



IMPACT FEE FACILITIES PLAN - TRAILS

Ogden Valley City

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3/30/26

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1 INTRODUCTION

1.1 Background

Ogden Valley City has prepared an Impact Fee Facilities Plan (IFFP) for its trail network within the city. The purpose of the IFFP is to determine the existing level of service of the trail network in terms in dollar amount per capita, and to determine how much the City needs to continue to invest in trails to maintain the same level of service as the population grows. Ogden Valley City retained J-U-B Engineers, Inc. to prepare this 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 growth is assumed to be primarily residential with a small amount of commercial growth. The projected growth for the population is shown in Table 1.

Table 1. Ogden Valley City Population Growth.

Year	Population	Population Growth
2026	7977	
2027	8113	136
2028	8251	138
2029	8391	140
2030	8534	143
2031	8679	145
2032	8827	148

2033	8977	150
2034	9130	153
2035	9285	155
2036	9443	158

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)

The level of service is the “performance standard or unit of demand for each capital component of a public facility within a service area” as defined by the Impact Fees Act. This section discusses the existing level of service currently provided to the residents.

3.1 Existing Level of Service Summary

The existing level of service for trail miles is divided based on surface type: dirt/gravel and paved/asphalt. Table 2 summarizes the total existing trails for both types, as well as a trail length per capita. A map of the existing trails is shown in Appendix A.

Table 2. Summary of Existing Trails by Type

Trail Type	Total Feet	Total Miles	Trail Feet per Capita
Dirt/Gravel	46,525	8.8	5.83
Paved/Asphalt	86,750	16.4	10.87
Total	133,274	25.2	16.71

In order for the city to adjust its mix of trail types in the future, while still comparing similar service levels, the dollar level of service has been used. In order to measure service levels in terms of “investment” or in dollar amounts per resident, costs were determined for each trail type as shown in Table 3.

Table 3. Cost Per Trail Type

Trail Type	Cost per Linear Foot	Total Cost of Existing Investment	Existing Trails Level of Service (\$/capita)
Dirt/Gravel	\$30.00	\$1,395,737.40	\$174.97
Paved/Asphalt	\$107.00	\$9,282,211.48	\$1,163.62
Total		\$10,677,948.88	\$1,338.59

Other trail infrastructure, such as trailheads and wayfinding signs, also need to be considered to determine the existing level of service. The City currently has an estimated value of \$1,025,000 in trailheads and \$48,000 in wayfinding signs. Table 4 summarizes the total investment value and the investment value per capita.

Table 4. Trail Infrastructure Costs

Trail Infrastructure	Total Cost of Infrastructure	Infrastructure/capita (\$/capita)
Wayfinding Signs	\$48,000.00	\$5.92
Trailheads	\$1,025,000.00	\$126.34
Total	\$1,073,000.00	\$132.26

With the trails and trail infrastructure, the City's existing level of service is valued at **\$1,470.85 per resident**.

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)).

The City has proposed several trail improvements as potential projects to maintain the same level of service as the established existing level of service. Table 5 summarizes the proposed potential projects. A map of the proposed projects can be found in Appendix A.

Table 5. Proposed Projects

Project	Approximate Trail Distance (mi)	Trail Surface
Pineview Loop Pathway	4.54	Asphalt
Eden Trail from River Rd. to 3300 East and then continue to Avon Divide and North Fork Park	4.39	Asphalt
4100 North Trail	2.82	Asphalt
Wolf Creek Dr. from Wolf Creek Resort/Elkhorn to 4100 N/Fairways Drive	0.82	Asphalt

Middle Fork River Parkway, Reservoir to Middle Fork Trailhead	1.84	Asphalt
Holmes Ferrin Ditch Trail	1.91	Asphalt
Liberty Spring Creek Trail	2.1	Asphalt
Wolk Creek Trail, North Fork River to Snowflake Drive	2.47	Asphalt
Clark Lane Trail	0.95	Asphalt
3500 East Trail. Multi-Use Pathway from HWY 162 to Nordic Valley Ski Area	0.92	Asphalt
New Town to Old Town Park Pathway from WBWCD Canal to Old Town Park	0.96	Asphalt
Eden Pathway from North Fork River to HWY 166	0.67	Asphalt
Elkhorn to Old Town Pathway, Elkhorn Drive to Old Town Park	1.68	Asphalt
Sheep Creek Pathway, Avon to North Fork River	2.29	Asphalt
2900 East/4800 North Parkway	2.18	Asphalt
3300 North Parkway, 2900 East to Hwy 162	1.33	Asphalt
Ogden Valley Canal Trail	8.83	Dirt/Gravel
Total	40.70	

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

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

Based on the existing and proposed service levels, there is currently no excess capacity in the Ogden Valley City trail system.

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

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

Existing service levels for trails will decline, due to new growth, unless the City makes additional investments in its trails facilities. Table 6 shows how much the level of service will decline by year up to 2036 with no additional improvements.

Table 6. Trails Service Level Impacts from New Growth

Year	Population	Population Growth	Service Levels per Capita if No New Facilities
2026	7977		\$1,473.10
2027	8113	136	\$1,448.41
2028	8251	138	\$1,424.18
2029	8391	140	\$1,400.36
2030	8534	143	\$1,376.94
2031	8679	145	\$1,353.91
2032	8827	148	\$1,331.26
2033	8977	150	\$1,308.99
2034	9130	153	\$1,287.09
2035	9285	155	\$1,265.57
2036	9443	158	\$1,244.40
Growth, 2026-2036		1466	

7 MEETING REQUIRED INFRASTRUCTURE DEMANDS FOR NEW GROWTH

Utah Code 11-36a-302(3), 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 system as growth occurs. The City will need to construct additional trails in order to maintain its existing service levels, as well as increase its service levels to its proposed service levels. Table 7 shows how much the city needs to invest in improvements each year to maintain its existing service levels.

Table 7. New Investments Required to Maintain Existing Service Levels

Year	Population	Population Growth	Service Levels per Capita if No New Facilities	Annual Additional Investment Needed to Maintain Existing Standard	Cumulative Additional Investment Needed to Maintain Existing Standard
2026	7977		\$1,473.10		
2027	8113	136	\$1,448.41	\$200,342.11	\$200,342.11
2028	8251	138	\$1,424.18	\$203,288.32	\$403,630.44
2029	8391	140	\$1,400.36	\$206,770.50	\$610,400.94
2030	8534	143	\$1,376.94	\$210,288.03	\$820,688.97
2031	8679	145	\$1,353.91	\$213,865.39	\$1,034,554.36
2032	8827	148	\$1,331.26	\$217,503.62	\$1,252,057.98
2033	8977	150	\$1,308.99	\$221,203.73	\$1,473,261.71
2034	9130	153	\$1,287.09	\$224,966.79	\$1,698,228.50
2035	9285	155	\$1,265.57	\$228,793.87	\$1,927,022.37
2036	9443	158	\$1,244.40	\$232,686.05	\$2,159,708.41
Growth, 2026-2036		1466			

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 trail 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

The City anticipates that future trail land will be acquired through easements and grants, as it has in the past, and has therefore not included any cost for trail land in the calculation of impact fees. The City may pursue grants from county and statewide funding sources but no grants have been obtained at this time. As a result, grant funding has not been assumed for any calculations. If the City is able to obtain any grants for trails, it will then look at the potential to reduce impact fees.

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 General Fund

To the extent that the City is able to generate net revenues in its General Fund, it may choose to transfer all or a portion of the net revenues to the City's capital fund for the purpose of constructing trails.

8.4 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 trails 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.

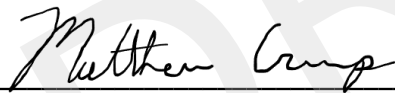
8.5 Anticipated or Accepted Dedications of System Improvements

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

This IFFP has been prepared in accordance with Utah Code Title 11 Chapter 36a, Impact Fee Act. In accordance with Utah Code Title 11-36a-306(1), J-U-B Engineers, Inc. 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 30, 2026

J-U-B ENGINEERS, INC.

APPENDIX A

DRAFT

TRAIL PROJECTS

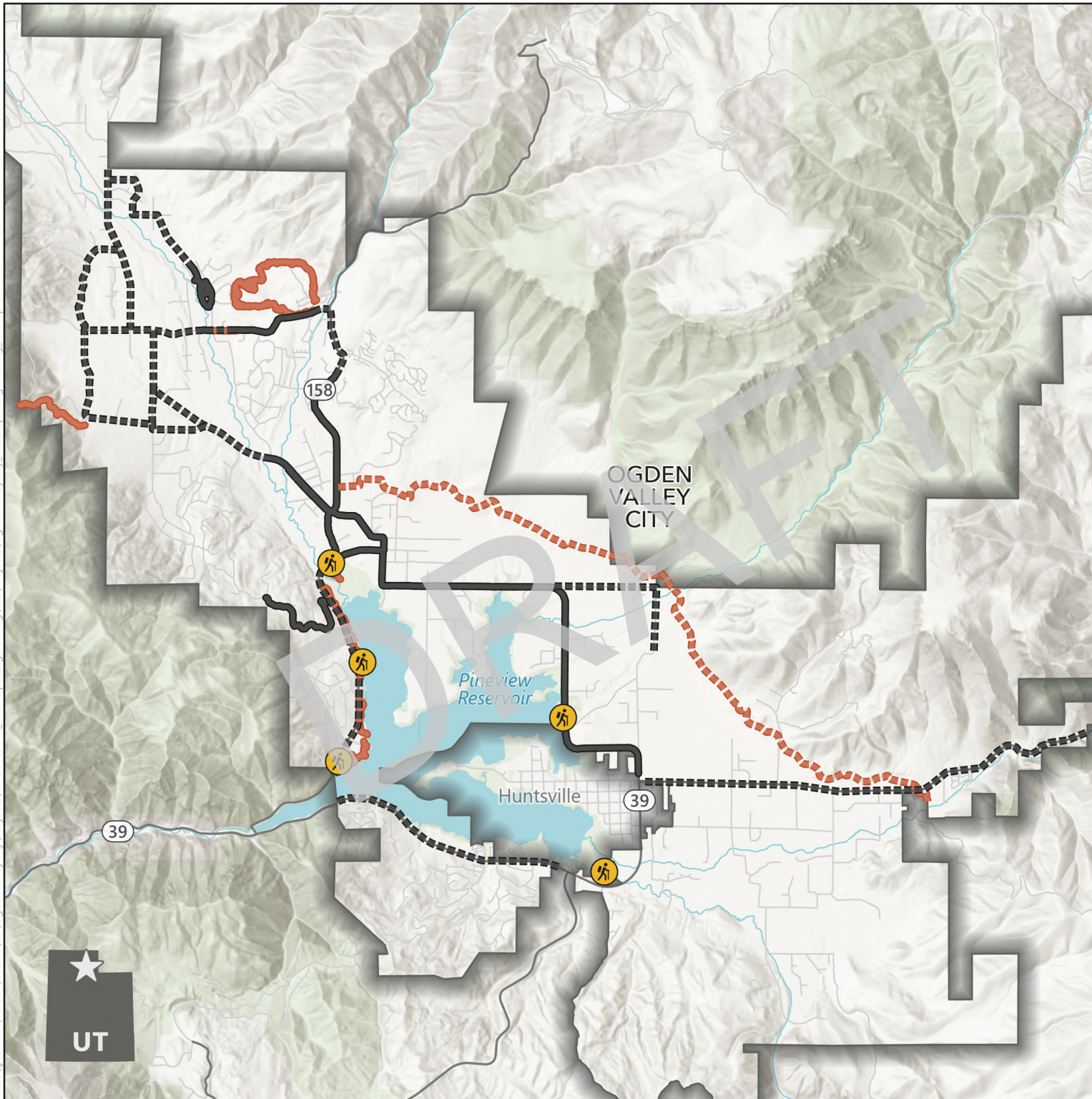
Ogden Valley City IFFP



March 2026

TRAILS

- | Existing | | Future | |
|----------|-------|-----------|-------|
| | Paved | | Paved |
| | Dirt | | Dirt |
| | | Trailhead | |



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J-U-B FAMILY OF COMPANIES



J-U-B ENGINEERS, INC.