



IMPACT FEE FACILITIES PLAN - ROADS

Ogden Valley City

167 South 7500 East
Huntsville, Utah 84317

3/27/26

Prepared by:



J·U·B ENGINEERS, INC.

466 N Kays Drive
Kaysville, UT 84037
801-547-0393
jub.com

CONTENTS

1	Introduction.....	1
1.1	Background.....	1
1.2	Service Area.....	1
1.3	Projected Growth.....	1
2	Utah Code Legal Requirements	2
2.1	Notice of Intent to Prepare Impact Fee Facilities Plan.....	2
2.2	Preparation of Impact Fee Facilities Plan.....	2
2.3	Certification of Impact Fee Facilities Plan.....	3
3	Existing Levels of Service	3
4	Proposed Levels of Service.....	3
5	Excess Capacity to Accommodate Future Growth at Proposed Levels of Service.....	4
6	Demands Placed Upon Existing Public Facilities by New Development at the Proposed Level of Service.....	4
7	Infrastructure Required to Meet Demands of New Development.....	4
8	Consideration of Revenue Sources to Finance Impacts on Improvements.....	8
8.1	Grants.....	8
8.2	Bonds.....	8
8.3	Impact Fees.....	8
8.4	Anticipated or Accepted Dedications of System Improvements.....	8
9	Certifications.....	8
	APPENDIX A.....	10

Tables

Table 1-	Ogden Valley City Projected Growth.....	1
Table 2 -	Projects Associated with New Growth.....	6

1 INTRODUCTION

1.1 Background

Ogden Valley City has prepared an Impact Fee Facilities Plan (IFFP) for its transportation system, building upon the original transportation master plan that was completed by Weber County in 2015 and an IFFP prepared by CRS Engineers in 2017. The IFFP update will remove projects that have already been completed and update all associated cost estimates to 2026 dollars to ensure the plan reflects current conditions. The previous planning efforts helped to determine the available capacities in the existing roadway network and the impacts of new growth on the network. The IFFP identifies which improvements may be funded by impact fees. Ogden Valley City retained J-U-B Engineers, Inc. to prepare the IFFP and Zions Public Finance, Inc to prepare the Impact Fee Analysis (IFA).

The Utah Code 11-36a-301 requires that a municipality “prepare an impact fee facilities plan to determine the public facilities required to serve development resulting from new development activity.” Utah Code 11-36a defines the elements that are to be included within the IFFP. The IFFP must establish an existing level of service, identify capacity in existing facilities, and the demands placed on the systems from future growth. The city must then identify a future level of service, and the projects or improvements required to maintain that level of service.

1.2 Service Area

The study area for the IFFP encompasses the full boundary of the newly incorporated Ogden Valley City. This IFFP focuses exclusively on the areas within Ogden Valley City and does not include the town of Huntsville or unincorporated Weber County.

1.3 Projected Growth

Ogden Valley City anticipates continued growth over the next 10 years. The estimate used for this report comes from the Feasibility Study for The Proposed Incorporation of Ogden Valley which used the Utah Population Committee (UPC) for the 2023 estimated population. To determine the ten-year projected population the annual average growth rate (AAGR) was applied. With the 2023 cumulative population being a value of 7,583 persons, the AAGR between Census years was determined to be 1.7 percent. The AAGR was applied to subsequent years through 2036. The incorporation study also included household size estimates which were used to estimate daily vehicle trips. The Institute of Transportation Engineers Trip Generation Manual estimates 9.44 daily trips per household which was used to estimate the number of daily trips for the City over the ten-year analysis period. The projected growth for the population, households, and daily trips is shown in Table 1.

Table 1. Ogden Valley City Projected Growth.

Year	Population	Household	Daily Trips
2023	7,583	3,594	33,926
2024	7,712	3,655	34,503
2025	7,843	3,717	35,089
2026	7,977	3,781	35,689

2027	8,113	3,845	36,297
2028	8,251	3,910	36,914
2029	8,391	3,977	37,542
2030	8,534	4,045	38,181
2031	8,679	4,113	38,831
2032	8,827	4,183	39,491
2033	8,977	4,255	40,163
2034	9,130	4,327	40,846
2035	9,285	4,401	41,541
2036	9,443	4,475	42,248

2 UTAH CODE LEGAL REQUIREMENTS

Utah law requires that communities prepare an Impact Fee Facilities Plan (IFFP) before preparing an Impact Fee Analysis (IFA) and enacting an impact fee. Utah law also requires that communities give notice of their intent to prepare and adopt an IFFP. This IFFP follows all legal requirements as outlined below.

2.1 Notice of Intent to Prepare Impact Fee Facilities Plan

A local political subdivision must provide written notice of its intent to prepare an IFFP before preparing the Plan (Utah Code §11-36a-501). This notice must be posted on the Utah Public Notice website. The City has complied with this noticing requirement for the IFFP by posting notice.

2.2 Preparation of Impact Fee Facilities Plan

Utah Code requires that each local political subdivision, before imposing an impact fee, prepare an impact fee facilities plan. (Utah Code 11-36a-301).

Section 11-36a-302(a) of the Utah Code outlines the requirements of an impact fee facilities plan which is required to identify the following:

- (i) identify the existing level of service
- (ii) establish a proposed level of service
- (iii) identify any excess capacity to accommodate future growth at the proposed level of service
- (iv) identify demands placed upon existing facilities by new development activity at the proposed level of service; and
- (v) identify the means by which the political subdivision or private entity will meet those growth demands.

Further, the proposed level of service may:

- (i) 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

- (ii) 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.

In preparing an impact fee facilities plan, each local political subdivision shall generally consider all revenue sources to finance the impacts on system improvements, including:

- (a) grants
- (b) bonds
- (c) interfund loans
- (d) transfers from the General Fund
- (e) impact fees; and
- (f) anticipated or accepted dedications of system improvements.

2.3 Certification of Impact Fee Facilities Plan

Utah Code states that an impact fee facilities plan shall include a written certification from the person or entity that prepares the impact fee facilities plan. This certification is included at the conclusion of this analysis.

3 EXISTING LEVELS OF SERVICE

Utah Code 11-36a-302(1)(a)(i)

Per 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 or a need to enhance safety. The LOS for the Ogden Valley area prior to incorporation was established by Weber County. The LOS established by Weber County and used for this study is between A and B. The Highway Capacity Manual sets criteria for LOS A and B which generally means traffic flows freely, speeds are uninhibited, there is minimal delay at intersections, and drivers experience high comfort levels.

The Transportation Master Plan designates five primary classifications of roads, including local streets, minor collectors, rural major collectors, rural arterial, and minor arterials. Each road classification has a roadway cross section prescribed including number of travel lanes, bike paths, pedestrian ways, and shoulder treatments. When completed, these improvements are expected to increase traffic capacity and increase safety for all modes of transportation within the service area.

Improvements to collectors, and arterials are considered “system improvements” per the Utah Impact Fee Law, as these streets serve users from multiple developments. System improvements include anything within the roadway which includes curb and gutter, asphalt, road base, and sub-surface storm water drain utilities, as well as lighting, signing, and noise walls for collectors and arterials. These projects are eligible to be funded with impact fees and are included in this IFFP.

4 PROPOSED LEVELS OF SERVICE

Utah Code 11-36a-302(1)(a)(ii)

The proposed level of service is used to evaluate future needs of the system. Per the Impact Fee Act the “proposed level of service may diminish or equal the existing level of service” (Utah Code 11-36a-302(1)(b)). A proposed level of service may “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” (Utah Code 11-36a-302(1)(c)(i)).

This IFFP does not propose any change to the existing level of service, and LOS A to B will be the standard by which future growth will be evaluated. The proposed level of service matches the existing level of service for Ogden Valley City.

5 EXCESS CAPACITY TO ACCOMMODATE FUTURE GROWTH AT PROPOSED LEVELS OF SERVICE

Utah Code 11-36a-302(1)(a)(iii)

The following required elements of the IFFP were evaluated as part of the master plan completed by Weber County for the Ogden Valley area:

- Excess Capacity required for Future Growth
- Demands Based on New Development
- Future Infrastructure Required to Meet the Demands of New Development (Future Infrastructure)

The excess capacity of the system is the amount of available capacity on any given segment or intersection in the network that would allow it to maintain a LOS A or B. 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.

6 DEMANDS PLACED UPON EXISTING PUBLIC FACILITIES BY NEW DEVELOPMENT AT THE PROPOSED LEVEL OF SERVICE

Utah Code 11-36a-302(1)(a)(iv)

As previously discussed, the population projections from the Utah Population Committee (UPC) show Ogden Valley City is projected to grow at 1.7% for the next ten years. This will put Ogden Valley City at an estimated population of 9,443 in 2036. The impacts on the transportation system from the estimated growth over the next ten years were analyzed as part of the previously completed transportation master plan. The transportation master plan contains a more detailed analysis of the impacts from population growth.

7 INFRASTRUCTURE REQUIRED TO MEET DEMANDS OF NEW DEVELOPMENT

Utah Code 11-36a-302(1)(a)(v)

State Law allows impact fees to be collected to maintain the same level of service in the transportation system as growth occurs. The transportation master plan identifies segments or intersections within the service area that would experience a LOS C, D, E or F with the demands from new development. Projects were then identified to improve the LOS on the segment or intersection so the LOS is improved to either A or B. Only those projects associated with growth in the city have been included. Projects that correct existing deficiencies have not been included.

Projects identified include realigning/ adding a new roadway, widening an existing roadway, and adding turn pockets at various intersections. The realignment projects identified would take place on 8600 East and 9500 East in the southeast corner of the city. The projects would eliminate a number of sharp and repetitive curves that make the existing streets inefficient and unsafe to accommodate growth. The widening project identified on Highway 162 would improve the capacity of this collector road to maintain a LOS B under the demands of growth. Finally, the turn pocket projects would add turning lanes at intersections that do not currently have them. The turning lanes would significantly reduce delay at the intersections which would have a LOS below B with new growth. A map of the proposed projects is included as Appendix A.

Project costs were updated by applying a construction Consumer Price Index to the 2017 cost estimates to approximate costs in 2026. The proportion of each project attributable to 10-year growth was assumed to be the same as established in the previous IFFP. A list of the proposed projects, the estimated cost, and the proportion attributable to new growth is found in Table 2.

Table 2. Projects Associated with New Growth.

Project ID	Description	Location	Estimated Total 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	\$ 5,574,000.00	\$ -	\$ 1,282,020.00	\$ 1,616,460.00	\$2,675,520.00
1-2	Realign Intersection	9500 E and 1300 S	\$ 1,250,000.00	\$ -	\$ 75,000.00	\$ 100,000.00	\$1,075,000.00
1-4*	Improve Hwy 162	2900 N to 4100 N	\$ 5,050,000.00	\$ 505,000.00	\$ 3,636,000.00	\$ 909,000.00	
1-5	Install Turn Pocket	4100 N and 2900 E	\$ 1,034,000.00	\$ 103,400.00	\$ 413,600.00	\$ 517,000.00	
1-6	Install Turn Pocket	4100 N and 3300 E	\$ 1,034,000.00	\$ 103,400.00	\$ 413,600.00	\$ 517,000.00	
1-7	Install Turn Pocket	4100 N and 4000 E	\$ 1,034,000.00	\$ 103,400.00	\$ 413,600.00	\$ 517,000.00	
1-8	Install Turn Pocket	Hwy 162 and 4100 N	\$ 680,000.00	\$ 68,000.00	\$ 272,000.00	\$ 340,000.00	
1-9	Install Turn Pocket	Hwy 162 and 3500 E	\$ 680,000.00	\$ 68,000.00	\$ 272,000.00	\$ 340,000.00	

1-10	Install Turn Pocket	Hwy 162 and 3300 E	\$ 680,000.00	\$ 68,000.00	\$ 272,000.00	\$ 340,000.00	
1-11	Install Turn Pocket	Hwy 162 and 4550 E	\$ 680,000.00	\$ 68,000.00	\$ 272,000.00	\$ 340,000.00	
1-12	Install Turn Pocket	Hwy 162 and 2200 N	\$ 1,034,000.00	\$ 103,400.00	\$ 413,600.00	\$ 517,000.00	
1-13	Install Turn Pocket	1900 N and 5900 E	\$ 661,000.00	\$ 72,710.00	\$ 264,400.00	\$ 323,890.00	
1-14	Install Turn Pocket	1900 N and 7100 E	\$ 661,000.00	\$ 72,710.00	\$ 264,400.00	\$ 323,890.00	
1-15	Install Turn Pocket	500 N and 7800 E	\$ 568,000.00	\$ 22,720.00	\$ 244,240.00	\$ 301,040.00	
Totals			\$20,620,000.00	\$ 1,358,740.00	\$ 8,508,460.00	\$ 7,002,280.00	\$3,750,520.00

*Project 1-4 cost has been adjusted to assume obtaining a grant from Weber County for approximately \$2,000,000.00

8 CONSIDERATION OF REVENUE SOURCES TO FINANCE IMPACTS ON IMPROVEMENTS

Utah Code 11-36a-302(2)

This Impact Fee Facilities Plan includes a discussion of potential revenues sources for the transportation system. These revenue sources include grants, bonds, interfund loans, transfers from the General Fund, impact fees and anticipated or accepted dedications of system improvements.

8.1 Grants

Impact fees may not reimburse projects funded through grants. Grants for transportation systems may be acquired by the city through various federal, state, and local sources. The City plans to apply for Weber County transportation funding and will consider other federal funding sources if available. If grants are received, costs will be adjusted accordingly.

8.2 Bonds

The City could issue bonds in the future in order to fund necessary transportation improvements. No bonds are planned at this time and therefore no costs associated with bond issuance have been included in the calculation of impact fees.

8.3 Impact Fees

Impact fees are a viable means of allowing new development to pay for the impacts that it places on the existing system. This IFFP is developed in accordance with legal guidelines so that an Impact Fee Analysis for the transportation system may be prepared and the City may charge impact fees. The establishment of an impact fee will prevent existing users from subsidizing new growth.

8.4 Anticipated or Accepted Dedications of System Improvements

Any item that a developer funds must be included in the IFFP if a credit against impact fees is to be issued and must be agreed upon with the City before construction of the improvements.

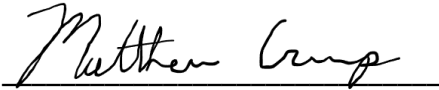
9 CERTIFICATIONS

J-U-B Engineers, Inc. has prepared this IFFP in accordance with Utah Code Title 11 Chapter 36a, Impact Fee Act and makes the following certification.

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



Dated: March 27, 2026

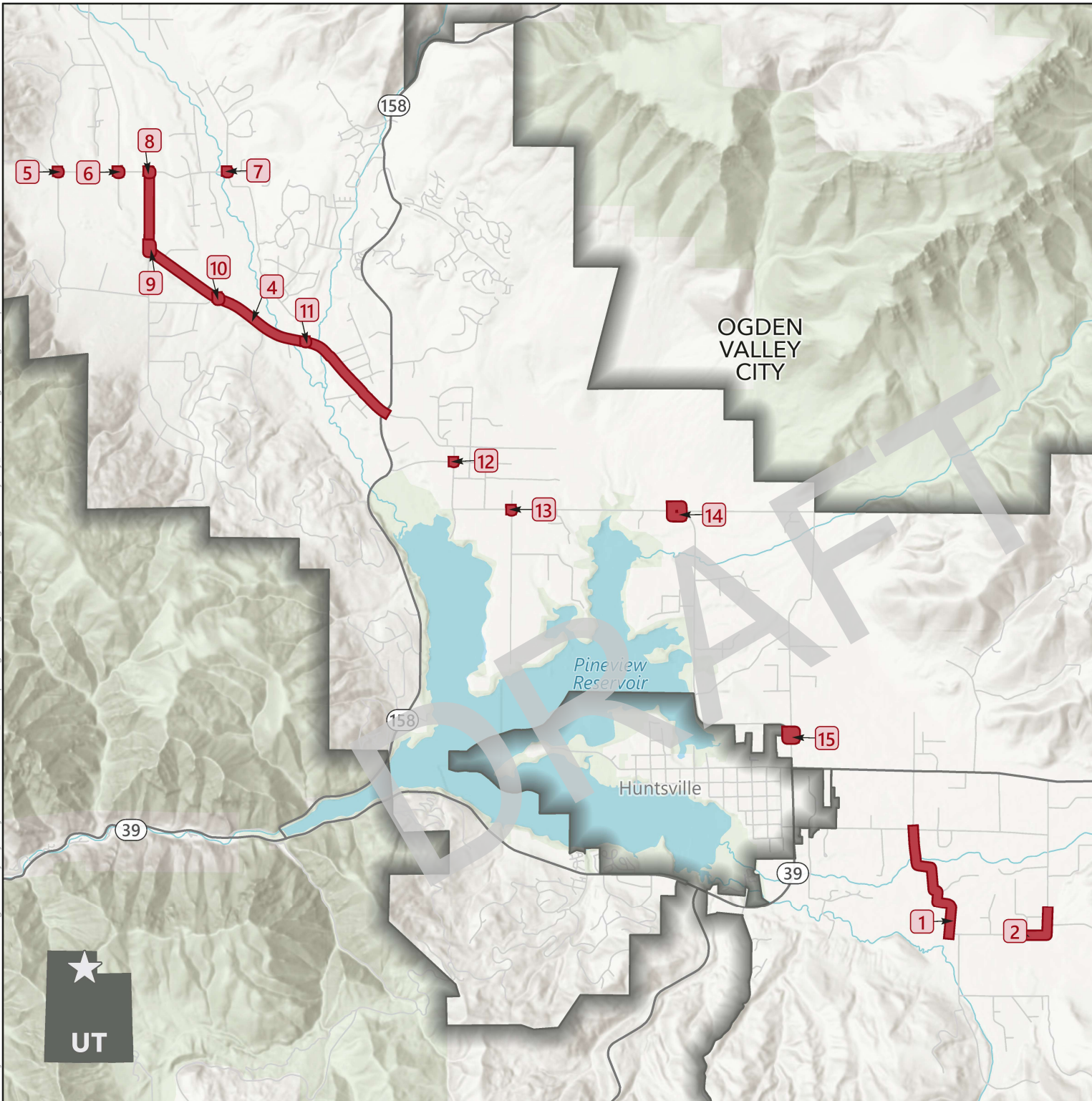
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APPENDIX A

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ROAD PROJECTS

Ogden Valley City IFFP



Project	Description
1-1	Realign 8600 E
1-2	Realign Intersection
1-4	Improve Hwy 162
1-5	Install Turn Pocket
1-6	Install Turn Pocket
1-7	Install Turn Pocket
1-8	Install Turn Pocket
1-9	Install Turn Pocket
1-10	Install Turn Pocket
1-11	Install Turn Pocket
1-12	Install Turn Pocket
1-13	Install Turn Pocket
1-14	Install Turn Pocket
1-15	Install Turn Pocket

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