PAYSON
UTAH
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Transportation
Impact Fee Facilities Plan

PAYSON
AUGUST 2026

METHODS
CONSULTING

HANSEN ALLEN & LUCE inc
ENGINEERS

Payson

TRANSPORTATION

IMPACT FEE FACILITY PLAN

(HAL Project No.: 412.28.200)

August 2026

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ABBREVIATIONS, ACRONYMS, UNITS AND DEFINITIONS

ABBREVIATIONS

City	Payson City

ACRONYMS

CIP	Capital Improvement Plan
TR	Transportation
TMP	Transportation Master Plan
TDM	Travel Demand Model
GIS	Geographic Information System
HAL	Hansen, Allen and Luce, Inc.
IF	Impact Fee
LOS	Level of Service
MAG	Mountainland Association of Governments
MPO	Metropolitan Planning Organization

UNITS

ac-ft	Acre Foot
cf	Cubic Foot
ft	Foot
in	Inch
ln-ft	Linear Foot
sq-ft	Square Foot

DEFINITIONS

Base Year Level of Service. The Base Year Level of Service reflects the originally calculated level of service provided to the residents. It is tracked so impact fees are not used to raise the level of service to existing residents.

Cut Through Trips. Vehicle trips which travel through Payson but do not have either a start or an end point within Payson.

Data Year. The Data Year is the previous full calendar year for which annual data is used for updating the IFFP and IFA.

Roadway Level of Service Parameter. The Roadway Level of Service Parameter was set by standard determining the current lane-miles per 1,000 trips.

Effective Date. The date, no less than 90 days after the Enactment Date, when the impact fees become effective.

Enactment Date. The Enactment Date is the date the City Council approves the IFFP, IFA, and Impact Fee Enactment Ordinance.

Master Plan Level of Service. The Master Plan Level of Service is for the entire City at the Master Planned Year.

Project Improvements. Project Improvements are improvements required by development that the City determines not to define as System Improvements.

System Improvements. System Improvements are regional improvements determined by the City to be impact fee reimbursable. Cities are not required to define all regional facilities as System Improvements, but all System Improvements must be regional.

Trips. Daily vehicle trips across the entire city.

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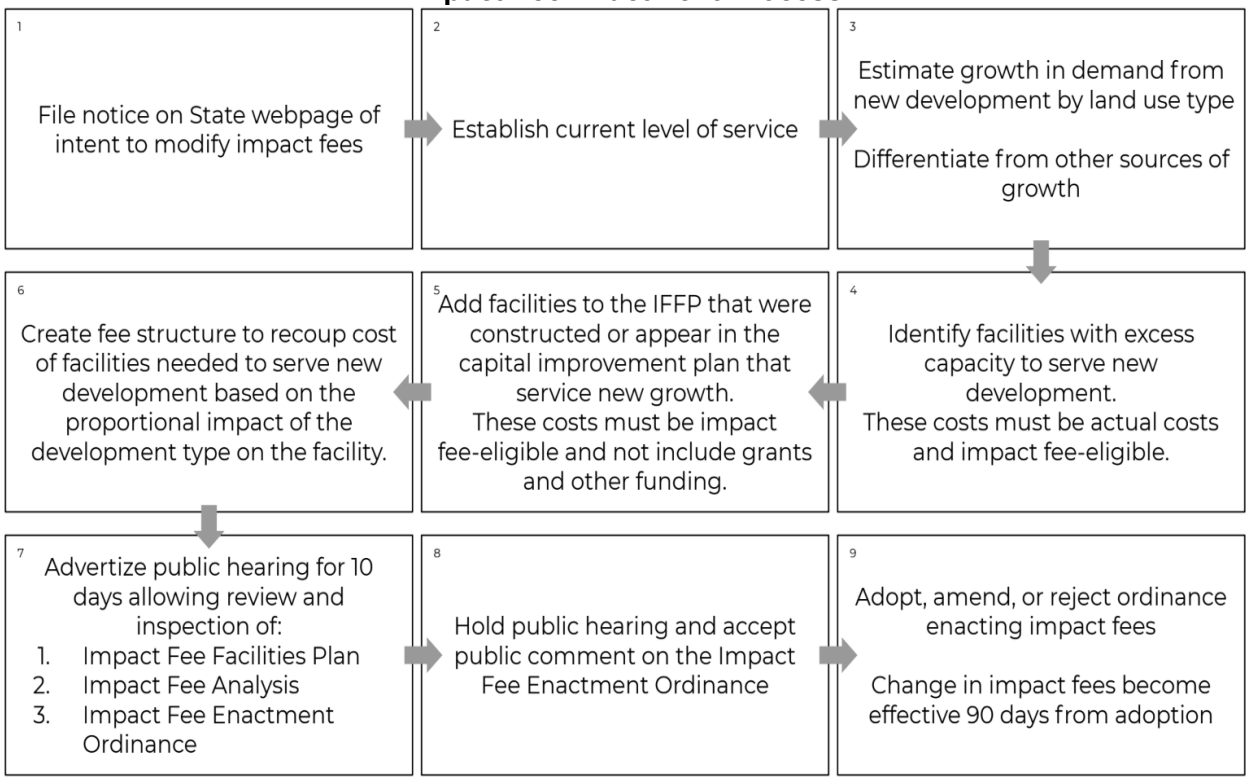
CHAPTER 1 – INTRODUCTION

IMPACT FEE ENACTMENT PROCESS

Figure 1-1 outlines the impact fee enactment process.

Figure 1-1
Impact Fee Enactment Process



NOTICES

In accordance with Utah Code section 11-36a-501 Notice of Intent to Prepare an Impact Fee Facilities Plan and 11-36a-503 Notice of Intent to Prepare an Impact Fee Assessment, Payson City posted a notice of intent to prepare or amend an Impact Fee Analysis for the area within the City's policy declaration boundary. It was posted on the Utah Public Notice Website and the local City website. See Appendix A.

In accordance with Utah Code section 11-36a-502 Notice to Adopt or Amend an Impact Fee Facilities Plan and 11-36a-504 Notice of Intent to Adopt an Impact Fee Enactment, Payson City posted a notice of intent to prepare or amend an Impact Fee Facilities Plan and prepare an Impact Fee Analysis for the area within the City's policy boundary. It was posted on the Utah Public Notice Website and the local City website. See Appendix B.

EXECUTIVE SUMMARY

The City has adopted impact fees based on the cost of capital facilities needed to meet the demand of new development according to the level of service outlined in Chapter 3. Impact fees are not used to increase the level of service for existing residents.

Service Area

The service area includes the existing City boundary and future areas as they are annexed into the City. It assumes no future changes to the annexation boundaries but will be updated with each future TMP.

Level of Service

Fees were calculated to ensure they are not used to fix existing deficiencies or to raise the level of service for current residents, since that would mean existing residents are being subsidized by new development for problems that predate the growth.

Impact Fee Facilities Plan

Table 1-1 identifies impact fee eligible costs from the following 4 components.

- intersection projects
- miscellaneous facilities
- planning
- roadway projects

Details on how these 4 components are calculated are provided in Chapter 3.

Table 1-1
Maximum Allowable Transportation Impact Fee

Item	Amount
Intersections Cost per Daily Trip	$35.08
Facilities Cost per Daily Trip	$0.00
Planning Cost per Daily Trip	$3.59
Road Improvements Cost per Daily Trip	$108.03
Maximum Allowable Impact Fee/Daily Trip	**$146.70**

CERTIFICATION

Utah Impact Fee Act requires certification for the IFFP. Hansen, Allen & Luce provides this certification with the understanding that the recommendations in the IFFP are followed by City Staff and elected officials. If all or a portion of the IFFP is modified or amended, or if assumptions presented in this analysis change substantially, this certification is no longer valid. All information provided to Hansen, Allen & Luce, Inc. is assumed to be correct, complete, and accurate.

IFFP Certification

Hansen, Allen & Luce, Inc. certifies that this Impact Fee Facilities Plan (IFFP):

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. complies in each and every relevant respect with the Impact Fees Act.

HANSEN, ALLEN & LUCE, INC.

CHAPTER 2 – DEMOGRAPHICS AND GROWTH

SERVICE AREA

The service area includes the existing City boundary and future areas as they are annexed into the City.

Master planned year refers to when, at growth rates projected by the MPO and city, all vacant land in the TMP boundaries will be developed. It assumes no future changes to the TMP boundaries but will be updated with each IFFP according to the current City TMP.

UNDEVELOPED LAND

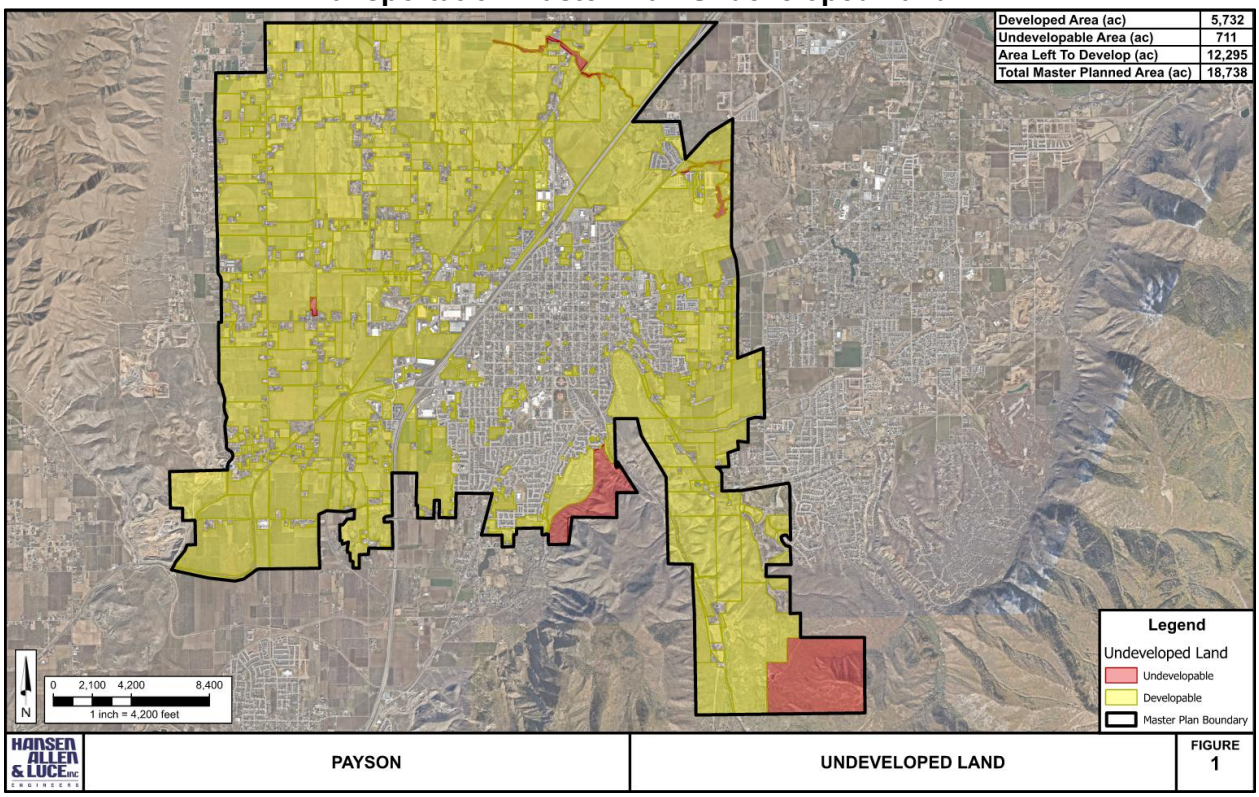
Payson City is located in southern Utah County, Utah. While it has roots in agriculture, Payson's economy has diversified to include other industries such as healthcare, industrial manufacturing, food service, and retail sales. Payson grew at a slow pace from its inception in 1850 until about 1970, when growth began to accelerate. Growth has become even more rapid in recent years as the population in Utah County has expanded, and areas further north have built out or become more expensive.

The City GIS was used to find developed, undeveloped, and undevelopable land within the TMP boundary. Developed land includes parks and existing roads. Undevelopable land includes, but is not limited to, land that cannot be developed because of wetlands and steep terrains. All these areas are shown in Table 2-1 and Figure 2-1.

Table 2-1
Transportation Master Plan Area

Land Use	Acres	% Total
Developed Area	5,732 acres	30.59%
Undevelopable Area	711 acres	3.79%
Area Left to Develop	12,295 acres	65.62%
Total Master Plan Land Area	18,738 acres	100.00%
Data Year	2025	
Master Planned Year	**2059**	

Figure 2-1
Transportation Master Plan Undeveloped Land



POPULATION

In Table 2-2 growth projections from the City and the Mountainland Association of Governments (MAG) Metropolitan Planning Organization (MPO) were used as a starting point to estimate growth within Payson. The MAG growth projections were then adjusted within the travel demand model based on proposed development plans and discussions with Payson City staff.

Table 2-2
Census Population and MAG Projections

Population Criteria	1990	2000	2010	2020	2030	2040	2050	2060
Payson	9,790	12,825	18,294	21,101	27,598	38,838	60,188	81,538
10-Year Growth Rate	1.73%	2.74%	3.62%	1.44%	2.72%	3.48%	4.48%	3.08%
Utah County	263,590	368,536	518,872	679,188	861,852	1,080,082	1,297,515	1,504,433
Growth Rate	1.91%	3.41%	3.48%	2.73%	2.41%	2.28%	1.85%	1.49%
Payson as % of Utah County	3.71%	3.48%	3.53%	3.11%	3.20%	3.60%	4.64%	5.42%
Payson Yearly Growth Rate	3.10%	4.26%	1.53%	3.08%	2.41%	2.98%	3.68%	2.69%

TRAVEL DEMAND MODEL

The developable land and population data was utilized to update a locally-refined version of the Wasatch Front Travel Demand Model (version 9.0.2 dated July 8, 2024). The model is a complex planning tool developed and maintained by the Wasatch Front Regional Council (WFRC) and the

Mountainland Association of Governments (MAG), which is the local metropolitan planning organization (MPO). For this effort, the latest model from MAG, used for the 2023 Regional Transportation Plan (TransPlan50) was refined to better reflect conditions in Payson and the surrounding areas. Existing traffic volumes were used to calibrate the model. Future land-use projections, including details for planned developments in Payson and surrounding communities were used to inform future traffic volumes forecasts.

Within the context of impact fees, this model was updated for two specific purposes:

- To estimate the rate of new daily **trips** per year as Payson develops towards the master plan year
- To estimate **cut-through** trips

Both of these items are explained in greater detail below.

Trips

The unit of demand for transportation impact is the vehicle trip. A vehicle trip is defined by the Institute of Transportation Engineers (ITE) as a "single or one-direction vehicle movement with either the origin or the destination (exiting or entering) inside a study site".

The locally-refine version of the TDM was used to estimate an existing number of trips in Payson, and new daily trips per year up to the master plan year. These daily trip estimates are shown in Table 2-3 below.

Table 2-3
Daily Vehicle Trips

Year	Daily Trips
2026	166,738
2036	255,500
2059	459,653
New Daily Trips Per Year	**8,876**

Cut Through Trips

Trips that do not have an origin or destination within Payson City need to be removed from the impact fee calculation. For example, if a vehicle starts a trip in Santaquin, travels through Payson, and ends that trip in Salem, this trip adds traffic to a Payson roadway. However, the cost of the incremental congestion it adds to Payson City roadways cannot be recovered through impact fees.

A "select link" analysis within the travel demand model was used to determine cut-through percentages on Payson City roadways. This analysis examines all city owned collectors and arterials and traces the origins and destinations of every vehicle trip on those roadways. All vehicle trips that had both an origin and destination outside of Payson City were totaled, then divided by the total citywide traffic volume to obtain the cut-through percentage.

Payson's location within the metropolitan region generally limits cut-through traffic, since no other cities need to travel through Payson to reach I-15. The citywide cut-through percentage was found to be 8%, meaning all roadway and intersection project costs must be reduced by 8% to account for these cut-through trips, which are impact fee ineligible. This is displayed in Table 3-5 in the "*IF % Remove Cut Through*" column.

CHAPTER 3 – IMPACT FEE FACILITIES PLAN

OVERVIEW

To calculate impact fees, the master planned year was first examined to understand the future transportation network needs. Specifically, this was completed to understand two items:

- The lane-miles of roadway needed in the master planned year
- The improved intersections (either signalized or roundabouts) needed in the master planned year.

This information was used to calculate impact fee eligibility for roadways and the rate of which intersections should be improved. This information was then applied to near-term impact fee eligible projects to determine impact fee eligible costs.

CAPITAL IMPROVEMENT PLAN

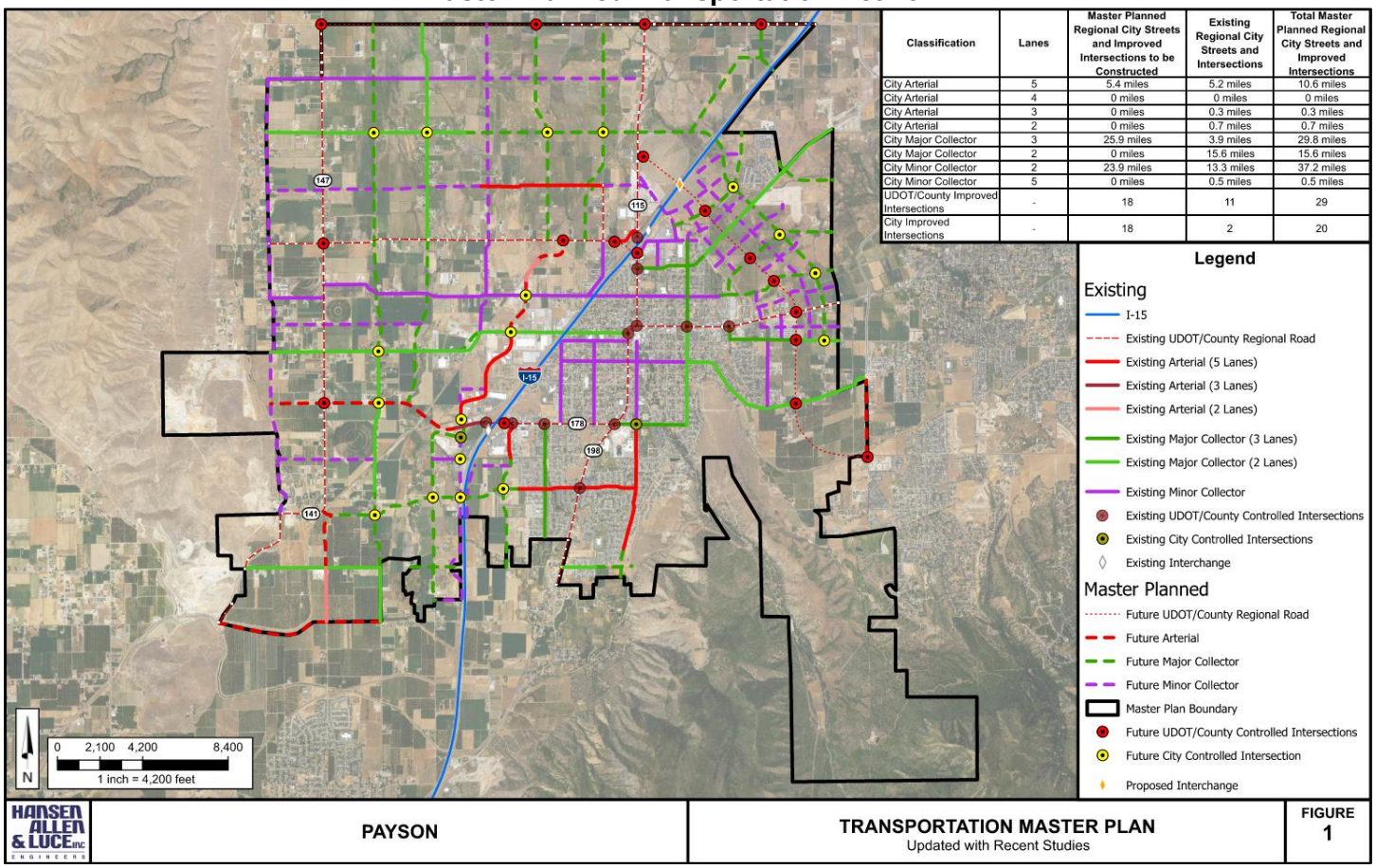
METHODS/HAL developed a future roadway network to serve future growth and city expansion. Master planned future roadways, widening, and intersection projects were designed to maintain the existing system-wide level of service.

This roadway network used the 2050 roadway network from the 2020 Payson Transportation Master Plan (and following amendment) as a starting point, and made updates based on:

- Payson 800 South Report (2022)
- Payson Parkway Small Area Plan (2026)
- Payson Gateway Study (2026)
- Various large development site plans

These roadway and intersection improvements are shown in Figure 3-1 and Table 3-1.

Figure 3-1
Master Planned Transportation Network



Classification	Lanes	Master Planned Regional City Streets and Improved Intersections to be Constructed	Existing Regional City Streets and Intersections	Total Master Planned Regional City Streets and Improved Intersections
City Arterial	5	5.4 miles	5.2 miles	10.6 miles
City Arterial	4	0 miles	0 miles	0 miles
City Arterial	3	0 miles	0.3 miles	0.3 miles
City Arterial	2	0 miles	0.7 miles	0.7 miles
City Major Collector	3	25.9 miles	3.9 miles	29.8 miles
City Major Collector	2	0 miles	15.6 miles	15.6 miles
City Minor Collector	2	23.9 miles	13.3 miles	37.2 miles
City Minor Collector	5	0 miles	0.5 miles	0.5 miles
UDOT/County Improved Intersections	-	18	11	29
City Improved Intersections	-	18	2	20

Table 3-1
Source CIP Projects (Intersections & Roadways)

Project #	Location	Future Functional Class	Potential Funding Source(s)	Range	Improvement Type
1	Payson Parkway: SR-198 to I-15	Arterial (5-lanes)	UDOT	Short-term	New Roadway
2	Payson Parkway: North of I-15	Arterial (5-lanes)	UDOT	Short-term	New Roadway
3	Payson Parkway: SR198 to 100 South	Arterial (5-lanes)	Payson/MAG/ Developer	Short-term	Widening
4	Beer Creek Boulevard: Bamberger Road to City Boundary	Major Collector (3-lanes)	Payson/Developer	Short-term	New Roadway
5	400 N: Payson Parkway to City Boundary	Major Collector (3-lanes)	Payson/Developer	Short-term	New Roadway
6	New Road between Arrowhead and 400 North: Payson Parkway to City Boundary	Major Collector (3-lanes)	Payson/Developer	Short-term	New Roadway
7	Arrowhead Trail: 900 East to current city boundary	Arterial (5-lanes)	Payson/Developer	Short-term	Widening
8	Arrowhead Trail: Annexation area	Major Collector (3-lanes)	Payson/Developer	Short-term	Widening
9	1700 West: Roundabout to 1130 South	Arterial (5-lanes)	Payson/Developer	Short-term	Widening
10	1700 West: 1130 South to 1800 South	Major Collector (3-lanes)	Payson/Developer	Short-term	Widening
11	1950 West (950 South to 1800 South)	Major Collector (3-lanes)	Payson/Developer	Short-term	New Roadway
12	1130 South (1700 West to 1950 West)	Major Collector (3-lanes)	Payson/Developer	Short-term	Widening
13	1500 South (1700 West to 1950 West)	Major Collector (3-lanes)	Payson/Developer	Short-term	New Roadway
14	800 South: 1700 West to I-15	Arterial (5-lanes)	Payson/MAG	Short-term	Widening
15	Main Street: SR-198 to I-15	Major Collector (3-lanes)	UDOT	Short-term	Widening
16	SR-198: Main Street to 800 South	Arterial (5-lanes)	UDOT	Short-term	Widening
17	1900 South: 360 West to 500 W	Major Collector (3-lanes)	Payson	Short-term	New Roadway
18	Turf Farm Road	Major Collector (3-lanes)	Payson/Developer	Short-term	New Roadway
19	800 S & 1700 W	N/A	Payson/MAG	Short-term	Signal
20	I-15 & Main Street	N/A	UDOT	Short-term	Interchange
21	I-15 & 800 S	N/A	UDOT	Short-term	Interchange
22	8000 S: SR-147 to I-15	Arterial (5-lanes)	UDOT/County	Long-term	Widening/New Roadway
23	8400 S: 6000 W to SR-115	Minor Collector (2-lanes)	Payson/Developer	Long-term	Widening/New Roadway
24	8800 S: 6000 W to under I-15	Major Collector (3-lanes)	Payson/Developer	Long-term	Widening/New Roadway
25	9200 S: 6000 W to under I-15	Minor Collector (2-lanes)	Payson/Developer/County	Long-term	Widening/New Roadway
26	9600 S (900 N): 6000 W to SR-115	Arterial (5-lanes)	County	Long-term	Widening
27	400 N: 6000 W to under I-15	Minor Collector (2-lanes)	City/Developer	Long-term	Widening

28	10200 S: 6000 W to Spring Creek	Minor Collector (2-lanes)	City/Developer	Long-term	New Roadway
29	Utah Ave: 6000 W to SR-115	Major Collector (3-lanes)	City/Developer	Long-term	Widening
30	800 S: 6000 W to American Way	Arterial (5-lanes)	UDOT/Payson/ County	Long-term	New Roadway
31	1130 S: 6000 W to 2450 W	Minor Collector (2-lanes)	City/Developer	Long-term	New Roadway
32	1400 S: SR-141 to 1130 W	Major Collector (3-lanes)	City/Developer /MAG	Long-term	New Roadway
33	12000 S: SR-141 to I-15	Major Collector (3-lanes)	City/Developer	Long-term	New Roadway
34	12400 S: SR-141 to 5200 W	Arterial (5-lanes)	UDOT/Payson/ Santaquin	Long-term	New Roadway
35	6000 W: 8400 S to SR-141	Minor Collector (2-lanes)	City/Developer	Long-term	Widening/New Roadway
36	SR-147: 8000 S to Santaquin border	Arterial (5-lanes)	UDOT	Long-term	Widening
37	5200 W: 8000 S to Santaquin border	Major Collector (3-lanes)	City/Developer	Long-term	Widening/New Roadway
38	4800 W: 8000 S to 800 S	Major Collector (3-lanes)	City/Developer	Long-term	Widening/New Roadway
39	4400 W: 8000 S to Utah Ave	Minor Collector (2-lanes)	City/Developer	Long-term	Widening/New Roadway
40	4000 W: 8000 S to 9600 S (900 N)	Major Collector (3-lanes)	City/Developer	Long-term	New Roadway
41	America Way: 9600 S (900 N) to 800 S	Arterial (5-lanes)	City/Developer	Long-term	Widening/New Roadway
42	SR-115: 8000 S to I-15	Arterial (5-lanes)	UDOT	Long-term	Widening
43	Southern Farms Major Collector(s)	Major Collector (3-lanes)	City/Developer	Long-term	New Roadway
44	UDOT/County Improved Intersections	N/A	UDOT/County/City	Long-term	Signals/Round abouts
45	City Improved Intersections	N/A	City/Developer	Long-term	Signals/Round abouts

The following sections give detail on the impact fee calculations for each of the four components of a transportation impact fee:

1. Signalized/Roundabout Intersections
2. Roadways
3. Misc Facilities
4. Planning

All IFFP projects and costs are summarized into one of these components.

INTERSECTIONS

As shown in Figure 3-1, the city is expected to need 36 additional improved intersections (signals or roundabouts) by the master planned year, for a total of 49 to maintain acceptable vehicle operations. These projects were divided into two bins. City owned intersections, and UDOT/County owned intersections.

- For city owned intersections, it was assumed improvements were 100% paid for by the city.
- For UDOT/county owned intersections it was assumed that they were 30%[1] paid for by the city.

Table 3-2 contains the existing and master planned future improvements intersections.

Table 3-2
Improved Intersections

Improved Intersections	Existing	Master Planned	City Costs Share	Master Planned Adjusted (City Costs)
UDOT/County Improved Intersections	11	18	30%	5.4
City Improved Intersections	2	18	100%	18
Total	**13**	**36**	**N/A**	**23.4**

Thus, it is assumed that between now and the master planned year Payson needs to pay for the equivalent of 23.4 improved intersections. Between now and the master planned year Payson is expected to generate 284,038 vehicle trips. Assuming even distribution of these intersection improvement needs means that for every 12,138 new daily vehicle trips Payson will need to pay for one full intersection improvement.

Impact fee eligibility also needs to be considered for intersection improvement projects and are outlined in the bullets below.

- Level of service calculations are not made for intersection projects because if trips resulting from new growth require an intersection to be upgraded, the full cost of the intersection is impact fee eligible. If it weren't for new development, the existing intersection configuration would be adequate. Thus, level of service or excess capacity is not accounted for with intersection projects.
- Cut-through trips cannot be charged. Thus, similarly to the roadway projects, there was an 8% reduction to impact fee eligible costs to account for cut-through traffic.

[1] *Based on the assumption that even if UDOT/county pay for the signal equipment there will likely be widening / curb & gutter, land acquisition etc. required on the city owned side street.*

ROADWAYS

Payson currently has approximately 104.86 lanes-miles of city-owned collector and above roadways, and by the master planned year is expected to have 217.8 lane-miles. These future roadway miles, alongside the daily vehicle trips, are used to understand how the roadway network needs to be built out while maintaining a similar level of service as now.

The sections below explain the specific factors used to ensure only eligible costs are charged to impact fees.

System and Project Improvement

There are three primary classifications of roads defined in the Payson TMP: arterial, major collector, minor collector and local. Collector and above roadways are shown in Figure 3-1.

Improvements made to collectors and arterials are considered system improvements as defined in the Utah Impact Fee Law, as these streets serve users from multiple developments. All intersection improvements on existing and future collectors and arterials are also considered system improvements. System improvements may include anything within the roadway, such as curb and gutter, asphalt, road base, sidewalks/trails, lighting, and signing for collectors and arterials as long as the project increases vehicular capacity.

Roadway Upsize

As discussed in the previous section, impact fees can only be charged to collector and above roadway types. This means that only the costs above the cost of a local roadway are impact fee eligible. It is assumed that a development will pay 100% of the local roadway cost within or bordering their development.

Table 3-3 contains the upsize percentages for roadway projects. They are calculated according to current day estimates for roadway projects, dividing the cost difference of collector/arterial roadways with local roadways. Since the costs are relative, it fairly applies to all project costs whether or not they are the same as the basis costs for the percentage calculations.

Table 3-3
Roadway Upsize Percentage

Functional Type	Upsize Percentage
Local	0.00%
Minor Collector (2-Lane)	38.46%
Major Collector (3-Lane)	38.46%
Arterial (5-Lane)	69.19%

For example, if a developer builds an arterial roadway on their property, they are required to pay 30.81%, while the remaining 69.19% will be impact fee eligible.

Level of Service

According to Utah State Code Title 11, Chapter 36a, Section 302:

> *"(b) A proposed level of service may diminish or equal the existing level of service.*
>
> *(c) A 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."

For this analysis, level of service was defined as the number of lane-miles per 1,000 trips. From the master planning effort, it was assumed that Payson City will need to build approximately 0.47 lane-miles for every 1,000 new trips. Or in the inverse, like in "Trips/Project" in Table 3-5 for every 2,138 trips, 1 additional lane-mile is needed.

Table 3-4
Impact Fee Eligibility – Level of Service

Item	Level of Service
Master Planned Lane-Miles per 1,000 Trips	0.47 ln-mi
Existing Lane-Miles per 1,000 Trips	0.60 ln-mi
% Impact Fee Eligible - Level of service	**100%**

If the master planned level of service (lane-miles per 1,000 trips) is higher than the existing, then the "% Impact Fee Eligible – Level of service" amount in Table 3-4 needs to be scaled down proportionally to account for the benefit to existing residents. This ensures that impact fee funds do not pay to raise the level of service of existing residents. Currently it is planned that Payson will build less than the current lane-miles per 1,000 trips, thus there is no reduction in impact fees.

Cut Though Percentage

As discussed in Chapter 2, 8% of vehicle trips on Payson roadways are cut-though and cannot be charged to impact fees. Meaning all roadway project costs must be reduced by 8% to account for these cut-through trips, which are impact fee ineligible.

MISC FACILITIES

Misc facilities include transportation related projects that are not intersection or street projects. They may include but are not limited to buildings, storage yards, salt sheds, or public works facilities. The growth-related portion of these miscellaneous facilities attributed to the transportation system can be paid for or reimbursed by impact fees. Individual analysis of cost per trip is conducted for each facility project. Present day facility cost estimates are used to estimate future facility costs.

PLANNING

Master plan, IFFP, and IFA consultant planning work can be paid for or reimbursed with impact fees. These planning costs from 4 years previous to 6 years in the future are divided by the trip increase over the 10-year period to calculate the planning component of the impact fee per trip. Present day planning costs are used to estimate future planning expenses.

IMPACT FEE FACILITIES PLAN

Figures 3-1 shows the transportation facilities needed to maintain the existing level of service as development occurs in the City. Many of these projects will be constructed in phases as development occurs.

Table 3-5 identifies projects and planning studies with impact fee-eligible costs. All costs are based on actual costs or use present day cost estimates. These are projects that have been completed or are planned for construction in the next 6 years. All costs are actual or based on present-day estimates.

There are 4 components to a transportation impact fee: intersection projects, miscellaneous facilities, planning, and roadway projects. The “IF Eligible Cost” removes the costs which are covered by developers, costs of projects used to solve existing deficiencies, and costs of projects that benefit vehicle trips that do not start or end in Payson City (“cut-through” trips).

If development requires any System Improvement projects before existing budgets can construct them, then developers may, if approved by the City, front the cost of the project and be reimbursed through impact fees or receive an impact fee credit. If development occurs in areas that trigger projects beyond the planning horizon of this IFFP then the City may add these projects once they are confident the developments will progress.

Table 3-5
Transportation Impact Fee Facilities Plan

Signalized/ Roundabout Intersections	Begin	Total Cost	IF % Remove Cut Through	IF Eligible Cost	Inter-sections	Trips/ Inter-section	End	Added Daily Trips	Cost/ Daily Trip
Red Bridge Development 1700 W 800 S Signal	FY2030	$462,825	92.00%	$425,799	1	12,138 Trips	FY2030	12,138 Trips	$35.08
Mina Creek Development 2200 W Arrowhead Signal	FY2031	$462,825	92.00%	$425,799	1	12,138 Trips	FY2031	12,138 Trips	$35.08
WEIGHTED AVERAGE OF INTERSECTION COST PER TRIP									**$35.08**
Misc. Facilities	**Begin**	**Total Cost**	**IF %**	**IF Eligible Cost**	**Add Daily Trips**	**Begin Daily Trips**	**End**	**End Daily Trips**	**Cost/ Daily Trip**
TOTAL									**$0.00**
Planning	**Begin**	**Total Cost**	**IF %**	**IF Eligible Cost**	**Add Daily Trips**	**Begin Daily Trips**	**End**	**End Daily Trips**	**Cost/ Daily Trip**
Impact Fee Studies	FY2024	$91,950	100.00%	$91,950	80 kTrips	149 kTrips	FY2033	229 kTrips	$1.15
Masterplan Studies	FY2024	$195,200	100.00%	$195,200	80 kTrips	149 kTrips	FY2033	229 kTrips	$2.44
TOTAL									**$3.59**
Roadways	**Begin**	**Total Cost**	**IF % Road Upsize**	**IF% LOS**	**IF% Remove Cut Through**	**IF Eligible Cost**	**Lane-Miles**	**Trips/ Project**	**Cost/ Daily Trip**
Payson View Estates Main St Widening 1800 S to 1900 S 3 Lane Major Collector (48,000 sq-ft)	FY2026	$170,880	38.46%	100.00%	92.00%	$60,466	0.55 ln-mi	1,161 Trips	$52.10
Hiatt Creek Development 1950 W 1130 S to 11880 S 3 Lane Major Collector (5,518 sq-ft)	FY2026	$58,615	38.46%	100.00%	92.00%	$20,741	0.06 ln-mi	133 Trips	$155.46
Mina Creek 3 Lane Major Collector (110,000 sq-ft)	FY2029	$886,548	38.35%	100.00%	92.00%	$312,812	1.25 ln-mi	2,660 Trips	$117.62
Sunset Ranch 1950 West & 1500 S 3 Lane Major Collector (96,300 sq-ft)	FY2029	$776,132	38.35%	100.00%	92.00%	$273,853	1.09 ln-mi	2,328 Trips	$117.62
Sunset Ranch Widen 1700 West 2 Lane Collector (9,750 sq-ft)	FY2029	$78,580	38.35%	100.00%	92.00%	$27,727	0.07 ln-mi	157 Trips	$176.43
WEIGHTED AVERAGE OF ROADWAY COST PER TRIP									**$108.03**

Note: Project and study costs based on actual costs or present-day cost estimates

APPENDICES

APPENDIX A - NOTICE OF INTENT TO AMEND THE IFFP AND IFA

Figure A-1
City Website

PAYSON CITY

NOTICE OF INTENT TO UPDATE AN IMPACT FEE FACILITIES PLAN
AND NOTICE OF PREPARATION OF AN IMPACT FEE ANALYSIS

Pursuant to Utah Code Ann. § 11-36a-501 and 11-36a-503, notice is hereby given that Payson City, a municipality of the State of Utah, located in Utah County, Utah, intends to create an Impact Fee Facilities Plan (IFFP) and prepare an Impact Fee Analysis (IFA) with respect to transportation.

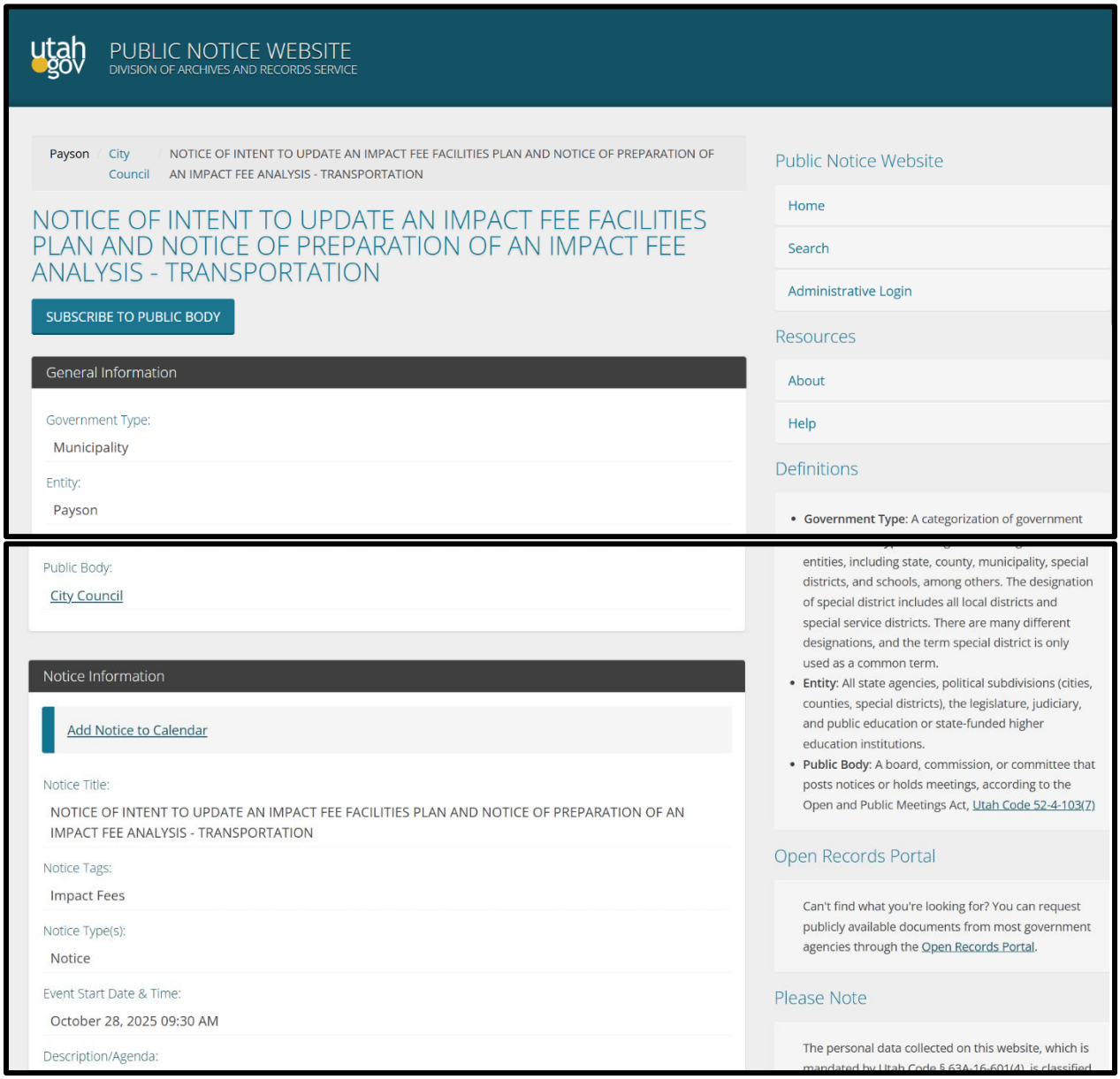
The geographic area that will be included in the IFFP and IFA is all areas within the Payson City municipal boundary.

All interested persons are hereby invited to provide information for the City to consider in the process of preparing, adopting, and implementing the referenced documents. Written comments may be submitted to Payson City, Travis Jockumsen, 439 W Utah Avenue, Payson, Utah 84651 or via email at travisj@paysonutah.gov.

Dated this 28th day of October 2025.

/s/ Kim E. Holindrake
Kim E. Holindrake, MMC UCC
Payson City Recorder

Figure A-2
Utah Public Notice Website



utah.gov PUBLIC NOTICE WEBSITE
DIVISION OF ARCHIVES AND RECORDS SERVICE

Payson / City Council / NOTICE OF INTENT TO UPDATE AN IMPACT FEE FACILITIES PLAN AND NOTICE OF PREPARATION OF AN IMPACT FEE ANALYSIS - TRANSPORTATION

NOTICE OF INTENT TO UPDATE AN IMPACT FEE FACILITIES PLAN AND NOTICE OF PREPARATION OF AN IMPACT FEE ANALYSIS - TRANSPORTATION

SUBSCRIBE TO PUBLIC BODY

General Information

Government Type:
Municipality

Entity:
Payson

Public Body:
City Council

Notice Information

Add Notice to Calendar

Notice Title:
NOTICE OF INTENT TO UPDATE AN IMPACT FEE FACILITIES PLAN AND NOTICE OF PREPARATION OF AN IMPACT FEE ANALYSIS - TRANSPORTATION

Notice Tags:
Impact Fees

Notice Type(s):
Notice

Event Start Date & Time:
October 28, 2025 09:30 AM

Description/Agenda:

Public Notice Website
Home
Search
Administrative Login

Resources
About
Help

Definitions
- **Government Type**: A categorization of government entities, including state, county, municipality, special districts, and schools, among others. The designation of special district includes all local districts and special service districts. There are many different designations, and the term special district is only used as a common term.
- **Entity**: All state agencies, political subdivisions (cities, counties, special districts), the legislature, judiciary, and public education or state-funded higher education institutions.
- **Public Body**: A board, commission, or committee that posts notices or holds meetings, according to the Open and Public Meetings Act, Utah Code 52-4-103(7)

Open Records Portal
Can't find what you're looking for? You can request publicly available documents from most government agencies through the Open Records Portal.

Please Note
The personal data collected on this website, which is mandated by Utah Code § 63A-16-601(4), is classified

PAYSON CITY

NOTICE OF INTENT TO UPDATE AN IMPACT FEE FACILITIES PLAN
AND NOTICE OF PREPARATION OF AN IMPACT FEE ANALYSIS

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Dated this 28th day of October 2025.

/s/ Kim E. Holindrake
Kim E. Holindrake, MMC UCC
Payson City Recorder

Mandated by Utah Code § 63A-16-601(4), is classified as a public record and is available to the public as provided by the Government Records Access and Management Act (Utah Code § 63G-2-201).

Notice of Special Accommodations (ADA):

N/A

Notice of Electronic or Telephone Participation:

N/A

Meeting Information

Meeting Location:

439 W Utah Avenue
Payson, UT 84651
Show in Apple Maps | Show in Google Maps

Contact Name:

Amalie Ottley

Contact Email:

amalieo@paysonutah.gov

Notice Posting Details

Notice Posted On:

October 28, 2025 09:23 AM

APPENDIX B - NOTICE TO ADOPT OR AMEND AN IFFP AND IF ENACTMENT

11-36a-502 Notice to Adopt or Amend an Impact Fee Facilities Plan and 11-36a-503 Notice of Intent to Adopt an Impact Fee Enactment

Figure B-1
City Website

Figure B-2
Utah Public Notice Website