



Zions Public Finance, Inc
for
Ogden Valley City



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Ogden Valley City
Roads Impact Fee
Analysis

April 2026



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Executive Summary

Background

Ogden Valley City (City) has retained Zions Public Finance, Inc. (ZPFI) to prepare this Impact Fee Analysis (IFA) for the calculation of appropriate roads impact fees. This IFA relies on information in the Roads Impact Fee Analysis (IFFP) produced by J-U-B Engineers, Inc. (JUB) dated March 2026.

The City was incorporated in December 2025, bringing together an unincorporated area of Weber County (County). To date, the City and County are finalizing details regarding assets and service provision.

An impact fee is a one-time fee imposed on new development activity to mitigate the impact of new development on capital facilities. The recommended impact fee structure presented in this analysis has been prepared to satisfy the Impact Fees Act, Utah Code Ann. § 11-36a-101 et. seq., and represents the maximum impact fees the City may assess. The City will be required to use revenue sources other than impact fees to fund any projects that constitute repair and replacement, cure any existing deficiencies, or increase the level of service for existing users.

Population Growth

Demand for roads facilities comes from residential and commercial development and the associated population growth. The growth is represented in the growth of daily trips. Growth in the City is estimated as follows:

TABLE 1: OGDEN VALLEY CITY PROJECTED TRIP GROWTH, 2026 – 2035

Year	Total Daily Trips
2026	35,689
2027	36,297
2028	36,914
2029	37,542
2030	38,181
2031	38,831
2032	39,491
2033	40,163
2034	40,846
2035	41,541
Trip Growth, 2026 – 2035	5,852

Source: Ogden Valley City Roads IFFP 2026 (J-U-B- Engineers, Inc.)

Service Area

There is one service area which matches the boundaries of the City for the purpose of calculating the roads impact fees.

Level of Service

Level of service (LOS) defines the roads capital facility demands that development will require and should pay for with impact fees. The existing and proposed service levels are detailed in **Table 2**.

TABLE 2: EXISTING AND PROPOSED LEVEL OF SERVICE

Description	Level of Service Description
Level of Service	A and B

Source: J-U-B Engineers, Inc.

Excess Capacity

Existing facilities with excess capacity can be included in an IFA so that new development can buy into the existing, excess capacity. Information utilized in the IFFP creation does not consider excess capacity due to the difficulty of determining actual costs that were incurred in the installation of existing infrastructure.

Other Costs

Other eligible costs include the cost of preparing the Roads IFA.

Credits for Projects that Benefit Existing Development

The IFFP has identified a portion of the new construction costs that will benefit existing development. Therefore, a credit must be made so that new development does not pay twice – once in the form of impact fees and then again through rates or taxes over time to pay for the portion of the system improvements that benefit existing development.

Credits for Outstanding Bonds

The City currently has no outstanding debt used to pay for roads improvements.

Roads System Impact Fee Calculation

Utah Code 11-36a-304(1)(d) and (e) and (2)(a) and (b)

The final cost per trip for 2026 is \$1,020.24 per trip after credits are made for the construction of new projects that will partially benefit existing development.

TABLE 3: COST PER TRIP

Summary of Cost per Trip	Amount
New Construction Costs	\$1,017.76
Consultant Costs	\$2.48
Gross Cost per Trip before Credits	\$1,020.24
Credits for Existing Development	(\$27.47)
Final Cost per Trip in 2026	\$992.77

Although the gross cost per trip of \$1,020.24 remains constant year over year, the impact fee credits decline each year as fewer payments remain for the new construction projects that benefit existing development. Plus, more trips (due to growth) are sharing costs and payments.

The average maximum impact fee over the next five years (2026-2030) is **\$997.76**.

TABLE 4: SUMMARY OF COST PER TRIP– 2026-2035

Year	Trips	Credit for Existing Development	Payment per Trip	NPV* - Credit	Gross Cost per Trip	Final Cost per Trip
2026	35,689	(\$135,874.00)	(\$3.81)	(\$27.47)	\$1,020.24	\$992.77

2027	36,297	(\$135,874.00)	(\$3.74)	(\$25.03)	\$1,020.24	\$995.20
2028	36,914	(\$135,874.00)	(\$3.68)	(\$22.54)	\$1,020.24	\$997.70
2029	37,542	(\$135,874.00)	(\$3.62)	(\$19.99)	\$1,020.24	\$1,000.25
2030	38,181	(\$135,874.00)	(\$3.56)	(\$17.37)	\$1,020.24	\$1,002.87
2031	38,831	(\$135,874.00)	(\$3.50)	(\$14.68)	\$1,020.24	\$1,005.56
2032	39,491	(\$135,874.00)	(\$3.44)	(\$11.91)	\$1,020.24	\$1,008.33
2033	40,163	(\$135,874.00)	(\$3.38)	(\$9.06)	\$1,020.24	\$1,011.17
2034	40,846	(\$135,874.00)	(\$3.33)	(\$6.13)	\$1,020.24	\$1,014.10
2035	41,541	(\$135,874.00)	(\$3.27)	(\$3.12)	\$1,020.24	\$1,017.12

*NPV = net present value discounted at 5 percent

The final cost per trip is then applied to standards set by the Institute of Transportation Engineers (ITE) for the number of daily trips per development type. **Table 12**, at the end of this analysis, shows detailed categories from the ITE Manual, 12th edition for which the City can charge impact fees and illustrates how fees are calculated based on the number of trips generated by land use type and trips per unit.

Manner of Financing

Utah Code 11-36a-304(2)(c)(d)(e)(f)(g)(h)

An impact fee is a one-time fee that is implemented by a local government on new development to help fund and pay for all or a portion of the costs of public facilities that are needed to serve new development. Additionally, impact fees allow new growth to share in the cost of existing facilities that have excess capacity.

Impact Fee Credits

There are no bonds outstanding. Some of the future planned improvements will benefit existing development, therefore a credit must be made to ensure that new development does not pay more than its fair share.

Extraordinary Costs and Time Price Differential

It is not anticipated that there will be any extraordinary costs in servicing newly developed roads facilities.

Chapter 1: Utah Code Legal Requirements

Preparation of Impact Fee Analysis

Utah Code requires that “each local political subdivision... intending to impose an impact fee shall prepare a written analysis (Impact Fee Analysis or IFA) of each impact fee” (Utah Code 11-36a-303). This IFA follows all legal requirements as outlined below. The City has retained ZPFI to prepare this IFA in accordance with legal requirements.

The required Roads IFFP was prepared by JUB.

Costs to be Included in the Impact Fee

The impact fees proposed in this analysis are calculated based upon:

- New capital infrastructure for road systems that will serve new development; and
- Professional and planning expenses related to the construction of system improvements that will serve new development.

The costs that cannot be included in the impact fee are as follows:

- Costs for projects that cure system deficiencies;
- Costs for projects that increase the Level of Service (LOS) above that which is currently provided;
- Operations and maintenance costs;
- Costs of facilities funded by grants or other funds that the City does not have to repay; and
- Costs of reconstruction of facilities that do not have capacity to serve new growth.

Utah Code Legal Requirements

Section 11-36a-304 of the Utah Code outlines the requirements of an impact fee analysis which is required to identify the following:

- i. Anticipated impact on or consumption of any existing capacity of a public facility by the anticipated development activity;
- ii. Anticipated impact on system improvements required by the anticipated development activity to maintain the established level of service for each public facility;
- iii. How anticipated impacts are reasonably related to the anticipated development activity;
- iv. The proportionate share of:
 - a. Costs for existing capacity that will be recouped; and
 - b. Costs of impacts on system improvement that are reasonably related to the new development activity; and
- v. How the impact fee was calculated.

Further, 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:

- i. The cost of each existing public facility that has excess capacity to serve the anticipated development resulting from the new development activity;
- ii. The cost of system improvements for each public facility;

- iii. 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;
- iv. The relative extent to which development activity will contribute to financing the excess capacity of and system improvements for each existing public facility, by means such as user charges, special assessments, or payment from the proceeds of general taxes;
- v. The relative extent to which development activity will contribute to the cost of existing public facilities and system improvements in the future;
- vi. 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;
- vii. Extraordinary costs, if any, in servicing the newly developed properties; and
- viii. The time-price differential inherent in fair comparisons of amounts paid at different times.

Calculating Impact Fees

Utah Code 11-36a-305 states that for purposes of calculating an impact fee, a local political subdivision or private entity may include the following:

- i. Construction contract price;
- ii. Cost of acquiring land, improvements, materials, and fixtures;
- iii. Cost for planning, surveying, and engineering fees for services provided for and directly related to the construction of the system improvements; and
- iv. For a political subdivision, debt service charges if the political subdivision might use impact fees as a revenue stream to pay the principal and interest on bonds, notes or other obligations issued to finance the costs of the system improvements; and
- v. One or more expenses for overhead.

Additionally, the Code states that each political subdivision or private entity shall base impact fee amounts on realistic estimates and the assumptions underlying those estimates shall be disclosed in the impact fee analysis.

Certification of Impact Fee Analysis

Utah Code 11-36a-306 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.

Impact Fee Enactment

Utah Code 11-36a-202 states that a local political subdivision or private entity wishing to impose impact fees shall pass an impact fee enactment in accordance with Section 11-36a-402. Additionally, an impact fee imposed by an impact fee enactment may not exceed the highest fee justified by the impact fee analysts. An impact fee enactment may not take effect until 90 days after the day on which the impact fee enactment is approved.

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 Analysis (Utah Code 11-36a-503(1)). 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.

Chapter 2: Impact Fee Analysis

Utah Code requires municipalities to include only system improvements for the purpose of calculating impact fees. Project improvements cannot be used to establish levels of service eligible to be maintained through impact fees.

This IFA is organized based on the legal requirements of Utah Code 11-36a-304.

Impact on Consumption of Existing Capacity

Utah Code 11-36a-304(1)(a)

“An impact fee analysis shall identify the anticipated impact on or consumption of any existing capacity of a public facility by the anticipated development activity.”

The Roads IFFP prepared by JUB is based on prior IFFPs prepared for Weber County. This document states “Excess capacity may be included in an IFFP to create a “buy-in” component of the impact fee. However, because of the lack of original cost data required to establish excess capacity “buy-in,” the City has elected not to include excess capacity in the impact fee calculations.”¹

Impact on System Improvements by Anticipated Development Activity

Utah Code 11-36a-304(1)(b)

“An impact fee analysis shall identify the anticipated impact on system improvements required by the anticipated development activity to maintain the established level of service for each public facility.”

The City will need to acquire additional facilities to maintain its existing service levels. Service levels will decline because of trip growth unless new facilities are constructed or acquired. Impact fees will be used to maintain the existing service levels for road facilities.

The means by which the City will meet growth demands include constructing projects in the IFFP. New development will be required to pay for its fair share of new construction projects.

The cost of new capital facility construction projects over the next 10 years total \$20,620,000 as summarized in **Table 7**. A detailed list of proposed construction projects is included as **Appendix A**. The City expects to receive \$2,000,000 in transportation funding from Weber County, which has reduced the total cost of the project totals.

TABLE 5: NEW CONSTRUCTION IMPROVEMENTS – SUMMARY

Project Category	Percent	Amount
Projects Benefitting Existing Development	6.59%	\$1,358,740
Projects Benefitting New Growth - 10-years	41.26%	\$8,508,460
Projects Benefitting New Growth - Beyond 10-years	33.96%	\$7,002,280
Developer Direct Costs	18.19%	\$3,750,520
Totals	100.00%	\$20,620,000

Source: Ogden Valley City Roads IFFP 2026 (J-U-B- Engineers, Inc.)

¹ Ogden Valley City Impact Fee Facilities Plan – Roads, J-U-B Engineers, Inc., Page 4.

Relationship of Anticipated Impacts to Anticipated Development Activity

Utah Code 11-36a-304(1)(c)

“An impact fee analysis shall subject to Subsection (2), demonstrate how the anticipated impacts described in Subsections (1)(a) and (b) are reasonably related to the anticipated development activity.”

The demand placed on existing road facilities by new development activity is attributable to trip growth. The City has 35,689 daily trips in 2026 and because of anticipated development activity will grow to 41,541 daily trips in 2035 – an increase of 5,852 daily trips. As growth occurs because of increased development activity, more road facilities are needed to maintain existing service levels.

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Chapter 3: Proportionate Share Analysis

Utah Code 11-36a-304(1)(d)(i)(ii)

“An impact fee analysis shall estimate the proportionate share of costs for existing capacity that will be recouped; and the costs of impacts on system improvements that are reasonably related to the new development activity.”

Costs Reasonably Related to Development Activity

The cost of new system improvements required to maintain the service levels related to new development activity are based on the costs of system facilities, credits for projects benefiting existing development, and the consultant fees for the preparation of the Impact Fee Analysis.

New Improvements

To maintain service levels, additional improvements are required. These have been identified to total \$20,620,000, with \$8,508,460 attributable to new development within the next 10 years. Due to cut-through trips, which both start and finish outside of the City, a 30% reduction is applied to this total. This is because the City cannot charge new development for impact that it does not create. After this reduction, the total amount attributable to new development within the next 10 years is \$5,955,922. The total cost per trip is \$1,017.76.

TABLE 6: NEW IMPROVEMENT COST PER TRIP

Description	Amount
Cost to 10-yr Growth	\$5,955,922
Growth in Daily Trips 2026-2035	5,852
Cost per Trip	\$1,017.76

Consultant Costs

The Impact Fees Act allows for fees charged to include the reimbursement of consultant costs incurred in the preparation of the impact fee. Costs for both ZPFI and JUB are included in the preparation of the IFA and IFFP.

TABLE 7: CONSULTANT COST PER TRIP

Description	Amount
ZPFI	\$6,500
JUB	\$8,000
Growth in Daily Trips 2026-2035	5,852
Cost per Trip	\$2.48

Gross Cost per Trip

The total gross cost per Trip is calculated by summing all the component costs, with a total cost per trip of \$1,020.24.

TABLE 8: TOTAL GROSS COST PER TRIP

Description	Amount
New Construction	\$1,017.76
Consultant Costs	\$2.48
Gross Cost per Trip	\$1,020.24

Credits Against Impact Fees

To ensure that new development does not pay more than its fair share, credits must be made for any outstanding debt, current impact fee fund balance, or for projects that will benefit existing development. According to the City, there is no outstanding debt nor an impact fee fund balance.

However, JUB identified portions of the new improvement projects that will benefit existing development. Therefore, credits must also be made for the proportionate share of new projects that benefit existing development in order that new development is not charged twice – once through the impact fee and then through rates over time. The proportionate share of new projects benefiting existing development is calculated as \$1,358,740. This cost is anticipated to be paid for with increased rates, spread over 10 years, and therefore new development must be credited so that it does not pay the full impact fee as well as higher rates.

TABLE 9: CREDITS FOR PROJECTS BENEFITTING EXISTING DEVELOPMENT

Year	Trips	Annual Payment	Payment per Trip	NPV* - Credit
2026	35,689	(\$135,874.00)	(\$3.81)	(\$27.47)
2027	36,297	(\$135,874.00)	(\$3.74)	(\$25.03)
2028	36,914	(\$135,874.00)	(\$3.68)	(\$22.54)
2029	37,542	(\$135,874.00)	(\$3.62)	(\$19.99)
2030	38,181	(\$135,874.00)	(\$3.56)	(\$17.37)
2031	38,831	(\$135,874.00)	(\$3.50)	(\$14.68)
2032	39,491	(\$135,874.00)	(\$3.44)	(\$11.91)
2033	40,163	(\$135,874.00)	(\$3.38)	(\$9.06)
2034	40,846	(\$135,874.00)	(\$3.33)	(\$6.13)
2035	41,541	(\$135,874.00)	(\$3.27)	(\$3.12)

*NPV = net present value discounted at 5 percent

Maximum Impact Fees

The calculated final cost per trip that can be charged in 2026 is \$992.77.

TABLE 10: FINAL COST PER TRIP – 2026

Summary of Final Cost per Trip in 2026	Amount
New Construction	\$1,017.73
Consultant Costs	\$2.48
Gross Cost per Trip Before Credits	\$1,020.24
Credits for Existing Development	(\$27.47)
Maximum Fee per ESU in 2026	\$992.77

Although the gross fee of \$1,020.24 remains constant year over year, the impact fee credits decline each year as fewer payments remain for the new construction projects that benefit existing development. Plus, more trips (due to growth) are sharing costs and payments.

The average maximum final cost per trip over the next five years (2026-2030) is \$997.76.

TABLE 11: SUMMARY OF FINAL COST PER TRIP – 2026-2035

Year	Trips	Credit for Existing Development	Payment per Trip	NPV* - Credit	Gross Cost per Trip	Final Cost per Trip
2026	35,689	(\$135,874.00)	(\$3.81)	(\$27.47)	\$1,020.24	\$992.77
2027	36,297	(\$135,874.00)	(\$3.74)	(\$25.03)	\$1,020.24	\$995.20
2028	36,914	(\$135,874.00)	(\$3.68)	(\$22.54)	\$1,020.24	\$997.70
2029	37,542	(\$135,874.00)	(\$3.62)	(\$19.99)	\$1,020.24	\$1,000.25
2030	38,181	(\$135,874.00)	(\$3.56)	(\$17.37)	\$1,020.24	\$1,002.87
2031	38,831	(\$135,874.00)	(\$3.50)	(\$14.68)	\$1,020.24	\$1,005.56
2032	39,491	(\$135,874.00)	(\$3.44)	(\$11.91)	\$1,020.24	\$1,008.33
2033	40,163	(\$135,874.00)	(\$3.38)	(\$9.06)	\$1,020.24	\$1,011.17
2034	40,846	(\$135,874.00)	(\$3.33)	(\$6.13)	\$1,020.24	\$1,014.10
2035	41,541	(\$135,874.00)	(\$3.27)	(\$3.12)	\$1,020.24	\$1,017.12

*NPV = net present value discounted at 5 percent

The final cost per trip is then applied to standards set by the Institute of Transportation Engineers (ITE) for the number of daily trips per development type. **Table 12** shows categories from the ITE Manual, 12th edition that are planned for the City. To calculate the total impact fee, the Maximum Impact Fee per Unit is multiplied by the recommended units for each category. The City may, at its discretion, choose to refer to additional land use categories as found in the ITE Manual, 12th Edition. **Table 13** shows how these impact fees change over the next ten years with the credits for existing development.

Pass-by trips account for use trips that include multiple stops along the way and are not the result of a direct trip. The Adjusted Trips accounts for the method of calculating the overall trip counts in the City. The ITE Trips consider a trip as traveling to a location and the travel back as a separate trip, while the trip calculation in the IFFP accounts for traveling to a location and the travel back as one trip.

TABLE 12: SUMMARY OF MAXIMUM ALLOWABLE IMPACT FEE – 2026

ITE Code	Category	Units; Per	ITE Trips	Pass-by Trips	Adjusted Trips	Maximum Impact Fee per Unit (2026)
130	Industrial Park	1000 Sq. Feet Gross Floor Area	2.68		1.34	\$1,330.31
140	Manufacturing	1000 Sq. Feet Gross Floor Area	4.27		2.14	\$2,119.57
150	Warehousing	1000 Sq. Feet Gross Floor Area	1.38		0.69	\$685.01
210	Single-Family Detached Housing	Dwelling Unit	9.09		4.55	\$4,512.14
215	Single-Family Attached Housing	Dwelling Unit	6.57		3.29	\$3,261.25
220	Multifamily Housing	Dwelling Unit	6.21		3.11	\$3,082.55
240	Mobile Home Park	Occupied Dwelling Unit	7.87		3.94	\$3,906.55
710	General Office Building	1000 Sq. Feet Gross Floor Area	7.83		3.92	\$3,886.70

ITE Code	Category	Units; Per	ITE Trips	Pass-by Trips	Adjusted Trips	Maximum Impact Fee per Unit (2026)
820	Shopping Center	1000 Sq. Feet Gross Leasable Area	36.39	19%	14.74	\$14,631.41
822	Strip Retail Plaza	1000 Sq. Feet Gross Leasable Area	54.45	40%	16.34	\$16,216.91

TABLE 13: SUMMARY OF MAXIMUM ALLOWABLE IMPACT FEE – 2027-2035

ITE Code	Category	2027	2028	2029	2030	2031
130	Industrial Park	\$1,333.57	\$1,336.91	\$1,340.34	\$1,343.85	\$1,347.45
140	Manufacturing	\$2,124.76	\$2,130.08	\$2,135.54	\$2,141.13	\$2,146.87
150	Warehousing	\$686.69	\$688.41	\$690.17	\$691.98	\$693.84
210	Single-Family Detached Housing	\$4,523.21	\$4,534.53	\$4,546.14	\$4,558.05	\$4,570.27
215	Single-Family Attached Housing	\$3,269.25	\$3,277.43	\$3,285.82	\$3,294.43	\$3,303.27
220	Multifamily Housing	\$3,090.11	\$3,097.85	\$3,105.78	\$3,113.91	\$3,122.27
240	Mobile Home Park	\$3,916.13	\$3,925.94	\$3,935.99	\$3,946.30	\$3,956.88
710	General Office Building	\$3,896.23	\$3,905.98	\$3,915.98	\$3,926.24	\$3,936.77
820	Shopping Center	\$14,667.28	\$14,704.00	\$14,741.64	\$14,780.26	\$14,819.91
822	Strip Retail Plaza	\$16,256.67	\$16,297.38	\$16,339.09	\$16,381.89	\$16,425.84
ITE Code	Category	2032	2033	2034	2035	
130	Industrial Park	\$1,351.16	\$1,354.97	\$1,358.90	\$1,362.94	
140	Manufacturing	\$2,152.78	\$2,158.85	\$2,165.11	\$2,171.55	
150	Warehousing	\$695.75	\$697.71	\$699.73	\$701.81	
210	Single-Family Detached Housing	\$4,582.84	\$4,595.77	\$4,609.09	\$4,622.82	
215	Single-Family Attached Housing	\$3,312.35	\$3,321.70	\$3,331.32	\$3,341.24	
220	Multifamily Housing	\$3,130.85	\$3,139.69	\$3,148.78	\$3,158.16	
240	Mobile Home Park	\$3,967.76	\$3,978.96	\$3,990.49	\$4,002.37	
710	General Office Building	\$3,947.60	\$3,958.74	\$3,970.21	\$3,982.03	
820	Shopping Center	\$14,860.66	\$14,902.59	\$14,945.77	\$14,990.28	
822	Strip Retail Plaza	\$16,471.01	\$16,517.49	\$16,565.35	\$16,614.67	

Manner of Financing

Utah Code 11-36a-304(2)(c)(d)(e)(f)(g)(h)

“An impact fee analysis shall identify, if applicable: other than impact fees, the manner of financing for each public facility such as user charges, special assessments, bonded indebtedness, federal taxes, or federal grants.”

An impact fee is a one-time fee that is implemented by a local government on new development to help fund and pay for all or a portion of the costs of public facilities that are needed to serve new development. These fees are usually implemented to help reduce the economic burden on local jurisdictions that are trying to deal with population and commercial growth within the area. As a matter of policy and legislative discretion, a local government may choose to have new development pay the full cost of its share of new public facilities if the facilities would not be needed except to service new development. However, local governments may use other sources of revenue to pay for the new facilities required to service new development and use impact fees to recover the cost difference between the total cost and the other sources of revenue. Additionally, impact fees allow new growth to share in the cost of existing facilities that have excess capacity.

The City expects to receive transportation grants, totaling \$2,000,000, which will offset the cost of the project to improve Highway 162. This has been accounted for in the current calculations. At the current time, no other sources of funding have been identified, but to the extent that any are identified and received in the future, then impact fees will be reduced accordingly.

Additional system-wide road improvements beyond those funded through impact fees that are desired to maintain a higher proposed level of service will be paid for by the community through other revenue sources such as user charges, special assessments, GO bonds, general taxes, etc.

Extraordinary Costs and Time Price Differential

Credits may be paid back to developers who have constructed or directly funded items that are included in the IFFP or donated to the City in lieu of impact fees, including the dedication of land for system improvements. This situation does not apply to developer exactions or improvements required to offset density or as a condition for development. Any item for which a developer receives credit should be included in the IFFP and must be agreed upon with the City before construction begins.

It is not anticipated that there will be any extraordinary costs in servicing newly developed roads improvements.

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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; or
 - b. costs for qualifying public facilities that will raise the level of service for the facilities, through impact fees, above the level of service that is supported by existing residents;
3. Offsets costs with grants or other alternate sources of payment; and
4. Complies in each and every relevant respect with the Impact Fees Act.

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Appendix A – New Construction Improvements

TABLE 14 : NEW CONSTRUCTION IMPROVEMENTS – DETAILED

Project ID	Project Description	Location	Estimated Cost	Cost to Existing	Cost to 10-year Growth	Cost Beyond 10-year Growth	Developer Cost
1-1	Realign Road	8600 E from 500 S to 1300 S	\$5,574,000	\$0	\$1,282,020	\$1,616,460	\$2,675,520
1-2	Realign Intersection	9500 E and 1300 S	\$1,250,000	\$0	\$75,000	\$100,000	\$1,075,000
1-4	Improve Hwy 162	2900 N to 4100 N	\$5,050,000	\$505,000	\$3,636,000	\$909,000	\$0
1-5	Install Turn Pocket	4100 N and 2900 E	\$1,034,000	\$103,400	\$413,600	\$517,000	\$0
1-6	Install Turn Pocket	4100 N and 3300 E	\$1,034,000	\$103,400	\$413,600	\$517,000	\$0
1-7	Install Turn Pocket	4100 N and 4000E	\$1,034,000	\$103,400	\$413,600	\$517,000	\$0
1-8	Install Turn Pocket	Hwy 162 and 4100 N	\$680,000	\$68,000	\$272,000	\$340,000	\$0
1-9	Install Turn Pocket	Hwy 162 and 3500 E	\$680,000	\$68,000	\$272,000	\$340,000	\$0
1-10	Install Turn Pocket	Hwy 162 and 3300 E	\$680,000	\$68,000	\$272,000	\$340,000	\$0
1-11	Install Turn Pocket	Hwy 162 and 4550 E	\$680,000	\$68,000	\$272,000	\$340,000	\$0
1-12	Install Turn Pocket	Hwy 162 and 2200 N	\$1,034,000	\$103,400	\$413,600	\$517,000	\$0
1-13	Install Turn Pocket	1900 N and 5900 E	\$661,000	\$72,710	\$264,400	\$323,890	\$0
1-14	Install Turn Pocket	1900 N and 7100 E	\$661,000	\$72,710	\$264,400	\$323,890	\$0
1-15	Install Turn Pocket	500 N and 7800 E	\$568,000	\$22,720	\$244,240	\$301,040	\$0
Totals			\$20,620,000	\$1,358,740	\$8,508,460	\$7,002,280	\$3,750,520

Source: Ogden Valley City Roads IFFP 2026 (J-U-B- Engineers, Inc.)