

# DRAFT TRANSPORTATION IFFP & IFA DISCUSSION

SALT LAKE CITY, UTAH



LEWIS YOUNG ROBERTSON & BURNINGHAM, INC.

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# INTRODUCTION TO IMPACT FEES



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- Before imposing an impact fee, each local political subdivision or private entity shall prepare:



## IMPACT FEE FACILITIES PLAN (IFFP)

Identifies the demands placed upon the City's existing facilities by future development and evaluates how these demands will be met by the City. Outlines the improvements which are intended to be funded by impact fees.



## IMPACT FEE ANALYSIS (IFA)

Proportionately allocates the cost of the new facilities and any excess capacity to new development, while ensuring that all methods of financing are considered.

# SLC RECENT IMPACT FEE HISTORY



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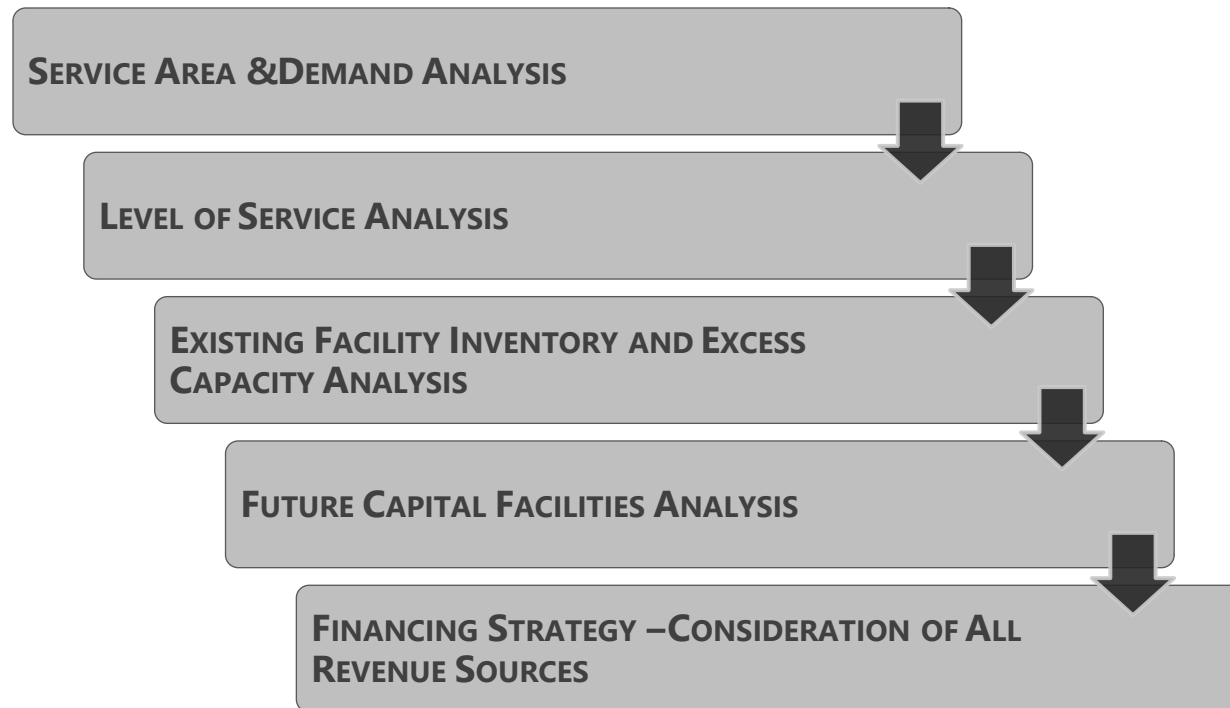
- **2012:** Impact Fee Facilities Plan and Impact Fee Study was Completed
- **2014:** Changes to the Impact Fees and Service Area were Addressed
- **2016:** Impact Fee Facilities Plan and Impact Fee Update was Completed
- **2020:** Transportation IFFP & IFA Review

# IMPACT FEE PROCESS

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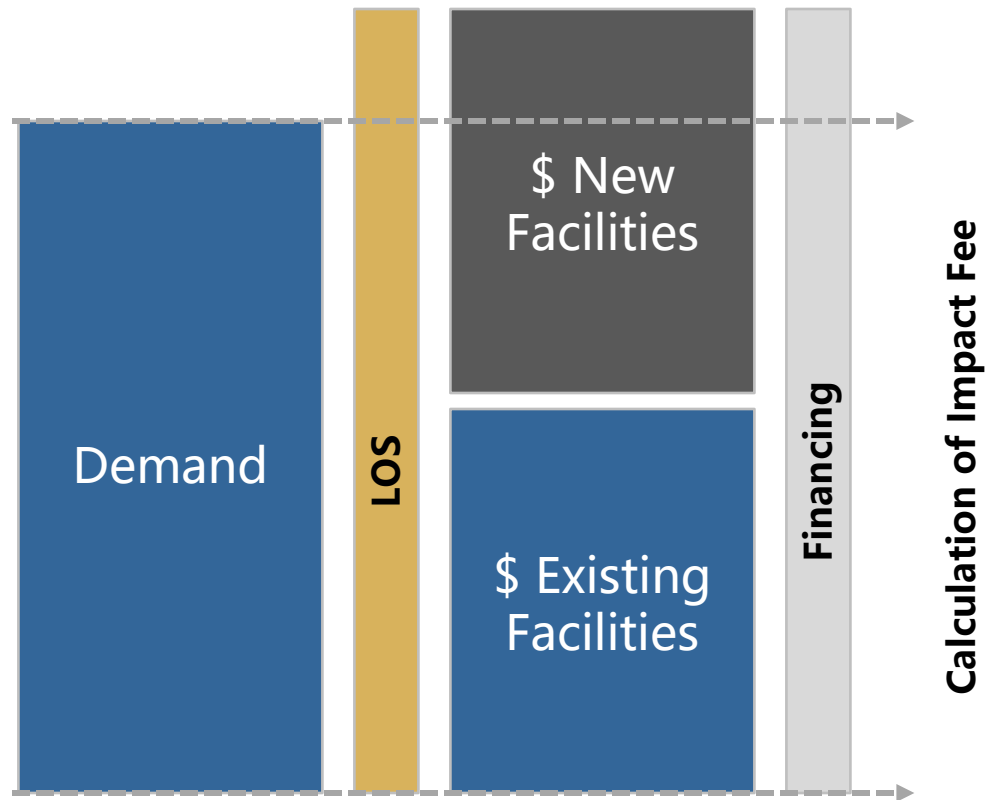
- The following elements are important considerations when completing an IFFP and IFA:



# PROPORTIONATE SHARE ANALYSIS SUMMARY



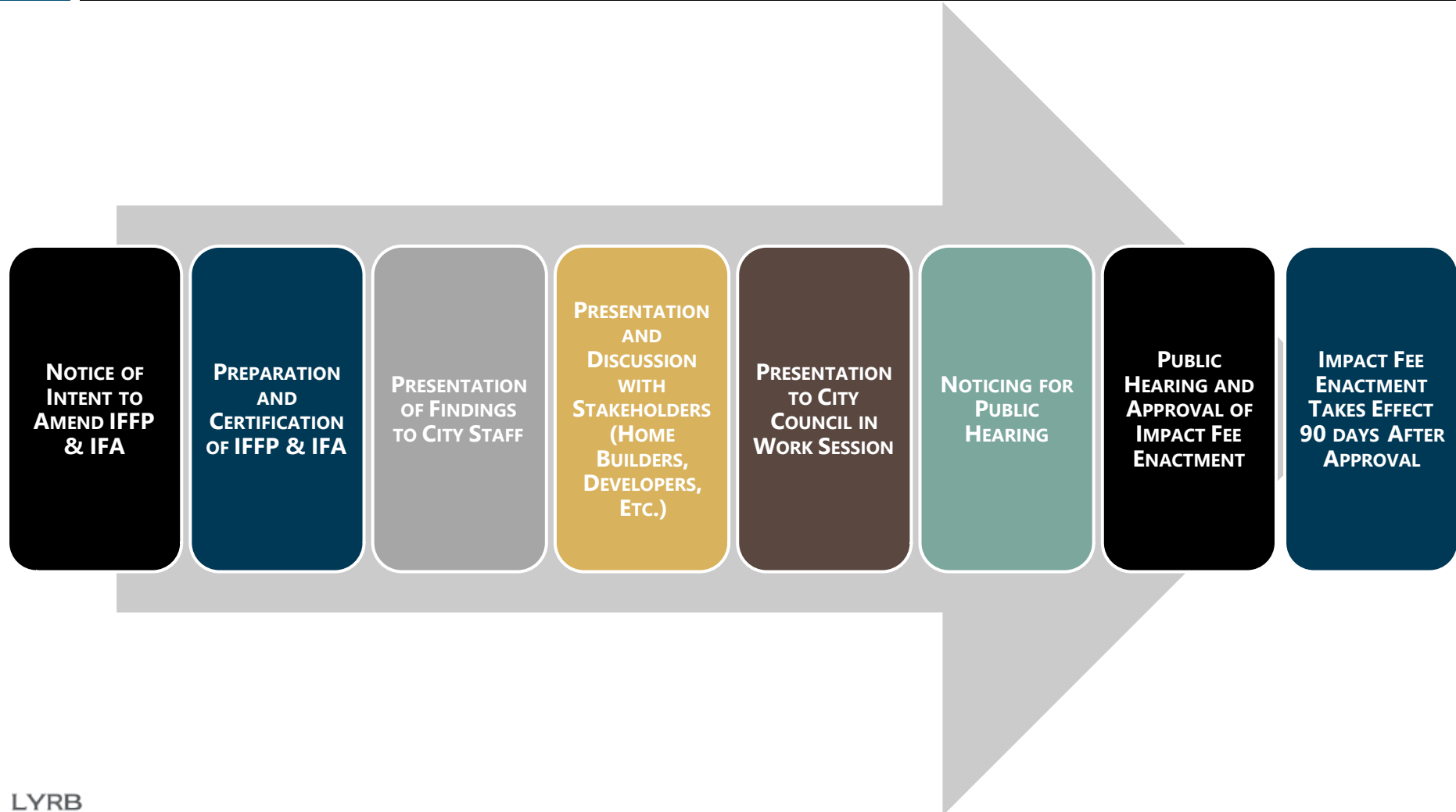
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# IMPACT FEE PROCESS



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# TRANSPORTATION UPDATE



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## **Service Area**

- The Service Area for the transportation impact fees includes all areas within the City.

## **Demand**

- The demand units utilized in this analysis include residential and non-residential development and the existing and projected trips anticipated from new development (PM peak hour vehicle trips generated between the hours of 4-6pm).

## **Level of Service**

- This total existing system value in relation to the 2019 PM peak hour vehicle trips (which amount to 365,663) sets the current LOS cost per trip at \$1,419 per trip, which is higher than the proposed cost per trip identified in this analysis.

# TRANSPORTATION UPDATE



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## Excess Capacity

- Approximately 11 percent of the existing system, or \$12,663,158, is applicable to new growth.

## Outstanding Debt

- This analysis includes debt and interest costs related to bonding issued for the construction of transportation facilities. The City issued the Series 2012A Sales Tax Revenue Bonds and the Series 2014 Motor Fuel Bonds to finance the construction and improvement of various City roads and infrastructure.

## Future Facilities

- A total of \$12,675,000 of impact fee eligible future facilities is included in the proportionate share analysis.

## Financing

- No new debt is included in this analysis.





# TRANSPORTATION UPDATE



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## Proportionate Share Analysis:

	VALUATION	% TO GROWTH	IMPACT FEE ALLOCATION	TRIPS	COST PER TRIP
Buy-In	\$115,576,169	11%	\$12,663,158	52,838	\$240
Future Facilities	\$157,664,768	8%	\$12,675,000	52,838	\$240
Impact Fee Fund Balance	(\$2,515,087)	100%	(\$2,515,087)	52,838	(\$48)
Professional Expense	\$29,476	100%	\$29,476	52,838	\$1
<b>Total</b>	<b>\$270,755,326</b>		<b>\$22,852,547</b>		<b>\$433</b>

The impact fee by land use type is illustrated in the IFA report.

# NEXT STEPS



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- 1. Finalize IFFP and IFA based on Council Recommendations**
- 2. Stakeholder Meetings**
- 3. Prepare Final IFFP, IFA and Ordinance**
- 4. Fulfill Noticing Requirement**
- 5. Hold Public Hearing**
- 6. Adopt, Modify or Reject Proposed Impact Fees**
- 7. 90 Day Wait Period for Any Increase**