



Weber County

**Transportation Impact Fee
Analysis**

December 2018

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EXECUTIVE SUMMARY

Weber County, Utah (the County) recently commissioned CRS Engineers to prepare the *Weber County Transportation Impact Fee Facilities Plan* (IFFP). The County has also retained Zions Public Finance, Inc. (Zions) to calculate the County’s transportation impact fees in accordance with the IFFP and Utah State Law. An impact fee is a one-time charge to new development to reimburse the County for the cost of developing roadway infrastructure in unincorporated areas that will serve future development. The impact fees will be assessed to two separate service areas referred to as the West Weber Service Area and the Ogden Valley Service Area. This study focuses on calculating an impact fee for residents of unincorporated Weber County which cannot include capacity of passthrough traffic. Passthrough traffic includes traffic passing through the County generated by residents of the incorporated cities of Weber County or generated by traffic from outside of Weber County. Passthrough traffic is considered to be non-impact fee qualifying demand and residents of unincorporated County should not be paying for capacity required for passthrough traffic.

The County contributed the majority of the construction, engineering and planning on the existing roadways to construct County roadway facilities with a small number of major roads constructed by UDOT. However, the existing roadway capacity is needed to maintain the level of service and does not include excess capacity for future growth. Therefore, no buy-in component to the existing infrastructure has been included in the impact fee calculation. The County will also need to build another \$23,711,754 (FV) of new or expansionary roadway projects in the next ten years for the Ogden Valley SA and \$27,273,948 (FV) for the West Weber SA. The total impact fee qualifying cost of ten-year improvements is estimated to be \$6,445,937, or about 27% of the anticipated cost of qualifying improvements for the Ogden Valley SA and \$5,002,640, or about 18% for the West Weber SA. The County has no existing or future impact fee eligible bonds related to the construction of roadways. The impact fees per equivalent residential unit (ERU) for each service area are found in Figure ES.1 and ES.2.

FIGURE ES.1: IMPACT FEE CALCULATION FOR THE OGDEN VALLEY SERVICE AREA

Ogden Valley SA	Total Cost	% That will Serve Ten Year Demand	Dollar Amount that will Serve Ten Year Demand	Ten Year Demand (ERUs)	Impact Fee per ERU
Roadway Impact Fee					
Future 10 Year Capital Projects	\$ 23,711,754	27.18%	\$ 6,445,937	1,142	\$ 5,644
Future Debt to be Issued - Interest Only	-	0.00%	-	1,142	-
Existing Infrastructure		0.00%	-	1,142	-
Existing Roads Related Debt - INTEREST ONLY	-	0.00%	-	1,142	-
Roadway Impact Fee Subtotal	\$ 23,711,754		\$ 6,445,937		\$ 5,643.53
Professional Services / Credits					
Unspent Impact Fee Funds	-				
Professional Services / Credits	40,000	100%	40,000	2,117	18.89
Professional Services / Credits Subtotal	40,000		40,000		\$ 18.89
Total Impact Fee Per ERU	\$ 23,751,754		\$ 6,485,937		\$ 5,662.42

WEBER COUNTY: TRANSPORTATION IMPACT FEE ANALYSIS

FIGURE ES.2: IMPACT FEE CALCULATION FOR THE WEST WEBER SERVICE AREA

West Weber SA	Total Cost	% That will Serve Ten Year Demand	Dollar Amount that will Serve Ten Year Demand	Ten Year Demand (ERUs)	Impact Fee per ERU
Roadway Impact Fee					
Future 10 Year Capital Projects	\$ 27,273,948	18.34%	\$ 5,002,640	975	\$ 5,129
Future Debt to be Issued - Interest Only	-	0.00%	-	975	-
Existing Infrastructure	-	0.00%	-	975	-
Existing Roads Related Debt - INTEREST ONLY	-	0.00%	-	975	-
Roadway Impact Fee Subtotal	\$ 27,273,948		\$ 5,002,640		\$ 5,129.48
Professional Services / Credits					
Unspent Impact Fee Funds					
Professional Services / Credits	40,000	100%	40,000	2,117	18.89
Professional Services / Credits Subtotal	40,000		40,000		\$ 18.89
Total Impact Fee Per ERU	\$ 27,313,948		\$ 5,042,640		\$ 5,148.37

Recommended Transportation Impact Fees

As shown in Figure ES.1 and ES.2, the cost per trip has been calculated as \$5,662.42 for the Ogden Valley SA \$5,148.37 for the West Weber SA. Demand equivalencies have been determined for residential and non-residential demand based on the International Transportation Engineers (ITE) Trip Generation manuals. Figure ES.3 shows the maximum transportation impact fee for various types of residential and non-residential development by service area.

FIGURE ES.3: MAXIMUM TRANSPORTATION IMPACT FEE SCHEDULE

Ogden Valley Service Area								
Category	Units; Per	Study	Daily Trip Rate*	ERU Equivalency	Cost per ERU	% Primary Trips	Impact Fee per Unit	
Single-Family Residential Housing	Dwelling Unit	Weekday	9.44	1.0	\$ 5,662	95%	\$ 5,379.30	
Multi-Family Residential Housing	Dwelling Unit	Weekday	5.44	0.6	5,662	95%	3,099.94	
Industrial	1000 Sq. Feet Gross Floor Area	Weekday	3.37	0.4	5,662	75%	1,516.08	
Office	1000 Sq. Feet Gross Floor Area	Weekday	9.74	1.0	5,662	75%	4,381.78	
Institutional	1000 Sq. Feet Gross Floor Area	Weekday	10.72	2.0	5,662	75%	8,368.72	
General Commercial	1000 Sq. Feet Gross Leasable Floor Area	Weekday	37.75	4.0	5,662	43%	9,736.78	

*ITE Trip Generation 10th Edition

West Weber Service Area								
Category	Units; Per	Study	Daily Trip Rate*	ERU Equivalency	Cost per ERU	% Primary Trips	Impact Fee per Unit	
Single-Family Residential Housing	Dwelling Unit	Weekday	9.44	1.0	\$ 5,148	95%	\$ 4,890.95	
Multi-Family Residential Housing	Dwelling Unit	Weekday	5.44	0.6	5,148	95%	2,818.51	
Industrial	1000 Sq. Feet Gross Floor Area	Weekday	3.37	0.4	5,148	75%	1,378.44	
Office	1000 Sq. Feet Gross Floor Area	Weekday	9.74	1.0	5,148	75%	3,983.99	
Institutional	1000 Sq. Feet Gross Floor Area	Weekday	10.72	2.0	5,148	75%	7,608.99	
General Commercial	1000 Sq. Feet Gross Leasable Floor Area	Weekday	37.75	4.0	5,148	43%	8,852.85	

*ITE Trip Generation 10th Edition

Non-Standard Demand Calculation

Figure ES.4 provides a calculation of the impact fee for a non-standard user that may not fit the schedule found in ES.3. It is at the County Commission’s discretion if the non-standard calculation will be used. Otherwise the fees shown in ES.3 will be charged.

FIGURE ES.4: CALCULATION OF NON-STANDARD TRANSPORTATION IMPACT FEE

Ogden Valley Service Area							
Conduct an Appropriate Study to Determine:		ERU Equivalency		Cost Per ERU		Impact Fee	
The Number of Expected Average Daily Primary Trips	Divided by	9.44 Trips (Trips per One ERU)	ERU Equivalency Multiplied By	\$ 5,662	=	Non Standard Adjustment Fee Per Unit	
West Weber Service Area							
Conduct an Appropriate Study to Determine:		ERU Equivalency		Cost Per ERU		Impact Fee	
The Number of Expected Average Daily Primary Trips	Divided by	9.44 Trips (Trips per One ERU)	ERU Equivalency Multiplied By	\$ 5,148	=	Non Standard Adjustment Fee Per Unit	

The recommended impact fee structure presented in this analysis has been prepared to satisfy the Impact Fees Act, Utah Code Ann. § 11-36-101 et. Seq. (the “Act”) and represents the maximum transportation impact fees that the County may assess within the Service Area. The County will be required to use other revenue sources to fund projects identified in the IFFP that constitute repair and replacement, cure any existing deficiencies, or maintain the existing level of service for current users.

UDOT Funding

It is possible that the County will receive funding from UDOT to construct a portion of the County’s road improvements. If a road project is funded by another entity such as UDOT at no cost to the County, then that portion of the project is not impact fee eligible. The impact fee will be considered to be grant funded to the extent that grant money is received. Until funding is finalized, the portion of any grant-funded project will be considered to be County funded unless otherwise stated. If grant funding is secured the impact fee will need to be updated at that time.

CHAPTER 1: OVERVIEW OF THE TRANSPORTATION IMPACT FEES

Impact Fee Assessment

An impact fee is a one-time fee, not a tax, charged to new development to recover the County's cost of constructing roadways with capacity that new growth will utilize. The road impact fee is assessed at the time of building permit issuance as a condition of development approval. The calculation of the impact fee must strictly follow the Impact Fees Act to ensure that the impact fee is equitable and fair. This analysis shows that there is a fair comparison between the impact fee charged to new development and the impact that new development will have by utilizing capacity within the roadway network. Impact fees are charged to different types of development and the impact fee is scaled according to different levels of demand. An impact fee cannot include any cost related to existing user demand, pass-through demand, curing deficiencies, or maintenance such as repair and replacement costs.

Costs Included in the Impact Fee

The primary roadway facilities considered in this analysis are: the acquisition of right of way, construction of roadways, intersection improvements, signaling, and other associated costs such as engineering, planning and legal fees. Other roadway improvements not listed may be qualifying if they are required to expand roadway capacity for new growth and are funded by the County.

The impact fees proposed in the Transportation Impact Fee Analysis are calculated based upon the costs of constructing:

- New facilities required to maintain (but not exceed) the proposed level of service of A to B as identified in the IFFP; projects to be built within ten years are considered in the final calculations of the impact fee;
- Any financing costs associated with impact fee qualifying expenditures; and
- Cost of professional services for engineering, planning, and preparation of the impact fee facilities plan and impact fee analysis.

Costs Not Included in the Impact Fee

- Operational and maintenance costs including sealing, overlays, etc.;
- Cost of facilities constructed beyond 10 years;
- Costs of UDOT or other roads that have not been funded by the County;
- Cost of facilities funded by grants or other sources which the County is not required to repay;
- Cost of renovating or reconstructing facilities which do not provide new capacity or needed enhancement of services to serve future development; and
- Project level roadway improvements constructed by developers.

Impact Fee Calculation

A fair roadway impact fee is calculated by dividing the cost of unused capacity in the roadway facilities by the number of new trip ends that will benefit from the unused capacity. Only the County's cost of capacity that is needed to serve the projected growth that will occur in the next ten years is included in the fee. The proposed impact fees are comprised of the costs of future and existing capital projects that benefit additional development within the Service Area, any interest expense of bonds that have been issued to fund growth-related projects when applicable, and professional expenses pertaining to the regular update of the IFFP and Impact Fee Analysis.

Description of the County's Service Areas

The impact fee has been calculated for two service area, Ogden Valley Service Area and West Weber Service Area, which are found within the unincorporated areas of Weber County. The impact fees exclude the costs of capacity related to pass-through traffic that originates and ends outside of the County boundaries or relates to residents located in the incorporated cities in Weber County.

Ogden Valley Service Area

Ogden Valley is a mountainous area with seasonal resorts for summer and winter recreation. The resorts produce higher traffic than is usual in most other comparable rural areas.

West Weber Service Area

West Weber extends from the corporate limits of the City of West Haven to the shores of the Great Salt Lake. The community consists of residential, agricultural and industrial properties.

Average Daily Trips

This analysis uses average daily trips that are attracted to a particular land use. They consider only trips that are entering and that are primary trips. Primary trips are the trip ends to a place that is considered to be the intended destination of the trip. Stops along the way to the primary destination are called pass-by trips. An example of a primary trip might be a car that leaves home to head to a grocery store. If the car stops at a gas station along the way on the primary route, then the visit to the gas station is a pass by trip. If the car leaves the primary route to the grocery store and drives along an adjacent route, then this is a diverted trip and is equivalent to a pass-by trip and not a primary trip.

Pass by trips, including diverted trips (trips that are diverted from nearby roadways onto adjacent streets), are not included as they are an intermediate stop on the way to a primary destination. Trip end analysis in this impact fee analysis focuses on primary trips.

The general impact fee methodology divides the available capacity of existing and future capital projects between the number of existing and future trips the projects can serve. The impact fee is then calculated based on a cost per ERU. According to ITE trip generation rates, a single family residential unit generates 9.44 trip ends per day using an average daily trip methodology.

CHAPTER 2: IMPACT FROM GROWTH UPON THE COUNTY’S FACILITIES AND LEVEL OF SERVICE

Future Demand within the Service Area

Transportation demand within the County will increase as homes and businesses are built in either of the two service areas. In 2016 the County had 3,874 equivalent residential units (ERUs) in the Ogden Valley SA which are expected to grow by 1,142 to a total of 5,016 ERUs by 2025. In 2016 West Weber SA consisted of 2,081 ERUs and is expected to grow to 3,056 ERUs by 2025, an increase of 975 ERUs.

FIGURE 2.1: PROJECTED GROWTH BY SERVICE AREA

Year	Ogden Valley (ERU)	West Weber (ERU)
2014	3,620	1,864
2015	3,747	1,972
2016	3,874	2,081
2017	4,001	2,189
2018	4,128	2,297
2019	4,255	2,406
2020	4,381	2,514
2021	4,508	2,623
2022	4,635	2,731
2023	4,762	2,839
2024	4,889	2,948
2025	5,016	3,056
2026	5,143	3,210
2027	5,270	3,364
2028	5,397	3,518
2029	5,524	3,671
2030	5,651	3,825
2031	5,778	3,979
2032	5,905	4,133
2033	6,031	4,287
2034	6,158	4,441
2035	6,285	4,595
2036	6,412	4,749
2037	6,539	4,902
2038	6,666	5,056
2039	6,793	5,210
2040	6,920	5,364

Source: Transportation IFFP pg. 12; CRS Engineering

Level of Service Analysis

The Utah State Impact Fees Act makes it clear that impact fees cannot be used to increase the quality of public services and infrastructure for existing property owners at the expense of incoming property owners. Impact fees can only be used to perpetuate the same quality of infrastructure and services that are currently offered.

WEBER COUNTY: TRANSPORTATION IMPACT FEE ANALYSIS

In order to demonstrate that this is the case, it has become a common practice for entities assessing an impact fee to identify a Level of Service (LOS) which cannot be exceeded. The LOS is, simply stated, the demand placed upon existing public services and infrastructure by existing property owners.

Transportation level of service is identified in the IFFP as ranging from LOS “A” (free-flow traffic operations) to LOS “F” (where conditions are such that demand exceeds capacity). According to Weber County policy, all County roads are required to maintain at least a LOS “D”. Ogden Valley and West Weber SAs are both pristine rural areas and impact fees are calculated according to LOS A or B.

CHAPTER 3: FUTURE AND HISTORIC CAPITAL PROJECTS COSTS

The Impact Fees Act allows for the inclusion of various cost components in the calculation of the impact fees. These cost components are the construction costs of growth-driven improvements and appropriate professional services inflated from current dollars to construction year costs. Impact fees can only fund system improvements which are defined as facilities or lines that contribute to the entire system’s capacity rather than just to a small, localized area. The County does not have any debt outstanding related to the transportation system and does not anticipate issuing future bonds to fund 10-year capital projects.

Existing Capacities Available for Growth

The existing roadway capacity is considered to be fully utilized by existing users. No costs have been included in the impact fee calculation for buy-in to existing roadway infrastructure.

Future Project Capacities Available for Growth

The costs of future capital projects are defined in the corresponding Impact Fees Facilities Plan prepared by CRS Engineers and are summarized in Figure 3.1 and 3.2. Some of the projects the County has planned will not be built to full planned width and number of lanes within the impact fee planning horizon. Only the improvements that will be constructed within the planning window are included in the impact fee calculation. Planned projects include: road widening, construction of traffic signals and other growth-related system improvements.

FIGURE 3.1: OGDEN VALLEY CAPITAL PROJECT COSTS TO BE FUNDED THROUGH IMPACT FEES

Project Name	Project ID	Year to be Constructed	2016 Cost	Construction Costs	Cost to Existing/ Non- Qualifying	Cost to Project Improvements	Cost to 10 Year Growth	Cost to Growth Beyond 10 Years
Realign 8600 E from 500 S to 1300 S	1-1	2020	\$ 4,199,956	\$ 4,703,951	\$ -	\$ 2,252,235	\$ 1,103,272	\$ 1,348,444
Realign Intersection at 9500 E and 1300 S	1-2	2020	941,549	1,054,535	-	903,754	67,852	82,929
Extend 4100 N to SR-158	1-3	2020	4,131,112	4,626,845	-	2,940,525	758,844	927,476
Improve Hwy 162 from 2900 N to 4100 N	1-4	2020	5,312,079	5,949,528	601,484	-	4,278,436	1,069,609
Install Turn Pocket at 4100 N & 2900 E	1-5	2020	778,663	872,103	84,046	-	354,626	433,431
Install Turn Pocket at 4100 N & 3300 E	1-6	2020	778,663	872,103	84,046	-	354,626	433,431
Install Turn Pocket at 4100 N & 4000 E	1-7	2020	778,663	872,103	84,046	-	354,626	433,431
Install Turn Pocket at Hwy 162 & 4100 N	1-8	2020	512,135	573,591	59,961	-	231,133	282,496
Install Turn Pocket at Hwy 162 & 3500 E	1-9	2020	512,135	573,591	57,360	-	232,305	283,927
Install Turn Pocket at Hwy 162 & 3300 N	1-10	2020	512,135	573,591	57,360	-	232,305	283,927
Install Turn Pocket at Hwy 162 & 4550 E	1-11	2020	512,135	573,591	57,360	-	232,305	283,927
Install Turn Pocket at Hwy 162 & 2200 N	1-12	2020	778,663	872,103	84,046	-	354,626	433,431
Install Turn Pocket at 1900 N & 5900 E	1-13	2020	497,912	557,661	61,342	-	223,344	272,975
Install Turn Pocket at 1900 N & 7100 E	1-14	2020	497,912	557,661	61,342	-	223,344	272,975
Install Turn Pocket at 500 N & 7800 E	1-15	2020	427,497	478,797	19,152	-	206,840	252,804
Ten Year Total			\$ 21,171,209	\$ 23,711,754	\$ 1,311,545	\$ 6,096,514	\$ 9,208,481	\$ 7,095,215
10-Year Passthrough Trips Adjustment (30% Reduction)							\$ 6,445,937	

WEBER COUNTY: TRANSPORTATION IMPACT FEE ANALYSIS

FIGURE 3.2: WEST WEBER CAPITAL PROJECT COSTS TO BE FUNDED THROUGH IMPACT FEES

Project Name	Project ID	Year to be Constructed	2016 Cost	Construction Costs	Cost to Existing/ Non-Qualifying	Cost to Project Improvements	Cost to 10 Year Growth	Cost to Growth Beyond 10 Years	
Connect 5100 W. north and south of 2200 S.	1-1	2020	\$ 2,135,673	\$ 2,391,954	\$ 39,215	\$ 1,936,906	\$ 187,125	\$ 228,708	
Connect 4300 W. between 400 S. and 900 S.	1-2	2020	1,400,859	1,568,962	-	1,290,194	125,446	153,322	
Realign 3600 W from 12th St. to 900 S.	1-3	2020	1,294,344	1,449,665	-	1,192,093	115,908	141,664	
Realign 400 S. from 4100 W. to 3600 W.	1-4	2020	1,388,841	1,555,502	-	1,259,956	132,996	162,550	
Install turn lanes on 4300 W. & 2550 S.	1-5	2020	407,077	455,926	-	-	205,167	250,759	
Install turn lanes on 4300 W. & 1800 S.	1-6	2020	407,077	455,926	-	-	205,167	250,759	
Widen 1800 S. from 4700 W. to West Haven limits	2-1	2027	7,361,179	9,790,368	740,539	-	3,016,610	6,033,220	
Widen 2550 S. from 5100 W. to West Haven limits	2-2	2027	7,222,289	9,605,644	726,566	-	2,959,693	5,919,386	
Ten Year Total			\$ 21,617,339	\$ 27,273,948	\$ 1,506,319	\$ 5,679,149	\$ 6,948,111	\$ 13,140,370	
10-Year Passthrough Trips Adjustment (28% Reduction)							\$ 5,002,640		

Impact Fee Analysis Updates

As development occurs and capital project planning is periodically revised, the future lists of capital projects and their costs may be different than the information utilized in this analysis. For this reason, it is assumed that the County will perform updates to the analysis every three to five years. The cost of updating the impact fee facilities plan and impact fee analysis was approximately \$40,000 and included in the impact fee calculation.

Bond Debt Service

The County does not currently have any outstanding transportation related debt and the County does not currently anticipate issuing any future bonds to fund future transportation projects.

CHAPTER 4: PROPORTIONATE SHARE ANALYSIS

The Impact Fees Act requires the impact fee analysis to estimate the proportionate share of the cost for existing capacity that will be recouped. The impact fee must be based on the historic costs and reasonable future costs of the system. This chapter will show in Figure 4.1 and Figure 4.2 that the proposed impact fee for system improvements is reasonably related to the impact on the transportation system from new development activity.

The proportionate share analysis considers the manner of funding utilized for existing public facilities. Historically the County has funded existing infrastructure with sources including the following:

- Property Tax Revenues
- Impact Fees
- Bond Proceeds

In the future, the County will primarily rely upon property tax revenues to fund the operations and maintenance of the system. Some general fund revenues may be used to pay the debt service of the future bonds in years when impact fee revenues are insufficient to cover the annual payment to principal and interest. However, if general fund revenues are used to pay what should be funded through impact fees (due to a shortfall in impact fee revenues) then the general fund will be repaid with impact fees for what the impact fee fund needed to borrow.

Grant funding for impact fee qualifying transportation projects is not currently secured. However, if grants are received, future impact fees will be discounted according to the size of grant and what it will be intended to fund.

Developer Credits

If a project included in the Impact Fee Facilities Plan (or a project that will offset the demand for a system improvement that is listed in the IFFP) is constructed by a developer, then that developer is entitled to a credit against impact fees owed. (Utah Impact Fees Act, 11-36a-304(2)(f)). There are currently no situations anticipated in this analysis that would entitle a developer to a credit.

Time-Price Differential

Utah Code 11-36a-301(2)(h) allows for the inclusion of a time-price differential in order to create fairness for amounts paid at different times. To address the time-price differential, this analysis includes an inflationary component to account for construction inflation for future projects. Projects constructed after the year 2017 will be calculated at a future value as shown in the Appendix. All users who pay an impact fee today or within the next six to ten years will benefit from projects to be constructed and included in the fee.

WEBER COUNTY: TRANSPORTATION IMPACT FEE ANALYSIS

FIGURE 4.1: OGDEN VALLEY SA TRANSPORTATION IMPACT FEE CALCULATION

Ogden Valley SA	Total Cost	% That will Serve Ten Year Demand	Dollar Amount that will Serve Ten Year Demand	Ten Year Demand (ERUs)	Impact Fee per ERU
Roadway Impact Fee					
Future 10 Year Capital Projects	\$ 23,711,754	27.18%	\$ 6,445,937	1,142	\$ 5,644
Future Debt to be Issued - Interest Only	-	0.00%	-	1,142	-
Existing Infrastructure		0.00%	-	1,142	-
Existing Roads Related Debt - INTEREST ONLY	-	0.00%	-	1,142	-
Roadway Impact Fee Subtotal	\$ 23,711,754		\$ 6,445,937		\$ 5,643.53
Professional Services / Credits					
Unspent Impact Fee Funds	-				
Professional Services / Credits	40,000	100%	40,000	2,117	18.89
Professional Services / Credits Subtotal	40,000		40,000		\$ 18.89
Total Impact Fee Per ERU	\$ 23,751,754		\$ 6,485,937		\$ 5,662.42

FIGURE 4.2: WEST WEBER SA TRANSPORTATION IMPACT FEE CALCULATION

West Weber SA	Total Cost	% That will Serve Ten Year Demand	Dollar Amount that will Serve Ten Year Demand	Ten Year Demand (ERUs)	Impact Fee per ERU
Roadway Impact Fee					
Future 10 Year Capital Projects	\$ 27,273,948	18.34%	\$ 5,002,640	975	\$ 5,129
Future Debt to be Issued - Interest Only	-	0.00%	-	975	-
Existing Infrastructure	-	0.00%	-	975	-
Existing Roads Related Debt - INTEREST ONLY	-	0.00%	-	975	-
Roadway Impact Fee Subtotal	\$ 27,273,948		\$ 5,002,640		\$ 5,129.48
Professional Services / Credits					
Unspent Impact Fee Funds					
Professional Services / Credits	40,000	100%	40,000	2,117	18.89
Professional Services / Credits Subtotal	40,000		40,000		\$ 18.89
Total Impact Fee Per ERU	\$ 27,313,948		\$ 5,042,640		\$ 5,148.37

Maximum Legal Transportation Impact Fees per ERU

As shown in Figure 4.1 and 4.2, the maximum legal impact fee per ERU is calculated to be \$5,662.42 for the Ogden Valley Service Area and \$5,148.37 for the West Weber Service Area.

Determination of Transportation Impact Fee

A single-family residence generating 9.44 average daily trips is equivalent to one ERU. An impact fee is then calculated based on development type and the net adjusted trips that the development type generates in relation to a single-family ERU as shown in Figure 4.3.

WEBER COUNTY: TRANSPORTATION IMPACT FEE ANALYSIS

FIGURE 4.3: MAXIMUM IMPACT FEE SCHEDULE

Ogden Valley Service Area								
Category	Units; Per	Study	Daily Trip Rate*	ERU Equivalency	Cost per ERU	% Primary Trips	Impact Fee per Unit	
Single-Family Residential Housing	Dwelling Unit	Weekday	9.44	1.0	\$ 5,662	95%	\$ 5,379.30	
Multi-Family Residential Housing	Dwelling Unit	Weekday	5.44	0.6	5,662	95%	3,099.94	
Industrial	1000 Sq. Feet Gross Floor Area	Weekday	3.37	0.4	5,662	75%	1,516.08	
Office	1000 Sq. Feet Gross Floor Area	Weekday	9.74	1.0	5,662	75%	4,381.78	
Institutional	1000 Sq. Feet Gross Floor Area	Weekday	10.72	2.0	5,662	75%	8,368.72	
General Commercial	1000 Sq. Feet Gross Leasable Floor Area	Weekday	37.75	4.0	5,662	43%	9,736.78	

*ITE Trip Generation 10th Edition

West Weber Service Area								
Category	Units; Per	Study	Daily Trip Rate*	ERU Equivalency	Cost per ERU	% Primary Trips	Impact Fee per Unit	
Single-Family Residential Housing	Dwelling Unit	Weekday	9.44	1.0	\$ 5,148	95%	\$ 4,890.95	
Multi-Family Residential Housing	Dwelling Unit	Weekday	5.44	0.6	5,148	95%	2,818.51	
Industrial	1000 Sq. Feet Gross Floor Area	Weekday	3.37	0.4	5,148	75%	1,378.44	
Office	1000 Sq. Feet Gross Floor Area	Weekday	9.74	1.0	5,148	75%	3,983.99	
Institutional	1000 Sq. Feet Gross Floor Area	Weekday	10.72	2.0	5,148	75%	7,608.99	
General Commercial	1000 Sq. Feet Gross Leasable Floor Area	Weekday	37.75	4.0	5,148	43%	8,852.85	

*ITE Trip Generation 10th Edition

Non-Standard Demand Adjustments

The County reserves the right under the Impact Fees Act (Utah Code 11-36-402(1)(c,d)) to assess an adjusted fee to respond to unusual circumstances and to ensure that the impact fees are assessed fairly. The impact fee ordinance must include a provision that permits adjustment of the fee for a particular development based upon studies and data submitted by the developer that indicate a more realistic and accurate impact upon the County’s infrastructure.

The impact fee formula shown below in Figure 4.4 for a non-standard user is shown below.

FIGURE 4.4: CALCULATION OF NON-STANDARD IMPACT FEE

Ogden Valley Service Area							
Conduct an Appropriate Study to Determine:			ERU Equivalency		Cost Per ERU		Impact Fee
The Number of Expected Average Daily Primary Trips	Divided by	9.44 Trips (Trips per One ERU)	ERU Equivalency	Multiplied By	\$ 5,662	=	Non Standard Adjustment Fee Per Unit
West Weber Service Area							
Conduct an Appropriate Study to Determine:			ERU Equivalency		Cost Per ERU		Impact Fee
The Number of Expected Average Daily Primary Trips	Divided by	9.44 Trips (Trips per One ERU)	ERU Equivalency	Multiplied By	\$ 5,148	=	Non Standard Adjustment Fee Per Unit



**APPENDICES: CERTIFICATION, SERVICE AREA MAP,
IMPACT FEE CALCULATIONS**

WEBER COUNTY: TRANSPORTATION IMPACT FEE ANALYSIS

In accordance with Utah Code Annotated, 11-36a-306(2), Zions Public Finance, Inc. (Zions), makes the following certification:

Zions certifies that the attached impact fee analysis:

1. includes only the cost 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. cost of 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;
3. offset costs with grants or other alternate sources of payment; and
4. complies in each and every relevant respect with the Impact Fees Act.

Zions Public Finance, Inc. makes this certification with the following caveats:

1. All of the recommendations for implementations of the Impact Fee Facilities Plan (IFFP) made in the IFFP or in the impact fee analysis are followed in their entirety by County staff and Council in accordance to the specific policies established for the Service Areas.
2. If all or a portion of the IFFP or impact fee analysis are modified or amended, this certification is no longer valid.
3. All information provided to Zions Public Finance, Inc., its contractors or suppliers is assumed to be correct, complete and accurate. This includes information provided by Weber County and outside sources. Copies of letters requesting data are included as appendices to the IFFP and the impact fee analysis.

Dated: December 4, 2018

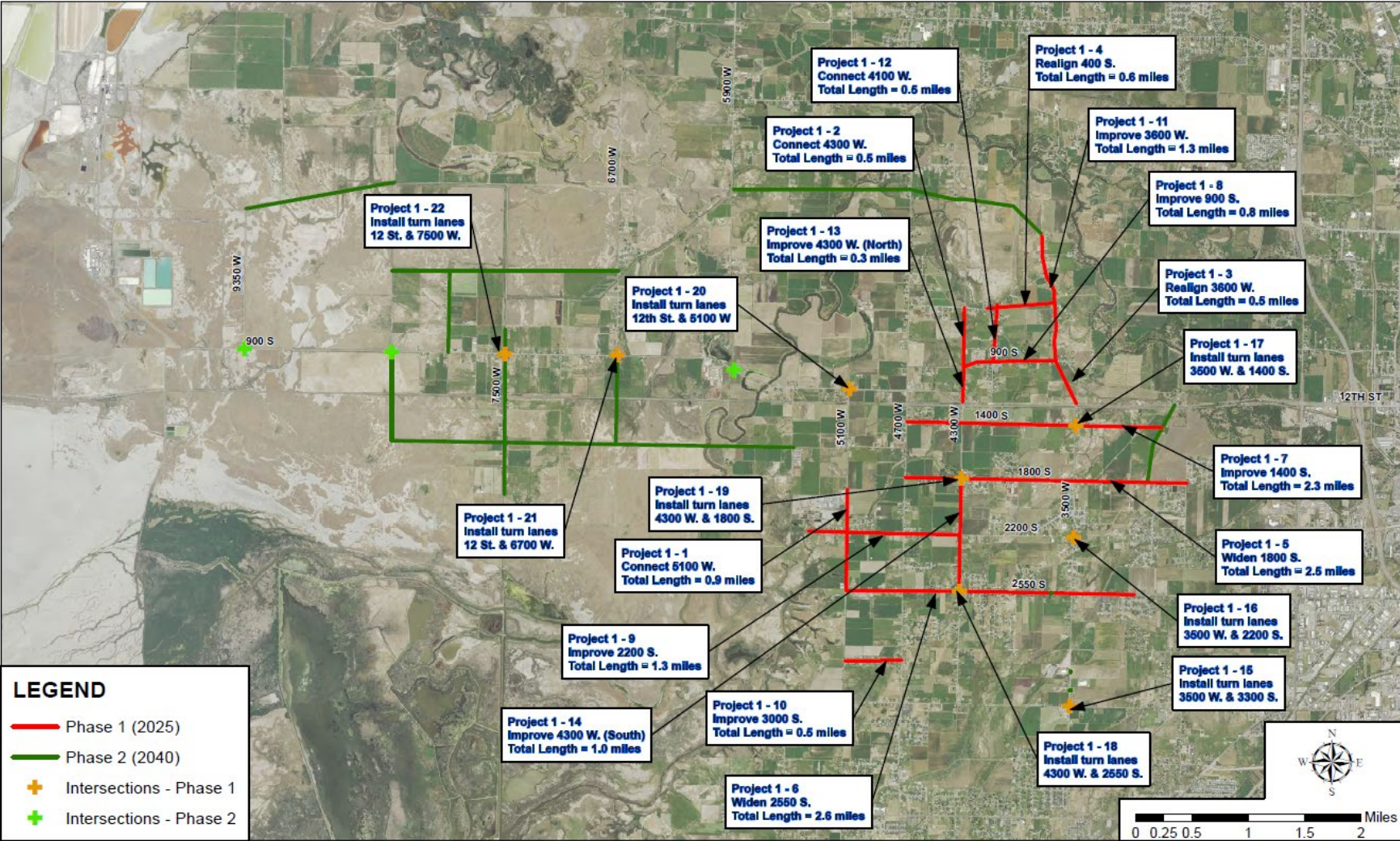
ZIONS PUBLIC FINANCE, INC.

APPENDIX A: SERVICE AREA MAPS

Weber County Transportation Impact Fee Analysis

West Weber Service Area Map

WEST WEBER COUNTY PHASE 1 PROPOSED PROJECTS

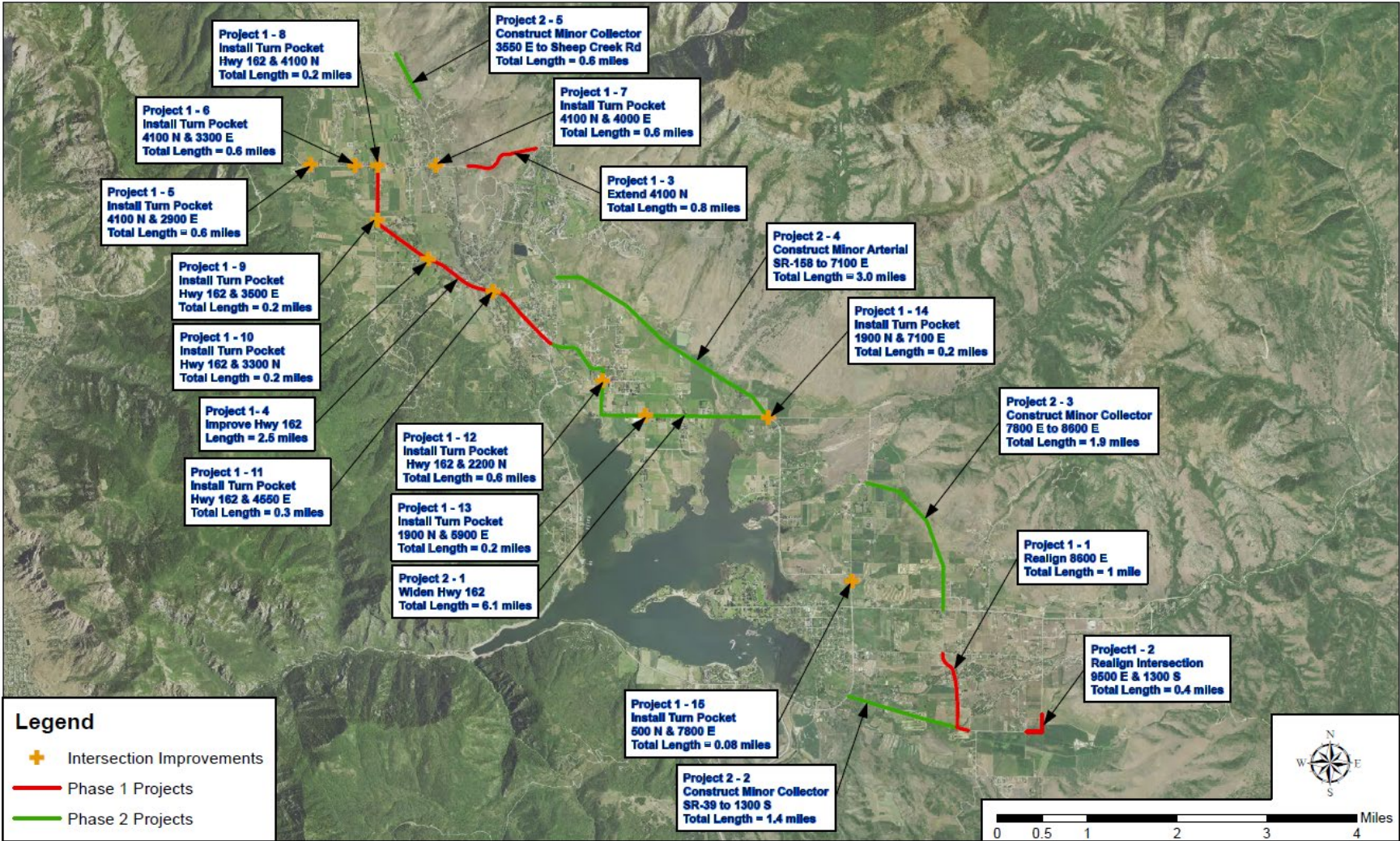


APPENDIX A: SERVICE AREA MAPS

Weber County Transportation Impact Fee Analysis

Ogden Valley Service Area Map

OGDEN VALLEY PROPOSED PROJECTS



Appendix B: Transportation Demand

Weber County Transportation Impact Fee Analysis

CURRENT AND FUTURE DEMAND FOR TRANSPORTATION

1 A B C D E F G H I 1

1 **TABLE B.1: CURRENT AND FUTURE ROAD DEMANDS**

Year	Ogden Valley (ERU)	West Weber (ERU)
2014	3,620	1,864
2015	3,747	1,972
2016	3,874	2,081
2017	4,001	2,189
2018	4,128	2,297
2019	4,255	2,406
2020	4,381	2,514
2021	4,508	2,623
2022	4,635	2,731
2023	4,762	2,839
2024	4,889	2,948
2025	5,016	3,056
2026	5,143	3,210
2027	5,270	3,364
2028	5,397	3,518
2029	5,524	3,671
2030	5,651	3,825
2031	5,778	3,979
2032	5,905	4,133
2033	6,031	4,287
2034	6,158	4,441
2035	6,285	4,595
2036	6,412	4,749
2037	6,539	4,902
2038	6,666	5,056
2039	6,793	5,210
2040	6,920	5,364

30 *Source: Transportation IFFP pg. 12; CRS Engineering*

A B C D E F G H I

TABLE B.2: OGDEN VALLEY SERVICE AREA DEMAND (ERU)

Ogden Valley Transportation 10 Year Demand	
Current Ogden Valley Service Area 2016 Demand (ERUs)	3,874
Ogden Valley Service Area 2025 Demand (ERUs)	5,016
2040 Ogden Valley Service Area Demand (ERU)	6,920
% Undeveloped	56%
10 YEAR OGDEN VALLEY DEMANDS	1,142

TABLE B.3: WEST WEBER SERVICE AREA DEMAND (ERU)

West Weber Transportation 10 Year Demand	
Current West Weber Service Area 2016 Demand (ERUs)	2,081
West Weber Service Area 2025 Demand (ERUs)	3,056
2040 West Weber Service Area Demand (ERU)	5,364
% Undeveloped	39%
10 YEAR WEST WEBER DEMANDS	975

APPENDIX C: LEVEL OF SERVICE

Weber County Transportation Impact Fee Analysis

A B C D

1 **Table C.1: Level of Service Standards for Historical and Future Roadway Infrastructure** 1

Roadway Infrastructure Category	Historical LOS/ County Code	Full Development LOS
Arterial Streets	A	B
Major Collector	A	B
Minor Collector	A	B
Local Streets	A	B

7 *Source: 2016 Transportation Impact Fee Facilities Plan Prepared by CRS Engineers* 7

A B C D

APPENDIX D: FUTURE OGDEN VALLEY TRANSPORTATION PROJECTS TO 2025 FROM IFFP

Weber County Transportation Impact Fee Analysis

A B C D E F G H I J K L M

1 Future Project Construction Year Costs

2 Table D.1: Capital Project Overview

Project Name	Project ID	Year to be Constructed	2016 Cost	Construction Costs	% to Existing/ Non-Qualifying	% Project Improvements	% to 10 Year Growth	% to Growth Beyond 10 Years	Cost to Existing/ Non-Qualifying	Cost to Project Improvements	Cost to 10 Year Growth	Cost to Growth Beyond 10 Years
Realign 8600 E from 500 S to 1300 S	1-1	2020	\$ 4,199,956	\$ 4,703,951	0.0%	47.9%	23.5%	28.7%	\$ -	\$ 2,252,235	\$ 1,103,272	\$ 1,348,444
Realign Intersection at 9500 E and 1300 S	1-2	2020	941,549	1,054,535	0.0%	85.7%	6.4%	7.9%	-	903,754	67,852	82,929
Extend 4100 N to SR-158	1-3	2020	4,131,112	4,626,845	0.0%	63.6%	16.4%	20.0%	-	2,940,525	758,844	927,476
Improve Hwy 162 from 2900 N to 4100 N	1-4	2020	5,312,079	5,949,528	10.1%	0.0%	71.9%	18.0%	601,484	-	4,278,436	1,069,609
Install Turn Pocket at 4100 N & 2900 E	1-5	2020	778,663	872,103	9.6%	0.0%	40.7%	49.7%	84,046	-	354,626	433,431
Install Turn Pocket at 4100 N & 3300 E	1-6	2020	778,663	872,103	9.6%	0.0%	40.7%	49.7%	84,046	-	354,626	433,431
Install Turn Pocket at 4100 N & 4000 E	1-7	2020	778,663	872,103	9.6%	0.0%	40.7%	49.7%	84,046	-	354,626	433,431
Install Turn Pocket at Hwy 162 & 4100 N	1-8	2020	512,135	573,591	10.5%	0.0%	40.3%	49.3%	59,961	-	231,133	282,496
Install Turn Pocket at Hwy 162 & 3500 E	1-9	2020	512,135	573,591	10.0%	0.0%	40.5%	49.5%	57,360	-	232,305	283,927
Install Turn Pocket at Hwy 162 & 3300 N	1-10	2020	512,135	573,591	10.0%	0.0%	40.5%	49.5%	57,360	-	232,305	283,927
Install Turn Pocket at Hwy 162 & 4550 E	1-11	2020	512,135	573,591	10.0%	0.0%	40.5%	49.5%	57,360	-	232,305	283,927
Install Turn Pocket at Hwy 162 & 2200 N	1-12	2020	778,663	872,103	9.6%	0.0%	40.7%	49.7%	84,046	-	354,626	433,431
Install Turn Pocket at 1900 N & 5900 E	1-13	2020	497,912	557,661	11.0%	0.0%	40.1%	49.0%	61,342	-	223,344	272,975
Install Turn Pocket at 1900 N & 7100 E	1-14	2020	497,912	557,661	11.0%	0.0%	40.1%	49.0%	61,342	-	223,344	272,975
Install Turn Pocket at 500 N & 7800 E	1-15	2020	427,497	478,797	4.0%	0.0%	43.2%	52.8%	19,152	-	206,840	252,804
Ten Year Total			\$ 21,171,209	\$ 23,711,754					\$ 1,311,545	\$ 6,096,514	\$ 9,208,481	\$ 7,095,215

10-Year Passthrough Trips Adjustment (30% Reduction) \$ 6,445,937

22 Table D.2: Total Capital Projects by Year

Project	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	Totals
Realign 8600 E from 500 S to 1300 S	\$ -	\$ -	\$ -	\$ -	\$ 4,703,951	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,703,951
Realign Intersection at 9500 E and 1300 S	-	-	-	-	1,054,535	-	-	-	-	-	-	1,054,535
Extend 4100 N to SR-158	-	-	-	-	4,626,845	-	-	-	-	-	-	4,626,845
Improve Hwy 162 from 2900 N to 4100 N	-	-	-	-	5,949,528	-	-	-	-	-	-	5,949,528
Install Turn Pocket at 4100 N & 2900 E	-	-	-	-	872,103	-	-	-	-	-	-	872,103
Install Turn Pocket at 4100 N & 3300 E	-	-	-	-	872,103	-	-	-	-	-	-	872,103
Install Turn Pocket at 4100 N & 4000 E	-	-	-	-	872,103	-	-	-	-	-	-	872,103
Install Turn Pocket at Hwy 162 & 4100 N	-	-	-	-	573,591	-	-	-	-	-	-	573,591
Install Turn Pocket at Hwy 162 & 3500 E	-	-	-	-	573,591	-	-	-	-	-	-	573,591
Install Turn Pocket at Hwy 162 & 3300 N	-	-	-	-	573,591	-	-	-	-	-	-	573,591
Install Turn Pocket at Hwy 162 & 4550 E	-	-	-	-	573,591	-	-	-	-	-	-	573,591
Install Turn Pocket at Hwy 162 & 2200 N	-	-	-	-	872,103	-	-	-	-	-	-	872,103
Install Turn Pocket at 1900 N & 5900 E	-	-	-	-	557,661	-	-	-	-	-	-	557,661
Install Turn Pocket at 1900 N & 7100 E	-	-	-	-	557,661	-	-	-	-	-	-	557,661
Install Turn Pocket at 500 N & 7800 E	-	-	-	-	478,797	-	-	-	-	-	-	478,797
Total Capital Projects	\$ -	\$ -	\$ -	\$ -	\$ 23,711,754	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 23,711,754

Bond Funded Capital Projects	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
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Bond Issue #1 2016	\$ -
Bond Issue #2 2019	\$ -
50% Bond Financing of City Road Projects	\$ -

47 Table D.3: Existing / Project Level

Project	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	Totals
Existing / Project Level	\$ -	\$ -	\$ -	\$ -	\$ 1,311,545	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,311,545
10 Year Growth	-	-	-	-	9,208,481	-	-	-	-	-	-	9,208,481
Beyond 10 Year Growth	-	-	-	-	7,095,215	-	-	-	-	-	-	7,095,215
	\$ -	\$ -	\$ -	\$ -	\$ 17,615,240	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 17,615,240

A B C D E F G H I J K L M

APPENDIX E: FUTURE WEST WEBER TRANSPORTATION PROJECTS TO 2025 FROM IFFP

Weber County Transportation Impact Fee Analysis

A B C D E F G H I J K L M N

1 **Future Project Construction Year Costs**

2 **Table E.1: Capital Project Overview**

Project Name	Project ID	Year to be Constructed	2016 Cost	Construction Costs	% to Existing/ Non-Qualifying	% Project Improvements	% to 10 Year Growth	% to Growth Beyond 10 Years	Cost to Existing/ Non-Qualifying	Cost to Project Improvements	Cost to 10 Year Growth	Cost to Growth Beyond 10 Years
Connect 5100 W. north and south of 2200 S.	1-1	2020	\$ 2,135,673	\$ 2,391,954	1.6%	81.0%	7.8%	9.6%	\$ 39,215	\$ 1,936,906	\$ 187,125	\$ 228,708
Connect 4300 W. between 400 S. and 900 S.	1-2	2020	1,400,859	1,568,962	0.0%	82.2%	8.0%	9.8%	-	1,290,194	125,446	153,322
Realign 3600 W from 12th St. to 900 S.	1-3	2020	1,294,344	1,449,665	0.0%	82.2%	8.0%	9.8%	-	1,192,093	115,908	141,664
Realign 400 S. from 4100 W. to 3600 W.	1-4	2020	1,388,841	1,555,502	0.0%	81.0%	8.6%	10.5%	-	1,259,956	132,996	162,550
Install turn lanes on 4300 W. & 2550 S.	1-5	2020	407,077	455,926	0.0%	0.0%	45.0%	55.0%	-	-	205,167	250,759
Install turn lanes on 4300 W. & 1800 S.	1-6	2020	407,077	455,926	0.0%	0.0%	45.0%	55.0%	-	-	205,167	250,759
Widen 1800 S. from 4700 W. to West Haven limits	2-1	2027	7,361,179	9,790,368	7.6%	0.0%	30.8%	61.6%	740,539	-	3,016,610	6,033,220
Widen 2550 S. from 5100 W. to West Haven limits	2-2	2027	7,222,289	9,605,644	7.6%	0.0%	30.8%	61.6%	726,566	-	2,959,693	5,919,386
Ten Year Total			\$ 21,617,339	\$ 27,273,948					\$ 1,506,319	\$ 5,679,149	\$ 6,948,111	\$ 13,140,370

10-Year Passthrough Trips Adjustment (28% Reduction) \$ 5,002,640

15 **Table E.2: Total Capital Projects by Year**

Project	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	Totals
Connect 5100 W. north and south of 2200 S.	\$ -	\$ -	\$ -	\$ -	\$ 2,391,954	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,391,954
Connect 4300 W. between 400 S. and 900 S.	-	-	-	-	1,568,962	-	-	-	-	-	-	-	1,568,962
Realign 3600 W from 12th St. to 900 S.	-	-	-	-	1,449,665	-	-	-	-	-	-	-	1,449,665
Realign 400 S. from 4100 W. to 3600 W.	-	-	-	-	1,555,502	-	-	-	-	-	-	-	1,555,502
Install turn lanes on 4300 W. & 2550 S.	-	-	-	-	455,926	-	-	-	-	-	-	-	455,926
Install turn lanes on 4300 W. & 1800 S.	-	-	-	-	455,926	-	-	-	-	-	-	-	455,926
Widen 1800 S. from 4700 W. to West Haven limits	-	-	-	-	-	-	-	-	-	-	-	9,790,368	-
Widen 2550 S. from 5100 W. to West Haven limits	-	-	-	-	-	-	-	-	-	-	-	9,605,644	-
Total Capital Projects	\$ -	\$ -	\$ -	\$ -	\$ 7,877,936	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7,877,936

Bond Funded Capital Projects	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
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Bond Issue #1 2016	\$ -
Bond Issue #2 2019	\$ -
50% Bond Financing of City Road Projects	\$ -

35 **Table E.3: Existing / Project Level**

Project	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	Totals
Existing / Project Level	\$ -	\$ -	\$ -	\$ -	\$ 39,215	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 39,215
10 Year Growth	-	-	-	-	971,808	-	-	-	-	-	-	971,808
Beyond 10 Year Growth	-	-	-	-	1,187,763	-	-	-	-	-	-	1,187,763
	\$ -	\$ -	\$ -	\$ -	\$ 2,198,786	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,198,786

A B C D E F G H I J K L M N

APPENDIX F: COST PER TRIP CALCULATION

Weber County Transportation Impact Fee Analysis

A B C D E F

1 **Table F.1: Cost per Trip for the Ogden Valley Service Area** 1

Ogden Valley SA	Total Cost	% That will Serve Ten Year Demand	Dollar Amount that will Serve Ten Year Demand	Ten Year Demand (ERUs)	Impact Fee per ERU
Roadway Impact Fee					
Future 10 Year Capital Projects	\$ 23,711,754	27.18%	\$ 6,445,937	1,142	\$ 5,644
Future Debt to be Issued - Interest Only	-	0.00%	-	1,142	-
Existing Infrastructure	-	0.00%	-	1,142	-
Existing Roads Related Debt - INTEREST ONLY	-	0.00%	-	1,142	-
Roadway Impact Fee Subtotal	\$ 23,711,754		\$ 6,445,937		\$ 5,643.53
Professional Services / Credits					
Unspent Impact Fee Funds	-				
Professional Services / Credits	40,000	100%	40,000	2,117	18.89
Professional Services / Credits Subtotal	40,000		40,000		\$ 18.89
Total Impact Fee Per ERU	\$ 23,751,754		\$ 6,485,937		\$ 5,662.42

17 **Table F.2: Cost per Trip for the West Weber Service Area** 18

West Weber SA	Total Cost	% That will Serve Ten Year Demand	Dollar Amount that will Serve Ten Year Demand	Ten Year Demand (ERUs)	Impact Fee per ERU
Roadway Impact Fee					
Future 10 Year Capital Projects	\$ 27,273,948	18.34%	\$ 5,002,640	975	\$ 5,129
Future Debt to be Issued - Interest Only	-	0.00%	-	975	-
Existing Infrastructure	-	0.00%	-	975	-
Existing Roads Related Debt - INTEREST ONLY	-	0.00%	-	975	-
Roadway Impact Fee Subtotal	\$ 27,273,948		\$ 5,002,640		\$ 5,129.48
Professional Services / Credits					
Unspent Impact Fee Funds					
Professional Services / Credits	40,000	100%	40,000	2,117	18.89
Professional Services / Credits Subtotal	40,000		40,000		\$ 18.89
Total Impact Fee Per ERU	\$ 27,313,948		\$ 5,042,640		\$ 5,148.37

A B C D E F

APPENDIX G: RECOMMENDED IMPACT FEES

Weber County Transportation Impact Fee Analysis

A B C D E F G H

Table G.1: Ogden Valley SA Recommended Impact Fees by Development Type

Ogden Valley Service Area								
Category	Units; Per	Study	Daily Trip Rate*	ERU Equivalency	Cost per ERU	% Primary Trips	Impact Fee per Unit	
Single-Family Residential Housing	Dwelling Unit	Weekday	9.44	1.0	\$ 5,662	95%	\$ 5,379.30	
Multi-Family Residential Housing	Dwelling Unit	Weekday	5.44	0.6	5,662	95%	3,099.94	
Industrial	1000 Sq. Feet Gross Floor Area	Weekday	3.37	0.4	5,662	75%	1,516.08	
Office	1000 Sq. Feet Gross Floor Area	Weekday	9.74	1.0	5,662	75%	4,381.78	
Institutional	1000 Sq. Feet Gross Floor Area	Weekday	10.72	2.0	5,662	75%	8,368.72	
General Commercial	1000 Sq. Feet Gross Leasable Floor Area	Weekday	37.75	4.0	5,662	43%	9,736.78	

*ITE Trip Generation 10th Edition

Table G.2: West Weber SA Recommended Impact Fees by Development Type

West Weber Service Area								
Category	Units; Per	Study	Daily Trip Rate*	ERU Equivalency	Cost per ERU	% Primary Trips	Impact Fee per Unit	
Single-Family Residential Housing	Dwelling Unit	Weekday	9.44	1.0	\$ 5,148	95%	\$ 4,890.95	
Multi-Family Residential Housing	Dwelling Unit	Weekday	5.44	0.6	5,148	95%	2,818.51	
Industrial	1000 Sq. Feet Gross Floor Area	Weekday	3.37	0.4	5,148	75%	1,378.44	
Office	1000 Sq. Feet Gross Floor Area	Weekday	9.74	1.0	5,148	75%	3,983.99	
Institutional	1000 Sq. Feet Gross Floor Area	Weekday	10.72	2.0	5,148	75%	7,608.99	
General Commercial	1000 Sq. Feet Gross Leasable Floor Area	Weekday	37.75	4.0	5,148	43%	8,852.85	

*ITE Trip Generation 10th Edition

Table G.3: Non Standard Demand Adjustment

Ogden Valley Service Area								
Conduct an Appropriate Study to Determine:			ERU Equivalency	Cost Per ERU	Impact Fee			
The Number of Expected Average Daily Primary Trips	Divided by	9.44 Trips (Trips per One ERU)	ERU Equivalency Multiplied By	\$ 5,662	= Non Standard Adjustment Fee Per Unit			
West Weber Service Area								
Conduct an Appropriate Study to Determine:			ERU Equivalency	Cost Per ERU	Impact Fee			
The Number of Expected Average Daily Primary Trips	Divided by	9.44 Trips (Trips per One ERU)	ERU Equivalency Multiplied By	\$ 5,148	= Non Standard Adjustment Fee Per Unit			

A B C D E F G H