	$0
Granular Borrow	C.Y.	$40	0	$0	$0
Curb and Gutter (2.5' width)	L.F.	$23	0	$0	$0
Sidewalk (5' width)	L.F.	$25	0	$0	$0
Drainage	L.F.	$45	0	$0	$0
Right of Way	S.F.	$1.27	636,000	$810,282	$1,019,351
Bridge/Culvert	S.F.	$225	0	$0	$0
Traffic Signal	Each	$180,000	0	$0	$0
			Construction Cost	**$810,282**	**$1,019,351**
Mobilization (10% of Construction)	Lump	10%	81,028	$81,028	$101,935
Contingency (25% of Construction)	Lump	25%	202,570	$202,570	$254,838
			Subtotal	**$1,093,880**	**$1,376,124**

Preconstruction Engineering	0%	$0	$0
Construction Engineering	0%	$0	$0

Total Project Costs	**$1,094,000**	**$1,377,000**

Saratoga Springs City's Responsibility via Impact Fee's	**100%**	
	$1,094,000	**$1,377,000**

Overall Assumptions:

HMA Pavement Density (pcf) =	**155**
HMA Thickness (in) =	**5**
Untreated Base Course Thickness (in) =	**6**
Granual Borrow Thickness (in) =	**15**
Roadway Excavation Depth (ft) =	**2.5**
Number of Sidewalks (No.) =	**2**

Project Parameters:

Improvement Type:	**Right-of-Way**
Funding:	**Saratoga Springs**
Completion Year:	**2021**
Inflation Rate:	**1.26**

Saratoga Springs City
Impact Fee Facilities Plan
Project No. 42

400 East: Crossroads Boulevard to Northern Border

Minor Arterial

Costs

Item	Unit	Unit Cost	Quantity	Cost (2016)	Cost (2022)
Parkstrip	S.F.	$10	32,400	$324,000	$423,903
Removal of Existing Asphalt	S.Y.	$4	4,800	$19,200	$25,120
Clearing and Grubbing	Acre	$2,000	3	$5,322	$6,963
Roadway Excavation	C.Y.	$11	5,333	$56,000	$73,267
HMA Concrete	Ton	$85	1,860	$158,100	$206,849
Untreated Base Course	C.Y.	$15	1,422	$21,333	$27,911
Granular Borrow	C.Y.	$40	1,067	$42,667	$55,823
Curb and Gutter (2.5' width)	L.F.	$23	3,600	$81,000	$105,976
Sidewalk (5' width)	L.F.	$30	3,600	$108,000	$141,301
Drainage	L.F.	$45	3,600	$162,000	$211,951
Right of Way	S.F.	$1.27	115,920	$147,685	$193,223
Bridge/Culvert	S.F.	$225	0	$0	$0
Traffic Signal	Each	$180,000	0	$0	$0
			Construction Cost	**$1,125,308**	**$1,472,287**
Mobilization (10% of Construction)	Lump	10%	112,531	$112,531	$147,229
Contingency (25% of Construction)	Lump	25%	281,327	$281,327	$368,072
			Subtotal	**$1,519,165**	**$1,987,587**

Preconstruction Engineering	10%	$112,531	$147,229
Construction Engineering	10%	$112,531	$147,229

Total Project Costs	**$1,745,000**	**$2,283,000**

Saratoga Springs City's Responsibility via Impact Fee's	**100%**	
	$1,745,000	**$2,283,000**

Overall Assumptions:

HMA Pavement Density (pcf) =	**155**
HMA Thickness (in) =	**5**
Untreated Base Course Thickness (in) =	**8**
Granual Borrow Thickness (in) =	**6**
Roadway Excavation Depth (ft) =	**2.5**
Number of Sidewalks (No.) =	**2**

Project Parameters:

Improvement Type:	**New Road**
Funding:	**Saratoga Springs**
Completion Year:	**2022**
Inflation Rate:	**1.31**

Saratoga Springs City
Impact Fee Facilities Plan
Project No. 43

145 North: 1100 West to 2300 West (Right-of-Way Only)

Major Arterial

Costs

Item	Unit	Unit Cost	Quantity	Cost (2016)	Cost (2022)
Parkstrip	S.F.	$10	0	$0	$0
Removal of Existing Asphalt	S.Y.	$4	0	$0	$0
Clearing and Grubbing	Acre	$2,000	0	$0	$0
Roadway Excavation	C.Y.	$11	0	$0	$0
HMA Concrete	Ton	$85	0	$0	$0
Untreated Base Course	C.Y.	$15	0	$0	$0
Granular Borrow	C.Y.	$40	0	$0	$0
Curb and Gutter (2.5' width)	L.F.	$23	0	$0	$0
Sidewalk (5' width)	L.F.	$25	0	$0	$0
Drainage	L.F.	$45	0	$0	$0
Right of Way	S.F.	$1.27	784,000	$998,838	$1,306,821
Bridge/Culvert	S.F.	$225	0	$0	$0
Traffic Signal	Each	$180,000	0	$0	$0
			Construction Cost	**$998,838**	**$1,306,821**
Mobilization (10% of Construction)	Lump	10%	99,884	$99,884	$130,682
Contingency (25% of Construction)	Lump	25%	249,709	$249,709	$326,705
			Subtotal	**$1,348,431**	**$1,764,208**

Preconstruction Engineering	0%	$0	$0
Construction Engineering	0%	$0	$0

Total Project Costs	**$1,349,000**	**$1,765,000**

Saratoga Springs City's Responsibility via Impact Fee's	**100%**	
	$1,349,000	**$1,765,000**

Overall Assumptions:

HMA Pavement Density (pcf) =	**155**
HMA Thickness (in) =	**5**
Untreated Base Course Thickness (in) =	**6**
Granual Borrow Thickness (in) =	**15**
Roadway Excavation Depth (ft) =	**2.5**
Number of Sidewalks (No.) =	**2**

Project Parameters:

Improvement Type:	**Right-of-Way**
Funding:	**Saratoga Springs**
Completion Year:	**2022**
Inflation Rate:	**1.31**

Saratoga Springs City
Impact Fee Facilities Plan
Project No. 44

400 North: Redwood Road (SR-68) to Riverside Drive

Collector

Costs

Item	Unit	Unit Cost	Quantity	Cost (2016)	Cost (2022)
Parkstrip	S.F.	$10	27,000	$270,000	$353,252
Removal of Existing Asphalt	S.Y.	$4	0	$0	$0
Clearing and Grubbing	Acre	$2,000	3	$5,303	$6,938
Roadway Excavation	C.Y.	$11	6,111	$64,167	$83,952
HMA Concrete	Ton	$85	1,705	$144,925	$189,611
Untreated Base Course	C.Y.	$15	1,630	$24,444	$31,982
Granular Borrow	C.Y.	$40	1,222	$48,889	$63,963
Curb and Gutter (2.5' width)	L.F.	$23	3,000	$67,500	$88,313
Sidewalk (5' width)	L.F.	$25	3,000	$75,000	$98,126
Drainage	L.F.	$45	3,000	$135,000	$176,626
Right of Way	S.F.	$1.27	1,500	$1,911	$2,500
Bridge/Culvert	S.F.	$225	0	$0	$0
Traffic Signal	Each	$180,000	0	$0	$0
			Construction Cost	**$837,139**	**$1,095,264**
Mobilization (10% of Construction)	Lump	10%	83,714	$83,714	$109,526
Contingency (25% of Construction)	Lump	25%	209,285	$209,285	$273,816
			Subtotal	**$1,130,138**	**$1,478,606**

Preconstruction Engineering	10%	$83,714	$109,526
Construction Engineering	10%	$83,714	$109,526

Total Project Costs	**$1,298,000**	**$1,698,000**

Saratoga Springs City's Responsibility via Impact Fee's	**100%**	
	$1,298,000	**$1,698,000**

Overall Assumptions:

HMA Pavement Density (pcf) =	**155**
HMA Thickness (in) =	**4**
Untreated Base Course Thickness (in) =	**8**
Granual Borrow Thickness (in) =	**6**
Roadway Excavation Depth (ft) =	**2.5**
Number of Sidewalks (No.) =	**2**

Project Parameters:

Improvement Type:	**New Road**
Funding:	**Saratoga Springs**
Completion Year:	**2022**
Inflation Rate:	**1.31**

City of Saratoga Springs

Transportation Impact Fees Analysis

January 24, 2017

ZIONS ZPFI PUBLIC FINANCE, INC.

Transportation Impact Fee Analysis

Summary

This Impact Fee Analysis (IFA) is based on the information provided in the City's Roadway Impact Fee Facilities Plan ("IFFP") dated January 2017 and prepared by Horrocks Engineers.

Projected Growth. The IFFP projects that new development in the City of Saratoga Springs ("City") is projected to grow by an estimated 6,340 PM peak trips between 2016 and 2022 – from 7,809 PM peak hour trips in 2016 to 14,149 trips in 2022. This growth will use up excess capacity on existing roads and 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 existing level of service (LOS) is LOS D and that the "IFFP will not make any changes to the existing level of service, and LOS D will be the standard by which future growth will be evaluated" (p. 4). Therefore, the proposed LOS is also LOS D.

Service Areas. The City includes one roadway service area.

System Improvements. Only improvements to "collector" streets and "arterials" are considered "system improvements" and are eligible to be funded with impact fees.

Excess Capacity. The City's IFFP identifies current excess capacity on 27 streets. The actual cost of these improvements is eligible to be included in the calculation of impact fees. The City has identified $4,260,744 in actual costs of existing, excess capacity that will be consumed by new development between 2016 and 2022.

System Deficiencies. The City has identified five roadways with existing deficiencies. Impact fees cannot be charged, and have not been charged, to make up for existing deficiencies.

New Construction. The City's Transportation IFFP identifies a total of 16 projects necessitated by new development at a total cost of $42,573,000. However, one of the projects will be partially funded by Mountain Association of Governments (MAG). The City will be responsible for only 6.77 percent of this project and only that portion of project costs has been included in the calculation of impact fees. For the remaining 15 projects, 100 percent of project costs have been included in the calculation of impact fees.

After removing the MAG costs, as well as adjustments for excess capacity remaining in 2022 on the newly-constructed projects, as well as pass-through traffic and costs of curing existing deficiencies, new development in the City is responsible for only $12,192,000 of the total new construction costs. Therefore, the initial cost of $42,573,000 has been reduced by roughly 71 percent to account for these various factors. The City will offset $2,494,572 of the cost which leaves $9,697,428 for the construction of new projects needed due to the growth in development over the next six years.

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

TABLE 1: PROPORTIONATE SHARE ANALYSIS

Summary of Cost per Trip	Amount
Buy-In to Excess Capacity	$672.04
New Construction	$1,529.45
Consultant Cost	$4.85
Cost per PM Peak Trip	**$2,206.45**

The maximum fee per PM peak hour trip is $2,206.45.

The cost per trip is then applied to standards set by the Institute of Transportation Engineers (ITE) to evaluate the number of PM peak hour trips per development type.

The following table shows groupings as listed in the IFFP. Note that all ITE trip generation rates have been decreased by 50 percent to account for the differences between the model used for trip generation and ITE trip generation rates. Some categories have been further reduced to account for pass-by trips.

TABLE 2: RECOMMENDED MAXIMUM TRANSPORTATION IMPACT FEES INTO MAJOR GROUPINGS

Stand-Alone*	Code	Category	Units; Per	ITE Trips	Trip Utilization Factor	Additional Factor - Pass-By Factors	Maximum Fee
	130	Industrial Park	1000 Sq. Feet Gross Floor Area	0.84	0.50		$927
	140	General Manufacturing	1000 Sq. Feet Gross Floor Area	0.75	0.50		$827
	151	Storage Units	1000 Sq. Feet Gross Floor Area	0.22	0.50		$243
	152	Warehouse/Distribution Center	1000 Sq. Feet Gross Floor Area	0.16	0.50		$177
	210	Single-Family Detached Housing	Dwelling Unit	1.02	0.50		$1,125
	220	Multi-Family/Apartment (Greater than 4 Units)	Dwelling Unit	0.67	0.50		$739
	230	Multi-Family / Condo, Townhouse, Duplex, Triplex, Quadplex	Dwelling Unit	0.52	0.50		$574
	240	Mobile Home / RV Park	Dwelling Unit	0.60	0.50		$662
	254	Assisted Living Center	Bed	0.35	0.50		$386
	310	Hotel	Room	0.61	0.50		$673
Yes	444	Movie theater < 10 Screens	1000 Sq. Feet Gross Floor Area	3.80	0.50		$4,192
	445	Movie theater > 10 Screens	1000 Sq. Feet Gross Floor Area	4.91	0.50		$5,417
	492	Health/Fitness Club	1000 Sq. Feet Gross Floor Area	4.06	0.50		$4,479
	520	Elementary School	1000 Sq. Feet Gross Floor Area	3.11	0.50		$3,431

Stand-Alone*	Code	Category	Units; Per	ITE Trips	Trip Utilization Factor	Additional Factor - Pass-By Factors	Maximum Fee
	522	Middle School / Junior High School	1000 Sq. Feet Gross Floor Area	2.52	0.50		$2,780
	530	High School	1000 Sq. Feet Gross Floor Area	2.12	0.50		$2,339
	534	Private School (K-8)	1000 Sq. Feet Gross Floor Area	6.53	0.50		$7,204
	560	Church	1000 Sq. Feet Gross Floor Area	0.94	0.50		$1,037
	565	Day Care Center	1000 Sq. Feet Gross Floor Area	13.75	0.50		$15,169
	590	Library	1000 Sq. Feet Gross Floor Area	7.20	0.50		$7,943
	610	Hospital	1000 Sq. Feet Gross Floor Area	1.16	0.50		$1,280
	710	General Office Building	1000 Sq. Feet Gross Floor Area	1.49	0.50		$1,644
	720	Medical-Dental Office Building	1000 Sq. Feet Gross Floor Area	4.27	0.50		$4,711
	770	Business Park	1000 Sq. Feet Gross Floor Area	1.26	0.50		$1,390
	812	Building Materials and Lumber Store	1000 Sq. Feet Gross Floor Area	5.56	0.50	0.17	$5,091
Yes	817	Nursery (Garden Center)	1000 Sq. Feet Gross Floor Area	9.04	0.50		$9,973
	820	Shopping Center / Strip Mall	1000 Sq. Feet Gross Floor Area	3.71	0.50	0.34	$2,701
Yes	826	Specialty Retail Center	1000 Sq. Feet Gross Floor Area	5.02	0.50	0.34	$3,655
	841	Automobile Car Sales	1000 Sq. Feet Gross Floor Area	2.80	0.50		$3,089
Yes	848	Tire Store	1000 Sq. Feet Gross Floor Area	4.15	0.50		$4,578
	850	Supermarket	1000 Sq. Feet Gross Floor Area	8.37	0.50	0.34	$6,094
Yes	851	Convenience Store	1000 Sq. Feet Gross Floor Area	53.42	0.50	0.61	$22,984
Yes	912	Bank/Financial Institution	1000 Sq. Feet Gross Floor Area	26.69	0.50	0.47	$15,606
Yes	918	Hair/Nails/Massage/Beauty Salon/Day Spa	1000 Sq. Feet Gross Floor Area	1.93	0.50		$2,129
Yes	932	Restaurant, Sit-Down (Low Turnover)	1000 Sq. Feet Gross Floor Area	9.02	0.50	0.44	$5,573
Yes	932	Restaurant, Sit-Down (High Turnover)	1000 Sq. Feet Gross Floor Area	18.49	0.50	0.44	$11,423
Yes	934	Restaurant with Drive-Through Window	1000 Sq. Feet Gross Floor Area	47.30	0.50	0.50	$26,091
Yes	942	Auto Care Center	1000 Sq. Feet Gross Floor Area	3.51	0.50		$3,872
Yes	944	Gasoline/Service Station	Fueling Position	15.65	0.50	0.61	$6,734
Yes	945	Gasoline/Service Station with Convenience Store	1000 Sq. Feet Gross Floor Area	97.14	0.50	0.61	$41,795
Yes	947	Self Service Car Wash	Wash Stall	5.54	0.50		$6,112
Yes	948	Automated Car Wash	1000 Sq. Feet Gross Floor Area	14.12	0.50		$15,578

*Stand-alone is indicated by "yes."

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.

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 City has complied with this noticing requirement for the IFA by posting notice.

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)

Projected Growth in PM Peak Hour Trips

PM peak hour trips are projected to grow by 6,340 trips by 2022.

TABLE 3: PM PEAK HOUR TRIPS

Time Period	PM Peak Hour Trips
PM Peak Hour Trips 2016	7,809
PM Peak Hour Trips 2022	14,149
PM Peak Hour Trip Growth 2016-2022	6,340
Source: City of Saratoga Springs Transportation IFFP, p. 20	

Existing Capacity

Development activity in the City is based on both residential and nonresidential growth. Growth projections are then used by the City's engineers as inputs in the Mountainland Association of Governments (MAG) travel demand model to forecast trip generation. The MAG Travel Demand Model was also calibrated to existing traffic conditions in the City of Saratoga Springs. Traffic counts for city-owned roadways were either provided by the City or were manually counted as part of the Transportation Master Plan. Existing excess capacity, as well as current deficiencies, are shown in Table 2 of the IFFP, pp. 4-5 and are included below.

TABLE 4: AVAILABLE CAPACITY

Excess Capacity	Existing Capacity	Existing Volume	Excess Capacity	Excess Capacity %
Pony Express Parkway	13,000	15,900	(2,900)	-22%
Crossroads Blvd (East of Redwood Road)	13,000	13,700	(700)	-5%
W Harvest Hills Blvd	10,500	4,700	5,800	55%
Aspen Hills Blvd	10,500	1,100	9,400	90%
Commerce Dr.	10,500	5,000	5,500	52%
400 East	10,500	3,100	7,400	70%
800 West	10,500	1,000	9,500	90%
1400 North	10,500	1,500	9,000	86%
Foothill Blvd	11,500	2,000	9,500	83%
1200 North	10,500	1,000	9,500	90%
W Evans Lane	10,500	1,000	9,500	90%
200 West	11,500	1,500	10,000	87%
400 South	5,000	1,200	3,800	76%
Saratoga Road	11,500	1,000	10,500	91%
Ring Road	11,500	2,300	9,200	80%
Lariat Blvd.	11,500	2,300	9,200	80%
Stillwater Dr	11,500	1,000	10,500	91%
Village Pkwy	11,500	1,000	10,500	91%
Wildlife Blvd	11,500	1,000	10,500	91%
Harbor Park Way	11,500	2,600	8,900	77%
7200 North	11,500	900	10,600	92%
7350 North	11,500	600	10,900	95%
Riverside Drive (South of Pioneer Crossing)	11,500	1,000	10,500	91%
Market St	13,000	1,000	12,000	92%
Riverside Drive (North Side)	11,500	1,000	10,500	91%

Excess Capacity	Existing Capacity	Existing Volume	Excess Capacity	Excess Capacity %
Pioneer Crossing (SR-165) West of Redwood	30,500	10,000	20,500	67%
400 North	11,500	8,200	3,300	29%
Talus Ridge Drive	11,500	2,000	9,500	83%
Grandview Blvd.	11,500	5,000	6,500	56%

Where actual costs are available, these costs have been included in the calculation of existing excess capacity that will be consumed by new development over the next six years.

TABLE 5: ACTUAL COST OF EXCESS CAPACITY CONSUMED 2016-2022

Excess Capacity	Actual Cost	Excess Capacity Used by New Growth, 2016-2022	Excess Capacity Used by New Growth, 2016-2022
Pony Express Parkway	$5,195,519	0.00%	$0
Crossroads Blvd (East of Redwood Road)		0.00%	$0
W Harvest Hills Blvd		21.90%	$0
Aspen Hills Blvd		37.14%	$0
Commerce Dr.		15.24%	$0
400 East	$112,655	4.76%	$5,365
800 West	$2,175,648	10.48%	$227,925
1400 North		4.76%	$0
Foothill Blvd		40.00%	$0
1200 North		4.76%	$0
W Evans Lane		9.52%	$0
200 West		5.22%	$0
400 South	$900,000	23.83%	$214,435
Saratoga Road	$324,318	20.87%	$67,684
Ring Road	$354,595	30.43%	$107,920
Lariat Blvd.		30.43%	$0
Stillwater Dr		8.70%	$0
Village Pkwy		17.39%	$0
Wildlife Blvd		26.09%	$0
Harbor Park Way		2.61%	$0
7200 North		21.74%	$0
7350 North		28.70%	$0
Riverside Drive (South of Pioneer Crossing)	$4,225,790	52.17%	$2,204,760
Market St	$2,029,022	37.69%	$764,785

Excess Capacity	Actual Cost	Excess Capacity Used by New Growth, 2016-2022	Excess Capacity Used by New Growth, 2016-2022
Riverside Drive (North Side)		41.74%	$0
Pioneer Crossing (SR-165) West of Redwood	$929,389	21.64%	$201,114
400 North	$912,734	27.83%	$253,978
Talus Ridge Drive	$521,516	40.80%	$212,779
Grandview Blvd.	$358,970	0.00%	$0
TOTAL	$18,040,156		$4,260,744

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)

The City's IFFP identifies a total of 16 projects necessitated by new development at a total cost of $42,573,000. However, one of the projects will be primarily funded by Mountainland Association of Governments (MAG). The City will be responsible for only 6.77 percent of this project and only that portion of project costs has been included in the calculation of impact fees. For the remaining 15 projects, 100 percent of project costs have been included in the calculation of impact fees.

After removing the MAG portion of the costs, as well as calculations for excess capacity remaining in 2022 relative to new construction projects, as well as pass-through traffic and costs of curing existing deficiencies, new development in the City is responsible for only $12,192,000 of the total new construction costs.

The projects identified in the IFFP as necessary to maintain a LOS D over the next six years, given the demands placed on the roadway network by new development, are found in Table 5, pp. 18 and 19 of the IFFP as shown below.

TABLE 6: CITY PORTION OF NEW CONSTRUCTION COSTS

Project	Location	Total Price (with Inflation)	Funding Source	Saratoga Springs %	Saratoga Springs Total (with Inflation)
32	400 West: Crossroads Blvd to Aspen Hills Blvd	$900,000	Saratoga Springs	100%	$900,000
47	Mt. Saratoga Blvd: Talus Ridge Drive to Pony Express Blvd.	$5,431,000	Saratoga Springs	100%	$5,431,000
14	Talus Ridge Dr: Talus Ridge Dr to Mt. Saratoga Blvd	$3,390,000	Saratoga Springs	100%	$3,390,000
34	Foothill Blvd: Landview Dr to Lariat Blvd (ROW only)	$1,033,000	Saratoga Springs	100%	$1,033,000

Project	Location	Total Price (with Inflation)	Funding Source	Saratoga Springs %	Saratoga Springs Total (with Inflation)
2	Pony Express: Redwood Rd (SR-68) to Western Border (5-lane cross-section)	$10,597,000	MAG/Saratoga Springs	6.77%	$717,000
11	Riverside Drive Extension: Crossroads Blvd to Pioneer Crossing (SR-145)	$4,959,000	Saratoga Springs	100%	$4,959,000
19	Signal: Crossroads Blvd & Riverside Drive	$325,000	Saratoga Springs	100%	$325,000
26	Foothill Blvd: Pony Express Parkway to Lariat Blvd (26' Roadway Only)	$3,137,000	Saratoga Springs	100%	$3,137,000
36	Foothill Blvd: Honeywuckle Drive to Fox Hollow Drive (ROW Only)	$1,745,000	Saratoga Springs	100%	$1,745,000
33	Foothill Blvd: Meadow Side Dr to Landview Dr (ROW only)	$1,955,000	Saratoga Springs	100%	$1,955,000
46	Market Street: Redwood Road (SR-68) to Riverside Drive	$628,000	Saratoga Springs	100%	$628,000
31	400 South: Redwood Rd (SR-68) to Saratoga Rd	$1,350,000	Saratoga Springs	100%	$1,350,000
35	Foothill Blvd: Lariat Blvd to Honeysuckle Drive (ROW only)	$1,377,000	Saratoga Springs	100%	$1,377,000
42	400 East: Crossroads Blvd to Northern Border	$2,283,000	Saratoga Springs	100%	$2,283,000
43	145 North: 1100 West to 2300 West (ROW Only)	$1,765,000	Saratoga Springs	100%	$1,765,000
44	400 North: Redwood Road (SR-68) to Riverside Drive	$1,698,000	Saratoga Springs	100%	$1,698,000
	TOTAL	$42,573,000			$32,693,000

The total cost for which new development is responsible must be reduced by those construction costs associated with curing existing deficiencies, for pass-through trips and for excess capacity remaining on the above roads in 2022.

TABLE 7: REDUCED COSTS FOR DEFICIENCIES, PASS-THROUGH AND REMAINING EXCESS CAPACITY IN 2022

Project	Location	Reduction for Existing Deficiencies	Reduction for Pass-Through	Reduction for Excess Capacity	Impact Fee Eligible Proportion	Impact Fee Eligible Total
32	400 West: Crossroads Blvd to Aspen Hills Blvd	0%	1%	45%	52%	$468,000
47	Mt. Saratoga Blvd: Talus Ridge Drive to Pony Express Blvd.		1%	45%	53%	$2,878,000
14	Talus Ridge Dr: Talus Ridge Dr to Mt. Saratoga Blvd	0%	1%	48%	49%	$1,661,000
34	Foothill Blvd: Landview Dr to Lariat Blvd (ROW only)	0%	1%	62%	35%	$362,000
2	Pony Express: Redwood Rd (SR-68) to Western Border (5-lane cross-section)	17%	32%	40%	11%	$79,000
11	Riverside Drive Extension: Crossroads Blvd to Pioneer Crossing (SR-145)		1%	50%	48%	$2,380,000
19	Signal: Crossroads Blvd & Riverside Drive		13%	38%	47%	$153,000
26	Foothill Blvd: Pony Express Parkway to Lariat Blvd (26' Roadway Only)	0%	1%	78%	16%	$502,000
36	Foothill Blvd: Honeywuckle Drive to Fox Hollow Drive (ROW Only)	0%	1%	63%	35%	$611,000
33	Foothill Blvd: Meadow Side Dr to Landview Dr (ROW only)	0%	1%	61%	35%	$684,000

Project	Location	Reduction for Existing Deficiencies	Reduction for Pass-Through	Reduction for Excess Capacity	Impact Fee Eligible Proportion	Impact Fee Eligible Total
46	Market Street: Redwood Road (SR-68) to Riverside Drive		1%	52%	46%	$289,000
31	400 South: Redwood Rd (SR-68) to Saratoga Rd	0%	1%	92%	7%	$94,000
35	Foothill Blvd: Lariat Blvd to Honeysuckle Drive (ROW only)	0%	1%	63%	35%	$482,000
42	400 East: Crossroads Blvd to Northern Border	0%	2%	66%	31%	$708,000
43	145 North: 1100 West to 2300 West (ROW Only)	0%	5%	53%	39%	$688,000
44	400 North: Redwood Road (SR-68) to Riverside Drive		6%	84%	9%	$153,000
	TOTAL					$12,192,000

The cost of $12,192,000 can be partially offset by the fund balance of $2,494,572 which can be used for the cost of some of the capital improvements.

PM peak hour trip demand citywide is projected to grow from 7,809 trips in 2016 to 14,149 trips in 2022 – an increase of 6,340 trips over the 6-year period. While volume on some existing roads will actually decrease, volume will increase on new roads constructed. Therefore, the increased volume and capacity impacts need to be viewed as part of an overall increase on the road system.

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)

The proportionate share analysis calculates the proportionate share of any buy-in costs associated with the excess capacity in the existing system that will be consumed as a result of new development activity, as well as the proportionate share of new construction costs necessitated by new development.

Buy-In Calculation for Excess Capacity

The City currently has excess capacity on 25 roads as listed previously in Table 4 in this analysis. The proportionate share of the existing, excess capacity to be paid by new development is calculated as follows:

TABLE 8: PROPORTIONATE SHARE CALCULATION, CONSUMPTION OF EXCESS CAPACITY, 2016-2022

Description	Amount
Excess Capacity Actual Cost	$18,040,156
Excess Capacity Consumed 2016-2022, Actual Cost	$4,260,744
Growth in PM Peak Hour Trips, 2016-2022	6,340

Description	Amount
Excess Capacity Cost per PM Peak Hour Trip	$672.04

New Construction Cost Calculation

The City's Transportation IFFP identifies a total of 16 projects necessitated by new development at a total cost of $42,573,000. However, one of the projects will be partially funded by Mountain Association of Governments (MAG). The City will be responsible for only 6.77 percent of this project and only that portion of project costs has been included in the calculation of impact fees. For the remaining 15 projects, 100 percent of project costs have been included in the calculation of impact fees.

After removing the MAG costs, as well as adjustments for excess capacity remaining in 2022 on the newly-constructed projects, as well as pass-through traffic and costs of curing existing deficiencies, new development in the City is responsible for only $12,192,000 of the total new construction costs. Therefore, the initial cost of $42,573,000 has been reduced by roughly 71 percent to account for these various factors. The City will offset $2,494,572 of the cost which leaves $9,697,428 for the construction of new projects needed due to the growth in development over the next six years.

New construction costs are calculated as follows:

TABLE 9: PROPORTIONATE SHARE CALCULATION – NEW CONSTRUCTED COSTS

New Construction Costs	
New Construction Costs - Impact Fee Eligible	$9,697,428
Growth in PM Peak Hour Trips, 2016-2022	6,340
New Construction Cost per PM Peak Hour Trip	**$1,529.56**

Other 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 2016 and 2022.

TABLE 10: PROPORTIONATE SHARE CALCULATION – CONSULTING COSTS

Consulting Costs	Amount
Horrocks – IFFP	$25,000
ZBPF – IFA (est.)	$5,720
Growth in PM Peak Hour Trips, 2016-2022	6,340
Consultant Cost per PM Peak Hour Trip	$4.85

Summary of Impact Fees

TABLE 11: SUMMARY OF GROSS IMPACT FEE

Summary of Cost per PM Peak Hour Trip	Amount
Excess Capacity	$672.04
New Construction	$1,529.56
Consultant Cost	$4.85
TOTAL	$2,206.45

The total cost per trip is then applied to the PM peak hour trips generated by various land use types. The more trips that are associated with a particular land use or development, the greater its impact on the street system.

The IFFP explains that trips generated need to be adjusted: "There is a minor discrepancy in the way ITE calculates trips, and the way trips or roadway volumes are calculated in the travel demand modeling used in the Saratoga Springs 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 vehicle 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."[1]

The IFFP further states that, "an additional consideration is that certain types of developments do not generate primary trips or trips that originated for the sole purpose of visiting that development."[2] Therefore, Horrocks has provided additional reductions for pass-by trips, as reflected in the table below.[3]

TABLE 12: SUMMARY OF ADDITIONAL REDUCTIONS FOR PASS-BY TRIPS

Land Use	Pass by Trip Percent
Small Shopping Center (<90,000 sq ft)	34%
Large Shopping Center (>90,000 sq ft)	34%
Discount Superstore	17%
Home Improvement Superstore	17%
Convenience Store	61%
Convenience Store with Gas Pumps	61%
Discount Club	36%
Drive-In Bank	47%
Fast Food Restaurant with Drive-Thru	50%
Sit-Down Restaurant	44%

[1] Transportation IFFP, p. 2.
[2] Transportation IFFP, p. 3.
[3] E-mail from Horrocks dated October 18, 2016.

A summary of the maximum impact fees by land use category is shown below. The City may choose to enact any fees up to the maximum amount (shown in the far right-hand column) below. These maximum fees were calculated by taking the cost per PM peak hour trip ($2,206.45) and multiplying by the ITE Trips (column 5 in table below). This amount is then multiplied by the Trip Utilization Factor (column 6) and any Additional Factor – Pass-By Factors (column 7) to arrive at the Maximum Fee (column 8)

TABLE 13: SUMMARY OF MAXIMUM IMPACT FEES

Stand-Alone* (1)	Code (2)	Category (3)	Units; Per (4)	ITE Trips (5)	Trip Utilization Factor (6)	Additional Factor - Pass-By Factors (7)	Maximum Fee (8)
	130	Industrial Park	1000 Sq. Feet Gross Floor Area	0.84	0.50		$927
	140	General Manufacturing	1000 Sq. Feet Gross Floor Area	0.75	0.50		$827
	151	Storage Units	1000 Sq. Feet Gross Floor Area	0.22	0.50		$243
	152	Warehouse/Distribution Center	1000 Sq. Feet Gross Floor Area	0.16	0.50		$177
	210	Single-Family Detached Housing	Dwelling Unit	1.02	0.50		$1,125
	220	Multi-Family/Apartment (Greater than 4 Units)	Dwelling Unit	0.67	0.50		$739
	230	Multi-Family / Condo, Townhouse, Duplex, Triplex, Quadplex	Dwelling Unit	0.52	0.50		$574
	240	Mobile Home / RV Park	Dwelling Unit	0.60	0.50		$662
	254	Assisted Living Center	Bed	0.35	0.50		$386
	310	Hotel	Room	0.61	0.50		$673
Yes	444	Movie theater < 10 Screens	1000 Sq. Feet Gross Floor Area	3.80	0.50		$4,192
	445	Movie theater > 10 Screens	1000 Sq. Feet Gross Floor Area	4.91	0.50		$5,417
	492	Health/Fitness Club	1000 Sq. Feet Gross Floor Area	4.06	0.50		$4,479
	520	Elementary School	1000 Sq. Feet Gross Floor Area	3.11	0.50		$3,431
	522	Middle School / Junior High School	1000 Sq. Feet Gross Floor Area	2.52	0.50		$2,780
	530	High School	1000 Sq. Feet Gross Floor Area	2.12	0.50		$2,339
	534	Private School (K-8)	1000 Sq. Feet Gross Floor Area	6.53	0.50		$7,204
	560	Church	1000 Sq. Feet Gross Floor Area	0.94	0.50		$1,037
	565	Day Care Center	1000 Sq. Feet Gross Floor Area	13.75	0.50		$15,169
	590	Library	1000 Sq. Feet Gross Floor Area	7.20	0.50		$7,943
	610	Hospital	1000 Sq. Feet Gross Floor Area	1.16	0.50		$1,280
	710	General Office Building	1000 Sq. Feet Gross Floor Area	1.49	0.50		$1,644

Stand-Alone* (1)	Code (2)	Category (3)	Units; Per (4)	ITE Trips (5)	Trip Utilization Factor (6)	Additional Factor - Pass-By Factors (7)	Maximum Fee (8)
	720	Medical-Dental Office Building	1000 Sq. Feet Gross Floor Area	4.27	0.50		$4,711
	770	Business Park	1000 Sq. Feet Gross Floor Area	1.26	0.50		$1,390
	812	Building Materials and Lumber Store	1000 Sq. Feet Gross Floor Area	5.56	0.50	0.17	$5,091
Yes	817	Nursery (Garden Center)	1000 Sq. Feet Gross Floor Area	9.04	0.50		$9,973
	820	Shopping Center / Strip Mall	1000 Sq. Feet Gross Floor Area	3.71	0.50	0.34	$2,701
Yes	826	Specialty Retail Center	1000 Sq. Feet Gross Floor Area	5.02	0.50	0.34	$3,655
	841	Automobile Car Sales	1000 Sq. Feet Gross Floor Area	2.80	0.50		$3,089
Yes	848	Tire Store	1000 Sq. Feet Gross Floor Area	4.15	0.50		$4,578
	850	Supermarket	1000 Sq. Feet Gross Floor Area	8.37	0.50	0.34	$6,094
Yes	851	Convenience Store	1000 Sq. Feet Gross Floor Area	53.42	0.50	0.61	$22,984
Yes	912	Bank/Financial Institution	1000 Sq. Feet Gross Floor Area	26.69	0.50	0.47	$15,606
Yes	918	Hair/Nails/Massage/Beauty Salon/Day Spa	1000 Sq. Feet Gross Floor Area	1.93	0.50		$2,129
Yes	932	Restaurant, Sit-Down (Low Turnover)	1000 Sq. Feet Gross Floor Area	9.02	0.50	0.44	$5,573
Yes	932	Restaurant, Sit-Down (High Turnover)	1000 Sq. Feet Gross Floor Area	18.49	0.50	0.44	$11,423
Yes	934	Restaurant with Drive-Through Window	1000 Sq. Feet Gross Floor Area	47.30	0.50	0.50	$26,091
Yes	942	Auto Care Center	1000 Sq. Feet Gross Floor Area	3.51	0.50		$3,872
Yes	944	Gasoline/Service Station	Fueling Position	15.65	0.50	0.61	$6,734
Yes	945	Gasoline/Service Station with Convenience Store	1000 Sq. Feet Gross Floor Area	97.14	0.50	0.61	$41,795
Yes	947	Self Service Car Wash	Wash Stall	5.54	0.50		$6,112
Yes	948	Automated Car Wash	1000 Sq. Feet Gross Floor Area	14.12	0.50		$15,578

*Stand-alone is indicated by "yes."

Calculation of Credits

There is no general obligation or revenue bond outstanding debt on the roadway system and therefore no credits have been applied.

The City may choose to credit certain development types, including affordable housing, but these credits are at the discretion of the City. Further, a City 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 City.

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
    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;

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.