



CITY COUNCIL AGENDA

Wednesday, March 08, 2023

NOTICE IS HEREBY GIVEN that the Herriman City Council shall assemble for a meeting in the City Council Chambers, located at **5355 WEST HERRIMAN MAIN STREET, HERRIMAN, UTAH**

5:30 PM – WORK MEETING: (Fort Herriman Conference Room)

1. Council Business

- 1.1. Review of this Evening's Agenda
- 1.2. Future Agenda Items
- 1.3. Council discussion of future citizen recognitions

2. Administrative Reports

- 2.1. Discussion Regarding a Proposed Amendment to the Olympia Master Development Agreement – Blake Thomas, Community Development Director
- 2.2. Request to Amend the Governing Documents for the Auto Mall and Retail Public Infrastructure District – Nathan Cherpesci, City Manager
- 2.3. Sentinel Ridge Detention Pond Discussion – Anthony Teuscher, Deputy Director of Parks, Events and Recreation
- 2.4. Secondary Water Report – Justun Edwards, Public Works Director

2.5. Legislative Update – Roundtable Discussion

3. Adjournment

7:00 PM – GENERAL MEETING:

4. Call to Order

4.1. Invocation/Thought/Reading and Pledge of Allegiance

4.2. City Council Comments and Recognitions

5. Public Comment

Audience members may bring any item to the City Council's attention. Comments will be limited to two minutes. State Law prohibits the Council from acting on items that do not appear on the agenda. Public comments for this meeting will also be conducted electronically. Any person interested in addressing the Council may submit a comment by emailing recorder@herriman.org or by visiting Herriman.org/agendas-and-minutes, where there is a link to fill out an online public comment form. Your statement will be incorporated into the public record.

6. City Council Reports

6.1. Councilmember Jared Henderson

6.2. Councilmember Teddy Hodges

6.3. Councilmember Sherrie Ohrn

6.4. Councilmember Steven Shields

7. Mayor Report

8. Consent Agenda

8.1. Approval of the monthly financial summary for January 2023

9. Discussion and Action Items

- 9.1. Consideration to Adopt New Transportation Master Plan – Bryce Terry, Assistant City Engineer
- 9.2. Discussion and Consideration of a Statement of Work Contract with STRATA Networks for a high-level-design of a city-wide fiber optic network – Blake Thomas, Community Development Director

10. Public Hearing

- 10.1. Public Hearing and consideration of an ordinance relating to the proposed annexation petition filed by Kennecott Utah Copper, LLC – Jackie Nostrom, City Recorder
- 10.2. Public Hearing and Consideration of an ordinance to adopt a new Impact Fee Facility Plan, Impact Fee Analysis, and Impact Fee Enactment – Bryce Terry, Assistant City Engineer

11. Future Meetings

- 11.1. Next Planning Meeting: March 15, 2023
- 11.2. Next City Council Meeting: March 22, 2023
- 11.3. Next Joint City Council/Planning Commission Meeting: March 29, 2023

12. Closed Session

The Herriman City Council may temporarily recess the City Council meeting to convene in a closed session to discuss the character, professional competence, or physical or mental health of an individual, pending or reasonable imminent litigation, and the purchase, exchange, or lease of real property, as provided by Utah Code Annotated §52-4-205

13. Adjournment

14. Recomencence to Work Meeting (If Needed)

In accordance with the Americans with Disabilities Act, Herriman City will make reasonable accommodation for participation in the

meeting. Request assistance by contacting Herriman City at (801) 446-5323 and provide at least 48 hours advance notice of the meeting.

ELECTRONIC PARTICIPATION: Members of the City Council may participate electronically via telephone, Skype, or other electronic means during this meeting.

PUBLIC COMMENT POLICY AND PROCEDURE: The purpose of public comment is to allow citizens to address items on the agenda. Citizens requesting to address the Council will be asked to complete a written comment form and present it to Jackie Nostrom, City Recorder. In general, the chair will allow an individual two minutes to address the Council. A spokesperson, recognized as representing a group in attendance, may be allowed up to five minutes. At the conclusion of the citizen comment time, the chair may direct staff to assist the citizen on the issue presented; direct the citizen to the proper administrative department(s); or take no action. This policy also applies to all public hearings. Citizens may also submit written requests (outlining their issue) for an item to be considered at a future council meeting. The chair may place the item on the agenda under citizen comments; direct staff to assist the citizen; direct the citizen to the proper administrative departments; or take no action.

I, Jackie Nostrom, certify the foregoing agenda was emailed to at least one newspaper of general circulation within the geographic jurisdiction of the public body, at the principal office of the public body, on the Utah State Public Notice website www.utah.gov/pmn/index.html and on Herriman City's website at www.herriman.org, Posted and dated this . /s/ Jackie Nostrom, City Recorder



STAFF REPORT

DATE: 2/23/2023

TO: The Honorable Mayor and City Council

FROM: Blake Thomas, Community Development Director

SUBJECT: Discussion Regarding a Proposed Amendment to the Olympia Master Development Agreement

RECOMMENDATION:

Provide feedback to staff and the applicant regarding the proposed amendments to the Olympia Master Development Agreement (MDA).

ISSUE BEFORE COMMISSION:

Does the City Council feel that adequate information has been provided to place this item on a future City Council agenda to make a decision on the proposed amendments to the Olympia MDA?

BACKGROUND/SUMMARY:

The Olympia Master Development Agreement was recorded November 16, 2021. The project encompasses 933 acres and, including 100 acres owned by the Jordan School District (JSD), who is identified as the Special Owner in the MDA. Currently, all amendments to the MDA require approval from the JSD.

Section 2.10 of the MDA contemplates two scenarios regarding the location of the future intersection of 12600 South and U-111, each of which provides guidance on commercial development requirements within the development.

Section 2.18 of the MDA requires the Master Developer to install secondary water infrastructure for all areas of the development within water pressure zones 3 and 4.

DISCUSSION:

The Master Developer proposes to make 4 adjustments to the MDA, as follows:

1. The Master Developer requests to amend the MDA by adding section 7.2 to the MDA, which is a provision to not require future MDA amendments to obtain approval from the Special Owner (JSD) if the amendment does not impact property owned by the Special Owner. This will allow future amendments that are unrelated to JSD school sites to move forward without full board approval. (The JSD Board approved this change at the December 13, 2022 Board Meeting). The proposed text addition is provided below:

*7.2 **Special Owner Consent Provision.** Special Owner shall not be required to execute any Amendment to this MDA that does not affect the School District property.*

2. Section 2.10.1 of the MDA addresses the amount of commercial development required in the Olympia development based on the configuration of the intersection of Herriman Boulevard and the future alignment of U-111. The MDA requires that 300,000 gross leasable square feet of commercial uses shall be developed if at least half of the intersection is aligned in the Olympia development (this can be reduced to 200,000 square feet after 15 years). It is possible that the alignment of U-111 will be configured such that less than half of the intersection at Herriman Boulevard will be within the Olympia development. The developer is proposing to address this issue with amended text as follows:

2.10.1 If at least half one quarter (1/4) of the intersection of 12600 South and U-111 is located within the Planned Community, then Master Developer shall develop commercial uses, as permitted by the Design Guidelines as follows:

[the amount or required gross leasable commercial area will not be amended, see section 2.10.1.1 of the MDA]

3. The Master Developer is exploring different financing options for the PID in addition to the one-time contract fee. The proposed amended text is as follows:

***5.3.1 One Time Contract Fee Public Infrastructure Financing.** The Parties hereby acknowledge that the collateral for securing public financing through the Public Infrastructure Districts shall be the One-Time Contract Fee and/or such other security as may be provided by the Governing Documents of the Public Infrastructure Districts. Special Owner shall not be required to pay the One-Time Contract Fee so long as the School District Property is developed for school purposes. The Parties acknowledge that the One-Time Contract Fee contemplated hereunder is*

not being assessed as an “impact fee” as that term is defined in Utah Code Ann § 11-36a-102(9)(2021).

4. Remove the requirement for providing dry secondary water lines in Olympia. The developer is requesting that section 2.18 of the MDA be deleted in its entirety. Section 2.18 states:

2.18 Secondary Water. *Master Developer shall install secondary water infrastructure within the City’s water zones 3 and 4 as required by the City’s Vested Laws. The Administrator may modify these requirements, pursuant to the Administrative Modification procedures of Section 7.1, where there are similar or equivalent means and costs of providing water service in zones 3 and 4.*

ALTERNATIVES:

Each of the items being amended has its own alternatives and pros/cons associated with the requested change.

Item	Pros	Cons
Amend Section 7.2-JSD Approval of Future Amendments	Does not burden the school district board with making formal motions on items that do not affect their property.	None identified
Amend Section 2.1.10-Commercial Development Requirements	Addresses a scenario that was not contemplated in the MDA. Provides the maximum amount of commercial contemplated in the MDA with one corner of the intersection in Olympia.	Does not address concerns with reducing the amount of required commercial development if it takes over 15 years to develop.
Amend Section 5.3.1-Public Infrastructure Financing	Provides a mechanism for the City Council and Developer to discuss and explore other options besides the One-Time Contract Fee to fund the Public Infrastructure Districts. Does not commit the City Council to allow other	None identified

	financing options, it only provides an opportunity to discuss them. Any changes would require a change to the PID Governing Document	
Amend Section 2.18- Secondary Water Requirements	Could provide a long-term financial savings to Herriman in regard to maintenance of the secondary water system.	Requires landscaping to be watered with culinary water.

ATTACHMENTS:

- 1) MDA Amendment Application
- 2) Draft MDA Amendment



Master Development Agreement Application

PROPERTY INFORMATION

Request: *TO AMEND THE OLYMPIA MDA*

Property Address: *13000 S. 6400 W.*

Parcel Numbers: *26342260030000 + OTHERS*

Acres: *933*

APPLICANT INFORMATION

Name of Applicant: *OLYMPIA LAND, LLC*

Address of Applicant: [REDACTED]

Email of Applicant: [REDACTED]

Phone: [REDACTED]

Applicants Affiliation with the Subject Property:

Owner

Engineer

Architect

Other

Attorney: *BRUCE BAIRD*

Email of Attorney: [REDACTED]

Phone of Attorney: [REDACTED]

Engineer: (if not listed above) *ENSIGN ENGINEERING*

Email of Engineer: [REDACTED]

Phone of Engineer: [REDACTED]

Property Owner: (if not listed above)

Email of Owner: [REDACTED]

Phone of Owner: [REDACTED]

OFFICE USE ONLY

Date Received: [REDACTED] Received By: [REDACTED] File Number: [REDACTED] Fee: [REDACTED]

[REDACTED] Assigned Staff: [REDACTED] Receipt #: [REDACTED]

WHEN RECORDED, RETURN TO:

Herriman City Recorder
5355 West Herriman Main Street
Herriman, Utah 84096

DRAFT
10/27/22

AMENDMENT #2

MASTER DEVELOPMENT AGREEMENT

FOR

OLYMPIA

Approved: _____

**SECOND AMENDMENT
TO
THE MASTER DEVELOPMENT AGREEMENT FOR OLYMPIA**

THIS SECOND AMENDMENT TO THE MASTER DEVELOPMENT AGREEMENT FOR OLYMPIA (the “Second Amendment”) is made and entered as of the _____ day of _____ 2022, by and between HERRIMAN CITY, a political subdivision of the State of Utah, by and through its City Council, THE LAST HOLDOUT, L.L.C., a Utah limited liability company, JORDAN SCHOOL DISTRICT, a Utah school district, and OLYMPIA LAND, LLC, a Utah limited liability company.

RECITALS

A. The Parties entered into a Master Development Agreement for Olympia which was recorded on November 16, 2021 as Entry No. 13825061 in the official books and records of the Salt Lake County Recorder (the “MDA”).

B. The Parties entered into a First Amendment for Olympia which was recorded on September 20, 2022 as Entry No. 14018093 in the official books and records of the Salt Lake County Recorder.

C. The Parties desire to further amend the MDA to account for certain changes that have occurred to the proposed Project since the adoption of the MDA.

D. Specifically, the City desires for certain of the Public Infrastructure to be completed in early phases and one time to save costs and increase efficiencies and the City recognizes that the requirement of secondary water for certain areas of the Project no longer makes any practical sense

E. The parties have cooperated in the preparation of this Second Amendment.

NOW, THEREFORE, in consideration of the mutual covenants contained herein, and other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the City, Owner and Master Developer and Special Owner hereby agree to the following:

AMENDMENTS

1. **Effect of this Second Amendment.** Other than a specifically amended herein by the First Amendment and this Second Amendment, the MDA shall remain in full force and effect.

2. **Secondary Water.** The provisions of Section 2.18 are hereby deleted. Any reference in the MDA to secondary water is also deemed deleted.

3. **Intersection of 12600 South and U-111 within the Planned Community.** Section 2.10.1 is hereby amended to read:

2.10.1 If at least one quarter (1/4) of the intersection of 12600 South and U-111 is located within the Planned Community, then Master Developer shall develop commercial uses, as permitted by the Design Guidelines, as follows:

4. **Public Infrastructure Financing.** Section 5.3.1 is hereby amended to read:

Security for Public Infrastructure Districts. The Parties hereby acknowledge that the collateral for securing public financing through the Public Infrastructure Districts shall be the One-Time Contract Fee and/or such other security as may be provided by the Governing Documents of the Public Infrastructure Districts. The Parties acknowledge that the One-Time Contract fee contemplated hereunder is not being assessed as an “impact fee” as that term is defined in Utah Code Ann § 11-36a-102(9) (2021).

5. **Special Owner Consent to Amendment.** Section 7.2 is hereby added to read as follows:

7.2. **Special Owner Consent Provision.** Special Owner shall not be required to execute any Amendment to this MDA that does not affect the School District Property.

IN WITNESS WHEREOF, the parties hereto have executed this Agreement by and through their respective, duly authorized representatives as of the day and year first herein above written.

[signatures on following pages]

CITY
Herriman City

NATHAN CHERPESKI, City Manager

ATTEST

JACKIE NOSTROM, City Recorder

Todd Sheeran, City Attorney
Approved as to form and legality

STATE OF UTAH

)
ss.
)

COUNTY OF SALT LAKE

On the _____ day of _____, 2022, NATHAN CHERPESKI personally appeared before me, who being by me duly sworn, did say that they are the City Manager of Herriman City, a political subdivision of the State of Utah, and that the foregoing Master Development Agreement was signed on behalf of the City by authority of its City Council and said City Manager acknowledged to me that the City executed the same for the purposes described therein.

NOTARY PUBLIC

OWNER
The Last Holdout, LLC

Signature: _____

Name: _____

Title: _____

STATE OF UTAH

)

:ss.

COUNTY OF SALT LAKE

)

On the _____ day of _____, 2022, _____ personally appeared before me, who being by me duly sworn, did say that they are the _____ of The Last Holdout, L.L.C, a Utah limited liability company, and that the foregoing Master Development Agreement was signed on behalf of the Owner by authority of its governing board and acknowledged to me that the Owner executed the same for the purposes described therein.

NOTARY PUBLIC

MASTER DEVELOPER
Olympia Land, LLC

RYAN BUTTON, Manager

STATE OF UTAH

)

:ss.

COUNTY OF SALT LAKE

)

On the _____ day of _____, 2022, RYAN BUTTON personally appeared before me, who being by me duly sworn, did say that they are the Manager of Olympia Land, LLC, a Utah limited liability company, and that the foregoing Master Development Agreement was signed on behalf of the Master Developer by authority of its governing board and acknowledged to me that the City executed the same for the purposes described therein.

NOTARY PUBLIC

SPECIAL OWNER
Jordan School District

Signature: _____

Name: _____

Title: _____

STATE OF UTAH

)

:ss.

COUNTY OF SALT LAKE

)

On the _____ day of _____, 2022, _____ personally appeared before me, who being by me duly sworn, did say that they are the _____ of Jordan School District, and that the foregoing Master Development Agreement was signed on behalf of the Owner by authority of its governing board and acknowledged to me that the Owner executed the same for the purposes described therein.

NOTARY PUBLIC



STAFF REPORT

DATE: February 14, 2023

TO: The Honorable Mayor and City Council

FROM: Nathan Cherpesci

SUBJECT: Request to Amend the Governing Documents for the Auto Mall and Retail Public Infrastructure District

RECOMMENDATION:

Staff Recommends approval of the amendment at the next regular Council Meeting.

ISSUE BEFORE COUNCIL:

Does the Council wish to amend the Governing Documents for the Auto Mall and Retail Public Infrastructure District (PID) as requested?

BACKGROUND/SUMMARY:

Last year, the City approved an MDA and PID for the Auto Mall area. At the time the Governing Documents set a maximum amount of debt at \$18,300,000. With increased rates and construction costs, the PID Board requests that we amend the Governing Documents to allow them to incur up to \$28,000,000.

DISCUSSION:

This PID may assess a special tax on participating properties to cover the infrastructure necessary to develop the location. The debt is not an obligation of the City and is the responsibility of the PID. Per the Governing Documents, any amendments must be approved by the City Council.

ALTERNATIVES:

1. Direct staff to bring this to a regular meeting for consideration
2. Decline to act and give staff further direction.

FISCAL IMPACT:

N/A

ATTACHMENTS:

Red Line Version of the Amended Governing Documents.

**AMENDED GOVERNING DOCUMENT
FOR**

Prepared

by

Gilmore & Bell, P.C.
15 West South Temple, Suite 1450
Salt Lake City, Utah 84101

October 12, 2022

TABLE OF CONTENTS

I.	INTRODUCTION	1
A.	Purpose and Intent.	1
B.	Need for the District.	1
C.	Objective of the City Regarding District's Governing Document.	1
II.	DEFINITIONS	2
III.	BOUNDARIES.....	4
IV.	PROPOSED LAND USE	5
V.	DESCRIPTION OF PROPOSED POWERS, IMPROVEMENTS AND SERVICES	5
A.	Powers of the District and Governing Document Amendment.	5
1.	Operations and Maintenance Limitation	5
2.	Reserved	5
3.	Construction Standards Limitation	5
4.	Procurement.....	5
5.	Privately Placed Debt Limitation.....	6
6.	Annexation and Withdrawal.	6
7.	Overlap Limitation.....	6
8.	Initial Debt Limitation	7
9.	Total Debt Issuance Limitation	7
10.	Bankruptcy Limitation.....	7
11.	Governing Document Amendment Requirement	7
B.	Preliminary Engineering Survey.....	8
VI.	THE BOARD OF TRUSTEES.....	8
A.	Board Composition.....	8
B.	Transition to Elected Board.....	8
C.	Reelection and Reappointment.....	8
D.	Vacancy..	8
E.	Compensation.	8
F.	Conflicts of Interest	8
VII.	REGIONAL IMPROVEMENTS	9
VIII.	FINANCIAL PLAN	9
A.	General.....	9
B.	Maximum Voted Interest Rate and Maximum Underwriting Discount.	9
C.	Maximum Debt Mill Levy.....	9
D.	Maximum Debt Mill Levy Imposition Term.....	10
E.	Debt Repayment Sources.....	10
F.	Debt Instrument Disclosure Requirement.	10
G.	Security for Debt.....	10
H.	District's Operating Costs.....	11
I.	Bond and Disclosure Counsel.....	11

IX.	ANNUAL REPORT	11
A.	General.....	11
B.	Reporting of Significant Events.....	11
X.	DISSOLUTION.....	12
XI.	DISCLOSURE TO PURCHASERS.....	12
XII.	INTERLOCAL AGREEMENT.....	13

LIST OF EXHIBITS

EXHIBIT A	Legal Descriptions
EXHIBIT B	Herriman City Vicinity Map
EXHIBIT C	Initial District and Annexation Area Boundary Map
EXHIBIT D	Interlocal Agreement between the District and Herriman City
EXHIBIT E	Estimated Costs and Description of Public Improvements

I. INTRODUCTION

A. Purpose and Intent.

The District is an independent unit of local government, separate and distinct from the City, and, except as may otherwise be provided for by State or local law or this Governing Document, its activities are subject to review by the City only insofar as they may deviate in a material matter from the requirements of the Governing Document. It is intended that the District will provide a part or all of the Public Improvements for the use and benefit of all anticipated inhabitants and taxpayers of the District. The primary purpose of the District will be to finance the construction of these Public Improvements. The District is not being created to provide any ongoing operations and maintenance services.

B. Need for the District.

There are currently no other governmental entities, including the City, located in the immediate vicinity of the District that consider it desirable, feasible or practical to undertake the planning, design, acquisition, construction installation, relocation, redevelopment, and financing of the Public Improvements needed for the Project. Formation of the District is therefore necessary in order for the Public Improvements required for the Project to be provided in the most economic manner possible.

C. Objective of the City Regarding District's Governing Document.

This Governing Document is an amended version of the governing document originally approved by the City, and is intended by the City and the District to supersede and replace any prior version of the District's Governing Document.

The City's objective in approving ~~the~~this amended Governing Document for the District is to authorize the District to provide for the planning, design, acquisition, construction, installation, relocation and redevelopment of the Public Improvements from the proceeds of Debt to be issued by the District. All Debt is expected to be repaid by taxes imposed and collected on commercial properties for no longer than the Maximum Debt Mill Levy Imposition Term and at a tax mill levy no higher than the Maximum Debt Mill Levy, and/or repaid by Assessments. Debt which is issued within these parameters and, as further described in the Financial Plan, will insulate commercial property owners from excessive tax burdens to support the servicing of the Debt and will result in a timely and reasonable discharge of the Debt.

This Governing Document is intended to establish a limited purpose for the District and explicit financial constraints that are not to be violated under any circumstances. The primary purpose is to provide for the Public Improvements associated with development and regional needs. Operational activities are allowed, but only through an Interlocal Agreement with the City or other relevant public entity with written consent of the City.

It is the intent of the District to dissolve upon payment or defeasance of all Debt incurred or upon a determination that adequate provision has been made for the payment of all Debt.

The District shall be authorized to finance the Public Improvements that can be funded from Debt to be repaid from Assessments or from tax revenues collected from a mill levy which shall not exceed the Maximum Debt Mill Levy on taxable properties and which shall not exceed the Maximum Debt Mill Levy Imposition Term on taxable properties (or repaid from a combination of Assessments and a mill levy). It is the intent of this Governing Document to assure to the extent possible that no taxable property bear an economic burden that is greater than that associated with the Maximum Debt Mill Levy in amount and that no taxable property bear an economic burden that is greater than that associated with the Maximum Debt Mill Levy Imposition Term in duration even under bankruptcy or other unusual situations. Generally, the cost of Public Improvements that cannot be funded within these parameters are not costs to be paid by the District.

II. DEFINITIONS

In this Governing Document, the following terms shall have the meanings indicated below, unless the context hereof clearly requires otherwise:

Annexation Area Boundaries: means the boundaries of the area described in the Annexation Area Boundary Map and as particularly described in **Exhibit A-2** which are approved by the City for annexation or withdrawal from or into the District upon the meeting of certain requirements.

Annexation Area Boundary Map: means the map attached hereto as **Exhibit C-2**, describing the property proposed for annexation within the District.

Approved Development Plan: means a Preliminary Development Plan, Development Agreement, or other process established by the City for identifying, among other things, Public Improvements necessary for facilitating development for property within the District Area as approved by the City pursuant to the City Code and as amended pursuant to the City Code from time to time. An infrastructure plan approved by the City Manager or Planning Director shall constitute an Approved Development Plan for purposes of Section V.A.8. For purposes of this Governing Document, the Master Development Agreement dated _____, 2022 shall constitute an Approved Development Plan.

Assessment: means (i) the levy of an assessment secured by a lien on property within a District to pay for the costs of Public Improvements benefitting such property or (2) an assessment by a District levied on private property within such District to cover the costs of an energy efficient upgrade, a renewable energy system, or an electric vehicle charging infrastructure, each as may be levied pursuant to the Assessment Act.

Assessment Act: means collectively, (i) Title 11, Chapter 42, Utah Code as may be amended from time to time and (ii) the C-PACE Act.

Board: means the board of trustees of the District.

Bond, Bonds or Debt: means bonds or other obligations, including loans of any property owner, for the payment of which the District has promised to impose an *ad valorem* property tax mill levy, and/or collect Assessments.

City: means Herriman City, Utah.

City Code: means the City Code of Herriman City, Utah.

City Council: means the City Council of the City.

C-PACE Act: means title 11, Chapter 42a of the Utah Code, as amended from time to time.

C-PACE Bonds: means bonds, loans, notes, or other structures and obligations of the District issued pursuant to the C-PACE Act, including refunding C-PACE Bonds.

C-PACE Assessments: means assessments levied under the C-PACE Act.

District: means the Auto Mall and Retail Public Infrastructure District.

District Act: means the Local District Act and the PID Act.

District Area: means the property within the Initial District Boundary Map and the Annexation Area Boundary Map.

End User: means any owner, or tenant of any owner, of any taxable improvement within the District, who is intended to become burdened by the imposition of ad valorem property taxes subject to the Maximum Debt Mill Levy. By way of illustration, a commercial property owner or commercial tenant is an End User. The business entity that constructs homes or commercial structures is not an End User.

Fees: means any fee imposed by the District for administrative services provided by the District.

Financial Plan: means the Financial Plan described in Section VIII which describes (i) the potential means whereby the Public Improvements may be financed; (ii) how the Debt is expected to be incurred; and (iii) the estimated operating revenue derived from property taxes for the first budget year.

General Obligation Debt: means a Debt that is directly payable from and secured by ad valorem property taxes that are levied by the District and does not include Limited Tax Debt.

Governing Document: means this Governing Document for the District approved by the City Council.

Governing Document Amendment: means an amendment to the Governing Document approved by the City Council in accordance with the City's ordinance and the applicable state law and approved by the Board in accordance with applicable state law.

Initial District Boundaries: means the boundaries of the area described in the Initial District Boundary Map and as particularly described in **Exhibit A-1**.

Initial District Boundary Map: means the map attached hereto as **Exhibit C**, describing the District's initial boundaries.

Limited Tax Debt: means a debt that is directly payable from and secured by ad valorem property taxes that are levied by the District which may not exceed the Maximum Debt Mill Levy.

Local District Act: means Title 17B of the Utah Code, as amended from time to time.

Maximum Debt Mill Levy: means the maximum mill levy the District is permitted to impose for payment of Debt as set forth in Section VIII.C below.

Maximum Debt Mill Levy Imposition Term: means the maximum term for imposition of a mill levy for any given series of bonds as set forth in Section VIII.D below.

Municipal Advisor: means a consultant that: (i) advises Utah governmental entities on matters relating to the issuance of securities by Utah governmental entities, including matters such as the pricing, sales and marketing of such securities and the procuring of bond ratings, credit enhancement and insurance in respect of such securities; (ii) shall be an underwriter, investment banker, or individual listed as a public finance advisor in the Bond Buyer's Municipal Market Place; and (iii) is not an officer or employee of the District and has not been otherwise engaged to provide services in connection with the transaction related to the applicable Debt.

Project: means the development or property commonly referred to as the Herriman Auto Mall Commercial Project.

PID Act: means Title 17D, Chapter 4 of the Utah Code, as amended from time to time and any successor statute thereto.

Public Improvements: means a part or all of the improvements authorized to be planned, designed, acquired, constructed, installed, relocated, redeveloped and financed as generally described in the Local District Act, except as specifically limited in Section V below to serve the future taxpayers of the District Area as determined by the Board.

Regional Improvements: means Public Improvements and facilities that benefit the District Area and which are to be financed pursuant to Section VII below.

State: means the State of Utah.

Taxable Property: means real or personal property within the District Area subject to ad valorem taxes imposed by the District.

Trustee: means a member of the Board.

Utah Code: means the Utah Code Annotated 1953, as amended.

III. BOUNDARIES

The area of the Initial District Boundaries includes approximately 69.3 acres and the total area proposed to be included in the Annexation Area Boundaries is approximately 18.9 acres. A legal description of the Initial District Boundaries and the Annexation Area Boundaries is attached hereto as **Exhibit A**. A vicinity map is attached hereto as **Exhibit B**. A map of the Initial District Boundaries and Annexation Area Boundaries is attached hereto as **Exhibit C**. It is anticipated that the District's boundaries may change from time to time as it undergoes annexations and withdrawals pursuant to Section 17D-4-201, Utah Code, subject to Article V below.

IV. PROPOSED LAND USE

The District Area consists of mostly undeveloped land. The 2022 estimated assessed valuation of the District Area within the Initial District Boundaries was \$21,253,737. This valuation is solely for purposes of this Governing Document, and at build out, is expected to be sufficient to reasonably discharge the Debt under the Financial Plan. The District is not anticipated to have any residents at buildout.

Approval of this Governing Document by the City does not imply approval of the development of a specific area within the District, nor does it imply approval of the number of units or the total site/floor area of commercial or industrial buildings identified in this Governing Document or any of the exhibits attached thereto, unless the same is separately approved by the City in accordance with the City Code.

V. DESCRIPTION OF PROPOSED POWERS, IMPROVEMENTS AND SERVICES

A. Powers of the District and Governing Document Amendment.

The District shall have the power and authority to provide the Public Improvements within and without the boundaries of the District as such power and authority is described in the District Act and other applicable statutes, common law and the Constitution, subject to any limitations set forth herein.

1. Improvements.

(a) The purpose of the District is to plan for, design, acquire, construct, install, relocate, redevelop and finance the Public Improvements. The District shall dedicate the Public Improvements to the City or other appropriate public entity or owners association in a manner consistent with the Approved Development Plan and other rules and regulations of the City and applicable provisions of the City Code. The District shall be authorized, but not obligated, to own, operate and maintain Public Improvements not otherwise required to be dedicated to the City or other public entity.

(b) Notwithstanding the foregoing, prior to or contemporaneous with providing for the planning, design, acquisition, construction, installation, relocation, maintenance, and financing of any other Public Improvements the District must have arranged for the financing of the Public Improvements relating to the proposed Herriman Auto Row and Miller Crossing

Drive within the Project, as further identified and described as the Automall Infrastructure Improvements in **Exhibit E** (the “Auto Mall Improvements”).

(c) The estimated costs for the Public Improvements described in **Exhibit E** do not include any costs associated with raising the debt and/or equity required to fund such expenses and are estimates only. These estimates are subject to change based on the final construction plans approved by the City and so long as financing sufficient to build such improvements as set forth the plans approved by the City has been arranged, then the District’s obligation with respect to the Auto Mall Improvements shall be considered satisfied.

2. Reserved.

3. Construction Standards Limitation. The District will ensure that the Public Improvements are designed and constructed in accordance with the standards and specifications of the City and of other governmental entities having proper jurisdiction. The District will obtain the City’s approval of civil engineering plans and will obtain applicable permits for construction and installation of Public Improvements prior to performing such work. Public Improvements shall be subject to the ordinary inspection and approval procedures of the City and other governmental entities having proper jurisdiction.

4. Procurement. The District shall be subject to the Utah Procurement Code, Title 63G, Chapter 6a. Notwithstanding this requirement, the Districts may acquire completed or partially completed improvements for fair market value as reasonably determined by any one of a surveyor or engineer that such District employs or engages to perform the necessary engineering services for and to supervise the construction or installation of the improvements.

5. Privately Placed Debt Limitation. Prior to the issuance of any privately placed Debt, the District shall obtain the certification of a Municipal Advisor substantially as follows:

We are [I am] a Municipal Advisor within the meaning of the District’s Governing Document.

We [I] certify that (1) the net effective interest rate to be borne by [insert the designation of the Debt] does not exceed a reasonable current [tax-exempt] [taxable] interest rate, using criteria deemed appropriate by us [me] and based upon our [my] analysis of comparable high yield securities; and (2) the structure of [insert designation of the Debt], including maturities and early redemption provisions, is reasonable considering the financial circumstances of the District.

6. Annexation and Withdrawal.

(a) The District shall not include within its boundaries any property outside the District Area without the prior written consent of the City. The City, by approval of this Governing Document, has consented to the annexation of any area within the Annexation Area Boundaries into the District. Such area may only be annexed upon the District obtaining consent

of all property owners and registered voters, if any, within the area proposed to be annexed and the passage of a resolution of the Board approving such annexation.

(b) The City, approval of this Governing Document, has consented to the withdrawal of any area within the District Boundaries from the District. Such area may only be withdrawn upon the District obtaining consent of all property owners and registered voters, if any, within the area proposed to be withdrawn and the passage of a resolution of the Board approving such annexation.

(c) Any annexation or withdrawal shall be in accordance with the requirements of the PID Act.

(d) Upon any annexation or withdrawal, the District shall provide the City a description of the revised District Boundaries.

(e) Annexation or withdrawal of any area in accordance with V.A.6(a) and (b) shall not constitute an amendment of this Governing Document.

7. Overlap Limitation. The District shall not consent to the organization of any other public infrastructure district organized under the PID Act within the District Area which will overlap the boundaries of the District unless the aggregate mill levy for payment of Debt of such proposed districts will not at any time exceed the Maximum Debt Mill Levy of the District.

8. Initial Debt Limitation. On or before the effective date of approval by the City of an Approved Development Plan, the District shall not: (a) issue any Debt; nor (b) impose a mill levy for the payment of Debt by direct imposition or by transfer of funds from the operating fund to the Debt service funds; nor (c) impose and collect any Assessments used for the purpose of repayment of Debt.

9. Total Debt Issuance Limitation. The District shall not issue Debt in excess of an aggregate amount of ~~Eighteen~~Twenty-eight~~three~~ Million Dollars (\$~~18283~~,000,000). This amount excludes any portion of bonds issued to refund a prior issuance of debt by the District. In addition, any C-PACE Bonds do not count against the foregoing limitation and there is no limit to the amount of C-PACE Bonds the District may issue so long as such issuances are in accordance with the provisions of the C-PACE Act.

10. Bankruptcy Limitation. All of the limitations contained in the Governing Document, including, but not limited to, those pertaining to the Maximum Debt Mill Levy, Maximum Debt Mill Levy Imposition Term and the Fees have been established under the authority of the City to approve a Governing Document with conditions pursuant to Section 17D-4-201(5), Utah Code. It is expressly intended that such limitations:

(a) Shall not be subject to set-aside for any reason or by any court of competent jurisdiction, absent a Governing Document Amendment; and

(b) Are, together with all other requirements of Utah law, included in the “political or governmental powers” reserved to the State under the U.S. Bankruptcy Code (11 U.S.C.) Section 903, and are also included in the “regulatory or electoral approval necessary under

applicable nonbankruptcy law" as required for confirmation of a Chapter 9 Bankruptcy Plan under Bankruptcy Code Section 943(b)(6).

Any Debt, issued with a pledge or which results in a pledge, that exceeds the Maximum Debt Mill Levy and the Maximum Debt Mill Levy Imposition Term, shall be deemed a material modification of this Governing Document and shall not be an authorized issuance of Debt unless and until such material modification has been approved by the City as part of a Governing Document Amendment.

11. Governing Document Amendment Requirement.

(a) This Governing Document has been designed with sufficient flexibility to enable the District to provide required facilities under evolving circumstances without the need for numerous amendments. Actions of the District which violate the limitations set forth in V.A.1-9 above or in VIII.B-G. shall be deemed to be material modifications to this Governing Document and the City shall be entitled to all remedies available under State and local law to enjoin such actions of the District.

(b) Subject to the limitations and exceptions contained herein, this Governing Document may be amended by passage of a resolutions of the City Council and the District Board approving such amendment.

B. Preliminary Engineering Survey.

The District shall have authority to provide for the planning, design, acquisition, construction, installation, relocation, redevelopment, maintenance, and financing of the Public Improvements within and without the boundaries of the District, as specified application materials relating to the District and as may be further defined in an Approved Development Plan. An estimate of the costs of the Public Improvements which may be planned for, designed, acquired, constructed, installed, relocated, redeveloped, maintained or financed was prepared based upon a preliminary engineering survey and estimates derived from the zoning on the property in the District Area and is approximately ~~Fourteen~~^{Seventeen} Million ~~Three~~^{Nine} Hundred ~~Sixty~~^{Eight} Thousand Dollars (\$~~14,300~~¹⁷,~~968~~⁰⁰⁰).

All of the Public Improvements will be designed in such a way as to assure that the Public Improvements standards will be compatible with those of the City and/or any other applicable public entity. All construction cost estimates are based on the assumption that construction conforms to applicable local, State or Federal requirements.

VI. THE BOARD OF TRUSTEES

A. Board Composition. The Board shall be composed of three Trustees who shall be appointed by the City Council pursuant to the PID Act. Trustees 1, 2, and 3 shall be at large seats. Trustee terms shall be staggered with initial terms as follows: Trustees 1 and 3 shall serve an initial term of six (6) years; Trustee 2 shall serve an initial term of four (4) years. In accordance with the PID Act, appointed Trustees shall not be required to be residents of the District.

B. Transition to Elected Board. Because there are not anticipated to be any residents within the District, the Board shall continue to be appointed by the City Council and comprised of owners of land or agents and officers of an owner of land within the boundaries of the District.

C. Reelection and Reappointment. Upon the expiration of a Trustee's respective term, any seat which has not transitioned to an elected seat shall be appointed by the City Council pursuant to the PID Act. In the event that no qualified candidate files to be considered for appointment or files a declaration of candidacy for a seat, such seat may be filled pursuant to the Local District Act and in accordance with the Local District Act.

D. Vacancy. Any vacancy on the Board shall be filled pursuant to the Local District Act and in accordance with the PID Act.

E. Compensation. Unless otherwise permitted by the PID Act, only Trustees who are residents of the District may be compensated for services as Trustee. Such compensation shall be in accordance with State Law.

F. Conflicts of Interest. Trustees shall disclose all conflicts of interest. Any Trustee who discloses such conflicts in accordance with 17D-4-202 and 67-16-9, Utah Code, shall be entitled to vote on such matters.

VII. REGIONAL IMPROVEMENTS

The District shall be authorized to provide for the planning, design, acquisition, construction, installation, relocation and/or redevelopment and a contribution to the funding of the Regional Improvements and fund the administration and overhead costs related to the provisions of the Regional Improvements.

VIII. FINANCIAL PLAN

A. General.

The District shall be authorized to provide for the planning, design, acquisition, construction, installation, relocation and/or redevelopment of the Public Improvements from its revenues and by and through the proceeds of Debt to be issued by the District. In addition, the District shall be permitted to finance the prepayment of impact fees for the Project. The Financial Plan for the District shall be to issue such Debt as the District can reasonably pay within the Maximum Debt Mill Levy Imposition Term from revenues derived from the Maximum Debt Mill Levy, Assessments, or both, and other legally available revenues. The District shall not issue Debt in excess of an aggregate amount of EighteenTwenty-eighththree Million Dollars (\$~~18238~~,000,000). The total Debt shall be permitted to be issued on a schedule and in such year or years as the District determine shall meet the needs of the Financial Plan referenced above and phased to serve development as it occurs. Any portion of bonds issued to refund a prior issuance of debt by the District shall not count against the permitted total Debt. In addition, any C-PACE Bonds do not count against the foregoing limitation and there is no limit to the amount of C-PACE Bonds the District may issue so long as such issuances are in accordance with the provisions of the C-PACE Act. All bonds and other Debt issued by the District may be payable from any and all legally available revenues of the District, including general ad valorem taxes to be imposed upon

all Taxable Property within the District and Assessments. The District may also rely upon various other revenue sources authorized by law. These will include the power to assess Fees, penalties, or charges, including as provided in Section 17D-4-304, Utah Code, as amended from time to time.

B. Maximum Voted Interest Rate and Maximum Underwriting Discount.

The interest rate on any Debt is expected to be the market rate at the time the Debt is issued. In the event of a default, the proposed maximum interest rate on any Debt is not expected to exceed eighteen percent (18%). The proposed maximum underwriting discount will be five percent (5%). Debt, when issued, will comply with all relevant requirements of this Governing Document, State law and Federal law as then applicable to the issuance of public securities.

C. Maximum Debt Mill Levy.

(a) The “Maximum Debt Mill Levy” shall be the maximum mill levy the District is permitted to impose upon the taxable property within the District for payment of Limited Tax Debt shall be 0.010 per dollar of taxable value of taxable property in the District; provided that such levy shall be subject to adjustment as provided in Section 17D-4-301(8), Utah Code.

(b) Such Maximum Debt Mill Levy may only be amended pursuant to a Governing Document Amendment and as provided in Section 17D-4-202, Utah Code.

D. Maximum Debt Mill Levy Imposition Term.

Each bond issued by the District shall mature within Thirty-One (31) years from the date of issuance of such bond. In addition, no mill levy may be imposed for the repayment of a series of bonds after a period exceeding Forty (40) years from the first date of imposition of the mill levy for such bond (the “Maximum Debt Mill Levy Imposition Term”).

E. Debt Repayment Sources.

The District may impose a mill levy on taxable property within its boundaries as a primary source of revenue for repayment of debt service. The District may also rely upon various other revenue sources authorized by law. At the District’s discretion, these may include the power to assess Assessments, penalties, or charges, including as provided in Section 17D-4-304, Utah Code, as amended from time to time. Except as described in Section VIII.C(a), the debt service mill levy in the District shall not exceed the Maximum Debt Mill Levy or, the Maximum Debt Mill Levy Imposition Term, except for repayment of General Obligation Debt.

The District shall not be permitted to charge an End User the costs of any portion of a Public Improvement for which such End User has already paid or is presently obligated to pay through any combination of mill levy, Assessment, or impact fee. This provision shall not prohibit the division of costs between mill levies, Assessments, or impact fees, but is intended to prevent double taxation of End Users for the costs of Public Improvements.

F. Debt Instrument Disclosure Requirement.

In the text of each Bond and any other instrument representing and constituting Debt, the District shall set forth a statement in substantially the following form:

By acceptance of this instrument, the owner of this Bond agrees and consents to all of the limitations in respect of the payment of the principal of and interest on this Bond contained herein, in the resolution of the District authorizing the issuance of this Bond and in the Governing Document for creation of the District.

Similar language describing the limitations in respect of the payment of the principal of and interest on Debt set forth in this Governing Document shall be included in any document used for the offering of the Debt for sale to persons, including, but not limited to, a developer of property within the boundaries of the District.

G. Security for Debt.

The District shall not pledge any revenue or property of the City as security for the indebtedness set forth in this Governing Document. Approval of this Governing Document shall not be construed as a guarantee by the City of payment of any of the District's obligations; nor shall anything in the Governing Document be construed so as to create any responsibility or liability on the part of the City in the event of default by the District in the payment of any such obligation.

H. District's Operating Costs.

The estimated cost of acquiring land, engineering services, legal services and administrative services, together with the estimated costs of the District's organization and initial operations, are anticipated to be Two Hundred Thousand Dollars (\$200,000), which will be eligible for reimbursement from Debt proceeds.

In addition to the capital costs of the Public Improvements, the District will require operating funds for administration and to plan and cause the Public Improvements to be constructed. The first year's operating budget is estimated to be approximately Fifty Thousand Dollars (\$50,000) which is anticipated to be derived from property taxes and other revenues.

I. Bond and Disclosure Counsel.

It is the intent of the City that the District shall use competent and nationally recognized bond and disclosure counsel with respect to District Bonds to ensure proper issuance and compliance with this Governing Document. The District has agreed to utilize the City's counsel, Gilmore & Bell, P.C., as bond and disclosure counsel with respect to District Bonds.

IX. ANNUAL REPORT

A. General.

The District shall be responsible for submitting an annual report to the City Manager's Office no later than 210 days following the end of the District's fiscal year.

B. Reporting of Significant Events.

The annual report shall include information as to any of the following:

1. Boundary changes made or proposed to the District's boundary as of last day of the prior fiscal year, if changed.
2. List of current interlocal agreements, if changed (to be delivered to the City upon request);
3. Names and terms of Board members and officers and progress towards milestones required for transition to elected Board;
4. District office contact information, if changed;
5. Rules and regulations of the District regarding bidding, conflict of interest, contracting, and other governance matters, if changed;
6. A summary of any litigation which involves the District Public Improvements as of the last day of the prior fiscal year, if any;
7. Status of the District's construction of the Public Improvements as of December 31 of the prior year and listing all facilities and improvements constructed by the District that have been dedicated to and accepted by the City as of the last day of the prior fiscal year;
8. A table summarizing total debt authorized and total debt issued by the District as well as any presently planned debt issuances;
9. Official statements of current outstanding bonded indebtedness, if not previously provided to the City;
10. Current year budget including a description of the Public Improvements to be constructed in such year;
11. Financial statements of the District for the most recent completed fiscal year (such statements shall be audited if required by bond documents or statute);
12. Notice of any uncured events of default by the District, which continue beyond a ninety (90) day period, under any Debt instrument; and
13. Any inability of the District to pay its obligations as they come due, in accordance with the terms of such obligations, which continue beyond a ninety (90) day period.

X. DISSOLUTION

Upon an independent determination of each District Board that the purposes for which such District was created have been accomplished, the District shall file petitions for dissolution,

pursuant to the applicable State statutes. In no event shall a dissolution occur until such District has provided for the payment or discharge of all of their outstanding indebtedness and other financial obligations as required pursuant to State statutes and disbursed of all assets of such District.

XI. DISCLOSURE TO PURCHASERS

Within thirty (30) days of the Office of the Lieutenant Governor of the State of Utah issuing a certificate of creation, each Board shall record a notice with the recorder of Herriman City, Salt Lake County. Such notice shall (a) contain a description of the boundaries of the District, (b) state that a copy of this Governing Document is on file at the office of the City, (c) state that the District may finance and repay infrastructure and other improvements through the levy of a property tax; (d) state the Maximum Debt Mill Levy of the District; and (e) if applicable, state that the debt may convert to general obligation debt and outlining the provisions relating to conversion. Such notice shall further be filed with the City.

In addition, the Applicant and the Board shall ensure that the Applicant, commercial developers, and commercial lessors, as applicable, disclose the following information to End Users:

- (1) All of the information in the first paragraph of this XI;
- (2) A disclosure outlining the impact of any applicable property tax, in substantially the following form:

“Under the maximum property tax rate of the District, **for every \$100,000 of taxable value**, there would be an **additional annual property tax of \$1,000** for the duration of the District’s Bonds.”

- (3) Such disclosures shall be contained on a separate-colored page of the applicable closing or lease documents and shall require a signature of such end user acknowledging the foregoing.

XII. INTERLOCAL AGREEMENT

The form of the Interlocal Agreement required by the City Code, relating to the limitations imposed on the District’s activities, is attached hereto as **Exhibit D**. The District shall approve the Interlocal Agreement in the form attached as **Exhibit D** at its first Board meeting after its creation. Failure of the District to execute the Interlocal Agreement as required herein shall constitute a material modification and shall require a Governing Document Amendment. The City Council shall approve the Interlocal Agreement in the form attached as **Exhibit D** at the public hearing approving the Governing Document.

EXHIBIT A

Legal Description of the Initial District Boundaries

AMSD: Herriman 73 Partners, LLC Parcel

A parcel of land situate within the East half (E-1/2) of Section 25, Township 3 South, Range 2 West, Salt Lake Base and Meridian, located in Herriman City, County of Salt Lake, State of Utah, being more particularly described as follows:

Beginning at the Northwest corner of Midas Crossing Retail Center Subdivision, said Northwest corner also being a point of intersection with the North line of Myler Crossing Street and the Easterly line of Herriman Main Street, said point being South 89°36'54" East, along the South line of the Southeast Quarter, a distance of 1128.25 feet and North 0°23'06" East, perpendicular to said section line, a distance of 666.60 feet, from the South Quarter corner of said Section 25; and running thence Northwesterly along the arc of a Non-Tangent Curve, said curve turning to the left through an angle of 32° 35' 31", having a radius of 1593.00 feet, and whose long chord bears N 22° 43' 50" W, for a distance of 893.99 feet; thence departing said Easterly line of Herriman Main Street bearing N 51° 06' 17" E, a distance of 284.58 feet; thence S 89° 54' 40" E, a distance of 332.40 feet; thence N 00° 21' 49" E, for a distance of 974.98 feet, to the East-West Center Quarter Line; thence S 89° 38' 17" E for a distance of 197.89 feet, more or less, to a point on the Westerly line of Mountainview, said point being on the arc of a non-tangential curve; thence, more or less, along the arc of said curve turning to the right through an angle of 19° 10' 13", having a radius of 5634.47 feet, and whose long chord bears S 21° 56' 22" E, a distance of 1876.43 feet; thence S 07° 05' 16" E, more or less continuing along said Westerly line, a distance of 100.13 feet; thence S 11° 46' 12" E, more or less, continuing along said Westerly line, a distance of 200.78 feet, to the Northeast corner of Midas Crossing Retail Center Subdivision Phase 1; thence along the lines of said Midas Crossing Retail Center Phase 1 & 2 the following Five (5) Courses: (1) N 89° 59' 56.9" W, a distance of 502.81 feet to the beginning of a non-tangential curve; (2) along the arc of said curve turning to the left through an angle of 03° 42' 26", having a radius of 987.00 feet, and whose long chord bears N 09° 22' 10" W, a distance of 63.85 feet to a point of intersection with a non-tangential line; (3) N 89° 59' 57" W, a distance of 83.63 feet to the beginning of a non-tangential curve; (4) along the arc of said curve turning to the right through an angle of 00° 11' 00", having a radius of 959.00 feet, and whose long chord bears S 11° 56' 27" E, a distance of 3.07 feet to a point of intersection with a non-tangential line; thence N 89° 59' 57" W, a distance of 570.71 feet to the point of beginning.

Contains: 1,663,677 Sq. Ft., or 38.193 Ac.

Midas Crossing Phase 1 & 2:

MIDAS CROSSING RETAIL CENTER SUBDIVISION PHASE 1, LOT 2 AND 3
LOCATED IN THE SOUTHEAST QUARETER OF SECTION 25 TOWNSHIP 3 SOUTH,
RANGE 2 WEST, SALT LAKE BASE & MERIDIAN

LOT 2 AND 3, MIDAS CROSSING RETAIL CENTER SUBDIVISION PHASE 1, ACCORDING TO THE OFFICIAL PLAT THEREOF ON FILE AND OF RECORD IN THE SALT LAKE COUNTY RECORDER'S OFFICE.

MIDAS CROSSING RETAIL CENTER SUBDIVISION PHASE 2, LOT 6, 7, 8, 10, 11, AND 12

LOCATED IN THE SOUTHEAST QUARETER OF SECTION 25 TOWNSHIP 3 SOUTH, RANGE 2 WEST, SALT LAKE BASE & MERIDIAN

LOT 6, 7, 8, 10, 11, AND 12, MIDAS CROSSING RETAIL CENTER SUBDIVISION PHASE 2, ACCORDING TO THE OFFICIAL PLAT THEREOF ON FILE AND OF RECORD IN THE SALT LAKE COUNTY RECORDER'S OFFICE.

Contains: 358,164 Sq. Ft., or 8.22 Ac.

Garden Plot:

Proposed (LOT 16-17 combined):

A parcel of land Situate within the Southeast Quarter of Section 25, Township 3 South, Range 2 West, Salt Lake Base and Meridian, located in Herriman City, County of Salt Lake State of Utah and being more particularly described as follows:

Beginning at a point in the Northerly line of 12600 South Street, said point being South 89°36'54" East, along the South line of the Southeast quarter, a distance of 745.98 feet and North 0°23'06" East, perpendicular to said section line, a distance of 61.49 feet, from the South Quarter Corner of said Section 25, Township 3 South, Range 2 West, Salt Lake Base and Meridian; and running S 89° 27' 22" W, along said Northerly line, a distance of 243.84 feet, to the East line of MD&L LLC Parcel 26-25-400-004; thence N 02° 20' 31" W, along said East line, a distance of 702.34 feet, more or less, to the Southerly line of Encore at Miller Crossing Phase 2B, Recorded in Book 2019P, at Page 151 of official records; thence North 83°52'06" East, along said Southerly line, a distance of 487.49 feet, more or less, to a point in the Westerly line of Herriman Main Street, said point being on the arc of a 1447.00 foot non-tangent curve to the right; thence southeasterly along the arc of said curve and said Westerly line of Herriman Main Street, through a central angle of 13°27'49", a distance of 340.02 feet, subtended by a long chord bearing South 6°20'56" East, a distance of 339.24 feet, to a point of tangency; thence South 0°23'43" West, continuing along said Westerly line, a distance of 233.84 feet; thence departing said Westerly line bearing S 89°27'22" W, a distance of 249.58 feet; thence S 0°29'50" E, a distance of 178.15 feet, to the point of beginning.

Contains: 320,928 Sq. Ft., or 7.367 Ac.

Crescent Piece:

MILLER CROSSING HERRIMAN COMMERCIAL LOT 2

~~LOCATED IN THE SOUTHWEST QUARTER OF SECTION 25, TOWNSHIP 3 SOUTH,
RANGE 2 WEST, SALT LAKE BASE & MERIDIAN HERRIMAN CITY, SALT LAKE
COUNTY, UTAH~~

~~MILLER CROSSING HERRIMAN COMMERCIAL, LOT 2 ACCORDING TO THE
OFFICIAL PLAT THEREOF ON FILE AND OF RECORD IN THE SALT LAKE
COUNTY RECORDER'S OFFICE.~~

~~Contains: 675,180 Sq. Ft., or 15.50 Ac.~~

EXHIBIT A-2

Annexation Area Boundaries

Herriman City Parcel

A parcel of land situate within the East half (E-1/2) of Section 25, Township 3 South, Range 2 West, Salt Lake Base and Meridian, located in Herriman City, County of Salt Lake, State of Utah, being more particularly described as follows:

Beginning at a point South $89^{\circ}36'45''$ East, along the South line of the Southeast Quarter, a distance of 1329.95 feet and North $0^{\circ}23'06''$ East, perpendicular to said section line, a distance of 1670.71 feet, from the South Quarter corner of said Section 25; and running thence N $89^{\circ}54'40''$ W, a distance of 332.40 feet; thence S $51^{\circ}06'17''$ W, a distance of 284.58 feet, more or less, to the Northeasterly line of Herriman Main Street; thence N $39^{\circ}35'19''$ W, more or less along said Northeasterly line, a distance of 442.81 feet, more or less, to the South corner of the Game Pointe Subdivision; thence along the lines of said subdivision the following Four (4) courses: (1) N $54^{\circ}11'11''$ E, a distance of 560.07 feet to the beginning of a non-tangential curve; (2) along the arc of said curve turning to the right through $01^{\circ}43'49''$, having a radius of 3041.5 feet, and whose long chord bears N $25^{\circ}40'45''$ W, a distance of 91.85 feet to the beginning of a curve; (3) along the arc of said curve turning to the right through an angle of $17^{\circ}48'22''$, having a radius of 391.50 feet, and whose long chord bears N $15^{\circ}54'38''$ W, for a distance of 121.18 feet; (4) N $07^{\circ}00'26''$ W, a distance of 95.36 feet to the beginning of a non-tangential curve; thence along the arc of said curve turning to the left through an angle of $33^{\circ}46'01''$, having a radius of 500.00 feet, and whose long chord bears N $70^{\circ}52'13''$ E, a distance of 290.43 feet; thence N $53^{\circ}59'12''$ E, a distance of 245.95 feet; thence S $00^{\circ}40'39''$ W, for a distance of 49.59 feet; thence S $00^{\circ}21'49''$ W, a distance of 974.98 feet to the point of beginning.

Contains: 529,892 Sq. Ft., or 12.165 Ac.

13AC Parcel

A parcel of land situate within the East half (E-1/2) of Section 25, Township 3 South, Range 2 West, Salt Lake Base and Meridian, located in Herriman City, County of Salt Lake, State of Utah, being more particularly described as follows:

Beginning at a point South $89^{\circ}36'54''$ East, along the South line of the Southeast Quarter, a distance of 1330.64 feet and North $0^{\circ}23'06''$ East, perpendicular to said section line, a distance of 858.23 feet, and North $0^{\circ}21'05''$ East, a distance of 1787.47 feet from the South Quarter corner of said Section 25; and running thence S $53^{\circ}59'12''$ W, a distance of 245.9462 feet to the beginning of a curve; thence along the arc of said curve turning to the right through $33^{\circ}46'01''$, having a radius of 500.00 feet, and whose long chord bears S $70^{\circ}52'13''$ W, a distance of 290.43 feet to the beginning of a non-tangential curve; thence along the arc of said curve turning to the right through an angle of $02^{\circ}30'52''$, having a radius of 500.00 feet, and whose long chord bears S $89^{\circ}00'39''$ W, a distance of 21.94 feet; thence N $89^{\circ}43'56''$ W, a distance of 197.83 feet, to the beginning of

a curve; thence along the arc of said curve turning to the left through an angle of $39^{\circ} 51' 09''$, having a radius of 500.00 feet, and whose long chord bears S $70^{\circ} 20' 30''$ W for a distance of 340.81 feet; thence S $50^{\circ} 24' 56''$ W, a distance of 191.54 feet, to the Easterly line of Herriman Main Street; thence N $39^{\circ} 35' 19''$ W, along said Easterly line, a distance of 190.00 feet; thence N $48^{\circ} 23' 28''$ E, a distance of 662.90 feet, more or less, to a point in the Southerly line of Midas Creek, said point being to the beginning of a non-tangential curve; thence along said Southerly line the following Four (4) courses: (1) the arc of said curve turning to the left through an angle of $59^{\circ} 43' 49''$, having a radius of 279.45 feet, and whose long chord bears N $44^{\circ} 07' 41''$ E, a distance of 278.32 feet to a point of intersection with a non-tangential line; (2) N $15^{\circ} 57' 39''$ E, a distance of 98.23 feet to the beginning of a non-tangential curve; (3) along the arc of said curve turning to the right through an angle of $46^{\circ} 15' 37''$, having a radius of 31.14 feet, and whose long chord bears N $40^{\circ} 01' 19''$ E for a distance of 24.47 feet to a point of intersection with a non-tangential line; (4) N $63^{\circ} 40' 47''$ E, a distance of 146.59 feet; thence S $89^{\circ} 49' 27''$ E, a distance of 243.10 feet; thence S $35^{\circ} 57' 21''$ E, a distance of 304.58 feet; thence S $00^{\circ} 39' 24''$ W, a distance of 241.34 feet to the point of beginning.

Contains: 561,647 Sq. Ft., or 12.894 Ac.

Crescent Piece:

MILLER CROSSING HERRIMAN COMMERCIAL LOT 2

GAME POINTE SUBDIVISION

LOCATED IN THE ~~SOUTHEAST QUARETER~~~~SOUTHWEST QUARTER~~ OF SECTION 25, TOWNSHIP 3 SOUTH, RANGE 2 WEST, SALT LAKE BASE & MERIDIAN, HERRIMAN CITY, ~~E~~SALT LAKE COUNTY, UTAH

GAME POINTE SUBDIVISION, MILLER CROSSING HERRIMAN COMMERCIAL, LOT 2 ACCORDING TO THE OFFICIAL PLAT THEREOF ON FILE AND OF RECORD IN THE SALT LAKE COUNTY RECORDER'S OFFICE.

Contains: ~~261,385~~675,180 Sq. Ft., or 615.50 Ac.

EXHIBIT B

Herriman City Vicinity Map

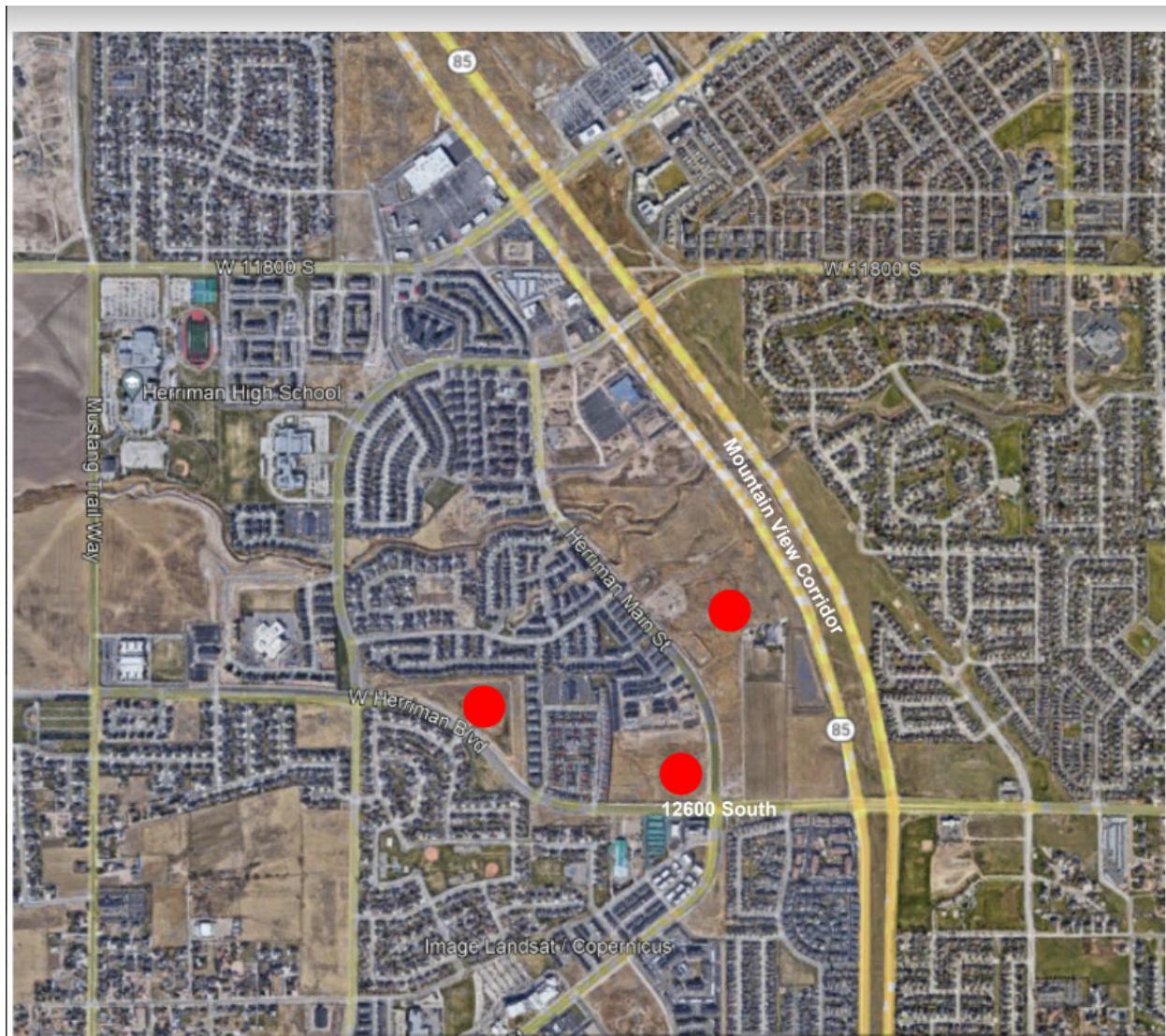
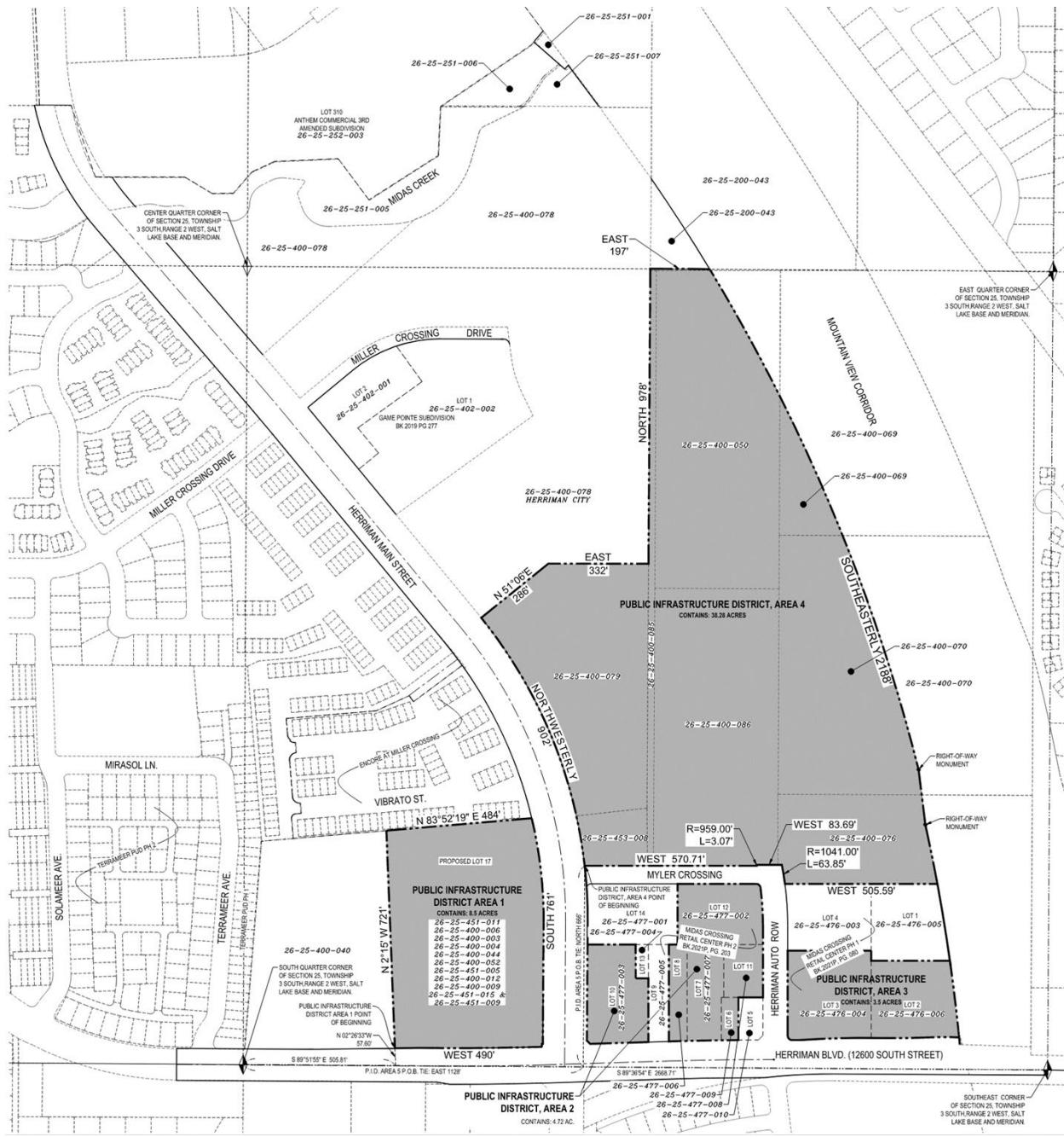
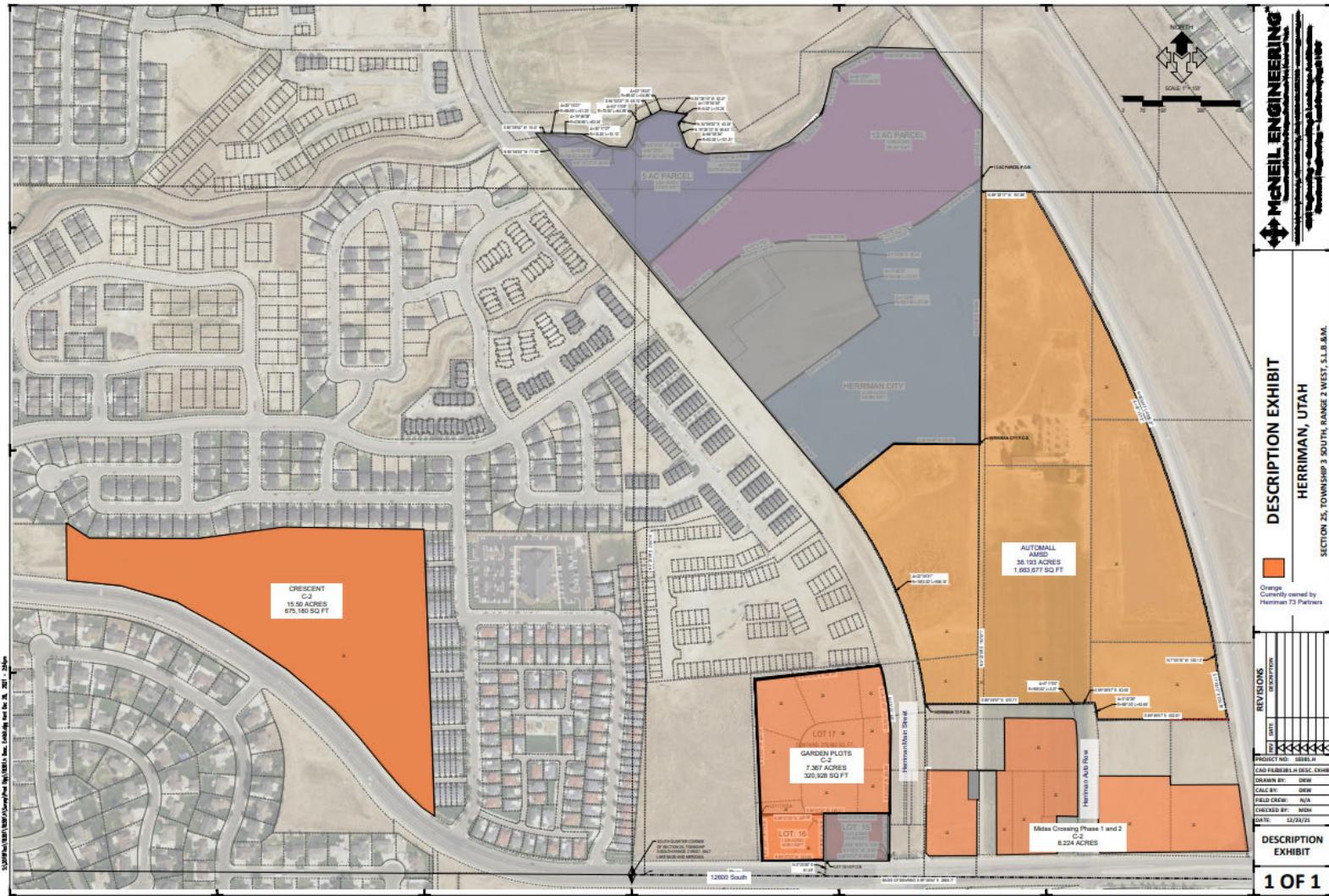


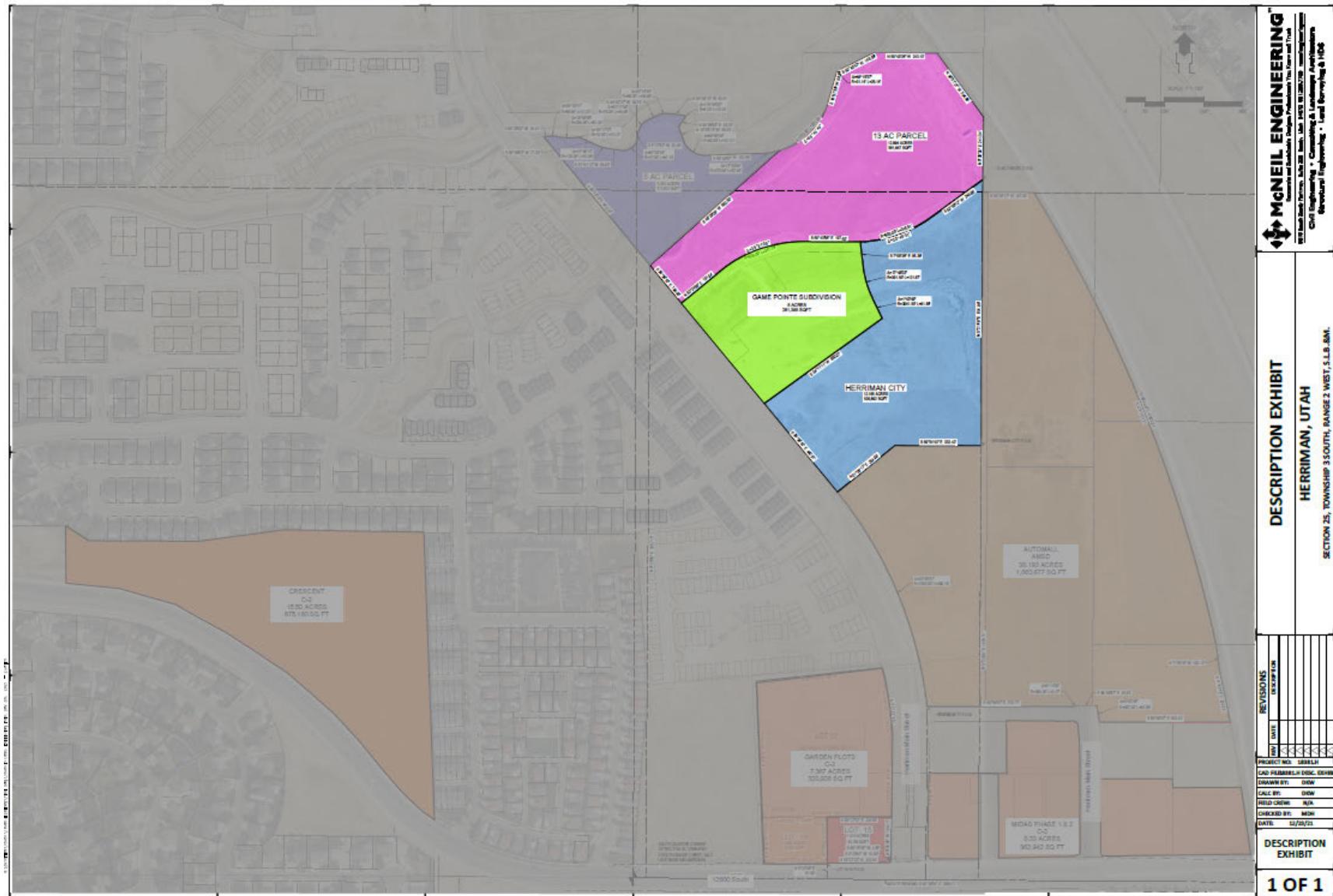
EXHIBIT C

Initial District and Annexation Area Boundary Map

Initial District Boundary Map







Annexation Area Boundary Map

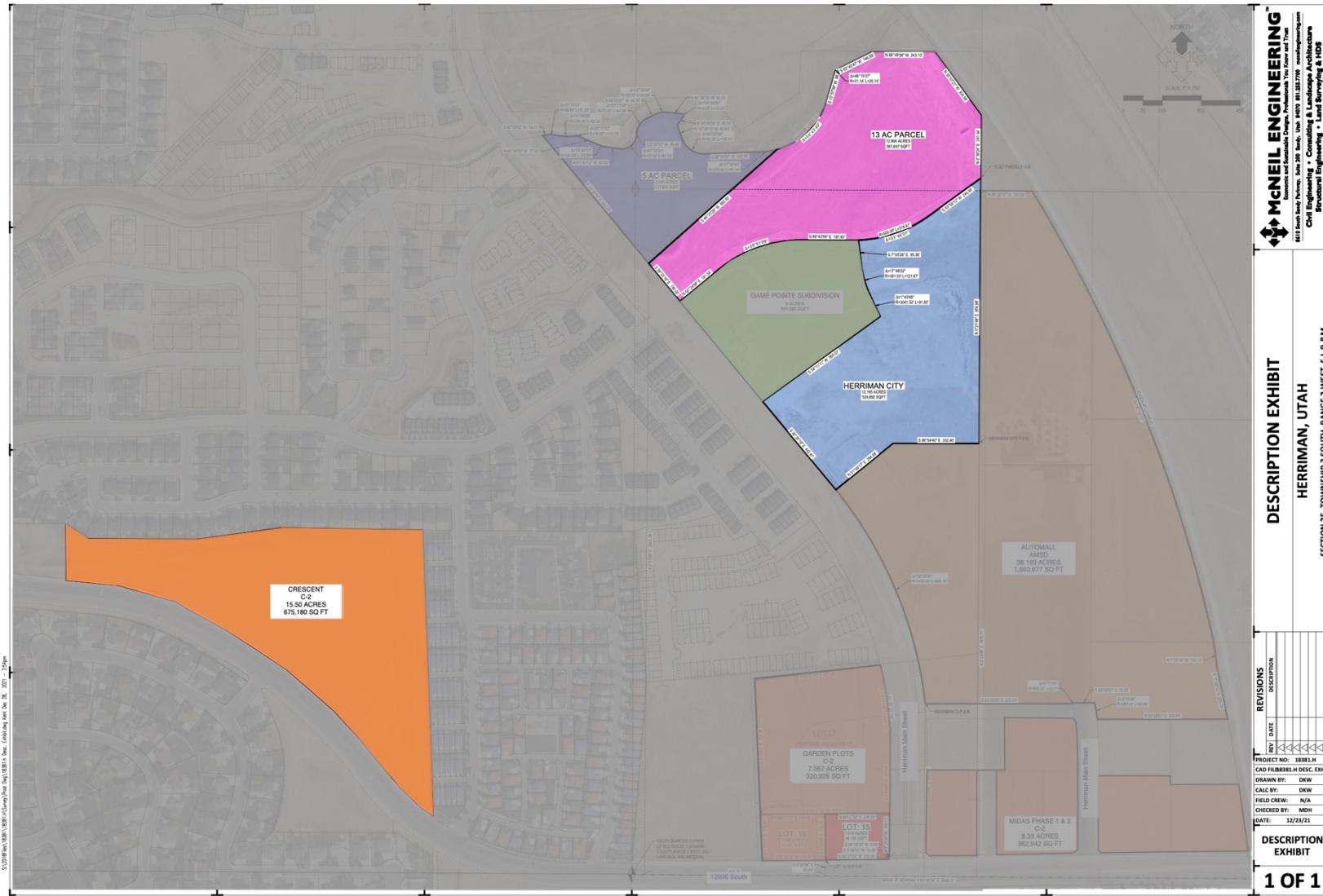


EXHIBIT D

INTERLOCAL AGREEMENT BETWEEN THE HERRIMAN CITY, UTAH AND AUTO MALL AND RETAIL PUBLIC INFRASTRUCTURE DISTRICT

THIS AGREEMENT is made and entered into as of this _____ day of _____, 2023, by and between the HERRIMAN CITY, a political subdivision of the State of Utah (“City”), and AUTO MALL AND RETAIL PUBLIC INFRASTRUCTURE DISTRICT, a political subdivision of the State of Utah (the “District”). The City and the District are collectively referred to as the Parties.

RECITALS

WHEREAS, the District was organized to provide to exercise powers as are more specifically set forth in the District’s Amended Governing Document approved by the City on _____, 20223 (“Governing Document”); and

WHEREAS, the Governing Document makes reference to the execution of an Interlocal Agreement between the City and the District; and

WHEREAS, the City and the District have determined it to be in the best interests of their respective taxpayers, residents and property owners to enter into this Interlocal Agreement (“Agreement”).

NOW, THEREFORE, in consideration of the covenants and mutual agreements herein contained, and for other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the Parties hereto agree as follows:

COVENANTS AND AGREEMENTS

1. Improvements.

(a) The purpose of the District is to plan for, design, acquire, construct, install, relocate, redevelop and finance the Public Improvements. The District shall dedicate the Public Improvements to the City or other appropriate public entity or owners association in a manner consistent with the Approved Development Plan and other rules and regulations of the City and applicable provisions of the City Code. The District shall be authorized, but not obligated, to own, operate and maintain Public Improvements not otherwise required to be dedicated to the City or other public entity.

(b) Notwithstanding the foregoing, prior to or contemporaneous with providing for the planning, design, acquisition, construction, installation, relocation, maintenance, and financing of any other Public Improvements the District must have arranged for the financing of the Public Improvements relating to the proposed Herriman Auto Row and Miller Crossing

Drive within the Project, as further identified and described as the Automall Infrastructure Improvements in **Exhibit E** of the Governing Document (the “Auto Mall Improvements”).

(c) The estimated costs for the Public Improvements described in **Exhibit E** of the Governing Document do not include any costs associated with raising the debt and/or equity required to fund such expenses and are estimates only. These estimates are subject to change based on the final construction plans approved by the City and so long as financing sufficient to build such improvements as set forth the plans approved by the City has been arranged, then the District’s obligation with respect to the Auto Mall Improvements shall be considered satisfied.

2. Construction Standards Limitation. The District will ensure that the Public Improvements are designed and constructed in accordance with the standards and specifications of the City and of other governmental entities having proper jurisdiction. The District will obtain the City’s approval of civil engineering plans and will obtain applicable permits for construction and installation of Public Improvements prior to performing such work.

3. Procurement. The District shall be subject to the Utah Procurement Code, Title 63G, Chapter 6a. Notwithstanding this requirement, the Districts may acquire completed or partially completed improvements for fair market value as reasonably determined by any one of a surveyor or engineer that such District employs or engages to perform the necessary engineering services for and to supervise the construction or installation of the improvements.

4. Privately Placed Debt Limitation. Prior to the issuance of any privately placed Debt, the District shall obtain the certification of a Municipal Advisor substantially as follows:

We are [I am] a Municipal Advisor within the meaning of the District’s Governing Document.

We [I] certify that (1) the net effective interest rate to be borne by [insert the designation of the Debt] does not exceed a reasonable current [tax-exempt] [taxable] interest rate, using criteria deemed appropriate by us [me] and based upon our [my] analysis of comparable high yield securities; and (2) the structure of [insert designation of the Debt], including maturities and early redemption provisions, is reasonable considering the financial circumstances of the District.

5. Annexation and Withdrawal.

(a) The District shall not include within its boundaries any property outside the District Area without the prior written consent of the City. The City, by approval of the Governing Document, has consented to the annexation of any area within the Annexation Area Boundaries into the District. Such area may only be annexed upon the District obtaining consent of all property owners and registered voters, if any, within the area proposed to be annexed and the passage of a resolution of the Board approving such annexation.

(b) The City, approval of the Governing Document, has consented to the withdrawal of any area within the District Boundaries from the District. Such area may only be withdrawn upon the District obtaining consent of all property owners and registered voters, if any, within the area proposed to be withdrawn and the passage of a resolution of the Board approving such annexation.

(c) Any annexation or withdrawal shall be in accordance with the requirements of the PID Act.

(d) Upon any annexation or withdrawal, the District shall provide the City a description of the revised District Boundaries.

(e) Annexation or withdrawal of any area in accordance with V.A.6(a) and (b) shall not constitute an amendment of the Governing Document.

6. Overlap Limitation. The District shall not consent to the organization of any other public infrastructure district organized under the PID Act within the District Area which will overlap the boundaries of the District unless the aggregate mill levy for payment of Debt of such proposed districts will not at any time exceed the Maximum Debt Mill Levy of the District.

7. Initial Debt Limitation. On or before the effective date of approval by the City of an Approved Development Plan (as defined in the Governing Document), the District shall not: (a) issue any Debt; nor (b) impose a mill levy for the payment of Debt by direct imposition or by transfer of funds from the operating fund to the Debt service funds; nor (c) impose and collect any Assessments used for the purpose of repayment of Debt.

8. Total Debt Issuance Limitation. The District shall not issue Debt in excess aggregate amount of ~~Eighteen~~Twenty-~~eight~~thre Million Dollars (\$~~182~~38,000,000). This amount excludes any portion of bonds issued to refund a prior issuance of debt by the District. In addition, any C-PACE Bonds do not count against the foregoing limitation and there is no limit to the amount of C-PACE Bonds the District may issue so long as such issuances are in accordance with the provisions of the C-PACE Act.

9. Bankruptcy Limitation. All of the limitations contained in this Governing Document, including, but not limited to, those pertaining to the Maximum Debt Mill Levy, Maximum Debt Mill Levy Imposition Term and the Fees have been established under the authority of the City to approve a Governing Document with conditions pursuant to Section 17D-4-201(5), Utah Code. It is expressly intended that such limitations:

(a) Shall not be subject to set-aside for any reason or by any court of competent jurisdiction, absent a Governing Document Amendment; and

(b) Are, together with all other requirements of Utah law, included in the “political or governmental powers” reserved to the State under the U.S. Bankruptcy Code (11 U.S.C.) Section 903, and are also included in the “regulatory or electoral approval necessary under applicable nonbankruptcy law” as required for confirmation of a Chapter 9 Bankruptcy Plan under Bankruptcy Code Section 943(b)(6).

Any Debt, issued with a pledge or which results in a pledge, that exceeds the Maximum Debt Mill Levy and the Maximum Debt Mill Levy Imposition Term, shall be deemed a material modification of this Governing Document and shall not be an authorized issuance of Debt unless and until such material modification has been approved by the City as part of a Governing Document Amendment.

10. Dissolution. Upon an independent determination of each District Board that the purposes for which the District was created have been accomplished, the District agrees to file petitions for dissolution, pursuant to the applicable State statutes. In no event shall a dissolution occur until the District has provided for the payment or discharge of all of their outstanding indebtedness and other financial obligations as required pursuant to State statutes and disbursed of all assets of such District.

11. Disclosure to Purchasers. Within thirty (30) days of the Office of the Lieutenant Governor of the State of Utah issuing a certificate of creation, each Board shall record a notice with the recorder of ~~Herriman City~~Salt Lake County. Such notice shall (a) contain a description of the boundaries of the District, (b) state that a copy of this Governing Document is on file at the office of the City, (c) state that the District may finance and repay infrastructure and other improvements through the levy of a property tax; (d) state the Maximum Debt Mill Levy of the District; and (e) if applicable, state that the debt may convert to general obligation debt and outlining the provisions relating to conversion. Such notice shall further be filed with the City.

In addition, the Applicant and the Board shall ensure that the Applicant, commercial developers, and commercial lessors, as applicable, disclose the following information to End Users:

- (a) All of the information in the first paragraph of 11 of this Agreement;
- (b) A disclosure outlining the impact of any applicable property tax, in substantially the following form:

“Under the maximum property tax rate of the District, **for every \$100,000 of taxable value**, there would be an **additional annual property tax of \$1,000** for the duration of the District’s Bonds.”

(c) Such disclosures shall be contained on a separate-colored page of the applicable closing or lease documents and shall require a signature of such end user acknowledging the foregoing.

12. Governing Document Amendment Requirement. Actions of the District which violate the limitations set forth in V.A.1-9 or VIII.B-G of the Governing Document shall be deemed to be material modifications to the Governing Document and the City shall be entitled to all remedies available under State and local law to enjoin such actions of the District.

13. Annual Report. The District shall be responsible for submitting an annual report to the City Manager’s Office no later than 210 days following the end of the District’s fiscal year, containing the information set forth in Section IX of the Governing Document.

14. Regional Improvements. The District shall be authorized to provide for the planning, design, acquisition, construction, installation, relocation and/or redevelopment and a contribution to the funding of the Regional Improvements and fund the administration and overhead costs related to the provisions of the Regional Improvements.

15. Maximum Debt Mill Levy.

(a) The "Maximum Debt Mill Levy" shall be the maximum mill levy the District is permitted to impose upon the taxable property within the District for payment of Limited Tax Debt shall be 0.010 per dollar of taxable value of taxable property in the District; provided that such levy shall be subject to adjustment as provided in Section 17D-4-301(8), Utah Code.

(b) Such Maximum Debt Mill Levy may only be amended pursuant to a Governing Document Amendment and as provided in Section 17D-4-202, Utah Code.

16. Maximum Debt Mill Levy Imposition Term. Each bond issued by the District shall mature within Thirty-One (31) years from the date of issuance of such bond. In addition, no mill levy may be imposed for the repayment of a series of bonds after a period exceeding Forty (40) years from the first date of imposition of the mill levy for such bond (the “Maximum Debt Mill Levy Imposition Term”).

17. Notices. All notices, demands, requests or other communications to be sent by one party to the other hereunder or required by law shall be in writing and shall be deemed to have been validly given or served by delivery of same in person to the address or by courier delivery, via United Parcel Service or other nationally recognized overnight air courier service, or by depositing same in the United States mail, postage prepaid, addressed as follows:

To the District: Auto Mall and Retail Public Infrastructure District
10771 South Rippling Bay
South Jordan, Utah 84009
Attn: Larry Myler
Phone:

To the City: Herriman City
5355 West Herriman Main Street
Herriman, UT 84096
Attn: Planning and Zoning
Phone: (801) 446-5323

All notices, demands, requests or other communications shall be effective upon such personal delivery or one (1) business day after being deposited with United Parcel Service or other nationally recognized overnight air courier service or three (3) business days after deposit in the United States mail. By giving the other party hereto at least ten (10) days written notice thereof in accordance with the provisions hereof, each of the Parties shall have the right from time to time to change its address.

18. Amendment. This Agreement may be amended, modified, changed, or terminated in whole or in part only by a written agreement duly authorized and executed by the Parties hereto and without amendment to the Governing Document.

19. Assignment. Neither Party hereto shall assign any of its rights nor delegate any of its duties hereunder to any person or entity without having first obtained the prior written consent of the other Party, which consent will not be unreasonably withheld. Any purported assignment or delegation in violation of the provisions hereof shall be void and ineffectual.

20. Default/Remedies. In the event of a breach or default of this Agreement by any Party, the non-defaulting Party shall be entitled to exercise all remedies available at law or in equity, specifically including suits for specific performance and/or monetary damages. In the event of any proceeding to enforce the terms, covenants or conditions hereof, the prevailing Party in such proceeding shall be entitled to obtain as part of its judgment or award its reasonable attorneys' fees.

21. Term. This Agreement shall terminate upon the earlier to occur of dissolution of the District or fifty (50) years from the date hereof.

22. Governing Law and Venue. This Agreement shall be governed and construed under the laws of the State of Utah.

23. Inurement. Each of the terms, covenants and conditions hereof shall be binding upon and inure to the benefit of the Parties hereto and their respective successors and assigns.

24. Integration. This Agreement constitutes the entire agreement between the Parties with respect to the matters addressed herein. All prior discussions and negotiations regarding the subject matter hereof are merged herein.

25. Parties Interested Herein. Nothing expressed or implied in this Agreement is intended or shall be construed to confer upon, or to give to, any person other than the District and the City any right, remedy, or claim under or by reason of this Agreement or any covenants, terms, conditions, or provisions thereof, and all the covenants, terms, conditions, and provisions in this Agreement by and on behalf of the District and the City shall be for the sole and exclusive benefit of the District and the City.

26. Severability. If any covenant, term, condition, or provision under this Agreement shall, for any reason, be held to be invalid or unenforceable, the invalidity or unenforceability of such covenant, term, condition, or provision shall not affect any other provision contained herein, the intention being that such provisions are severable.

27. Counterparts. This Agreement may be executed in one or more counterparts, each of which shall constitute an original and all of which shall constitute one and the same document.

28. Paragraph Headings. Paragraph headings are inserted for convenience of reference only.

29. Defined Terms. Capitalized terms used herein and not otherwise defined shall have the meanings ascribed to them in the Governing Document.

[SIGNATURE PAGE TO INTERLOCAL AGREEMENT]

Auto Mall and Retail PUBLIC
INFRASTRUCTURE DISTRICT

By: _____
President

Attest:

Secretary

APPROVED AS TO FORM: _____

HERRIMAN CITY, UTAH

By: _____

Mayor

Attest:

By: _____
Its: _____

APPROVED AS TO FORM: _____

EXHIBIT E

Estimated Costs and Description of Public Improvements



STAFF REPORT

DATE: 02/22/2023

TO: The Honorable Mayor and City Council

FROM: Anthony Teuscher; Deputy Director of Parks, Events and Recreation

SUBJECT: Sentinel Ridge Detention Pond

RECOMMENDATION:

Deed the property back to Rosecrest HOA, maintaining a stormwater maintenance easement, and execute a stormwater maintenance agreement with the HOA.

ISSUE BEFORE COUNCIL:

Does Council want to keep the property in the City's name to own and maintain or deed the property back to Rosecrest HOA for them to own and maintain?

BACKGROUND/SUMMARY:

On September 14th, 2022, staff presented council with 3 landscape plans to improve landscaping and park amenities at the Sentinel Ridge Park and pond. Because there was a question about it being a private park, Council requested that staff mature the conversation with Rosecrest HOA and report back.

DISCUSSION:

After discussion with Mike Bradshaw and Dave Barbee, Rosecrest HOA is amenable to various options, as long as it's one way or another. They do not prefer breaking up the pocket park and parking lot from the detention basin.

- Should the City maintain ownership of the park and make improvements? This would require option 3 below for park improvements approximately \$1.7 million in expenses.
- Should the City deed the property back to Rosecrest and allow them to make improvements and maintain the park?
 - If this is the desired option, the park would be a private park and not available for programming through the city or general public use. The City's costs would be limited to the improvements necessary for the storm water function.

ALTERNATIVES:

- Continue discussions with Rosecrest HOA.
 - Pro – If none of the proposed solutions are desirable, continued negotiations with Rosecrest may produce an amicable solution.
 - Con – Rosecrest could change their mind regarding their willingness to own, maintain, and improve this park.
- Do not deed the property back to Rosecrest and maintain the property as a city facility.
 - Pro – The park would be open to the public and owned by the city.
 - Con – The city would be responsible for ongoing maintenance, repairs, and improvement and the associated costs.

FISCAL IMPACT:

Deed Park Back to Rosecrest HOA

- The City's costs would be limited to storm water improvements. All park-related improvements would be by the HOA. This would free funds up for other work.

Park Improvement Options

Concept 1 – Pond with ADA Access Paths (\$963,000***)**

- Includes improvement to the bottom of the pond with standard turf that lends itself to useable space such as a play field.
- An American Disabilities Act (ADA) ramp for pedestrian access to the bottom of the pond is provided.
- No additional plantings or landscaping is proposed on the sides of the pond.

Concept 2 – Meadow Grass Pond (\$872,000***)**

- Meadow Grass turf is proposed at the bottom of the pond in lieu of standard turf. Meadow Grass is not suitable for typical practice fields but easily maintainable. This type of grass is more drought tolerant compared to standard turf grasses, which in turn requires less water and is typically mowed only a few times per year.
- No additional plantings or landscaping is proposed on the sides of the pond.

Concept 3 – Park Renovation (\$1,689,000***)**

- This concept proposes meadow grass throughout the entire pond area including the bottom and the sides of the pond.
- Additional trees and plantings provided along the entire boundary of the pond and park.

Continued Annual Park Maintenance

- \$5,000 - \$10,000 - mowing, fertilization, trees, playground, parking lot

G Brown Design Inc.
Site Design & Landscape Architecture
678 E Vine St., Suite 10
Murray, UT 84107

Opinion of Probable Construction Cost (not for bidding purposes)
Project: Rose Crest Detention (Herriman Det. Basins)
Status: **Concept**
Date: August 30, 2022
Prepared by: LBS/JKW

Concept Plans Comparision

Concepts		Concept 1: Programmed Pond with ADA Paths	Concept 2: Meadow Grass Pond	Concept 3: Park Renovation
Site Preparation & Demolition	\$	82,603	\$ 78,713	\$ 108,878
Earthwork	\$	5,419	\$ 2,921	\$ 2,921
Site Improvements	\$	131,020	\$ 102,750	\$ 232,570
Plants	\$	105,680	\$ 97,200	\$ 296,651
Irrigation	\$	386,600	\$ 354,800	\$ 669,200
Stormwater	\$	82,500	\$ 82,500	\$ 82,500
SubTotal	\$	793,822	\$ 718,885	\$ 1,392,721
Contingencies & Other Construction	\$	168,888	\$ 152,945	\$ 296,304
TOTAL	\$	962,710	\$ 871,830	\$ 1,689,025

Rose Crest Detention: Concept 1

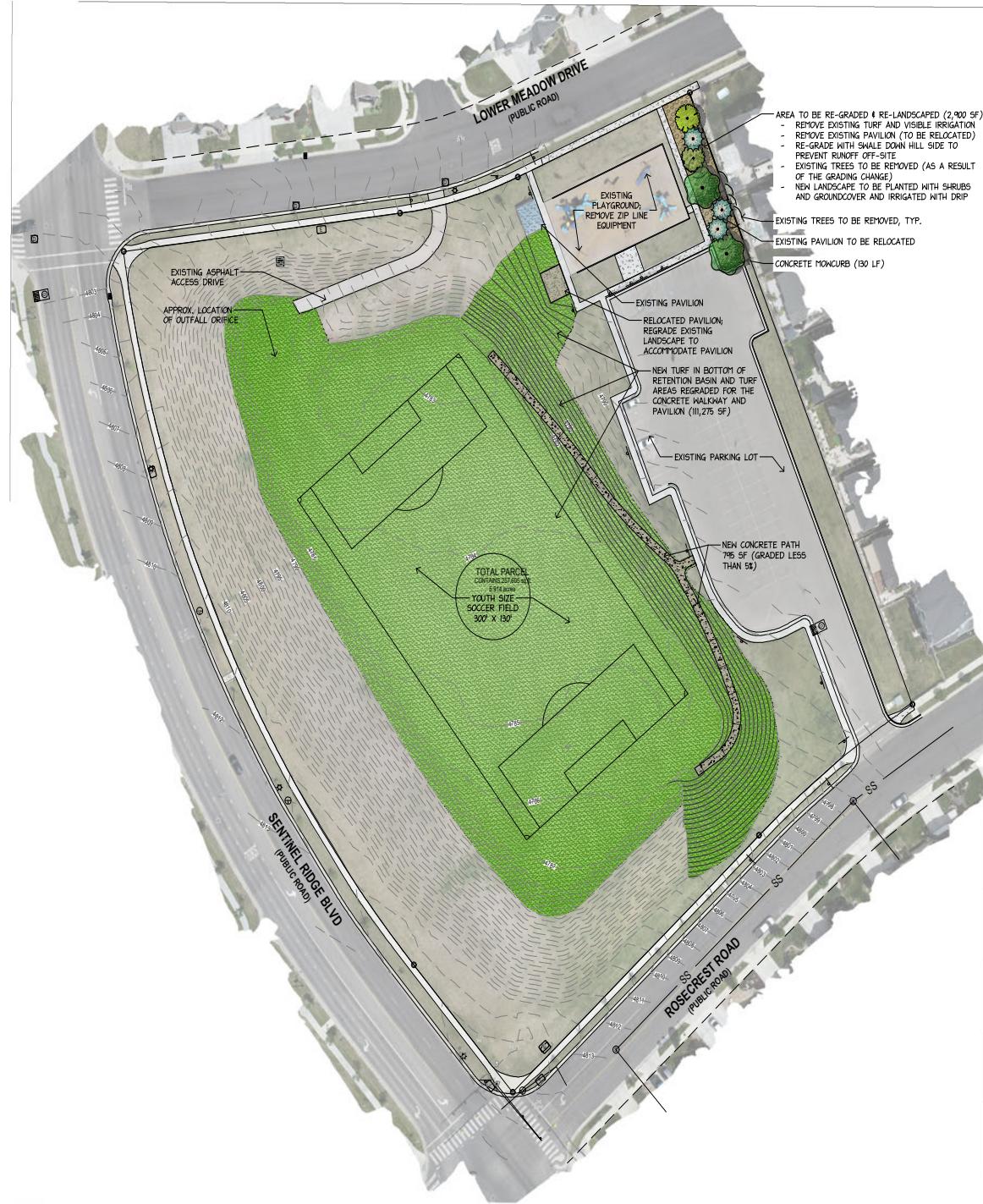
Item/Remarks	Quantity	Unit	Unit Cost	Total
Site Preparation & Demolition				
Perimeter Construction Fencing-6ft. Tall chain link fence	1,688	LF	\$ 4.00	\$ 6,760
Site Clearing	116,545	SF	\$ 0.30	\$ 34,970
SWPPP - Silt Fence	135	LF	\$ 3.50	\$ 473
SWPPP - inlet protection	4	EA	\$ 200.00	\$ 800
Track Out Pad	1	LS	\$ 6,000.00	\$ 6,000
Trees to be Removed	6	EA	\$ 600.00	\$ 3,600
Pavilion Removal (incl. concrete pad, footings, and furnishings)	1	EA	\$ 10,000.00	\$ 10,000
Playground Zip Line to be removed	1	LS	\$ 10,000.00	\$ 10,000
Garbage & Misc Haul Off	1	LS	\$ 10,000.00	\$ 10,000
			Subtotal	\$ 82,603
Earthwork				
Mass Earthwork - Pavilion Relocation & swale at NE area	292	CY	\$ 10.00	\$ 2,921
Mass Earthwork - ADA Paths	250	CY	\$ 10.00	\$ 2,497
			Subtotal	\$ 5,419
Site Improvements				
Concrete Walk	2,370	SF	\$ 8.50	\$ 20,200
6" mow curb	130	LF	\$ 25.00	\$ 3,300
Relocated Pavilion Install (incl. concrete pad, footings, and furnishings)	1	LS	\$ 17,000.00	\$ 17,000
Planting Soil Mix - Shrub Areas (12" Depth)	107	CY	\$ 50.00	\$ 5,380
Planting Soil Mix - Turf Areas (4" Depth)	1,360	CY	\$ 50.00	\$ 68,010
Fine Grading and Soil Prep	114,175	SF	\$ 0.15	\$ 17,130
			Subtotal	\$ 131,020
Plants				
2" Cal. Deciduous Tree	4	EA	\$ 500.00	\$ 2,000
8' Evergreen Tree	3	EA	\$ 650.00	\$ 1,950
5 Gal Shrub	62	EA	\$ 50.00	\$ 3,109
1 Gal Shrub	36	EA	\$ 20.00	\$ 800
Stone Mulch 3" Deep over Weed Fabric	2,902	SF	\$ 3.00	\$ 8,800
Turf Sod (Lawn)	111,273	SF	\$ 0.80	\$ 89,020
			Subtotal	\$ 105,680
Irrigation				
Irrigation Turf Areas (Lawn)	111,273	SF	\$ 3.00	\$ 333,900
Irrigation Planting Beds (drip)	2,902	SF	\$ 4.00	\$ 11,700
Irrigation POC (Filter and/or Back Flow, Master Valve, Flow Sensor)	1	LS	\$ 28,000.00	\$ 28,000
Controller (Reuse existing electrical service)	1	LS	\$ 13,000.00	\$ 13,000
			Subtotal	\$ 386,600
Stormwater				
Rose Crest Basin Orifice Installation (orifice plate install over outlet pipe)	1	LS	\$ 2,500.00	\$ 2,500
Park House Detention Outfall Structure (& the 18" RCP downstream)	1	LS	\$ 80,000.00	\$ 80,000
			Subtotal	\$ 82,500
Summary				
Site Preparation & Demolition				\$ 82,603
Earthwork				\$ 5,419
Site Improvements				\$ 131,020
Plants				\$ 105,680
Irrigation				\$ 386,600
Stormwater Engineering				\$ 82,500
			Subtotal	\$ 793,822
Undefined Elements Contingency - 5%				
			Subtotal	\$ 39,692
Subtotal				
Mobilization/General Conditions - 8%				
			Subtotal	\$ 66,682
Bonding - 1.5%				
			Subtotal	\$ 12,503
Profit & Overhead - 6%				
			Subtotal	\$ 50,011
			TOTAL	\$ 962,710

Rose Crest Detention: Concept 2

Item/Remarks	Quantity	Unit	Unit Cost	Total
Site Preparation & Demolition				
Perimeter Construction Fencing-6ft. Tall chain link fence	1,688	LF	\$ 4.00	\$ 6,760
Site Clearing	103,575	SF	\$ 0.30	\$ 31,080
SWPPP - Silt Fence	135	LF	\$ 3.50	\$ 473
SWPPP - inlet protection	4	EA	\$ 200.00	\$ 800
Track Out Pad	1	LS	\$ 6,000.00	\$ 6,000
Trees to be Removed	6	EA	\$ 600.00	\$ 3,600
Pavilion Removal (incl. concrete pad, footings, and furnishings)	1	EA	\$ 10,000.00	\$ 10,000
Playground Zip Line to be removed	1	LS	\$ 10,000.00	\$ 10,000
Garbage & Misc Haul Off	1	LS	\$ 10,000.00	\$ 10,000
		Subtotal	\$	78,713
Earthwork				
Mass Earthwork - Pavilion Relocation & swale at NE area	292	CY	\$ 10.00	\$ 2,921
		Subtotal	\$	2,921
Site Improvements				
6" mow curb	130	LF	\$ 25.00	\$ 3,300
Relocated Pavilion Install (incl. concrete pad, footings, and furnishings)	1	LS	\$ 17,000.00	\$ 17,000
Planting Soil Mix - Shrub Areas (12" Depth)	107	CY	\$ 50.00	\$ 5,380
Planting Soil Mix - Turf & BioNative Areas (4" Depth)	1,230	CY	\$ 50.00	\$ 61,530
Fine Grading and Soil Prep	103,575	SF	\$ 0.15	\$ 15,540
		Subtotal	\$	102,750
Plants				
2" Cal. Deciduous Tree	4	EA	\$ 500.00	\$ 2,000
8' Evergreen Tree	3	EA	\$ 650.00	\$ 1,950
5 Gal Shrub	62	EA	\$ 50.00	\$ 3,109
1 Gal Shrub	36	EA	\$ 20.00	\$ 800
Stone Mulch 3" Deep over Weed Fabric	2,902	SF	\$ 3.00	\$ 8,800
Turf Sod (Lawn & BioNative)	100,673	SF	\$ 0.80	\$ 80,540
		Subtotal	\$	97,200
Irrigation				
Irrigation Turf Areas (Lawn & BioNative)	100,673	SF	\$ 3.00	\$ 302,100
Irrigation Planting Beds (drip)	2,902	SF	\$ 4.00	\$ 11,700
Irrigation POC (Filter and/or Back Flow, Master Valve, Flow Sensor)	1	LS	\$ 28,000.00	\$ 28,000
Controller (Reuse existing electrical service)	1	LS	\$ 13,000.00	\$ 13,000
		Subtotal	\$	354,800
Stormwater Engineering				
Rose Crest Basin Orifice Installation (orifice plate install over outlet pipe)	1	LS	\$ 2,500.00	\$ 2,500
Park House Detention Outfall Structure (& the 18" RCP downstream)	1	LS	\$ 80,000.00	\$ 80,000
		Subtotal	\$	82,500
Summary				
Site Preparation & Demolition				\$ 78,713
Earthwork				\$ 2,921
Site Improvements				\$ 102,750
Plants				\$ 97,200
Irrigation				\$ 354,800
Stormwater Engineering				\$ 82,500
		Subtotal	\$	718,885
Undefined Elements Contingency - 5%				
		Subtotal	\$	35,945
				\$ 754,830
Mobilization/General Conditions - 8%				
		Subtotal	\$	60,387
Bonding - 1.5%				
		Subtotal	\$	11,323
Profit & Overhead - 6%				
		Subtotal	\$	45,290
		TOTAL	\$	871,830

Rose Crest Detention: Concept 3

Item/Remarks	Quantity	Unit	Unit Cost	Total
Site Preparation & Demolition				
Perimeter Construction Fencing-6ft. Tall chain link fence	1,560	LF	\$ 4.00	\$ 6,240
Site Clearing	202,008	SF	\$ 0.30	\$ 60,610
SWPPP - Silt Fence	465	LF	\$ 3.50	\$ 1,628
SWPPP - inlet protection	4	EA	\$ 200.00	\$ 800
Track Out Pad	1	LS	\$ 6,000.00	\$ 6,000
Trees to be Removed	6	EA	\$ 600.00	\$ 3,600
Pavilion Removal (incl. concrete pad, footings, and furnishings)	1	EA	\$ 10,000.00	\$ 10,000
Playground Zip Line to be removed	1	LS	\$ 10,000.00	\$ 10,000
Garbage & Misc Haul Off	1	LS	\$ 10,000.00	\$ 10,000
		Subtotal	\$	108,878
Earthwork				
Mass Earthwork - Pavilion Relocation & swale at NE area	292	CY	\$ 10.00	\$ 2,921
		Subtotal	\$	2,921
Site Improvements				
6" mow curb	1,375	LF	\$ 25.00	\$ 34,400
Relocated Pavilion Install (incl. concrete pad, footings, and furnishings)	1	LS	\$ 17,000.00	\$ 17,000
Planting Soil Mix - Shrub Areas (12" Depth)	818	CY	\$ 50.00	\$ 40,900
Planting Soil Mix - Turf & BioNative Areas (4" Depth)	2,199	CY	\$ 50.00	\$ 109,960
Fine Grading and Soil Prep	202,008	SF	\$ 0.15	\$ 30,310
		Subtotal	\$	232,570
Plants				
2" Cal. Deciduous Tree	87	EA	\$ 500.00	\$ 43,500
8' Evergreen Tree	21	EA	\$ 650.00	\$ 13,650
5 Gal Shrub	473	EA	\$ 50.00	\$ 23,660
1 Gal Shrub	276	EA	\$ 20.00	\$ 5,600
Stone Mulch 3" Deep over Weed Fabric	22,083	SF	\$ 3.00	\$ 66,300
Turf Sod (Lawn & BioNative)	179,925	SF	\$ 0.80	\$ 143,940
		Subtotal	\$	296,651
Irrigation				
Irrigation Turf Areas (Lawn & BioNative)	179,925	SF	\$ 3.00	\$ 539,800
Irrigation Planting Beds (drip)	22,083	SF	\$ 4.00	\$ 88,400
Irrigation POC (Filter and/or Back Flow, Master Valve, Flow Sensor)	1	LS	\$ 28,000.00	\$ 28,000
Controller (Reuse existing electrical service)	1	LS	\$ 13,000.00	\$ 13,000
		Subtotal	\$	669,200
Stormwater Engineering				
Rose Crest Basin Orifice Installation (orifice plate install over outlet pipe)	1	LS	\$ 2,500.00	\$ 2,500
Park House Detention Outfall Structure (& the 18" RCP downstream)	1	LS	\$ 80,000.00	\$ 80,000
		Subtotal	\$	82,500
Summary				
Site Preparation & Demolition				\$ 108,878
Earthwork				\$ 2,921
Site Improvements				\$ 232,570
Plants				\$ 296,651
Irrigation				\$ 669,200
Stormwater Engineering				\$ 82,500
		Subtotal	\$	1,392,721
Undefined Elements Contingency - 5%				
		Subtotal	\$	69,637
				\$ 1,462,358
Mobilization/General Conditions - 8%				
		Subtotal	\$	116,989
				\$ 21,936
Bonding - 1.5%				
		Subtotal	\$	87,742
				\$ 21,936
Profit & Overhead - 6%				
		Subtotal	\$	1,689,025
				59



SCHEDULE

NAME	CODE	BOTANICAL / COMMON NAME	SIZE	QTY
	KOE PAN	KOELREUTERIA PANICULATA GOLDEN RAIN TREE	2' CAL	1
	SYR RET	SYRINGA RETICULATA JAPANESE TREE LILAC	2' CAL	1
	ZEL GRN	ZELKOVA SERRATA 'GREEN VASE' GREEN VASE ZELKOVA	2' CAL	2
NAME	CODE	BOTANICAL / COMMON NAME	SIZE	QTY
	CED BLU	CEDRUS ATLANTICA 'GLAUCA' BLUE ATLAS CEDAR	8' TALL	3
NAME	CODE	BOTANICAL / COMMON NAME	SIZE	QTY
	POA PRA	POA PRATENSIS KENTUCKY BLUEGRASS	SOD	111,273 S
NAME	CODE	BOTANICAL / COMMON NAME	SIZE	QTY
	CONCRE	CONCRETE PATH	4' THICK	2,736 S
NAME	CODE	BOTANICAL / COMMON NAME	SIZE	QTY
	PLANTER	PLANTER AREA	--	2,902 S
NEW LANDSCAPING WITH SHRUBS, GROUNDCOVERS, AND MULCH; IRRIGATED WITH Drip				

Herriman City Detention Basins
Rose Crest Detention
Herriman, Utah 84096

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LANDSCAPE ARCHITECTURE

● PREPARED FOR:



HERRIMAN
CITY

■ CONSULTANTS:

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■ STAMP

■ SHEET TITLE:
CONCEPT #1
PROGRAMMED F
WITH ADA PATHS

■ DATE: 08-2
■ DRAWN BY: LB
■ CHECKED BY:

█ JOB NO.: U

■ SHEET NO:

CONSTRUCTION DOCUMENTS BID SET

ROSE CREST CONCEPT #1 PROGRAMMED POND

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LP-101



SCHEDULE				
TREES	CODE	BOTANICAL / COMMON NAME	CAL	QTY
	EXIST	00 EXISTING TREE	EXISTING	36
	CRA HAN	CRATAEGUS CRUS-GALLI 'CRUSADER' CRUSADER HATHORN	2" CAL	19
	KOE PAN	KOELREUTERIA PANICULATA GOLDEN RAIN TREE	2" CAL	18
	QUE MAC	QUERCUS MACROCARPA 'JFS-KNS' URBAN PINNACLE OAK	2" CAL	7
	SYR RET	SYRINGA RETICULATA JAPANESE TREE LILAC	2" CAL	11
	ULM BOS	ULMUS PARVIFOLIA 'UPMFT' TM BOSQUE LACEBARK ELM	2" CAL	20
	ZEL GRN	ZELKOVA SERRATA 'GREEN VASE' GREEN VASE ZELKOVA	2" CAL	12
EVERGREEN TREES	CODE	BOTANICAL / COMMON NAME	CAL	QTY
	CED BLU	CEDRUS ATLANTICA 'GLAUCA' BLUE ATLAS CEDAR	8' TALL	16
	PIN LEU	PINUS LEUCODERMIS BOSNIAN PINE	8' TALL	5
GROUND COVERS	CODE	BOTANICAL / COMMON NAME	SIZE	QTY
	BIO NAT	BIONATIVE SOD BIONATIVE BY BIOPRASS	SOD	177,216 SF
	POA PRA	POA PRATENSIS KENTUCKY BLUEGRASS	SOD	2,709 SF
STONE MULCH	CODE	BOTANICAL / COMMON NAME	SIZE	QTY
	CONCRE	CONCRETE PATH	4" THICK	369 SF
PLANTER	CODE	BOTANICAL / COMMON NAME	SIZE	QTY
	PLANTER	PLANTER AREA	--	22,083 SF

Herriman City Detention Basins
Rose Crest Detention
Herriman, Utah 84096

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**CONCEPT #3
PARK RENOVATION**

ROSE CREST CONCEPT #3

PARK RENOVATION

PLANS TO BE
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ST

■ SHEET TITLE:
**CONCEPT #3
PARK RENOVATION**

1

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CONCEPT #3
PARK RENOVATION

CONST
SHEET NO:
LP-103



STAFF REPORT

DATE: 02/23/2023

TO: The Honorable Mayor and City Council

FROM: Justun Edwards, Public Works Director, Jonathan Bowers, Public Utilities Engineering Manager

SUBJECT: Secondary Water Report

RECOMMENDATION:

Staff is requesting the Council's direction on how to proceed with the planning of the city's secondary irrigation system.

ISSUE BEFORE COUNCIL:

Should staff continue to plan for infrastructure to connect existing secondary dry pipes to a water source and install secondary infrastructure in new developments?

BACKGROUND/SUMMARY:

In 2004, the then City Council adopted an ordinance requiring the installation of pressurized irrigation within all new developments within water pressure zones 1-4. In 2009, Herriman City in partnership with Riverton City, completed the construction of the Blackridge Reservoir which was the first step in supplying secondary irrigation water to Herriman. With the construction of the Blackridge zone 4 pump station and transmission pipelines in 2011, secondary water was for the first time delivered to Herriman residents in the Rosecrest and Cove @ Herriman Springs areas.

In 2012 a secondary phasing plan was developed to identify the needed improvements and cost estimate, to install secondary water infrastructure throughout the areas of the city that did not have secondary waterlines and connecting to areas with secondary dry pipes. The phasing plan identified 36 phases (assuming one phase per year) at a cost of ~\$1,000,000 each with a total cost of \$61,000,000 (including inflation). The then City Council determined that it was not financially feasible to pursue a citywide implementation but wanted to focus our efforts on infrastructure that would supply water to areas with existing dry pipes while continuing to expand the secondary system with new development.

Since this direction was given, roughly \$11,500,000 of water impact fees and water enterprise funds have been allocated to multiple projects to supply secondary water to areas with existing dry pipes and new development.

Current Secondary Infrastructure:

Pipe Status	Linear Feet
Dry Pipe	139,086
Charged Pipe	343,132 (~71% of all pipes are charged)
Total Pipe	482,218

Connection Status	Number of Connections
Connections Without Access	1,836
*Connections With Access	2,637 (~60% of the connection have access)
Total Connection	4,473

*Of the 2,637 connections with access there are 1,687 connections with a meter and 950 connections have not requested a meter to use secondary water.

See Figure 1 below for a graphical depiction of the Secondary Water system summary.

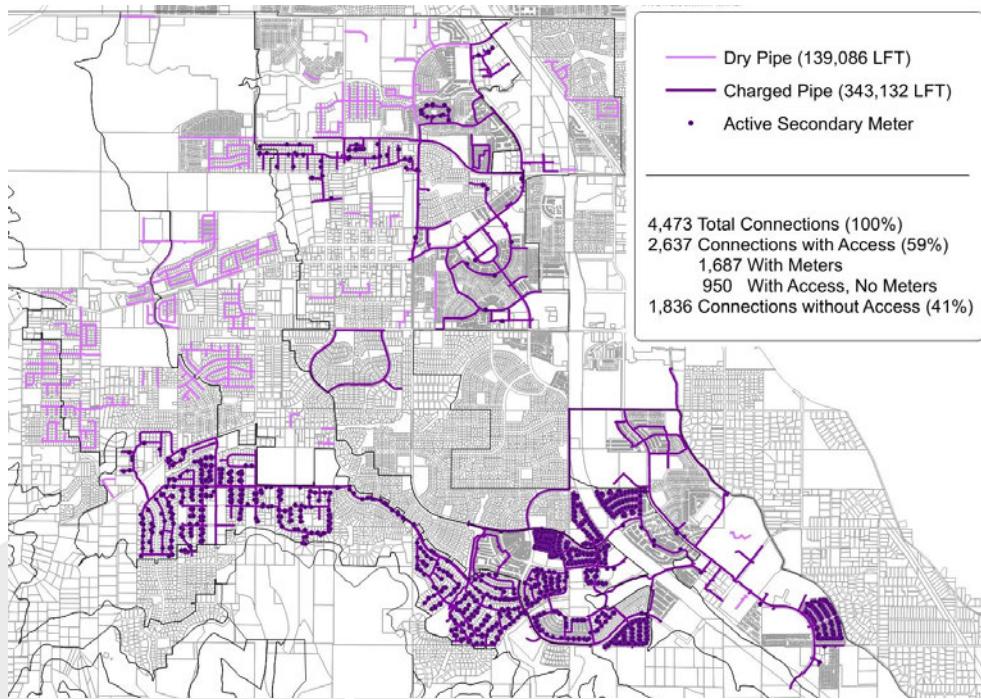


Figure 1. Secondary Water System Summary

DISCUSSION:

Areas with dry secondary waterlines installed are depicted by the shaded areas in Figure 2 below. Although there are other incidental areas throughout the city with dry lines, the shaded areas make up the majority of dry lines. These areas have been broken into north and south areas, shaded in green and yellow respectively.

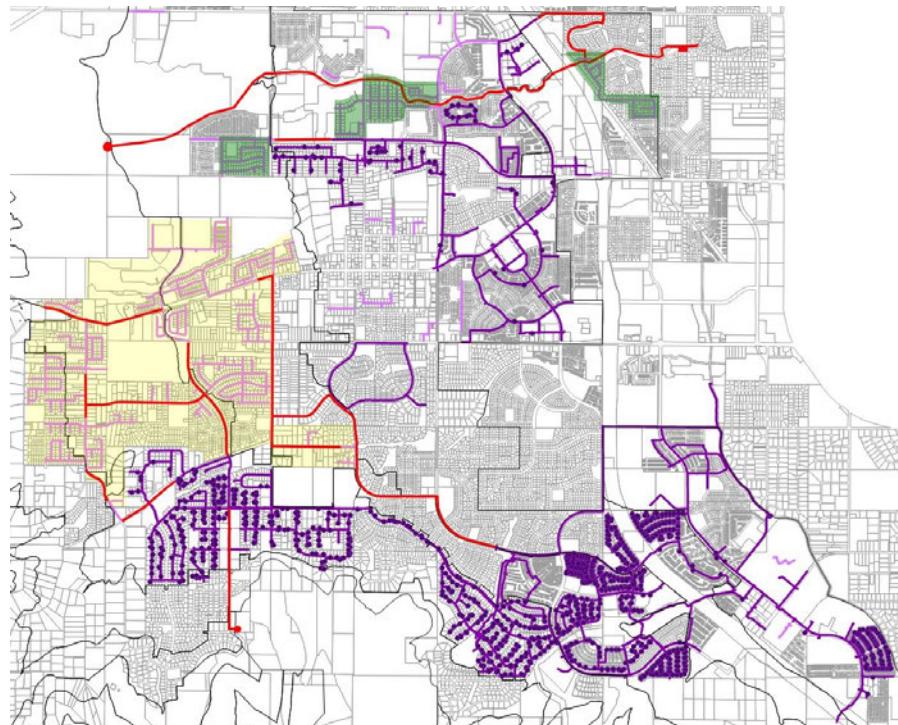


Figure 2. Improvement Summary Map

The red lines shown in the figure above represent capital improvements that will be required to get secondary water source to the dry lines. That is, secondary water will be provided to the shaded areas shown above once the capital improvements, depicted by the red lines, are complete.

The anticipated cost to install the improvements shown above is approximately \$20M to \$25M to charge the yellow area and approximately \$20M to \$30M to charge the green area.

The current master plan includes a pump station off Welby Jacobs canal and transmission line to supply water to north areas (shaded green) of the city. The cost of the pump station and the transmission line is about \$7M.

That cost may be offset and reduced by developing existing wells and purchasing additional shares from Butterfield Creek and Rose Creek irrigation companies. City staff is currently working on these efforts to potentially reduce the capital cost of the secondary water system.

The key pros and cons of a secondary water system is summarized below in Table 1.

Table 1. Key Pros and Cons

Pros	Cons
1) Utilization of water sources that otherwise are not used. 2) Offset demands on culinary water sources and overall system. 3) Utilize existing infrastructure that has already been installed	1) Significant capital cost 2) Additional ongoing maintenance of the system.

ALTERNATIVES:

Although there may be other alternatives available the City Council may consider, below are the prevailing alternatives for discussion and direction, in order of Fiscal Impact:

Option 1 - Maintain the existing secondary water infrastructure and discontinue installing any future infrastructure. This would require modification of the existing ordinance to remove the requirement to install a secondary water system in all new development projects.

Option 2 – Maintain the current direction provided by the City Council in 2012. That is, to keep the current ordinance requirement to require secondary water installation for all new development projects. This would require the city to continue working to provide water to existing and new dry lines. Additionally, this would require an update to the secondary water phasing plan to reflect existing conditions and costs to continue with existing direction.

Option 3 - Update the secondary water phasing plan to provide secondary water for the entire city including existing areas that don't have secondary water infrastructure in zones 1 through 4. This option includes the greatest cost since it would require installation of new secondary water infrastructure through existing roadways for all areas within zones 1 through 4.

FISCAL IMPACT:

The cost associated with Options 1 and 3 have not been quantified, however the cost for Option 2 has been conceptually estimated as outlined in this report and provided below.

Option 1 – Significantly **less** than Option 2.

Option 2 – Approximately \$40M to \$55M to provide service to the existing areas with dry lines (Figure 2- yellow and green shaded areas).

Option 3 – Significantly **more** than Options 2.



STAFF REPORT

DATE: February 21, 2023

TO: The Honorable Mayor and City Council

FROM: Amy Stanger

SUBJECT: Approval of the monthly financial summary for January 2023

RECOMMENDATION:

Staff recommends approval of the financial summary.

ISSUE BEFORE COUNCIL:

Should the Mayor and City Council accept the financial summary as presented?

BACKGROUND/SUMMARY:

Finance staff have prepared the attached financial summary for January 2023. Financial reports are prepared after all month-end reconciliations and entries have been completed and a thorough review of the statements has been done by City staff. A summary narrative is included, which discloses any significant trends or concerns identified by staff. 58% of the budget year has elapsed.

DISCUSSION:

N/A

ALTERNATIVES:

The Mayor and City Council may choose to not accept the financial summary as presented.

FISCAL IMPACT:

ATTACHMENTS:





January 2023 Financial Report

58% of the Fiscal Year has Elapsed

The attached financial report represents transactions posted to the City's accounting system through January 2023. Overall, there are no major exceptions to report in regards to fiscal year 2023 actuals to budget. All departments and funds are within their budgeted allotments.

The Finance Director has a number of long-range financial concerns of the City. While the focus of this report is on the current fiscal year, staff are working on the following long-range projects:

- Fiscal year 2024 budget "rebuild" - Finance staff will be meeting with each City Department in March to discuss their approved fiscal year 2024 budget. Due to the state mandate restricting development-related revenues to development-related expenses, Finance staff are expecting a General Fund budget shortfall for fiscal year 2024. Staff is planning on meeting with the City Council in April to discuss the overall fiscal year 2024 budget and its challenges.
- 5- and 10-year sustainability plans—Finance staff and City Administration are working on updating the City's long-range plans. Work has been delayed due to other more pressing finance-related issues and the low number of professional staff within the finance department (Finance Director, Accountant II, and Accountant I (1/2)).
- Water rate study—The City began a water rate study in February. The consultant believes the study will be complete by June 2023. City staff will need to have multiple meetings with the City Council to 1) Apprise them of the current financial situation of the water fund, 2) Discuss recommended changes to the City's current rate structure, and 3) What increases will be needed to fund operating and capital needs of the fund.
- Storm water rates—Current storm water rates are barely meeting operating needs, and City staff have previously recommended denial of requests from the Public Works department relating to personnel operating needs within the department. The Engineering Department has identified a number of system deficiencies that need to be corrected in the long-term. Existing construction agreements will force the fund into negative fund balance (but City staff are looking at alternative funding mechanisms for these agreements). The Finance Director has asked the Engineering Department to compile all known system deficiencies so he can perform an analysis to recommend rate increases that will begin to address these system deficiencies. The Storm Water Master Plan also needs to be updated, and a more formal rate study done after that is completed.

Fund	Status	Notes
General (Excluding Police)		Overall, 48% of the budget has been expended (excluding transfers) and 38% of budgeted revenues have been received (excluding transfers). The City has only received 27% of budgeted licenses and permits. This is 50% of the licenses and permits received in the prior year. Beginning this year, the State Auditor is requiring development-related revenue to be "matched" against development-related expenditures. Any excess in revenue must be restricted at the end of the fiscal year. Because of this, while staff is closely monitoring this decrease in revenue, staff does not believe development-related expenditures will exceed corresponding revenue.
General-Police		The Police Department has received 58% of budgeted revenues and has spent 49% of budgeted expenditures. As mentioned in previous City Council meetings, staff is concerned about future expenditure growth in the Police Department's budget outpacing property tax revenue increases from the HCSEA. In April, City staff will discuss the upcoming challenges facing the HCSEA and Police Department.



January 2023 Financial Report

Fund	Status	Notes
Impact Fee Funds		Finance staff have been working on identifying and tracking all outstanding agreements and contracts for infrastructure improvements. Because of this, fund balance numbers contained in the report should not be relied upon as "funds available to spend."
Street Lights/ Street Signs		No issues or notable items to report. City staff anticipate the elimination of this fund in future fiscal years.
Debt Service		No issues or notable items to report. Fund balance consists of restricted funds (state grant) to be used for debt service on the 2021 Sales Tax Revenue Bonds (Herriman Main St Widening).
Herriman City Special Enforcement Area		The fund's major tax distributions occurred in November and December (with a final reconciliation occurring in March). Property tax revenue forecasts were adjusted with the last budget amendment, and Finance Staff expect the updated budgets to be met.
Herriman City Fire Service Area		The Service Area began receiving property tax distributions in November. The majority of property tax revenue will be received in November and December (with a final reconciliation occurring in March).
CRA/CDA Funds		Property tax distributions occur in December and March. The majority of agreements are executed after the final property tax occurs. The City has processed sales tax incentive reimbursements in the Anthem CRA. A new fund (Herriman North CRA) was created to account for the property tax settlement agreement with former property owners in the Automall area.
Capital Projects		All projects are within their budgeted allotments.
Water		Billed revenue is 9% above the prior year (largely due to an exceptionally hot August). The fund has run operating deficits for a number of years, and more capital projects are being paid out of this fund (because they are not impact fee eligible). See page 1 for more detail on the fee rate study that is underway.
Water Rights Fee Fund		No issues or notable items to report.
Water Impact Fee		The water impact fee fund currently shows a negative ending fund balance due to "placeholders" for the East Herriman Zone 2 & 3 project and Herriman Main Street Widening project. The IFFP allows a certain portion of the project to be paid by impact fees. However, the City's intention is to use bond proceeds first. Impact fees will only be used if bond proceeds are not sufficient to fund the project.
Storm Water		No major budgeted exceptions to report. However, the fund is anticipated to end the fiscal year with a negative fund balance due to an outstanding agreement (City staff are looking at an alternate funding sources to complete this reimbursement agreement). See page 1 for more information regarding the "action plan" for this fund.

Herriman City Budget Versus Actual Report - January 2023

General Fund (Excluding ARPA Fund)							
	Current Month	YTD Amount	Budget	Remaining Budget	% of Budget	Prior Year Actual YTD	% of Prior Year
Revenue							
Taxes	1,494,615	6,596,496	16,661,020	10,064,524	40%	6,580,230	100%
Licenses & Permits-Building	123,393	1,578,387	6,110,215	4,531,828	26%	3,278,989	48%
Licenses & Permits-Other	18,189	124,706	227,393	102,687	55%	119,580	104%
Intergovernmental	380,743	1,139,460	1,926,081	786,621	59%	1,422,085	80%
Parks & Recreation District Fee	88,924	631,034	1,069,369	438,335	59%	586,498	108%
Charges for Services-Parks & Rec	55,602	179,337	358,945	179,608	50%	244,214	73%
Charges for Services-Arts Council	-	49,409	53,000	3,591	93%	55,904	88%
Charges for Services-Events	-	31,860	207,800	175,940	15%	28,786	111%
Charges for Services-Other	29,904	149,256	258,609	109,353	58%	172,119	87%
Fines and Forfeitures	15,374	115,705	250,000	134,295	46%	74,734	155%
Police Revenue	19,852	146,654	951,230	804,576	15%	136,342	108%
Animal Control Revenue	1,420	21,277	45,400	24,123	47%	21,503	99%
Public Safety Impact Fee	5,638	83,935	400,000	316,065	21%	223,899	37%
Miscellaneous	51,210	404,834	407,088	2,254	99%	430,606	94%
Lease Proceeds	-	-	600,000	600,000	0%	-	0%
Budgeted Use of Fund Balance	-	-	1,391,894	1,391,894	0%	-	0%
Transfer In - Hi Country II	-	163,235	163,235	-	100%	-	0%
Transfer In - Fire Service Area	54,167	935,497	1,206,328	270,831	78%	-	0%
Transfer In - HCSEA	710,000	5,753,000	9,303,000	3,550,000	62%	6,900,000	83%
Total General Fund Revenue	\$ 3,049,031	\$ 18,104,082	\$ 41,590,607	\$ 23,486,525	44%	\$ 20,275,489	89%
Expenditures							
General and Administration	388,150	2,971,100	5,998,171	3,027,071	50%	2,533,285	117%
Public Works and Operations	356,281	3,894,585	7,134,713	3,240,128	55%	2,009,026	194%
Parks, Recreation, and Events	264,677	2,500,904	5,885,783	3,384,879	42%	2,671,418	94%
Community Development	268,254	1,826,943	4,036,725	2,209,782	45%	1,963,257	93%
Police	900,986	5,286,835	10,755,544	5,468,709	49%	5,127,137	103%
Animal & Community Services, Emergency Management	41,762	338,540	880,660	542,120	38%	193,018	175%
Transfers Out	1,718,842	5,145,380	6,899,011	1,753,631	75%	2,800,000	184%
Total Expenditures	\$ 3,938,952	\$ 21,964,287	\$ 41,590,607	\$ 19,626,320	53%	\$ 17,297,141	127%
Excess of Revenues Over (Under) Expenditures	\$ (889,921)	\$ (3,860,205)	\$ -			\$ 2,978,348	

1 The City has received six months of property tax, motor vehicle tax, and franchise tax collections. The first sales tax collection occurred in September (sales tax, municipal telephone tax, and transient room tax are received two months in arrears).

Fund Balance Available (Unrestricted)					
	FY2020	FY2021	FY2022 (Actual)	FY2023 (Budget)	FY2024 (Budget)
Beginning Balance	4,998,323	4,723,752	2,829,134	7,971,394	\$ 6,579,500
Addition (Use of)	(274,571)	(1,894,618)	5,142,260	(1,391,894)	(363,092)
Ending Balance	\$ 4,723,752	\$ 2,829,134	\$ 7,971,394	\$ 6,579,500	\$ 6,216,408
% of revenues	23%	11%	31%	22%	20%
Public Safety Impact Fee Balance	97,066	369,742	738,265	1,138,265	1,563,265
(State Maximum Amount Allowed - 35%)					

Herriman City Budget Versus Actual Report - January 2023

General Fund Tax Revenue Detail

	Current Month	YTD Amount	Budget	Remaining Budget	% of Budget	Prior Year Actual YTD	% of Prior Year	
Sales Tax	1,057,036	4,778,686	12,449,226	7,670,540	38%	4,140,989	115%	1
Sales Tax-Transportation	96,844	430,149	724,167	294,018	59%	371,346	116%	1
Property Tax	61,071	243,100	712,637	469,537	34%	1,177,135	21%	2
Franchise Tax (Energy/Cable)	262,837	1,294,239	2,471,680	1,177,441	52%	832,306	156%	2
Municipal Telephone Tax	11,549	56,941	162,275	105,334	35%	52,865	108%	1
Transient Room Tax	973	6,936	10,000	3,064	69%	5,589	124%	1
Motor Vehicle Fees	4,305	(213,555)	131,035	344,590	-163%	-	0%	2
	\$ 1,494,615	\$ 6,596,496	\$ 16,661,020	\$ 10,064,524	126%	\$ 6,580,230	100%	

Herriman City Budget Versus Actual Report - January 2023

	Current Month	YTD Amount	Budget	Remaining Budget	% of Budget	Prior Year Actual YTD	% of Prior Year	
Personnel	974,206	6,334,857	12,484,500	6,149,643	51%	6,175,605	103%	
Operating Expenditures	321,984	3,520,688	7,622,737	4,102,049	46%	3,136,069	112%	
Capital Outlay	97,847	2,208,296	4,149,329	1,941,033	53%	450,274	490%	
Administrative Chargeback	(116,675)	(870,309)	(1,201,174)	(330,865)	72%	(584,962)	149%	3
Transfers to Other Funds	1,718,842	5,145,380	6,899,011	1,753,631	75%	2,800,000	184%	
Total General Fund Expenditures	\$ 2,996,204	\$ 16,338,912	\$ 29,954,403	\$ 13,615,491	55%	\$ 11,976,986	136%	

1 Sales tax, municipal telephone tax, and transient room tax is received two months after receipt at point of sale. The City's first distribution for FY2023 was in September 2022.

2 Property tax, franchise tax, and motor vehicle fees are received one month after payment is made. The City's first distribution for FY2023 was in August 2022. The majority of property tax will be received in November and December. Property tax was recalculated using the 2022 rate from January - September. \$221,119 in property tax and \$335,209 in motor vehicle in lieu was transferred from the Fire Safety Area to the General Fund.

3 This fee is charged to the Enterprise Funds for their use of resources paid for by the General Fund (mainly personnel). The chargeback is based on actual costs incurred.

Herriman City Budget Versus Actual Report - January 2023

General Fund							
	Current Month	YTD Amount	Budget	Remaining Budget	% of Budget	Prior Year Actual YTD	% of Prior Year
General and Administration							
Legislative							
Personnel	14,133	102,234	177,000	74,766	58%	93,345	109.5%
Operating Expenditures	28,066	110,266	274,350	164,084	40%	115,163	95.7%
Administrative Chargeback	(4,164)	(18,494)	-	18,494	0%	-	0%
Total City Council	38,035	194,006	451,350	257,344	43%	208,508	93.0%
Planning Commission							
Personnel	2,088	12,121	22,500	10,379	54%	11,766	103%
Operating Expenditures	-	-	10,100	10,100	0%	1,001	0%
Total Planning Commission	2,088	12,121	32,600	20,479	37%	12,767	94.9%
Administration							
Personnel	38,387	262,276	462,500	200,224	57%	276,979	95%
Operating Expenditures	2,957	32,751	169,291	136,540	19%	25,730	127%
Administrative Chargeback	(4,532)	(31,788)	(53,633)	(21,845)	59%	(18,016)	176%
Total Administration	36,812	263,239	578,158	314,919	46%	284,693	92.5%
Communications							
Personnel	28,723	196,913	370,500	173,587	53%	194,373	101%
Operating Expenditures	3,232	156,824	322,100	165,276	49%	66,478	236%
Administrative Chargeback	(5,692)	(60,040)	(80,522)	(20,482)	75%	(40,384)	149%
Total Communications	26,263	293,697	612,078	318,381	48%	220,467	133.2%
City Recorder							
Personnel	34,923	202,701	360,000	157,299	56%	192,975	105%
Operating Expenditures	1,841	29,123	90,087	60,964	32%	87,199	33%
Administrative Chargeback	(3,340)	(16,479)	(29,661)	(13,182)	56%	(13,543)	122%
Total City Recorder	33,424	215,345	420,426	205,081	51%	266,631	80.8%
Customer Service							
Personnel	30,209	195,303	351,750	156,447	56%	186,434	105%
Operating Expenditures	406	3,325	8,550	5,225	39%	1,649	202%
Administrative Chargeback	(15,713)	(117,351)	(203,777)	(86,426)	58%	(104,589)	112%
Total Customer Service	14,902	81,277	156,523	75,246	52%	83,494	97.3%
Justice Court							
Personnel	28,811	187,198	540,500	353,302	35%	148,195	126%
Operating Expenditures	2,897	19,867	50,993	31,126	39%	7,397	269%
Total Justice Court	31,708	207,065	591,493	384,428	35%	155,592	133.1%
Legal							
Personnel	33,468	228,833	439,000	210,167	52%	126,016	182%
Operating Expenditures	6,728	103,483	167,300	63,817	62%	21,832	474%
Administrative Chargeback	(3,102)	(32,417)	(239,200)	(206,783)	14%	(49,988)	65%
Total Legal	37,094	299,899	367,100	67,201	82%	97,860	306.5%
Human Resources							
Personnel	27,517	162,751	342,000	179,249	48%	137,970	118%
Operating Expenditures	9,995	258,627	408,950	150,323	63%	125,133	207%
Administrative Chargeback	(5,208)	(67,942)	(97,976)	(30,034)	69%	(30,408)	223%
Total Human Resources	32,304	353,436	652,974	299,538	54%	232,695	151.9%
Finance							
Personnel	45,210	402,443	718,000	315,557	56%	351,157	115%
Operating Expenditures	7,258	55,386	54,000	(1,386)	103%	40,387	137%
Credit Card Transaction Fees	17,949	141,205	180,000	38,795	78%	117,211	120%
Capital Expenditures	-	549	50,000	49,451	1%	-	0%
Administrative Chargeback	(31,789)	(232,397)	(218,930)	13,467	106%	(198,216)	117%
Total Finance	38,628	367,186	783,070	415,884	47%	310,539	118.2%
Information Technology							
Personnel	35,851	230,523	430,000	199,477	54%	214,589	107%
Operating Expenditures	11,421	111,458	205,500	94,042	54%	98,095	114%
Software (Licensing & Support)	30,185	165,117	205,000	39,883	81%	194,279	85%
Capital Outlay	4,050	88,445	120,000	31,555	74%	23,682	373%
Administrative Chargeback	(8,113)	(53,966)	(70,251)	(16,285)	77%	(32,415)	166%
Total Information Technology	73,394	541,577	890,249	348,672	61%	498,230	108.7%

1

2

Herriman City Budget Versus Actual Report - January 2023

General Fund							
	Current Month	YTD Amount	Budget	Remaining Budget	% of Budget	Prior Year Actual YTD	% of Prior Year
Economic Development							
Personnel	16,020	105,339	335,000	229,661	31%	150,053	70%
Operating Expenditures	7,478	36,913	127,150	90,237	29%	11,756	314%
Total Economic Development	23,498	142,252	462,150	319,898	31%	161,809	87.9%
Total General and Administration	388,150	2,971,100	5,998,171	3,027,071	50%	2,533,285	117.3%
Public Works and Operations							
Facilities							
Personnel	35,058	231,720	481,500	249,780	48%	273,579	85%
Operating Expenditures	31,569	175,526	405,278	229,752	43%	136,588	129%
Capital Outlay	39,660	56,931	75,040	18,109	76%	54	105428%
Administrative Chargeback	(9,043)	(33,304)	(41,600)	(8,296)	80%	(12,227)	272%
Total Facilities	97,244	430,873	920,218	489,345	47%	397,994	108.3%
Fleet Management							
Personnel	30,176	201,400	387,500	186,100	52%	179,359	112%
Operating Expenditures	1,126	17,927	106,165	88,238	17%	10,837	165%
Administrative Chargeback	(5,634)	(33,454)	-	33,454	0%	-	0%
Total Fleet Management	25,668	185,873	493,665	307,792	38%	190,196	97.7%
Streets							
Personnel	43,281	327,903	678,500	350,597	48%	390,734	84%
Operating Expenditures	29,904	318,467	605,621	287,154	53%	170,019	187%
Crack and Chip Seal	32,269	1,683,219	2,197,500	514,281	77%	36,699	4587%
Capital Outlay	-	247,329	844,423	597,094	29%	379,431	65%
Total Streets	105,454	2,576,918	4,326,044	1,749,126	60%	976,883	263.8%
Snow Removal							
Personnel	39,516	84,797	70,000	(14,797)	121%	38,647	219%
Operating Expenditures	31,236	96,162	140,775	44,613	68%	42,946	224%
Total Snow Removal	70,752	180,959	210,775	29,816	86%	81,593	221.8%
Street Signs							
Personnel	8,520	52,338	66,000	13,662	79%	48,041	109%
Operating Expenditures	3,248	10,633	49,485	38,852	21%	11,519	92%
Total Street Signs	11,768	62,971	115,485	52,514	55%	59,560	105.7%
Street Lights							
Personnel	25,239	167,852	317,000	149,148	53%	161,725	104%
Operating Expenditures	20,156	289,139	681,526	392,387	42%	141,075	205%
Capital Outlay	-	-	70,000	70,000	0%	-	0%
Total Street Lights	45,395	456,991	1,068,526	611,535	43%	302,800	150.9%
Total Public Works and Operations	356,281	3,894,585	7,134,713	3,240,128	55%	2,009,026	193.9%
Parks, Recreation, and Events							
Community Events and Recreation							
Personnel	46,857	302,861	660,000	357,139	46%	353,477	86%
Operating Expenditures	5,609	51,964	117,305	65,341	44%	51,417	101%
City Events	(2,029)	126,010	353,600	227,590	36%	120,610	104%
Capital Outlay	-	-	17,678	17,678	0%	(95)	0%
Total Community Events and Recreation	50,437	480,835	1,148,583	667,748	42%	525,409	91.5%
Arts & Cultural Development							
Personnel	-	112	17,750	17,638	1%	5,556	2%
Operating Expenditures	6,721	46,316	110,600	64,284	42%	33,204	139%
Capital Outlay	-	65,606	65,606	-	100%	-	0%
Total Arts & Cultural Development	6,721	112,034	193,956	81,922	58%	38,760	289.0%
Cemetery							
Personnel	2,235	12,989	31,000	18,011	42%	5,487	237%
Operating Expenditures	764	12,396	22,350	9,954	55%	6,288	197%
Capital Outlay	-	-	18,300	18,300	0%	-	0%
Total Cemetery	2,999	25,385	71,650	46,265	35%	11,775	215.6%

Herriman City Budget Versus Actual Report - January 2023

General Fund							
	Current Month	YTD Amount	Budget	Remaining Budget	% of Budget	Prior Year Actual YTD	% of Prior Year
Parks							
Personnel	130,394	868,729	1,643,000	774,271	53%	820,249	106%
Operating Expenditures	52,258	993,229	2,233,326	1,240,097	44%	1,264,722	79%
Capital Outlay	21,868	20,692	595,268	574,576	3%	10,503	197%
Total Parks	204,520	1,882,650	4,471,594	2,588,944	42%	2,095,474	89.8%
Total Parks, Recreation, and Events	264,677	2,500,904	5,885,783	3,384,879	42%	2,671,418	93.6%
Community Development							
Planning & Development							
Personnel	59,412	337,927	748,500	410,573	45%	359,879	94%
Operating Expenditures	455	8,302	80,475	72,173	10%	13,270	63%
Total Planning & Development	59,867	346,229	828,975	482,746	42%	373,149	92.8%
Building Services							
Personnel	79,042	557,081	1,018,000	460,919	55%	543,379	103%
Operating Expenditures	5,746	62,687	149,989	87,302	42%	70,238	89%
Capital Outlay	-	9,136	59,125	49,989	15%	-	0%
Total Building Services	84,788	628,904	1,227,114	598,210	51%	613,617	102.5%
Engineering							
Personnel	104,024	668,669	1,346,500	677,831	50%	671,970	100%
Operating Expenditures	4,044	68,685	193,770	125,085	35%	133,958	51%
Administrative Chargeback	(16,596)	(135,915)	(147,640)	(11,725)	92%	(81,386)	167%
Total Engineering	91,472	601,439	1,392,630	791,191	43%	724,542	83.0%
GIS							
Personnel	35,112	231,844	470,500	238,656	49%	239,671	97%
Operating Expenditures	764	18,900	99,101	80,201	19%	16,068	118%
Capital Outlay	-	36,389	36,389	-	100%	-	0%
Administrative Chargeback	(3,749)	(36,762)	(17,984)	18,778	204%	(3,790)	970%
Total GIS	32,127	250,371	588,006	337,635	43%	251,949	99.4%
Total Community Development	268,254	1,826,943	4,036,725	2,209,782	45%	1,963,257	93.1%
Transfers to Other Funds							
Transfer to Debt Service Fund	-	1,500,000	1,500,000	-	100%	1,500,000	100%
Transfer to Capital Projects Fund	418,842	2,337,558	4,074,011	1,736,453	57%	-	0%
Transfer to Public Works Facility Fund	1,300,000	1,300,000	1,300,000	-	100%	1,300,000	100%
Transfer to Herriman North CRA	-	7,822	25,000	17,178	31%	-	0%
Total Transfers to Other Funds	1,718,842	5,145,380	6,899,011	1,753,631	75%	2,800,000	183.8%
Total General Fund Expenditures	\$ 2,996,204	\$ 16,338,912	\$ 29,954,403	\$ 13,615,491	55%	\$ 11,976,986	136.4%

1 The Finance Department's operating expenditures are at 89% of budget due to a payment for the City's external audit but are expected to remain within budget.

2 The Finance Department is recalculating the basis for all Administrative Chargebacks to reflect actual costs to be charged back to various Enterprise Fund departments.

3 The GIS Department's capital equipment purchase was completed in July.

Herriman City Budget Versus Actual Report - January 2023

General Fund - Police							
	Current Month	YTD Amount	Budget	Remaining Budget	% of Budget	Prior Year Actual YTD	% of Prior Year
Revenue							
Grants	2,976	85,220	175,200	89,980	49%	110,442	77%
Student Resource Officers	-	-	325,000	325,000	0%	-	0%
Lease Proceeds	-	-	-	-	0%	-	0%
Miscellaneous	16,876	61,434	77,200	15,766	80%	25,900	237%
Transfer From HCSEA	710,000	5,753,000	9,303,000	3,550,000	62%	6,900,000	83%
Budgeted Use of Fund Balance	-	-	373,830	373,830	0%	-	0%
Total Police Revenue	\$ 729,852	\$ 5,899,654	\$ 10,254,230	\$ 4,354,576	58%	\$ 7,036,342	84%
Expenditures							
Personnel	643,454	4,097,120	7,378,609	3,281,489	56%	4,011,573	102%
Operating	56,852	671,203	1,258,015	586,812	53%	432,693	155%
Operating-Dispatch	147,496	309,017	314,000	4,983	98%	229,201	135%
Capital Outlay	53,184	209,495	1,804,920	1,595,425	12%	453,670	46%
Total Expenditures	\$ 900,986	\$ 5,286,835	\$ 10,755,544	\$ 5,468,709	49%	\$ 5,127,137	103%
Excess of Revenues Over (Under) Expenditures	\$ (171,134)	\$ 612,819	\$ (501,314)			\$ 1,909,205	
Public Safety Impact Fee	5,638	83,935	400,000	316,065	21%	223,899	37%

1 Dispatch expenses are paid semi-annually and have been paid for the remainder of the year.

1

Herriman City Budget Versus Actual Report - January 2023

General Fund - Animal Services, Community Services, Emergency Management

	Current Month	YTD Amount	Budget	Remaining Budget	% of Budget	Prior Year Actual YTD	% of Prior Year
Revenue							
Animal Services Fee	1,420	21,147	44,900	23,753	47%	21,503	98%
Animal Services Donation	-	130	500	370	26%	-	0%
Transfer From General Fund	69,756	587,792	936,574	348,782	63%	-	0%
Total Revenue	\$ 71,176	\$ 609,069	\$ 981,974	\$ 372,905	62%	\$ 21,503	2832.5%
Expenditures							
Animal Services							
Personnel	21,389	152,696	282,000	129,304	54%	129,514	118%
Operating	4,017	34,036	72,139	38,103	47%	34,880	98%
Capital Outlay	-	-	116,678	116,678	0%	-	0%
Total Animal Services	\$ 25,406	\$ 186,732	\$ 470,817	\$ 284,085	40%	\$ 164,394	113.6%
Community Services							
Personnel	13,018	92,702	167,000	74,298	56%	-	0%
Operating	1,512	29,726	62,650	32,924	47%	-	0%
Capital Outlay	-	26,830	115,148	88,318	23%	-	0%
Total Community Services	\$ 14,530	\$ 149,258	\$ 344,798	\$ 195,540	43%	\$ -	0.0%
Emergency Services							
Personnel	99	79	35,600	35,521	0%	17,447	0%
Operating	1,727	2,471	29,445	26,974	8%	11,177	22%
Total Emergency Management	\$ 1,826	\$ 2,550	\$ 65,045	\$ 62,495	4%	\$ 28,624	8.9%
Total Expenditures	\$ 41,762	\$ 338,540	\$ 880,660	\$ 542,120	38%	\$ 193,018	175.4%
Excess of Revenues Over (Under) Expenditures	\$ 29,414	\$ 270,529	\$ 101,314			\$ (171,515)	

1 New department for FY2023 - Costs formerly included in Police Department's budget.

1

Herriman City Budget Versus Actual Report - January 2023

General Fund - ARPA							
	Current Month	YTD Amount	Budget	Remaining Budget	% of Budget	Prior Year Actual YTD	% of Prior Year
Revenue							
ARPA Funds	-	2,401,824	2,401,824	-	100%	2,401,824	100%
Interest Income	6,147	49,444	-	(49,444)	0%	-	0%
Use of Fund Balance	-	-	2,232,403	2,232,403	0%	-	0%
Total ARPA Fund Revenue	\$ 6,147	\$ 2,451,268	\$ 4,634,227	\$ 2,182,959	53%	\$ 2,401,824	102.1%
Expenditures							
Operating	-	-	-	-	0%	-	0%
Capital Projects	180,049	698,973	4,634,227	3,935,254	15%	-	0%
Total Expenditures	\$ 180,049	\$ 698,973	\$ 4,634,227	\$ 3,935,254	15%	\$ -	0.0%
Excess of Revenues Over (Under) Expenditures	\$ (173,902)	\$ 1,752,295	\$ -			\$ 2,401,824	

1 2nd tranche of ARPA funds received August 2022.

Herriman City Budget Versus Actual Report - January 2023

Park Impact Fee Fund							
	Current Month	YTD Amount	Budget	Remaining Budget	% of Budget	Prior Year Actual YTD	% of Prior Year
Revenue							
Park Impact Fees	223,441	890,295	3,061,675	2,171,380	29%	1,821,513	49%
Grant-Salt Lake County (TRCC)	550,000	550,000	550,000	-	100%	-	0%
JVWCD Grant	-	-	24,613	24,613	0%	-	0%
State of Utah Grant	-	-	150,000	150,000	0%	-	0%
Interest Income	4,722	62,981	25,000	(37,981)	252%	6,228	1011% 1
Total Revenue	\$ 778,163	\$ 1,503,276	\$ 3,811,288	\$ 2,308,012	39%	\$ 1,827,741	82%
Expenditures							
Agreements and Reimbursements	-	-	-	-	0%	-	0%
Capital Projects	3,584	1,425,616	3,246,926	1,821,310	44%	958,754	149%
Budgeted Increase in Fund Balance	-	-	564,362	564,362	0%	-	0%
Total Expenditures	\$ 3,584	\$ 1,425,616	\$ 3,811,288	\$ 2,385,672	37%	\$ 958,754	149%
Excess of Revenues Over (Under) Expenditures	\$ 774,579	\$ 77,660	\$ -			\$ 868,987	

Fund Balance Available*

	FY2021	FY2022 (Actual)	FY2023 (Budget)	FY2024 (Budget)
Beginning Balance	\$ 3,879,208	\$ 5,471,968	\$ 6,915,696	\$ 7,480,058
Addition (Use of)	1,592,760	1,443,728	564,362	899,525
Ending Balance	\$ 5,471,968	\$ 6,915,696	\$ 7,480,058	\$ 8,379,583

*Finance is gathering information on all existing commitments and agreements. Ending balances should not be relied upon as "available to spend."

Herriman City Budget Versus Actual Report - January 2023

Storm Drain Impact Fee Fund							
	Current Month	YTD Amount	Budget	Remaining Budget	% of Budget	Prior Year Actual YTD	% of Prior Year
Revenue							
Storm Drain Impact Fees	2,452	45,661	446,516	400,855	10%	472,745	10% 1
Interest Income	261	23,801	10,000	(13,801)	238%	4,475	532%
Budgeted Use of Fund Balance	-	-	283,534	283,534	0%	-	0%
Total Revenue	\$ 2,713	\$ 69,462	\$ 740,050	\$ 670,588	9%	\$ 477,220	15%
Expenditures							
Agreements and Reimbursements	-	-	16,300	16,300	0%	-	0%
Professional Fees	-	-	75,000	75,000	0%	14,136	0%
Capital Projects	-	-	648,750	648,750	0%	-	0%
Total Expenditures	\$ -	\$ -	\$ 740,050	\$ 740,050	0%	\$ 14,136	0%
Excess of Revenues Over (Under) Expenditures	\$ 2,713	\$ 69,462	\$ -			\$ 463,084	

1 Cash balances are higher than anticipated in FY2023 budget projections. Finance also changed the methodology for distributing interest income to ensure fund fairness.

Fund Balance Available*

	FY2021	FY2022 (Actual)	FY2023 (Budget)	FY2024 (Budget)
Beginning Balance	\$ 2,552,773	\$ 2,247,810	\$ 2,856,815	\$ 2,573,281
Addition (Use of)	(304,963)	609,005	(283,534)	142,996
Ending Balance	\$ 2,247,810	\$ 2,856,815	\$ 2,573,281	\$ 2,716,277

*Finance is gathering information on all existing commitments and agreements. Ending balances should not be relied upon as "available to spend."

Herriman City Budget Versus Actual Report - January 2023

Road Impact Fee Fund							
	Current Month	YTD Amount	Budget	Remaining Budget	% of Budget	Prior Year Actual YTD	% of Prior Year
Revenue							
Road Impact Fees	41,151	514,287	2,731,625	2,217,338	19%	1,480,904	35%
Reimbursement-Hidden Oaks	-	-	1,260,844	1,260,844	0%	-	0%
Interest Income	(284)	15,412	10,000	(5,412)	154%	3,814	404%
Budgeted Use of Fund Balance	-	-	950,021	950,021	0%	-	0%
Total Revenue	\$ 40,867	\$ 529,699	\$ 4,952,490	\$ 4,422,791	11%	\$ 1,484,718	35.7%
Expenditures							
Agreements and Reimbursements	107,006	329,189	4,335,128	4,005,939	8%	349,388	94%
Capital Projects	-	229,248	567,362	338,114	40%	5,577	4111%
Professional Services	-	36,504	50,000	13,496	73%	56,188	65%
Transfer to Debt Service	-	-	-	-	0%	-	0%
Total Expenditures	\$ 107,006	\$ 594,941	\$ 4,952,490	\$ 4,357,549	12%	\$ 411,153	144.7%
Excess of Revenues Over (Under) Expenditures	\$ (66,139)	\$ (65,242)	\$ -			\$ 1,073,565	

Fund Balance Available				
	FY2021	FY2022 (Actual)*	FY2023 (Budget)	FY2024 (Budget)
Beginning Balance	\$ (296,011)	\$ 86,259	\$ 2,217,044	\$ 1,267,023
Addition (Use of)	382,270	2,130,785	(950,021)	(88,037)
Ending Balance	\$ 86,259	\$ 2,217,044	\$ 1,267,023	\$ 1,178,986

*Finance is gathering information on all existing commitments and agreements. Ending balances should not be relied upon as "available to spend." A number of FY2022 projects will need to be carried over to FY2023 through a future budget amendment.

Herriman City Budget Versus Actual Report - January 2023							
	Current Month	YTD Amount	Budget	Remaining Budget	% of Budget	Prior Year Actual YTD	% of Prior Year
Revenue							
Grant-UDOT	-	-	800,000	800,000	0%	-	0%
Transfers In	-	1,500,000	1,500,000	-	100%	1,500,000	100%
Interest Income	1,404	89	-	(89)	0%	123	72%
Budgeted Use of Fund Balance	-	-	1,617,894	1,617,894	0%	-	0%
Total Revenue	\$ 1,404	\$ 1,500,089	\$ 3,917,894	\$ 2,417,805	38%	\$ 1,500,123	100.0%
Expenditures							
2021 Sales Tax Bond Debt Service	-	725,541	799,456	73,915	91%	-	0%
2015 Sales Tax Bond Debt Service	-	1,691,719	2,108,438	416,719	80%	1,666,394	102%
Trustee Fees	2,500	4,500	10,000	5,500	45%	7,500	60%
Transfer to Capital Projects	-	-	1,000,000	1,000,000	0%	-	0%
Total Expenditures	\$ 2,500	\$ 2,421,760	\$ 3,917,894	\$ 1,496,134	62%	\$ 1,673,894	144.7%
Excess of Revenues Over (Under) Expenditures	\$ (1,096)	\$ (921,671)	\$ -			\$ (173,771)	

Fund Balance Available				
	FY2021	FY2022 (Actual)	FY2023 (Budget)	FY2024 (Budget)
Beginning Balance	\$ 1,885,749	\$ 1,277,051	\$ 2,378,574	\$ 760,680
Addition (Use of)	(608,698)	1,101,523	(1,617,894)	383,020
Ending Balance	\$ 1,277,051	\$ 2,378,574	\$ 760,680	\$ 1,143,700

Herriman City Budget Versus Actual Report - January 2023

New Development Street Lights Fee Fund							
	Current Month	YTD Amount	Budget	Remaining Budget	% of Budget	Prior Year Actual YTD	% of Prior Year
Revenue							
Street Light Fee Revenue	-	3,273	489,956	486,683	1%	406,210	1%
Interest Income	468	5,046	-	(5,046)	0%	-	0%
Total Revenue	\$ 468	\$ 8,319	\$ 489,956	\$ 481,637	2%	\$ 406,210	2.0%
Expenditures							
New Development Street Lights	540	230,714	489,956	259,242	47%	383,054	60%
Total Expenditures	\$ 540	\$ 230,714	\$ 489,956	\$ 259,242	47%	\$ 383,054	60.2%
Excess of Revenues Over (Under) Expenditures	\$ (72)	\$ (222,395)	\$ -			\$ 23,156	

Fund Balance Available				
	FY2021	FY2022 (Actual)	FY2023 (Budget)	FY2024 (Budget)
Beginning Balance	\$ 257,201	\$ 616,516	\$ 536,153	\$ 536,153
Addition (Use of)	359,315	(80,363)	-	-
Ending Balance	\$ 616,516	\$ 536,153	\$ 536,153	\$ 536,153

Herriman City Budget Versus Actual Report - January 2023							
	New Development Street Signs Fee Fund						
	Current Month	YTD Amount	Budget	Remaining Budget	% of Budget	Prior Year Actual YTD	% of Prior Year
Revenue							
Street Sign Fee Revenue	-	25	90,000	89,975	0%	68,090	0%
Interest Income	407	3,226	-	(3,226)	0%	-	0%
Total Revenue	\$ 407	\$ 3,251	\$ 90,000	\$ 86,749	4%	\$ 68,090	5%
Expenditures							
Sign Installation	17,204	17,614	90,000	72,386	20%	41,819	42%
Total Expenditures	\$ 17,204	\$ 17,614	\$ 90,000	\$ 72,386	20%	\$ 41,819	42%
Excess of Revenues Over (Under) Expenditures	\$ (16,797)	\$ (14,363)	\$ -			\$ 26,271	

Fund Balance Available				
	FY2021	FY2022 (Actual)	FY2023 (Budget)	FY2024 (Budget)
Beginning Balance	\$ 292,495	\$ 282,850	\$ 270,166	\$ 270,166
Addition (Use of)	(9,645)	(12,684)	-	-
Ending Balance	\$ 282,850	\$ 270,166	\$ 270,166	\$ 270,166

Herriman City Budget Versus Actual Report - January 2023

Herriman City Special Enforcement Area							
	Current Month	YTD Amount	Budget	Remaining Budget	% of Budget	Prior Year Actual YTD	% of Prior Year
Revenue							
Property Tax	411,956	7,430,601	7,730,000	299,399	96%	7,270,360	102%
Motor Vehicle in Lieu	29,276	215,147	490,000	274,853	44%	-	0%
Interest Income	10,694	13,222	3,000	(10,222)	441%	-	0%
Budgeted Use of Fund Balance	-	-	1,080,000	1,080,000	0%	-	0%
Total Revenue	\$ 451,926	\$ 7,658,970	\$ 9,303,000	\$ 1,644,030	82%	\$ 7,270,360	105%
Expenditures							
Transfer to General Fund	710,000	5,753,000	9,303,000	3,550,000	62%	-	0%
Total Expenditures	\$ 710,000	\$ 5,753,000	\$ 9,303,000	\$ 3,550,000	62%	\$ -	0%
Excess of Revenues Over (Under) Expenditures	\$ (258,074)	\$ 1,905,970	\$ -			\$ 7,270,360	

Fund Balance Available				
	FY2021	FY2022 (Actual)	FY2023 (Budget)	FY2024 (Budget)
Beginning Balance	\$ 808,735	\$ 1,307,908	\$ 1,355,992	\$ 275,992
Addition (Use of)	499,173	48,084	(1,080,000)	(300,000)
Ending Balance	\$ 1,307,908	\$ 1,355,992	\$ 275,992	\$ (24,008)

Herriman City Budget Versus Actual Report - January 2023

Herriman City Fire Safety Area							
	Current Month	YTD Amount	Budget	Remaining Budget	% of Budget	Prior Year Actual YTD	% of Prior Year
Revenue							
Property Tax	914,982	8,142,356	7,761,119	(381,237)	105%	7,127,864	114%
Motor Vehicle in Lieu	29,274	409,677	695,209	285,532	59%	-	0%
Interest Income	13,899	21,758	-	(21,758)	0%	-	0%
UFSA Fund Balance Transfer	-	-	80,000	80,000	0%	37,941	0%
Total Revenue	\$ 958,155	\$ 8,573,791	\$ 8,536,328	\$ (37,463)	100%	\$ 7,165,805	120%
Expenditures							
Bldgs & Grounds - Supplies Maint	-	8,306	35,000	26,694	24%	17,936	46%
Contract Services (UFA)	447,953	4,162,916	5,200,000	1,037,084	80%	3,849,230	108%
Transfer to General Fund	54,167	935,497	1,206,328	270,831	78%	-	0%
Budgeted Increase in Fund Balance	-	-	2,130,000	2,130,000	0%	-	0%
Total Expenditures	\$ 502,120	\$ 5,106,719	\$ 8,571,328	\$ 1,334,609	60%	\$ 3,867,166	132%
Excess of Revenues Over (Under) Expenditures	\$ 456,035	\$ 3,467,072	\$ (35,000)			\$ 3,298,639	
Fire Impact Fee	7,369	107,019	535,000	427,981	20%	276,541	39%

1 Property tax was recalculated using the 2022 rate from January - September. \$221,119 in property tax and \$335,209 in motor vehicle in lieu was transferred from the Fire Safety Area to the General Fund.

2 Contract payment to UFA is made on a quarterly basis.

3 Transfer to General Fund is to "pay back" General Fund for funds advanced prior to creation of the Fire Safety Area.

Fund Balance Available (Unrestricted)				
	FY2021	FY2022 (Actual)	FY2023 (Budget)	FY2024 (Budget)
Beginning Balance	\$ -	\$ 158,744	\$ 1,869,788	\$ 3,999,788
Addition (Use of)	158,744	1,711,044	2,130,000	3,650,000
Ending Balance	\$ 158,744	\$ 1,869,788	\$ 3,999,788	\$ 7,649,788
Fire Impact Fee Balance	\$ 162,211	\$ 636,840	\$ 1,171,840	\$ 1,741,840

Herriman City Budget Versus Actual Report - January 2023

Herriman Towne Center CDA							
	Current Month	YTD Amount	Budget	Remaining Budget	% of Budget	Prior Year Actual YTD	% of Prior Year
Revenue							
Property Tax	-	1,748,793	2,980,605	1,231,812	59%	1,797,938	97%
Impact Fees	-	-	10,000	10,000	0%	-	0%
Interest Income	10,815	52,492	25,000	(27,492)	210%	3,905	1344%
Total Revenue	\$ 10,815	\$ 1,801,285	\$ 3,015,605	\$ 1,214,320	60%	\$ 1,801,843	100.0%
Expenditures							
2016 Tax Increment Bond	-	854,675	854,675	-	100%	880,510	97%
2016 SAA Bond	-	900,467	900,467	-	100%	899,933	100%
Trustee and Administrative Fees	-	42,475	40,000	(2,475)	106%	38,375	111%
Budgeted Increase in Fund Balance	-	-	1,220,463	1,220,463	0%	-	0%
Total Expenditures	\$ -	\$ 1,797,617	\$ 3,015,605	\$ 1,217,988	60%	\$ 1,818,818	98.8%
Excess of Revenues Over (Under) Expenditures	\$ 10,815	\$ 3,668	\$ -			\$ (16,975)	

Fund Balance Available (Unrestricted)				
	FY2021	FY2022 (Actual)	FY2023 (Budget)	FY2024 (Budget)
Beginning Balance	\$ 3,048,048	\$ 4,258,649	\$ 5,026,472	\$ 6,246,935
Addition (Use of)	1,210,601	767,823	1,220,463	1,370,930
Ending Balance	\$ 4,258,649	\$ 5,026,472	\$ 6,246,935	\$ 7,617,865

1 A future budget amendment will be needed to adjust trustee fees paid in conjunction with the City's bonds.

Herriman City Budget Versus Actual Report - January 2023							
	Current Month	YTD Amount	Budget	Remaining Budget	% of Budget	Prior Year Actual YTD	% of Prior Year
Revenue							
Property Tax	-	782,806	2,025,689	1,242,883	39%	756,458	103%
Interest Income	1,598	8,301	12,000	3,699	69%	-	0%
Total Revenue	\$ 1,598	\$ 791,107	\$ 2,037,689	\$ 1,246,582	39%	\$ 756,458	104.6%
Expenditures							
Tax Incentive Payment-Rosecrest	-	-	2,037,000	2,037,000	0%	2,659,130	0%
Budgeted Increase in Fund Balance	-	-	689	689	0%	-	0%
Total Expenditures	\$ -	\$ -	\$ 2,037,689	\$ 2,037,689	0%	\$ 2,659,130	0.0%
Excess of Revenues Over (Under) Expenditures	\$ 1,598	\$ 791,107	\$ -			\$ (1,902,672)	

Fund Balance Available (Unrestricted)				
	FY2021	FY2022 (Actual)	FY2023 (Budget)	FY2024 (Budget)
Beginning Balance	\$ 1,420,319	\$ 2,659,132	\$ 1,085,672	\$ 1,086,361
Addition (Use of)	1,238,813	(1,573,460)	689	15,258
Ending Balance	\$ 2,659,132	\$ 1,085,672	\$ 1,086,361	\$ 1,101,619

Herriman City Budget Versus Actual Report - January 2023

Herriman Anthem Town Center CDA							
	Current Month	YTD Amount	Budget	Remaining Budget	% of Budget	Prior Year Actual YTD	% of Prior Year
Revenue							
Property Tax	-	662,883	1,145,574	482,691	58%	652,090	102%
Interest Income	948	3,136	5,000	1,864	63%	-	0%
Total Revenue	\$ 948	\$ 666,019	\$ 1,150,574	\$ 484,555	58%	\$ 652,090	102.1%
Expenditures							
Tax Increment Payments	-	-	600,000	600,000	0%	-	0%
Sales Tax Incentive Payments	-	231,455	200,000	(31,455)	116%	259,076	89%
Budgeted Increase in Fund Balance	-	-	350,574	350,574	0%	-	0%
Total Expenditures	\$ -	\$ 231,455	\$ 1,150,574	\$ 919,119	20%	\$ 259,076	89.3%
Excess of Revenues Over (Under) Expenditures	\$ 948	\$ 434,564	\$ -			\$ 393,014	

Fund Balance Available (Unrestricted)*					
	FY2021	FY2022 (Actual)	FY2023 (Budget)	FY2024 (Budget)	
Beginning Balance	\$ 463,905	\$ 391,368	\$ 201,274	\$ 551,848	
Addition (Use of)	(72,537)	(190,094)	350,574	365,131	
Ending Balance	\$ 391,368	\$ 201,274	\$ 551,848	\$ 916,979	

*Finance is completing long-term forecasts of the Anthem Town Center CRA. Fund balances should not be relied upon as "available to spend."

1 Winco and Anthem sales tax incentives are based on POS sales tax received. A budget amendment will be needed to correct.

Herriman City Budget Versus Actual Report - January 2023							
	Herriman Innovation District CDA						
	Current Month	YTD Amount	Budget	Remaining Budget	% of Budget	Prior Year Actual YTD	% of Prior Year
Revenue							
Property Tax	-	156,139	176,000	19,861	89%	110,226	142%
Interest Income	369	1,545	7,500	5,955	21%	-	0%
Total Revenue	\$ 369	\$ 157,684	\$ 183,500	\$ 25,816	86%	\$ 110,226	143.1%
Expenditures							
Tax Incentive Payment	-	-	150,000	150,000	0%	-	0%
Budgeted Increase in Fund Balance	-	-	33,500	33,500	0%	-	0%
Total Expenditures	\$ -	\$ -	\$ 183,500	\$ 183,500	0%	\$ -	0.0%
Excess of Revenues Over (Under) Expenditures	\$ 369	\$ 157,684	\$ -			\$ 110,226	

Fund Balance Available (Unrestricted)*					
	FY2021	FY2022 (Actual)	FY2023 (Budget)	FY2024 (Budget)	
Beginning Balance	\$ -	\$ -	\$ 89,900	\$ 123,400	
Addition (Use of)	-	89,900	33,500	32,600	
Ending Balance	\$ -	\$ 89,900	\$ 123,400	\$ 156,000	

*The Innovation District has long-term contracts that consume any available fund balance.

Herriman City Budget Versus Actual Report - January 2023

Herriman North CRA							
	Current Month	YTD Amount	Budget	Remaining Budget	% of Budget	Prior Year Actual YTD	% of Prior Year
Revenue							
Transfer from General Fund	-	7,822	25,000	17,178	31%	-	0%
Total Revenue	\$ -	\$ 7,822	\$ 25,000	\$ 17,178	31%	\$ -	0%
Expenditures							
Sales Tax Incentive Payment	-	7,822	25,000	17,178	31%	-	0%
Total Expenditures	\$ -	\$ 7,822	\$ 25,000	\$ 17,178	31%	\$ -	0%
Excess of Revenues Over (Under) Expenditures	\$ -	\$ -	\$ -			\$ -	

Fund Balance Available					
	FY2021	FY2022 (Actual)	FY2023 (Budget)	FY2024 (Budget)	
Beginning Balance	\$ -	\$ -	\$ -	\$ -	
Addition (Use of)	-	-	-	-	
Ending Balance	\$ -	\$ -	\$ -	\$ -	

Herriman City Budget Versus Actual Report - January 2023

City Hall Capital Projects Fund							
	Current Month	YTD Amount	Budget	Remaining Budget	% of Budget	Prior Year Actual YTD	% of Prior Year
Revenue							
Interest Income	313	2,654	-	(2,654)	0%	-	0%
Budgeted Use of Fund Balance	-	-	100,000	100,000	0%	-	0%
Total Revenue	\$ 313	\$ 2,654	\$ 100,000	\$ 97,346	3%	\$ -	0%
Expenditures							
City Hall Capital Outlay	10,350	19,517	100,000	80,483	20%	14,464	135%
Transfer to Public Works Facility Fund	-	-	-	-	0%	-	0%
Total Expenditures	\$ 10,350	\$ 19,517	\$ 100,000	\$ 80,483	20%	\$ 14,464	135%
Excess of Revenues Over (Under) Expenditures	\$ (10,037)	\$ (16,863)	\$ -			\$ (14,464)	

Fund Balance Available				
	FY2021	FY2022 (Actual)	FY2023 (Budget)	FY2024 (Budget)
Beginning Balance	\$ 552,422	\$ 542,957	\$ 227,167	\$ 127,167
Addition (Use of)	(9,465)	(315,790)	(100,000)	-
Ending Balance	\$ 542,957	\$ 227,167	\$ 127,167	\$ 127,167

Herriman City Budget Versus Actual Report - January 2023

Capital Projects Fund							
	Current Month	YTD Amount	Budget	Remaining Budget	% of Budget	Prior Year Actual YTD	% of Prior Year
Revenue							
Grants-Federal (ACUB)	-	-	2,000,000	2,000,000	0%	1,250,000	0%
Grants-Salt Lake County	-	700,000	2,791,681	2,091,681	25%	-	0%
Grants-State (Land Purchase)	-	-	-	-	0%	-	0%
JWCD Grant	-	26,113	26,113	-	100%	-	0%
Bond Proceeds	-	-	-	-	0%	10,593,000	0%
Interest Income	56,060	233,148	210,000	(23,148)	111%	-	0%
Transfer In - General Fund	418,842	2,337,558	3,936,489	1,598,931	59%	-	0%
Transfer In - Water Rights	-	10,485,370	10,485,370	-	100%	-	0%
Transfer In - Debt Service	-	-	1,000,000	1,000,000	0%	-	0%
South Valley Sewer Reimbursement	-	-	406,771	406,771	0%	-	0%
Budgeted Use of Fund Balance	-	-	1,578,840	1,578,840	0%	-	0%
Total Revenue	\$ 474,902	\$ 13,782,189	\$ 22,435,264	\$ 8,653,075	61%	\$ 11,843,000	116%
Expenditures							
Capital Projects	40,152	4,894,228	22,435,264	17,541,036	22%	10,593,000	46%
Bond Issuance Costs	-	-	-	-	0%	-	0%
Transfer to Road Impact Fee Fund	-	-	-	-	0%	-	0%
Total Expenditures	\$ 40,152	\$ 4,894,228	\$ 22,435,264	\$ 17,541,036	22%	\$ 10,593,000	46%
Excess of Revenues Over (Under) Expenditures	\$ 434,750	\$ 8,887,961	\$ -			\$ 1,250,000	

Fund Balance Available				
	FY2021	FY2022 (Actual)	FY2023 (Budget)	FY2024 (Budget)
Beginning Balance	\$ (12,173,678)	\$ (6,469,722)	\$ 3,333,738	\$ 1,754,898
Addition (Use of)	5,703,956	9,803,460	(1,578,840)	(61,186)
Ending Balance	\$ (6,469,722)	\$ 3,333,738	\$ 1,754,898	\$ 1,693,712
Interfund Loan (Water Rights Impact)	\$ 12,500,000	\$ 12,500,000		
Adjusted Ending Balance	\$ 6,030,278	\$ 15,833,738		

Herriman City Budget Versus Actual Report - January 2023							
Public Works Facility Capital Projects Fund							
	Current Month	YTD Amount	Budget	Remaining Budget	% of Budget	Prior Year Actual YTD	% of Prior Year
Revenue							
Transfer In - General Fund	1,300,000	1,300,000	1,300,000	-	100%	1,300,000	100%
Interest Income	2,766	8,480	-	(8,480)	0%	-	0%
Total Revenue	\$ 1,302,766	\$ 1,308,480	\$ 1,300,000	\$ (8,480)	101%	\$ 1,300,000	100.7%
Expenditures							
Debt Service-Walker Trust	1,093,371	1,093,371	1,093,371	-	100%	-	0%
Budgeted Increase in Fund Balance	-	-	206,629	206,629	0%	-	0%
Total Expenditures	\$ 1,093,371	\$ 1,093,371	\$ 1,300,000	\$ 206,629	84%	\$ -	0.0%
Excess of Revenues Over (Under) Expenditures	\$ 209,395	\$ 215,109	\$ -			\$ 1,300,000	

Fund Balance Available				
	FY2021	FY2022 (Actual)	FY2023 (Budget)	FY2024 (Budget)
Beginning Balance	\$ (66,752)	\$ 74,538	\$ 546,868	\$ 753,497
Addition (Use of)	141,290	472,330	206,629	206,629
Ending Balance	\$ 74,538	\$ 546,868	\$ 753,497	\$ 960,126

General Capital Projects by Type								
Project	Current Month	YTD Amount	Budget	Remaining Budget	% of Budget	Prior Year Actual YTD	% of Prior Year	
Transportation								
Traffic Signals	-	-	-	-	0%	12,485	0%	
Main Street Extension	34,076	454,339	10,650,074	10,195,735	4%	-	0%	
Dansie Blvd Phase 1 and Silver Sky Dr (Reimbursement)	-	688,131	1,025,309	337,178	67%	828	83108%	
Juniper Crest and Patriot Ridge Crosswalk Improvements	4,711	11,544	320,000	308,456	4%	-	0%	
Gina Road	-	-	-	-	0%	23,979	0%	
HAWK Pedestrian Traffic Signal Rosecrest & Highfield Rd	-	108,836	135,000	26,164	81%	-	0%	
Crosswalks and ADA Ramps-Ivie Farms & Rose Canyon Rd	-	-	60,000	60,000	0%	-	0%	
Bike Lanes-Anthem Park Blvd	-	-	28,000	28,000	0%	-	0%	
7300 W Phase 2-Halls Crossing to McCuiston Ave Design	1,365	2,482	340,000	337,518	1%	-	0%	
7300 W Extension Phase 3 (Reimbursement)	-	-	18,900	18,900	0%	-	0%	
Transit Corridor Study	-	20,000	20,000	-	100%	-	0%	
6000 W Road Widening Phase 1 (Design)	-	-	210,000	210,000	0%	-	0%	
6000 W Road Widening Phase 2 (Design)	-	-	80,000	80,000	0%	-	0%	
Reconstruction of Hi Country Road & Main Street (Design)	-	-	55,000	55,000	0%	-	0%	
Crosswalk and RRRB Installation-Juniper Crest & Tilton Dr	-	-	-	-	0%	-	0%	
Rose Blvd (13200 S) to Mountain View Connection (Reimbursement)	-	-	173,000	173,000	0%	-	0%	
Herriman Blvd Phase 4 (Herriman Blvd Oceanside Dr to Elation Dr) (Reimbursement)	-	-	492,284	492,284	0%	-	0%	
Herriman Blvd Phase 5 (Reimb)	-	-	1,000,000	1,000,000	0%	-	0%	
Total Transportation	40,152	1,285,332	14,607,567	13,322,235	9%	37,292	3447%	
Parks & Recreation								
Range East Detention Pond Landscaping (Reimbursement)	-	-	40,535	40,535	0%	-	0%	
Cemetery Restroom	-	12,949	228,975	216,026	6%	-	0%	
Main Street Park Strips and Open Space	-	801,666	900,506	98,840	89%	3,025	26501%	
Total Parks & Recreation	-	814,615	1,170,016	355,401	70%	3,025	26929%	
Storm Drain								
5600 W Midas Creek Improvements	-	-	64,000	64,000	0%	-	0%	
Herriman Corners Retention Pond Fence	-	-	-	-	0%	37,325	0%	
FEMA Ditch Reimbursement	-	700,000	700,000	-	100%	-	0%	
6400 W Resident Driveway Approaches	-	-	50,000	50,000	0%	-	0%	
Total Storm Drain	-	700,000	814,000	114,000	86%	37,325	1875%	
Other								
Property Acquisition	-	2,094,281	5,843,681	3,749,400	36%	2,208,645	95%	
Total Capital Project Expenditures	\$ 40,152	\$ 4,894,228	\$ 22,435,264	\$ 17,541,036	22%	\$ 2,286,287	214.1%	

Herriman City Budget Versus Actual Report - January 2023							
Water Fund							
	Current Month	YTD Amount	Budget	Remaining Budget	% of Budget	Prior Year Actual YTD	% of Prior Year
Revenue							
Water Sales	627,046	7,478,492	12,407,736	4,929,244	60%	6,842,036	109%
Connection Fees	9,240	109,591	730,748	621,157	15%	156,056	70%
Reimbursements	5,274	19,458	95,884	76,426	20%	22,163	88%
Interest Income	67,049	321,686	45,000	(276,686)	715%	40,191	800%
Jordan Valley Water Conservancy Grant	-	12,093	-	(12,093)	0%	-	0%
Lease Proceeds	-	-	600,000	600,000	0%	-	0%
Other	29,103	134,808	232,808	98,000	58%	183,152	74%
Transfer In - Water Impact Fee Fund	168,555	1,179,885	2,022,655	842,770	58%	-	0%
Use of Fund Balance	-	-	12,651,290	12,651,290	0%	-	0%
Total Water Fund Revenue	\$ 906,267	\$ 9,256,013	\$ 28,786,121	\$ 19,530,108	32.2%	\$ 7,243,598	127.8%
Expenditures							
Administration							
Personnel	43,191	252,563	496,000	243,437	51%	192,583	131%
Operating	17,666	261,143	837,853	576,710	31%	2,806,596	9%
Administrative Chargeback	57,885	436,475	720,704	284,229	61%	292,544	149%
Total Administration	\$ 118,742	\$ 950,181	\$ 2,054,557	\$ 1,104,376	46.2%	\$ 3,291,723	28.9%
Maintenance							
Personnel	119,883	819,077	1,155,000	335,923	71%	687,938	119%
Operating	74,481	861,530	2,049,782	1,188,252	42%	868,271	99%
Water Purchases (JVWCD)	94,169	2,566,825	4,667,108	2,100,283	55%	2,090,294	123%
Capital Outlay	51,566	249,054	1,485,412	1,236,358	17%	170,972	146%
Total Maintenance	\$ 340,099	\$ 4,496,486	\$ 9,357,302	\$ 4,860,816	48.1%	\$ 3,817,475	117.8%
Blue Stakes							
Personnel	2,948	17,602	76,000	58,398	23%	15,391	114%
Operating	777	9,463	18,388	8,925	51%	9,333	101%
Total Blue Stakes	\$ 3,725	\$ 27,065	\$ 94,388	\$ 67,323	28.7%	\$ 24,724	109.5%
Secondary Water							
Personnel	1,789	31,954	75,000	43,046	43%	26,667	120%
Operating	14,913	347,393	458,725	111,332	76%	118,358	294%
Total Maintenance	\$ 16,702	\$ 379,347	\$ 533,725	\$ 154,378	71.1%	\$ 145,025	261.6%
Other							
Bond Payments and Fees	1,870,368	2,435,568	2,129,868	(305,700)	114%	906,286	269%
Capital Projects	2,318	779,709	14,616,281	13,836,572	5%	113,045	690%
Total Other	\$ 1,872,686	\$ 3,215,277	\$ 16,746,149	\$ 13,530,872	19.2%	\$ 1,019,331	315.4%
Total Expenditures	\$ 2,351,954	\$ 9,068,356	\$ 28,786,121	\$ 19,717,765	31.5%	\$ 8,298,278	109.3%
Excess of Revenues Over (Under) Expenditures	\$ (1,445,687)	\$ 187,657	\$ -			\$ (1,054,680)	

Fund Balance Available (Current Assets Less Current Liabilities)				
	FY2021	FY2022 (Actual)*	FY2023 (Budget)	FY2024 (Budget)
Beginning Balance	\$ (16,025,623)	\$ (1,658,449)	\$ 22,305,266	\$ 9,653,976
Addition (Use of)	14,367,174	23,963,715	(12,651,290)	(3,226,420)
Ending Balance	\$ (1,658,449)	\$ 22,305,266	\$ 9,653,976	\$ 6,427,556

*Includes bond proceeds budgeted in FY2023 and FY2024

Herriman City Budget Versus Actual Report - January 2023							
Water Fund Summary							
	Current Month	YTD Amount	Budget	Remaining Budget	% of Budget	Prior Year Actual YTD	% of Prior Year
Revenue							
	\$ 906,267	\$ 9,256,013	\$ 28,786,121	\$ 19,530,108	32%	\$ 7,243,598	128%
Expenditures							
Personnel	167,811	1,121,196	1,802,000	680,804	62%	922,579	122%
Operating	107,837	1,479,529	3,364,748	1,885,219	44%	3,802,558	39%
Water Purchases	94,169	2,566,825	4,667,108	2,100,283	55%	2,090,294	123%
Capital	53,884	1,028,763	16,101,693	15,072,930	6%	284,017	362%
Bond Interest Expense	1,870,368	2,435,568	2,129,868	(305,700)	114%	305,701	797%
Administrative Chargeback	57,885	436,475	720,704	284,229	61%	292,544	149%
Total Expenditures	\$ 2,351,954	\$ 9,068,356	\$ 28,786,121	\$ 680,804	31.5%	\$ 7,697,693	117.8%
Excess of Revenues Over (Under) Expenditures	\$ (1,445,687)	\$ 187,657	\$ -			\$ (454,095)	

Water Fund Capital Projects								
Project	Current Month	YTD Amount	Budget	Remaining Budget	% of Budget	Prior Year Actual YTD	% of Prior Year	
Rosecrest Pump Station	-	-	-	-	0%	107,307	0%	
AMI Water Reading System	1,497	8,762	145,000	136,238	6%	5,738	153%	
Well Smart Billing Software	-	-	-	-	0%	-	0%	
Meter Reading Web Portal	-	-	65,000	65,000	0%	-	0%	
Replacement of Aging and Deficient Water System	-	126,049	370,000	243,951	34%	-	0%	
Hamilton Well Rehabilitation	-	-	-	-	0%	-	0%	
Old Town Water 19.8	-	-	450,000	450,000	0%	-	0%	
13400 S Water Upsizing	-	117,331	117,331	-	100%	-	0%	
Relocate Bodell Well	-	-	50,000	50,000	0%	-	0%	
Future Well Relocation Feasibility	-	-	42,000	42,000	0%	-	0%	
North Herriman Well Rehabilitation	-	-	900,000	900,000	0%	-	0%	
Old Town Water 19.2	-	-	540,000	540,000	0%	-	0%	
Dansie Blvd Phase 1 (Reimbursement)	-	-	312,689	312,689	0%	-	0%	
13400 S Secondary Waterline	-	-	150,000	150,000	0%	-	0%	
Secondary Water Expansion and Repair	-	-	50,000	50,000	0%	-	0%	
Water Storage Building	821	821	20,000	19,179	4%	-	0%	
6400 W Improvement (Olympia) Reimbursement	-	-	65,000	65,000	0%	-	0%	
Herriman Blvd Phase 4 (Herriman Blvd Oceanside Dr to Elation Dr) (Reimbursement)	-	-	68,529	68,529	0%	-	0%	
Zone 5 Water to Sky Haven	-	-	35,732	35,732	0%	-	0%	
Zone 2 & 3 Pipeline	-	-	1,000,000	1,000,000	0%	-	0%	
Zone 2 & 3 Major Water Improvement	-	20,050	9,600,000	9,579,950	0%	-	0%	
Zone 5 VFD Pump Station	-	-	110,000	110,000	0%	-	0%	
Hidden Oaks Backbone PH 2	-	506,696	525,000	18,304	97%	-	0%	
Total Capital Project Expenditures	\$ 2,318	\$ 779,709	\$ 14,616,281	\$ 13,836,572	5%	\$ 113,045	689.7%	

Herriman City Budget Versus Actual Report - January 2023

Water Impact Fee Fund							
	Current Month	YTD Amount	Budget	Remaining Budget	% of Budget	Prior Year Actual YTD	% of Prior Year
Revenue							
Water Impact Fees	56,715	1,411,355	2,682,323	1,270,968	53%	1,968,904	72%
Interest Income	804	31,447	-	(31,447)	0%	4,142	759%
Use of Fund Balance	-	-	7,394,270	7,394,270	0%	-	0%
Total Revenue	\$ 57,519	\$ 1,442,802	\$ 10,076,593	\$ 8,633,791	14%	\$ 1,973,046	73%
Expenses							
Reimbursements							
East Herriman Zone 2&3	-	-	3,600,000	3,600,000	0%	50,002	0%
Hidden Oaks Backbone PH 2	-	21,206	733,951	712,745	3%	-	0%
Vertical Development (4000 W) (Bella Vea)	-	-	9,634	9,634	0%	47,622	0%
Herriman Blvd Phase 3 Widening	-	-	3,000	3,000	0%	-	0%
Herriman Blvd Phase 4 Widening	-	-	29,369	29,369	0%	-	0%
Rosecrest East Major Water Infrastructure	-	-	867,780	867,780	0%	-	0%
Dansie Blvd Phase 1 Reimbursement	-	-	3,500	3,500	0%	-	0%
Autumn Crest Water Reimbursement (Wasatch)	564,357	564,357	367,780	(196,577)	153%	-	0%
Rosecrest East Major Water Infrastructure (Wasatch)	-	-	183,878	183,878	0%	-	0%
11800 South Improvements	-	-	420	420	0%	-	0%
Total Reimbursements	\$ 564,357	\$ 585,563	\$ 5,799,312	\$ 5,213,749	10%	\$ 97,624	600%
Capital Projects							
Herriman Main Street Widening	-	-	1,700,000	1,700,000	0%	-	0%
Zone 4 Cove Secondary Reservoir and Pipeline	-	-	469,044	469,044	0%	-	0%
Total Capital Projects	\$ -	\$ -	\$ 2,169,044	\$ 2,169,044	0%	\$ -	0%
Other							
Professional Services	5,623	26,188	85,582	59,394	31%	36,781	71%
Transfer to Water Fund	168,555	1,179,885	2,022,655	842,770	58%	-	0%
Total Capital Projects	\$ 174,178	\$ 1,206,073	\$ 2,108,237	\$ 902,164	57%	\$ 36,781	3279%
Total Expenses	\$ 738,535	\$ 1,791,636	\$ 10,076,593	\$ 8,284,957	18%	\$ 134,405	1333%
Excess of Revenues Over (Under) Expenses	\$ (681,016)	\$ (348,834)	\$ -			\$ 1,838,641	

	FY2021	FY2022 (Actual)	FY2023 (Budget)	FY2024 (Budget)
Beginning Balance	\$ 18,914,929	\$ 21,281,842	\$ 3,434,344	\$ (3,959,926)
Addition (Use of)	2,366,913	(17,847,498)	(7,394,270)	(3,000)
Ending Balance	\$ 21,281,842	\$ 3,434,344	\$ (3,959,926)	\$ (3,962,926)

*Finance is gathering information on all existing commitments and agreements. Ending balances should not be relied upon as "available to spend."

Herriman City Budget Versus Actual Report - January 2023

Water Rights Fund							
	Current Month	YTD Amount	Budget	Remaining Budget	% of Budget	Prior Year Actual YTD	% of Prior Year
Revenue							
Water Rights	-	-	5,000	5,000	0%	2,815	0%
Interest Income	(15,092)	15,472	15,000	(472)	103%	8,227	188%
Use of Fund Balance	-	-	13,101,870	13,101,870	0%	-	0%
Total Revenue	\$ (15,092)	\$ 15,472	\$ 13,121,870	\$ 13,106,398	0%	\$ 11,042	140%
Expenditures							
Water Right Purchases	-	-	2,500,000	2,500,000	0%	135,600	0%
Water Right Research/Fees	21,783	94,574	136,500	41,926	69%	56,717	167%
Total Expenditures	\$ 21,783	\$ 94,574	\$ 2,636,500	\$ 2,541,926	4%	\$ 192,317	49%
Excess of Revenues Over (Under) Expenditures	\$ (36,875)	\$ (79,102)	\$ 10,485,370			\$ (181,275)	

Fund Balance Available				
	FY2021	FY2022 (Actual)	FY2023 (Budget)	FY2024 (Budget)
Beginning Balance	\$ 14,718,995	\$ 16,064,088	\$ 15,967,361	\$ 2,865,491
Addition (Use of)	1,345,093	(96,727)	(13,101,870)	(3,351,500)
Ending Balance	\$ 16,064,088	\$ 15,967,361	\$ 2,865,491	\$ (486,009)
Interfund Loan (Capital Projects)	\$ (12,500,000)	\$ (12,500,000)		
Adjusted Ending Balance	\$ 3,564,088	\$ 3,467,361		

Herriman City Budget Versus Actual Report - January 2023

Storm Water Fund							
	Current Month	YTD Amount	Budget	Remaining Budget	% of Budget	Prior Year Actual YTD	% of Prior Year
Revenue							
Storm Water Fee	135,821	939,647	1,605,000	665,353	59%	899,917	104%
Interest Income	756	5,567	-	(5,567)	0%	-	0%
Use of Fund Balance	-	-	1,044,347	1,044,347	0%	-	0%
Total Revenue	\$ 136,577	\$ 945,214	\$ 2,649,347	\$ 1,704,133	36%	\$ 899,917	105%
Expenses							
Administration							
Personnel	-	-	500	500	0%	-	0%
Operating	3,314	24,974	48,450	23,476	52%	5,105	489%
Administrative Chargeback	46,329	324,476	384,376	59,900	84%	236,264	137%
Total Administration	\$ 49,643	\$ 349,450	\$ 433,326	\$ 83,876	81%	\$ 241,369	145%
Maintenance							
Personnel	34,678	228,456	459,000	230,544	50%	204,270	112%
Operating	6,963	40,637	563,060	522,423	7%	52,298	78%
Capital	7,609	36,752	760,351	723,599	5%	1,230	2988%
Total Maintenance	\$ 49,250	\$ 305,845	\$ 1,782,411	\$ 1,476,566	17%	\$ 257,798	119%
Engineering							
Personnel	9,552	58,438	292,500	234,062	20%	113,604	51%
Operating	15,661	36,106	51,110	15,004	71%	15,818	228%
Administrative Chargeback	12,459	109,357	90,000	(19,357)	122%	56,154	195%
Total Engineering	\$ 37,672	\$ 203,901	\$ 433,610	\$ 229,709	47%	\$ 185,576	110%
Total Expenses	\$ 136,565	\$ 859,196	\$ 2,649,347	\$ 1,790,151	32%	\$ 684,743	125%
Excess of Revenues Over (Under) Expenses	\$ 12	\$ 86,018	\$ -				\$ 215,174

1 The Finance Department is recalculating the basis for all Administrative Chargebacks to reflect actual costs to be charged back to various Enterprise Fund departments.

Fund Balance Available				
	FY2021	FY2022 (Actual)	FY2023 (Budget)	FY2024 (Budget)
Beginning Balance	\$ 185,446	\$ 402,487	\$ 570,054	\$ (474,293)
Addition (Use of)	217,041	167,567	(1,044,347)	(119,489)
Ending Balance	\$ 402,487	\$ 570,054	\$ (474,293)	\$ (593,782)

Herriman City Budget Versus Actual Report - January 2023

Storm Water Fund Summary							
	Current Month	YTD Amount	Budget	Remaining Budget	% of Budget	Prior Year Actual YTD	% of Prior Year
Revenue							
	\$ 136,577	\$ 945,214	\$ 2,649,347	\$ 1,704,133	36%	\$ 899,917	105.0%
Expenditures							
Personnel	44,230	286,894	752,000	465,106	38%	317,874	90%
Operating	25,938	101,717	662,620	560,903	15%	73,221	139%
Capital	7,609	36,752	760,351	723,599	5%	1,230	2988%
Administrative Chargeback	58,788	433,833	474,376	40,543	91%	257,798	168%
Total Expenditures	\$ 136,565	\$ 859,196	\$ 2,649,347	\$ 465,106	32%	\$ 650,123	132.2%
Excess of Revenues Over (Under) Expenditures	\$ 12	\$ 86,018	\$ -				\$ 249,794

Herriman City Budget Versus Actual Report - January 2023							
High Country I Water Fund							
	Current Month	YTD Amount	Budget	Remaining Budget	% of Budget	Prior Year Actual YTD	% of Prior Year
Revenue							
Water Sales	8,992	79,904	-	(79,904)	0%	76,259	105%
Interest Income	146	3,260	-	(3,260)	0%	229	1424%
Total Revenue	\$ 9,138	\$ 83,164	\$ -	\$ (83,164)	0%	\$ 76,488	109%
Expenditures							
Administration							
Personnel	-	3,977	-	(3,977)	0%	5,628	71%
Operating	1,346	8,293	-	(8,293)	0%	2,150	386%
Total Administration	\$ 1,346	\$ 12,270	\$ -	\$ (12,270)	0%	\$ 7,778	158%
Maintenance							
Personnel	1,599	12,477	-	(12,477)	0%	16,566	75%
Operating	1,270	26,896	-	(26,896)	0%	13,558	198%
Capital	-	1,171	-	(1,171)	0%	-	0%
Total Maintenance	\$ 2,869	\$ 40,544	\$ -	\$ (40,544)	0%	\$ 30,124	135%
Total Expenditures	\$ 4,215	\$ 52,814	\$ -	\$ (52,814)	0%	\$ 37,902	139%
Excess of Revenues Over (Under) Expenditures	\$ 4,923	\$ 30,350	\$ -			\$ 38,586	
Fund Balance Available (Unrestricted)							
	FY2021	FY2022 (Actual)	FY2023 (Budget)	FY2024 (Budget)			
Beginning Balance	\$ 280,506	\$ 86,917	\$ 103,771	\$ 103,771			
Addition (Use of)	(101,173)	60,986	-	-			
Capital Reserve	(92,416)	(44,132)	-	-			
Ending Balance	\$ 86,917	\$ 103,771	\$ 103,771	\$ 103,771			
Capital Reserve Balance	\$ 92,416	\$ 136,548					
Herriman City Budget Versus Actual Report - January 2023							
High Country II Water Fund							
	Current Month	YTD Amount	Budget	Remaining Budget	% of Budget	Prior Year Actual YTD	% of Prior Year
Revenue							
Water Sales	13,071	129,830	-	(129,830)	0%	113,012	115%
Water Impact Fees	-	16,884	-	(16,884)	0%	-	0%
Interest Income	971	9,341	-	(9,341)	0%	-	0%
Total Revenue	\$ 14,042	\$ 156,055	\$ -	\$ (156,055)	0%	\$ 113,012	138.1%
Expenditures							
Personnel	-	7,364	-	(7,364)	0%	10,423	71%
Operating	14,972	110,262	-	(110,262)	0%	41,851	263%
Capital	-	12,157	-	(12,157)	0%	-	0%
Transfer to General Fund	-	163,235	-	(163,235)	0%	-	0%
Total Expenditures	\$ 14,972	\$ 293,018	\$ -	\$ (293,018)	0%	\$ 52,274	560.5%
Excess of Revenues Over (Under) Expenditures	\$ (930)	\$ (136,963)	\$ -			\$ 60,738	
Fund Balance Available							
	FY2021	FY2022 (Actual)	FY2023 (Budget)	FY2024 (Budget)			
Beginning Balance	\$ 490,611	\$ 617,677	\$ 788,439	\$ 788,439			
Addition (Use of)	127,066	170,762	-	-			
Ending Balance*	\$ 617,677	\$ 788,439	\$ 788,439	\$ 788,439			
Impact Fees Collected	\$ 33,768	\$ 33,768					
*Ending balance includes restricted impact fees							



STAFF REPORT

DATE: February 23, 2023

TO: The Honorable Mayor and City Council

FROM: Bryce Terry, Assistant City Engineer

SUBJECT: Consideration to Adopt New Transportation Master Plan

RECOMMENDATION:

It is recommended that the city council adopt the Transportation Master Plan.

ISSUE BEFORE COUNCIL:

Should the Transportation Master Plan be adopted?

BACKGROUND/SUMMARY:

The City has been working to update the Herriman Transportation Master Plan. This plan creates a vision for the transportation network throughout the city by providing a list of recommended projects to the City's transportation system that will accommodate future growth in and around the City. The current Transportation Master Plan was adopted in 2019, prior to the approval of Olympia.

This plan incorporates updates in the city boundaries, and new land uses. The recently adopted General Plan was used as the basis for the land use assumptions in this plan and is the basis for future traffic projections.

DISCUSSION:

The Transportation Master Plan (TMP) provides a comprehensive analysis of the city's overall transportation network. One of the most useful components of the plan is the future roadway project list. The consultant for this project, created and simulated a traffic model based on the newly adopted General Plan land use guidelines. This model was run at several different forecast years, as follows:

- Existing (2020)
- Phase 1 (2030)
- Phase 2 (2040)
- Phase 3 (2050)

Based on these model runs, the anticipated number of vehicular trips (vehicles/day) on each road was determined. Then, those trips were compared to the existing roadway network capacity. From this comparison, roadway improvements, such as widening projects or new roads, could be identified as needed to accommodate the future traffic projections. Based on this, a project list of future roadway improvements was developed into the draft Transportation Master Plan.

Below is a list of key sections of the report and the pages where those sections are located to assist in your review of the attached TMP:

- **2030 Traffic Projections & Level of Surface Maps** – pages 32-34
- **2050 Traffic Projections & Level of Surface Maps** – pages 36-38
- **Herriman City Roadway Classifications and Cross Sections** – pages 40-44
- **Proposed Roadway Network and Traffic Signal Maps** – pages 45-46
- **Streets Facilities Plan (Roadway Project list by Phase – Also included in the IFFP)** – pages 53-59

ALTERNATIVES:

1. Move forward with the TMP as drafted.
2. Do not adopt the TMP as drafted.

FISCAL IMPACT:

The Transportation Master Plan is a long-term plan with Herriman's roadway projects. This updated TMP will allow the City to seek additional funding opportunities and update the current Capital Improvement Plan to better address concerns with funding future roadway projects in Herriman.

ATTACHMENTS:

Draft Transportation Master Plan _Herriman.pdf



HERRIMAN CITY 2022 TRANSPORTATION MASTER PLAN



Adopted XX/XX/2022

TABLE OF CONTENTS

1. INTRODUCTION	1	4. PLAN RECOMMENDATIONS	39
2. EXISTING CONDITIONS	2	4.1. FUNCTIONAL CLASSIFICATION	39
2.1. DEMOGRAPHICS	2	4.1.1. LOCAL AND MINOR LOCAL STREETS	40
2.2. PEER CITY ANALYSIS	5	4.1.2. MINOR COLLECTOR STREETS	41
2.3. EXISTING LAND USE	7	4.1.3. MAJOR COLLECTOR STREETS	42
2.4. EXISTING FUNCTIONAL CLASSIFICATION	12	4.1.4. MINOR ARTERIAL STREETS	42
2.5. PEDESTRIAN AND BICYCLE FACILITIES	13	4.1.5. MAJOR ARTERIAL	43
2.6. PUBLIC TRANSPORTATION	14	4.1.6. PRINCIPAL ARTERIAL	43
2.7. SAFETY ANALYSIS	14	4.2. PROPOSED FUTURE NETWORK	45
3. FUTURE CONDITIONS	19	4.3. TRANSPORTATION STANDARDS	46
3.1. LAND USE	19	4.3.1. TRAFFIC CONTROL	46
3.2. REGIONAL PLANS	25	4.3.2. ACCESS SPACING	47
3.2.1. UDOT U-111 STATE ENVIRONMENTAL STUDY	26	4.3.3. CORNER RADII	48
3.3. TRAFFIC CONDITIONS	27	4.4. FUTURE BICYCLE INFRASTRUCTURE	48
3.4. TRAVEL DEMAND MODELING	30	4.5. FUTURE TRANSIT	50
3.4.1. BASE YEAR MODEL CALIBRATION	30	5. STREET FACILITIES PLAN	53
3.4.2. FUTURE VOLUMES	31	5.1. STREET FACILITIES PLAN	53



1. INTRODUCTION

Herriman City, Utah, is located in the southwest portion of Salt Lake County and was incorporated in 1999. The City has contracted with the WCG to update this transportation master plan. The previous transportation master plan was from 2019, and has been updated to reflect the annexation of the Olympia area on January 1, 2022.

The primary purpose of this Herriman City (hereinafter referred to as “Herriman” or “City”) Transportation Master Plan is to create a planning document that can be used to help meet the City’s transportation goals and facilitate future development that will enhance the positive aspects of the City while minimizing negative impacts associated with new development. Since incorporating in 1999, Herriman has experienced significant population growth, and this growth is expected to continue for the next 30 years. Growth impacts will quickly exceed the capacity of some elements of the City’s existing transportation system. This plan addresses future demands on the City’s transportation system while retaining safe and active streets for non-motorized travel.

- Section 1: Includes an introduction
- Section 2: Reviews the City’s existing conditions and provides Herriman with comparisons to peer cities
- Section 3: Evaluates future transportation conditions that Herriman will likely encounter
- Section 4: Presents the Transportation Master Plan and recommended improvements
- Section 5: Outlines a recommended Street Facilities Plan.
- Appendices: Contain several transportation planning topics to be considered for future implementation.

This plan primarily focuses on automobile trips along arterial and collector roadways as they provide the framework for a city and region wide transportation network. For details on how active transportation ties into this roadway network please see the [2021 Active Transportation Plan](#).



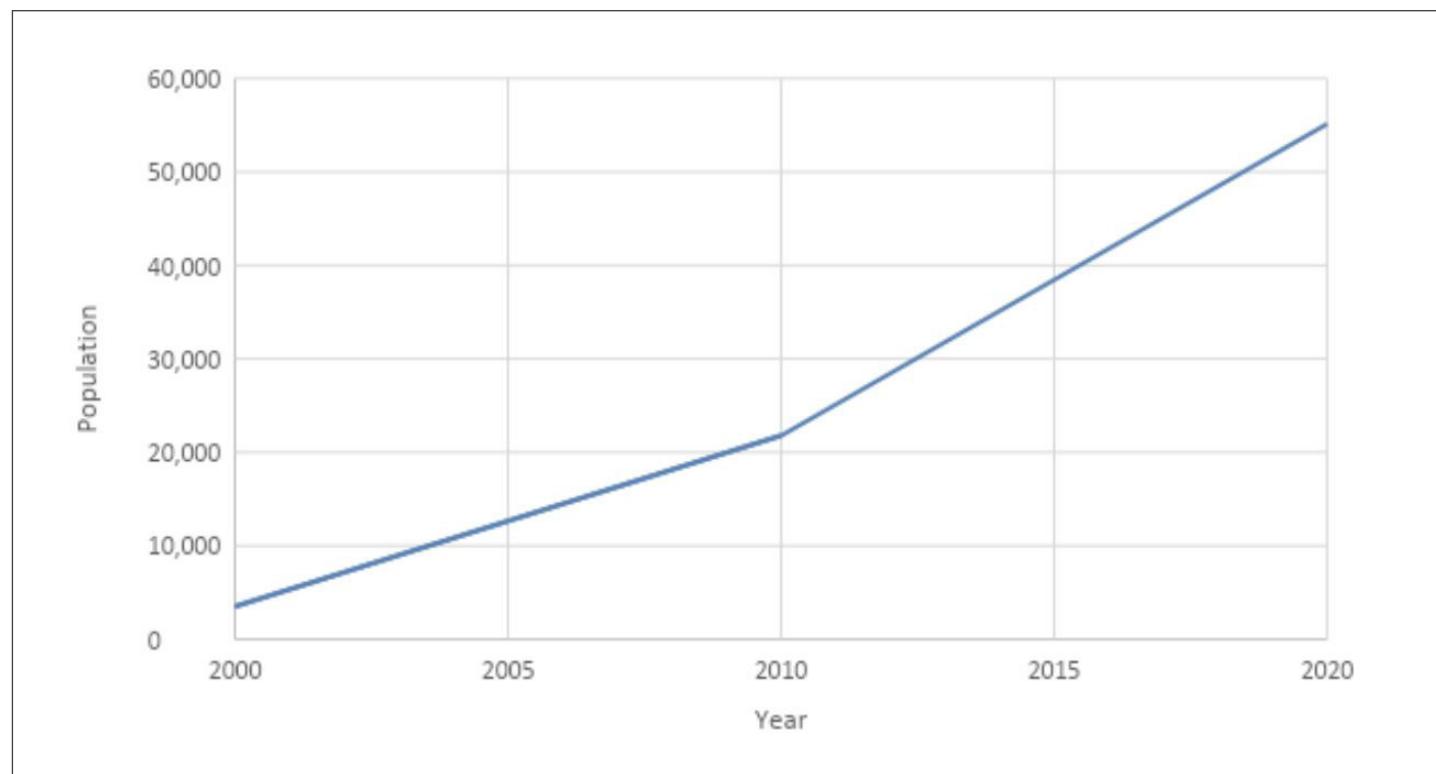
2. EXISTING CONDITIONS

This section evaluates the existing transportation system and demographics with Herriman City. Additionally, roadway safety is reviewed and recommendations for improving safety are provided.

2.1. DEMOGRAPHICS

Herriman has experienced significant population growth over the past 20 years. Figure 1 shows Herriman's growth since 2000, one year after the City's incorporation in 1999. The 2000 census indicated that the population of the City was then 3,514. Between 2000 and 2020, the population increased by more than 50,000. Growth has remained nearly constant, with an average of approximately 2,580 new people added each year.

Figure 1: Historic Herriman Population



Source: US Census Estimates (2000-2020)

Herriman is one of the fastest growing cities in Utah. When looking at percent change, Herriman ranks second in the state with a 153 percent increase from 2010 to 2020. This is well above other top-ranking cities, such as Bluffdale and Saratoga Springs, with 124 percent and 110 percent increases respectively.

Table 1 shows the top 10 fastest growing cities in the state by percent change.

Table 1. Fastest Growing Cities in Utah, 2010-2020, Ranked by Percent Change

City	2010 Population	2020 Population	Percent Change 2010-2018
Vineyard	139	12,543	8924%
Herriman	21,785	55,144	153%
Bluffdale	7,598	17,014	124%
Saratoga Springs	17,919	37,696	110%
Eagle Mountain	21,555	43,623	102%
West Haven	10,317	16,739	62%
Lehi	47,715	75,907	59%
South Jordan	50,595	77,487	53%
Washington	18,816	27,993	49%
Santaquin	9,187	13,725	49%

Source: 2020 US Census Estimates

When considering the total numeric increase in population between 2010 and 2020, Herriman ranks first for all cities in Utah, with a net increase of 33,359 people over ten years (see Table 2). This increase is well above that of larger, more established cities such as South Jordan, Lehi and St. George.

Table 2. Fastest Growing Cities in Utah, 2010-2020, Ranked by Numeric Change

City	2010 Population	2020 Population	Net Change
Herriman	21,785	55,144	33,359
Lehi	47,407	75,907	28,500
South Jordan	50,418	77,487	27,069
St. George	72,897	95,342	22,445
Eagle Mountain	21,415	43,623	22,208
Saratoga Springs	17,781	37,696	19,915
Layton	67,311	81,773	14,462
Salt Lake City	186,440	199,723	13,283
West Jordan	103,712	116,961	13,249
Sandy	87,461	96,904	9,443

Source: 2020 US Census Estimates

Based on data from the US Census, American Community Survey (ACS) Five-Year Estimates, the household characteristics of Herriman are unique to the area. On average, Herriman has larger households (3.86 people per home) and a younger population (25.5 years old) than Salt Lake County and the State of Utah. Dependency ratios are a ratio for those typically too young (0-14, child dependency) or too old (65 and over, aged dependency) to be in the labor force, and are used as an indication of what portion of the population is dependent. Table 3 summarizes household characteristics for Herriman compared to the county and the state. As seen in Table 3, the aged dependency ratio for Herriman is less than the county and the state, and the child dependency ratio is significantly higher. These household characteristics all point to a young population of large families. Educational attainment of a bachelor's degree or higher in Herriman is similar to the county and statewide average (for individuals 25 years and older).

Table 3. Household Characteristics

Household Characteristic	Herriman	Salt Lake County	Utah
Average Household Size	3.86	2.99	3.12
Median Age (years)	25.5	32.8	30.8
Child Dependency Ratio	56.3	33.1	37.3
Aged Dependency Ratio	7.0	16.9	17.6
Bachelor's degree or higher (percent)	35.3	35.6	34.0

Source: US Census, ACS 5-year estimates

Herriman's economic indicators are comparable to that of Salt Lake County and the state. Table 4 shows several economic characteristics for Herriman compared with county and state characteristics. Herriman has a higher percentage of its residents in the labor force, lower unemployment, higher median income, and a lower poverty rate than the averages for the county and State of Utah.

Table 4. Economic Characteristics

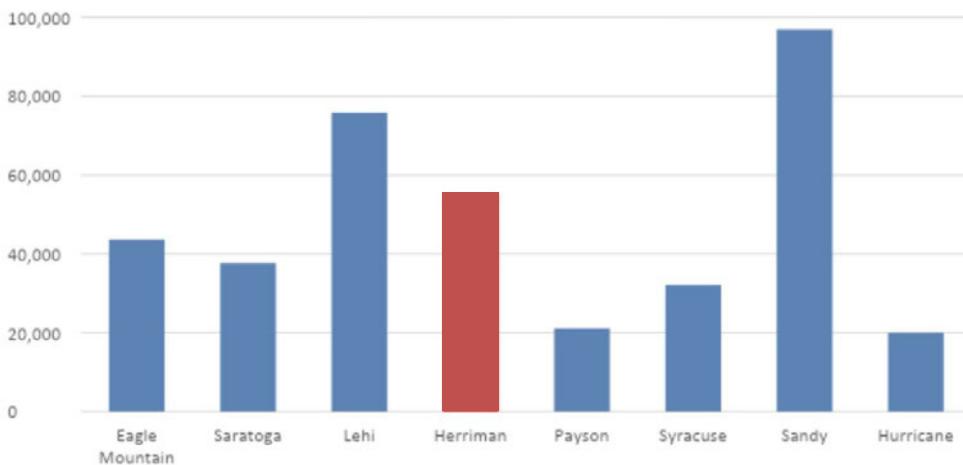
Economic Indicator	Herriman	Salt Lake County	Utah
In labor force	75.1%	71.5%	68.3%
Unemployed	2.1%	3.2%	3.2%
Median household income	\$101,460	\$74,865	\$71,621
Past 12 months income was below the poverty level	2.7%	7.0%	7.3%

Source: US Census, ACS 5-year estimates

2.2. PEER CITY ANALYSIS

A peer city analysis was conducted to compare Herriman's demographics to other cities. Peer cities were chosen based on similarities to Herriman in population size and geographic isolation from a major interstate highway. Based on these criteria, Hurricane, Saratoga Springs, Payson, Eagle Mountain, and Syracuse were chosen. Lehi and Sandy were also included in the analysis to serve as 'aspirational' cities, or cities that may have characteristics of a future Herriman. These cities were then compared to Herriman utilizing available ACS data on median age, place of work (relative to place of residence), mode of travel to work, and travel time to work. The population of each of the peer cities is shown in Figure 2.

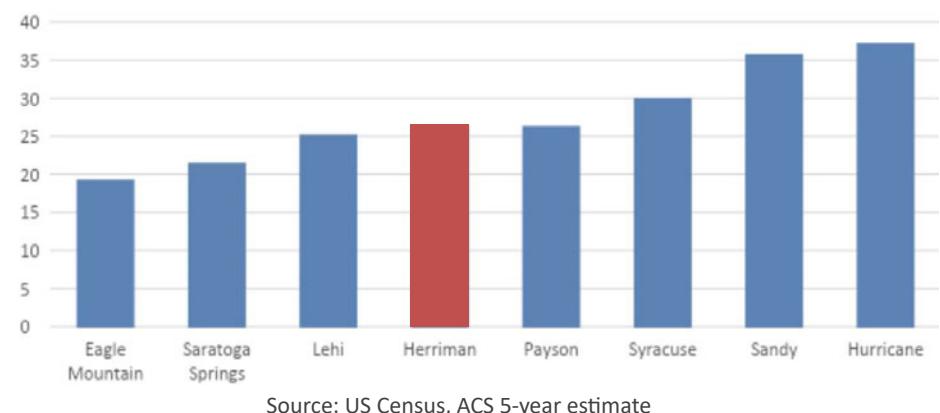
Figure 2: Peer City Population Data



Source: 2020 US Census

Herriman has a median age of 25.5 years old, which is relatively young compared to its peer cities. Only Eagle Mountain, Saratoga Springs, and Lehi are lower, with median ages of 19.2, 21.4, and 25.1 respectively (see Figure 3).

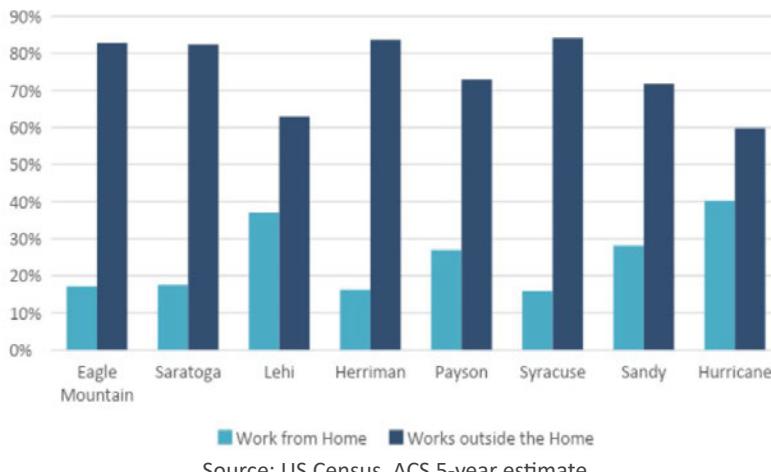
Figure 3: Peer City Resident Median Age (Years)



Source: US Census, ACS 5-year estimate

About 15 percent of Herriman residents work from home. The percentage of Herriman residents who work from home is much lower than Hurricane and Lehi, and fairly similar to Eagle Mountain, Saratoga, and Syracuse. (see Figure 4).

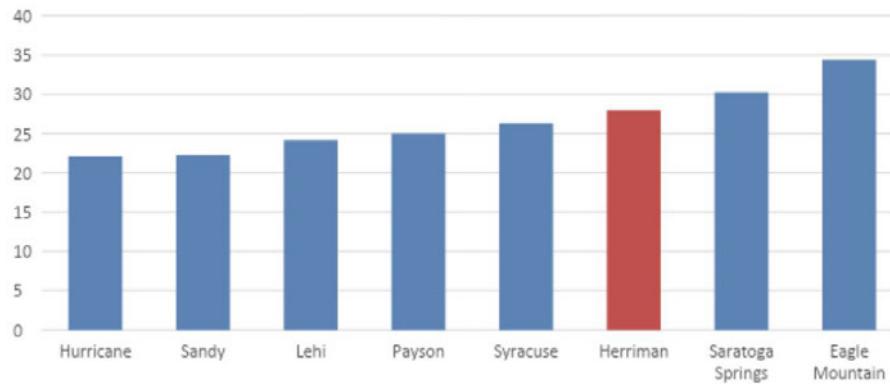
Figure 4: Peer City Work Location



Source: US Census, ACS 5-year estimate

Approximately 28 percent of Herriman commuters have a travel time to work of less than 20 minutes, which is below average for the group and higher than Eagle Mountain and Saratoga (see Figure 5). About 20 percent of residents have a commute of over 45 minutes, which is above average for the group.

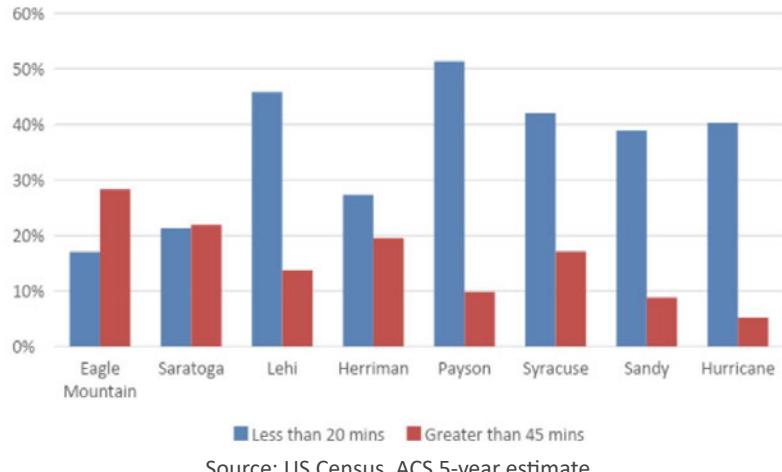
Figure 6: Peer City Mean Travel Time to Work (Minutes)



Source: US Census, ACS 5-year estimate

Mode of travel to work is shown in Figure 7. Seventy-seven percent of people in Herriman drive alone to work, which is slightly above average for the group. Residents of Herriman typically do not bicycle or walk to work, and one percent use public transportation (based on the data provided). Fifteen percent of Herriman residents work from home, which is below the average of the group. This auto-dominated mode-split can largely be explained by the long distances to major employment centers and a lack of regular and prevalent public transit service.

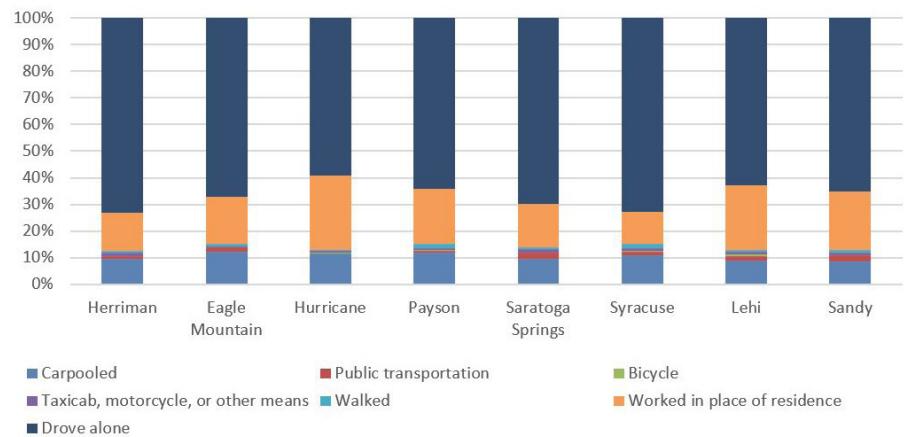
Figure 5: Peer City Average Commute



Source: US Census, ACS 5-year estimate

The mean travel time to work is 28 minutes for Herriman residents (see Figure 6). This is above average when compared to the peer cities but is not unexpected due to the relative isolation of Herriman from a major Interstate.

Figure 7: Peer City Means to Work by Percent of Mode Share



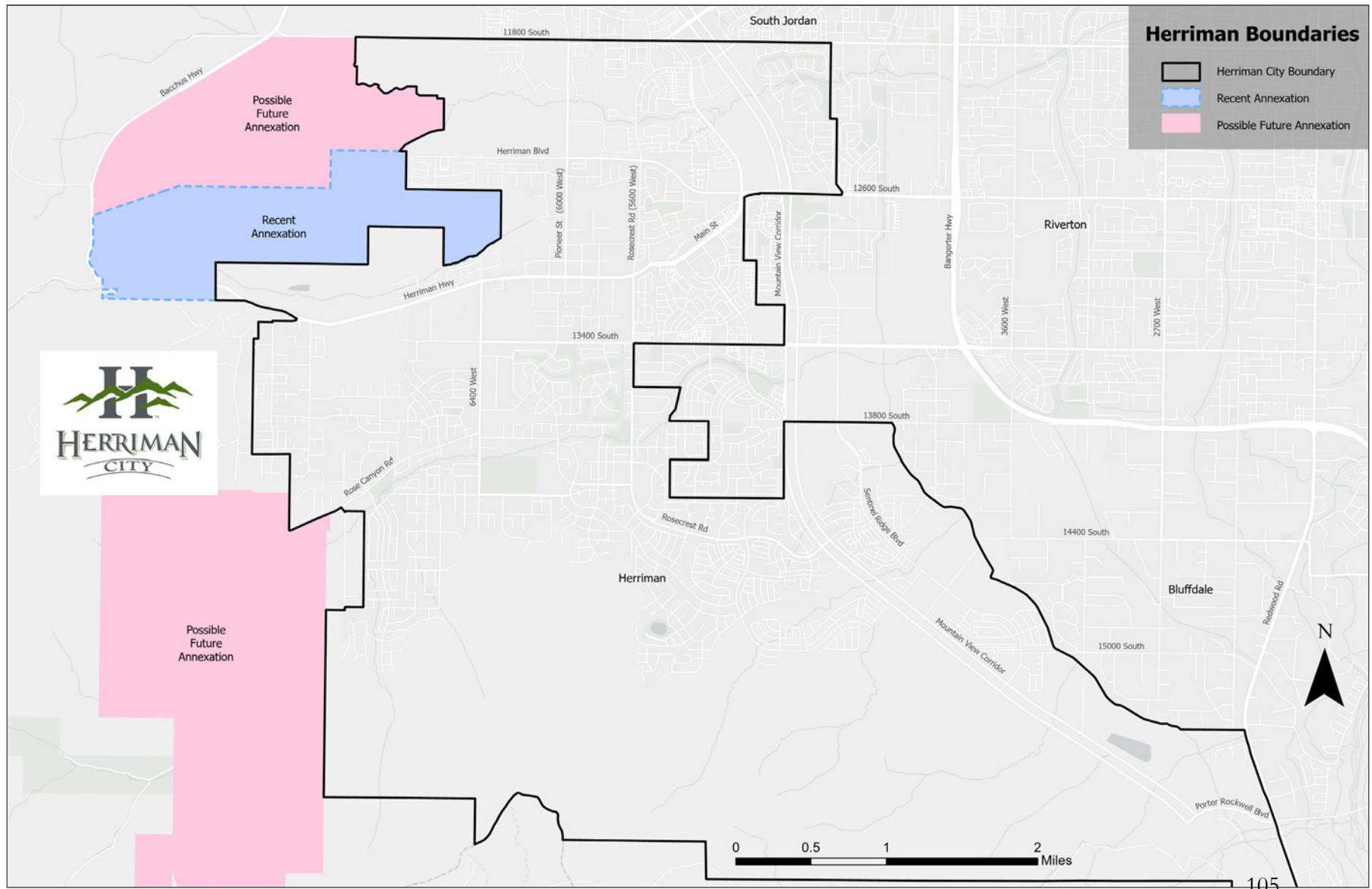
Source: US Census, ACS 5-year estimate

2.3. EXISTING LAND USE

Historically, land uses in Herriman can best be described as predominantly residential, low density, and suburban. With intense development pressures, land use is changing rapidly with more medium density housing and commercial development.

On July 1, 2014, Herriman annexed approximately 300 acres in the northwest section of the city. The Dansie Annexation occurred on January 1, 2016 and included approximately 500 acres. On January 1, 2022 Herriman annexed the Olympia area which is shown in the figure below.

Figure 8: Herriman Current Boundaries and Possible Future Annexation



Transportation planning depends on estimating future land uses in addition to demographic changes. This information is used in a computer-modeling tool, known as the Travel Demand Model, which forecasts trips to and from destinations based on smaller regions known as Transportation Analysis Zones (TAZs). The TAZs are geographically smaller than a municipality and are similar in size to census block groups. TAZs are defined by the Wasatch Front Regional Council (WFRC). Data associated with the TAZs from WFRC updated to represent 2020 population and employment status. This information was used to develop the travel demand model shown in Figure 9.

Figure 9: Herriman Area Transportation Analysis Zones

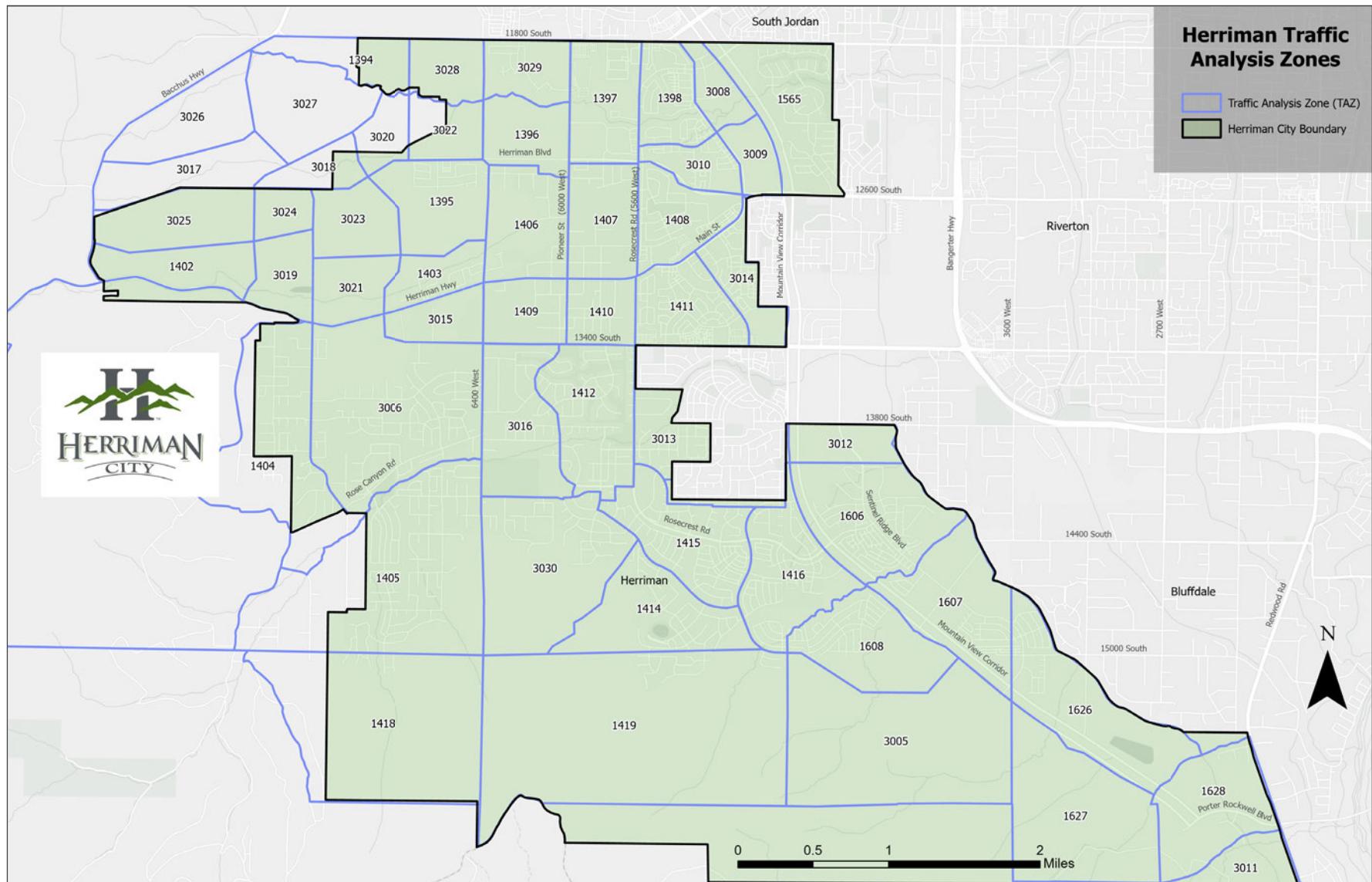


Figure 10 shows the number of existing households by TAZ. The highest densities of households are found in the central portion of the City. Currently, only a small number of homes are located in the southern portion of the City. Unincorporated areas to the northwest also have relatively few households.

Figure 10: 2020 Households by Transportation Analysis Zone

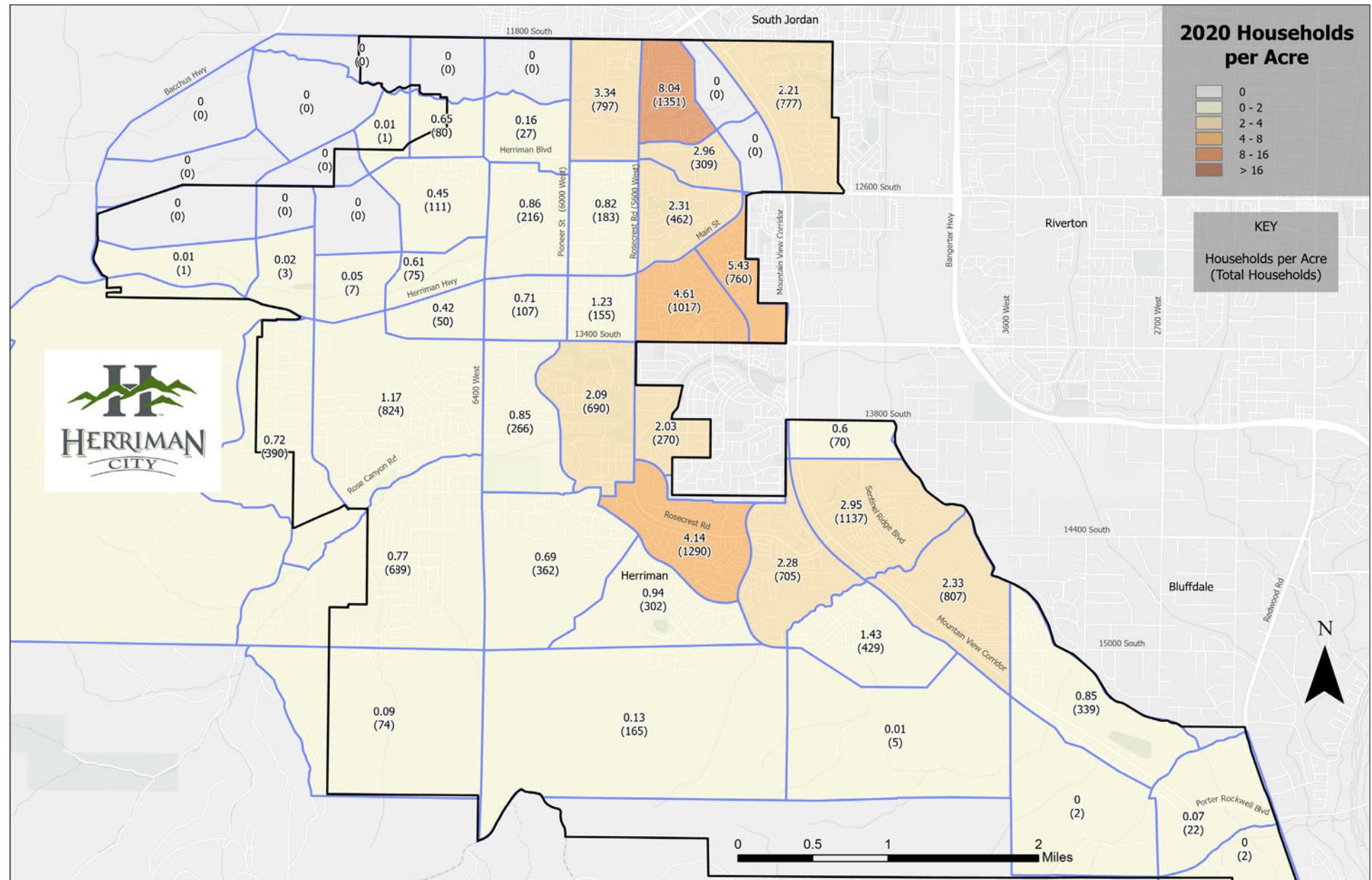
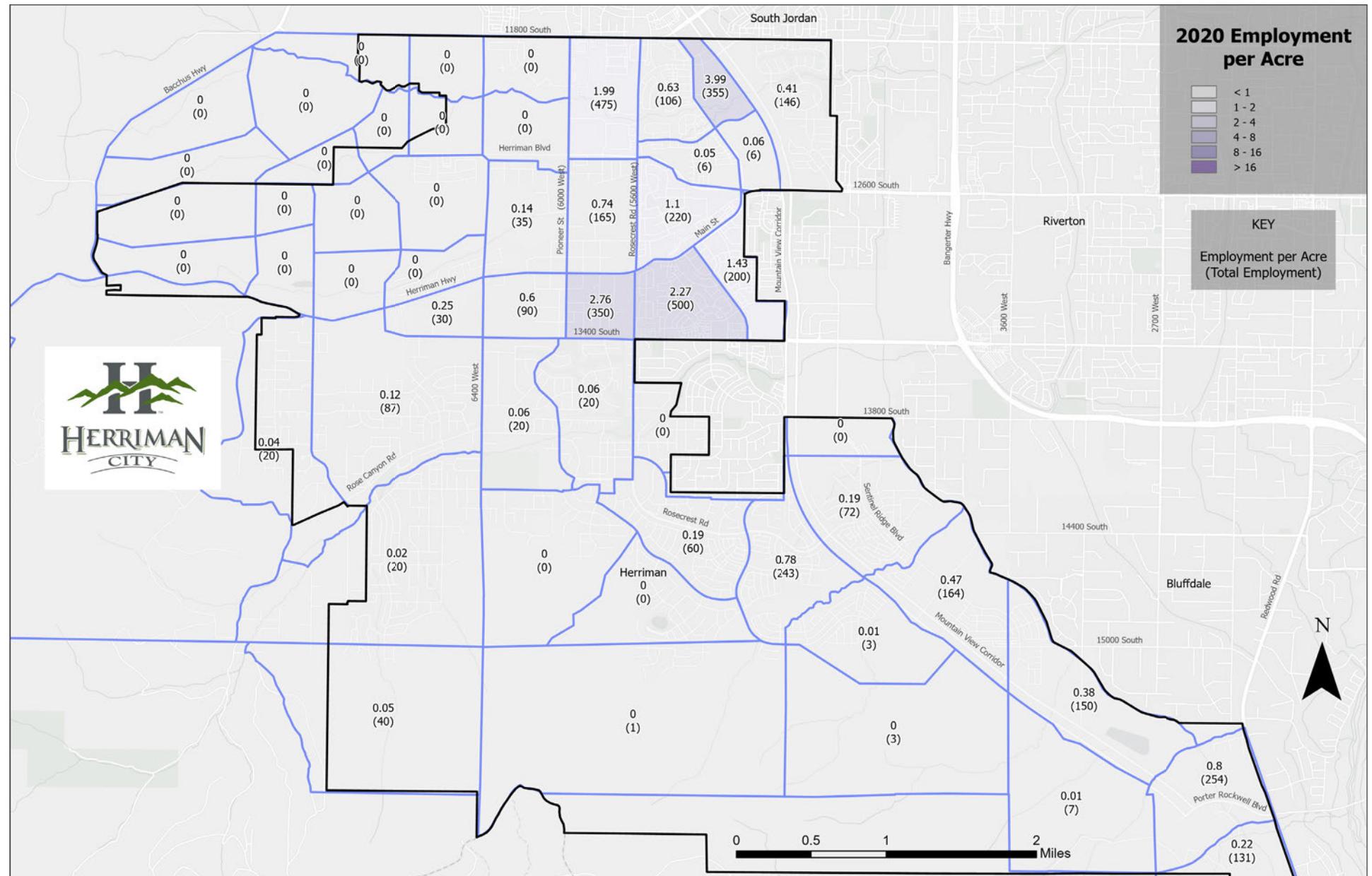


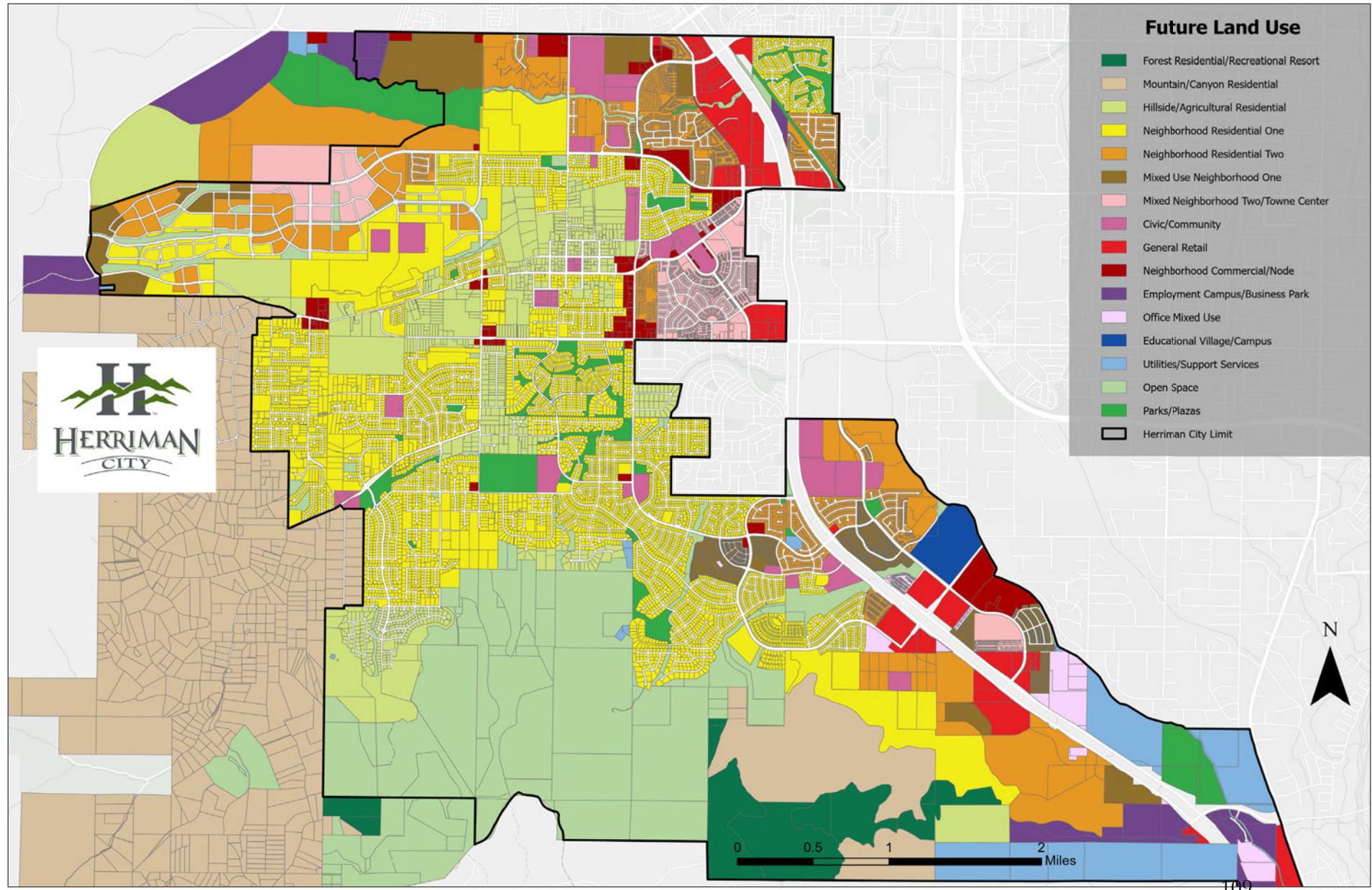
Figure 11 shows the estimated number of employees by TAZ. There is a central band of employment across the City proximate to 13400 South with additional nodes to the northwest and southeast with very low concentrations of employment in the southern portions of the City.

Figure 11: 2020 Employment by Transportation Analysis Zone



Much of the southern portion of Herriman is geographically constrained by the steep slopes of the foothills to the south and west, which inhibits development. Future development in south Herriman will likely be limited to hillside residences. The northwest region, however, does not contain these same constraints and should see higher development densities in the future. The current zoning (see Figure 12) within Herriman closely represents what exists today, with several planned zones for mixed-use development.

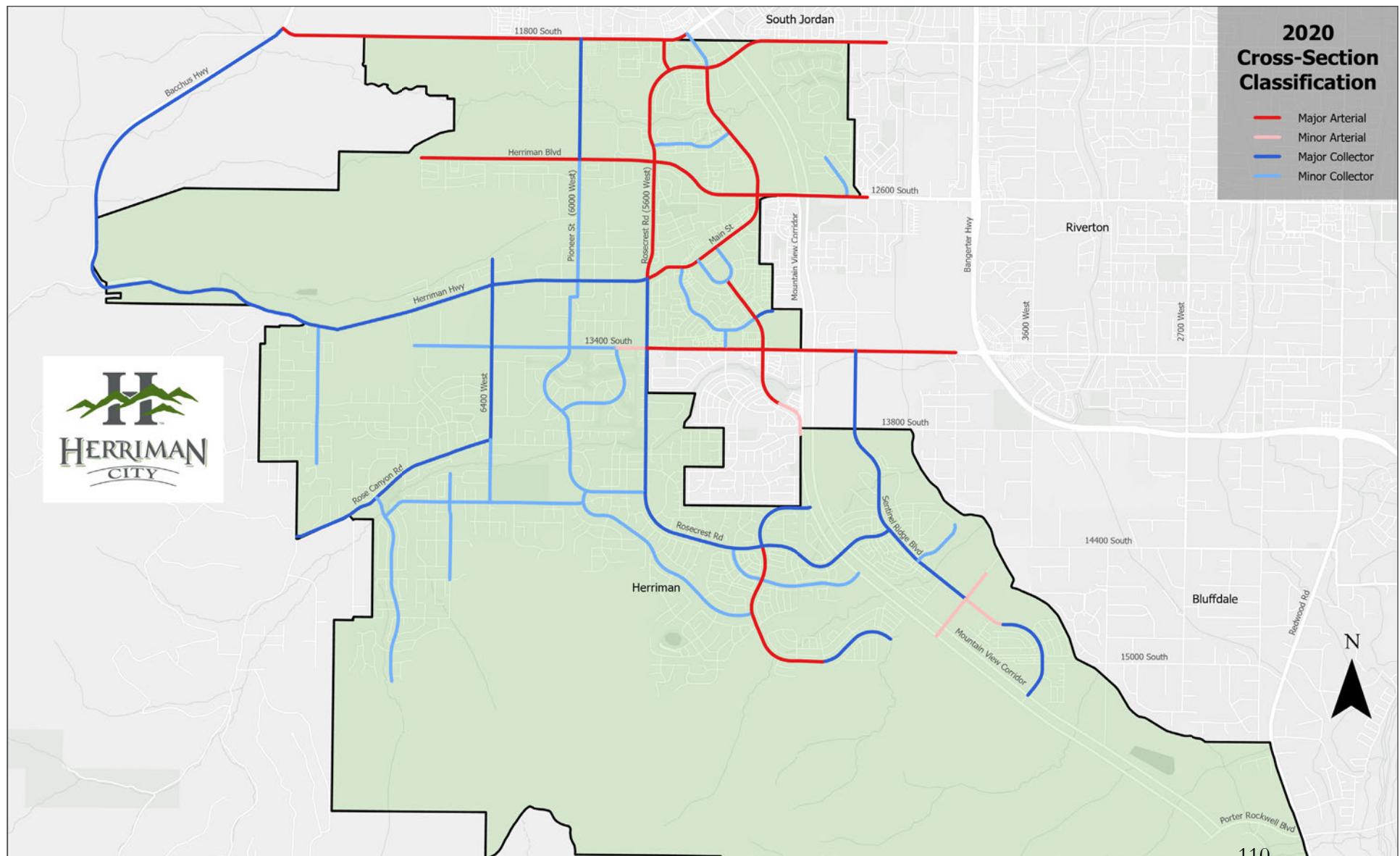
Figure 12: Herriman Current Zoning Map



2.4. EXISTING FUNCTIONAL CLASSIFICATION

Figure 13 shows the existing roadway network by functional classification. This classification includes major and minor collectors and major and minor arterial roadways. Roads that are under construction are not shown on this map. It should be noted that some roadways are a certain functional classification due to their cross section, and not necessary their current regional connectivity demands. For example, Fort Herriman Parkway and Juniper Crest Road are shown as Major Arterials since they are constructed with the Major Arterial cross section, and not do to connectivity demands.

Figure 13: Existing Functional Classification of Roads

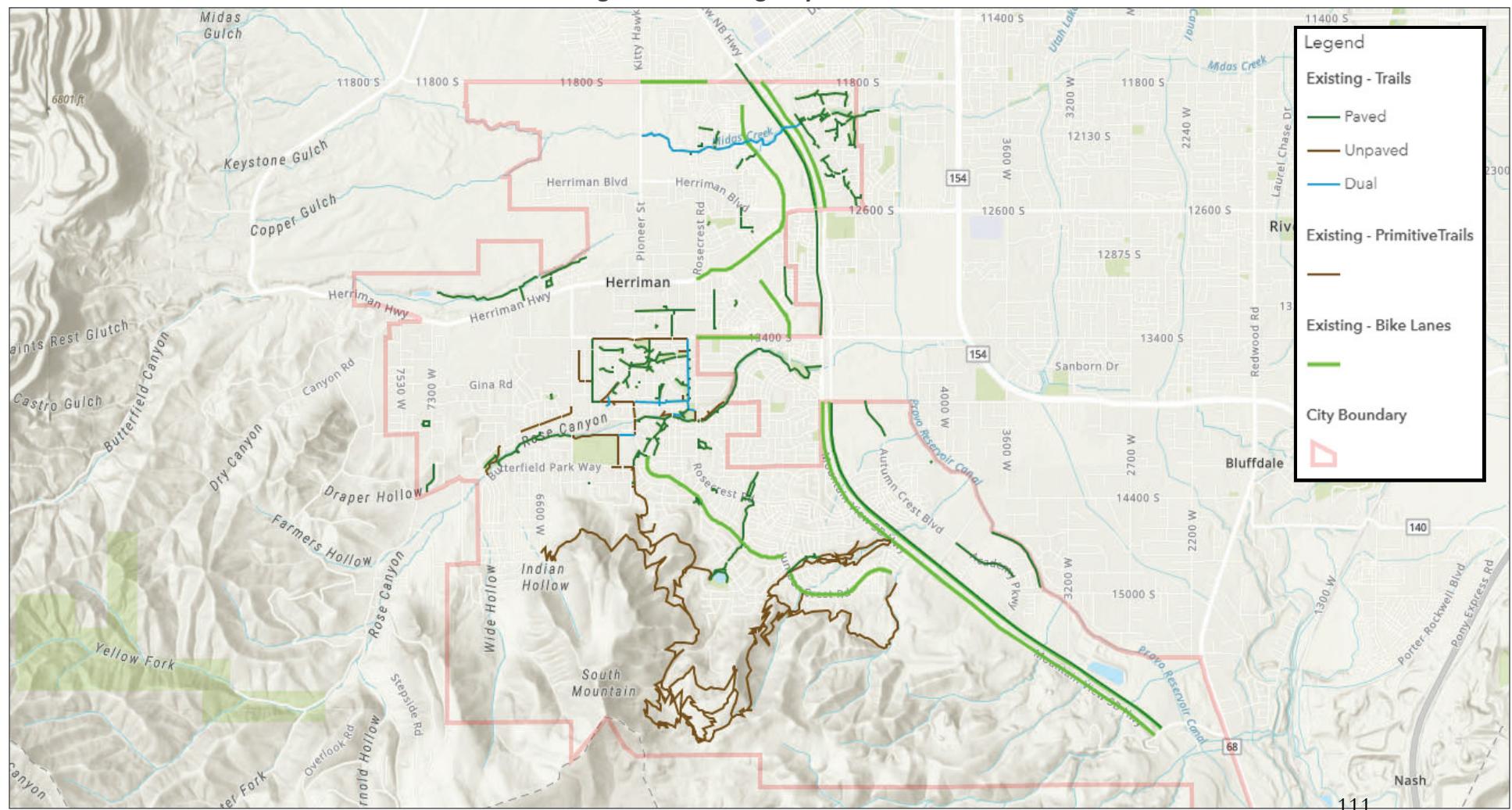


2.5. PEDESTRIAN AND BICYCLE FACILITIES

Herriman is starting with an already robust paved path and sidewalk network. Over recent years Herriman has built a paved path network which connects many neighborhoods and key destinations through the City. In addition to paved paths, Herriman also has a strong network of equestrian, hiking, and mountain biking trails. All of this combined already make Herriman a great community for utilizing active transportation within many neighborhoods. Within Herriman there are currently approximately 13 miles of bike lanes, 32 miles of paved paths, and 388 miles of sidewalks, paved paths, bike lanes, and primitive trails are shown below in Figure 14. For more details on existing and future active transportation facilities please see the [2021 Active Transportation Plan](#).

Figure 14 shows the existing bicycle facilities within Herriman. The most significant bicycle infrastructure which services the City are the bicycle lanes and multi-use pathways along Mountain View Corridor. There are a few bicycle lanes on collector and arterial streets throughout the City and a multi-use pathway which connects the Mountain View Corridor system to trails in the foothills.

Figure 14: Existing Bicycle Facilities



2.6. PUBLIC TRANSPORTATION

Utah Transit Authority (UTA) currently operates in partnership with Via to provide an on-demand, smart, shared transportation system. The system is intended to enhance connectivity to TRAX and FrontRunner lines and to key destinations in the community. Using the Via app or by telephone, riders can hail a shuttle directly from their smartphone to a nearby pick-up location. The technology provided by Via then matches multiple riders headed in a similar direction into a single vehicle, with routing that prioritizes quick and efficient trips without relying on a fixed route schedule. The regular one-way fare is \$2.50, wheelchair accessible options are available for those who need it.

2.7. SAFETY ANALYSIS

A safety analysis was performed for all roadways within Herriman City. The most recent 5 full years of available crash data (2017 to 2021) from UDOT Traffic & Safety were used to perform a safety analysis. Historic crash patterns were analyzed within Herriman City to develop project and policy recommendations.

In total there were 1,798 crashes reported within Herriman City between 2017 and 2021. Crashes have been generally increasing in Herriman City over the past 5 years. This is somewhat expected as population has increased significantly over that time. Additionally, as expected most crashes occur at intersections with the highest traffic volumes.

Table 5. 2017 to 2021 Crash Trends

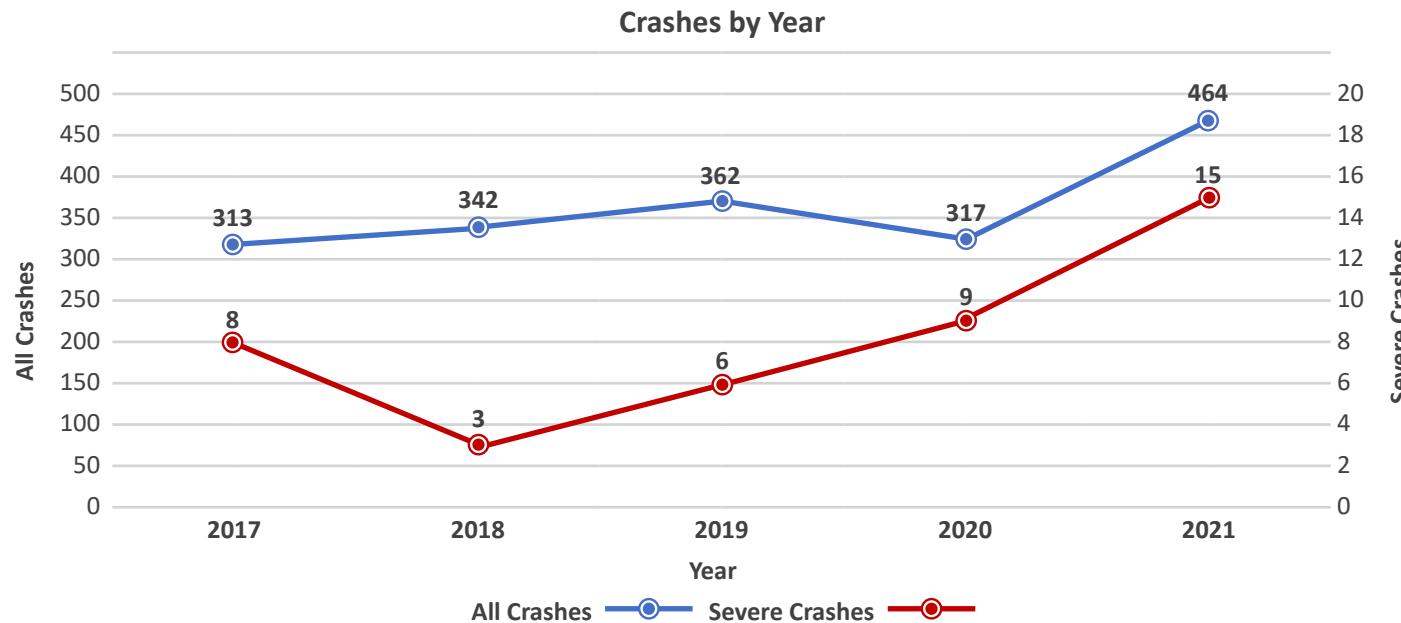
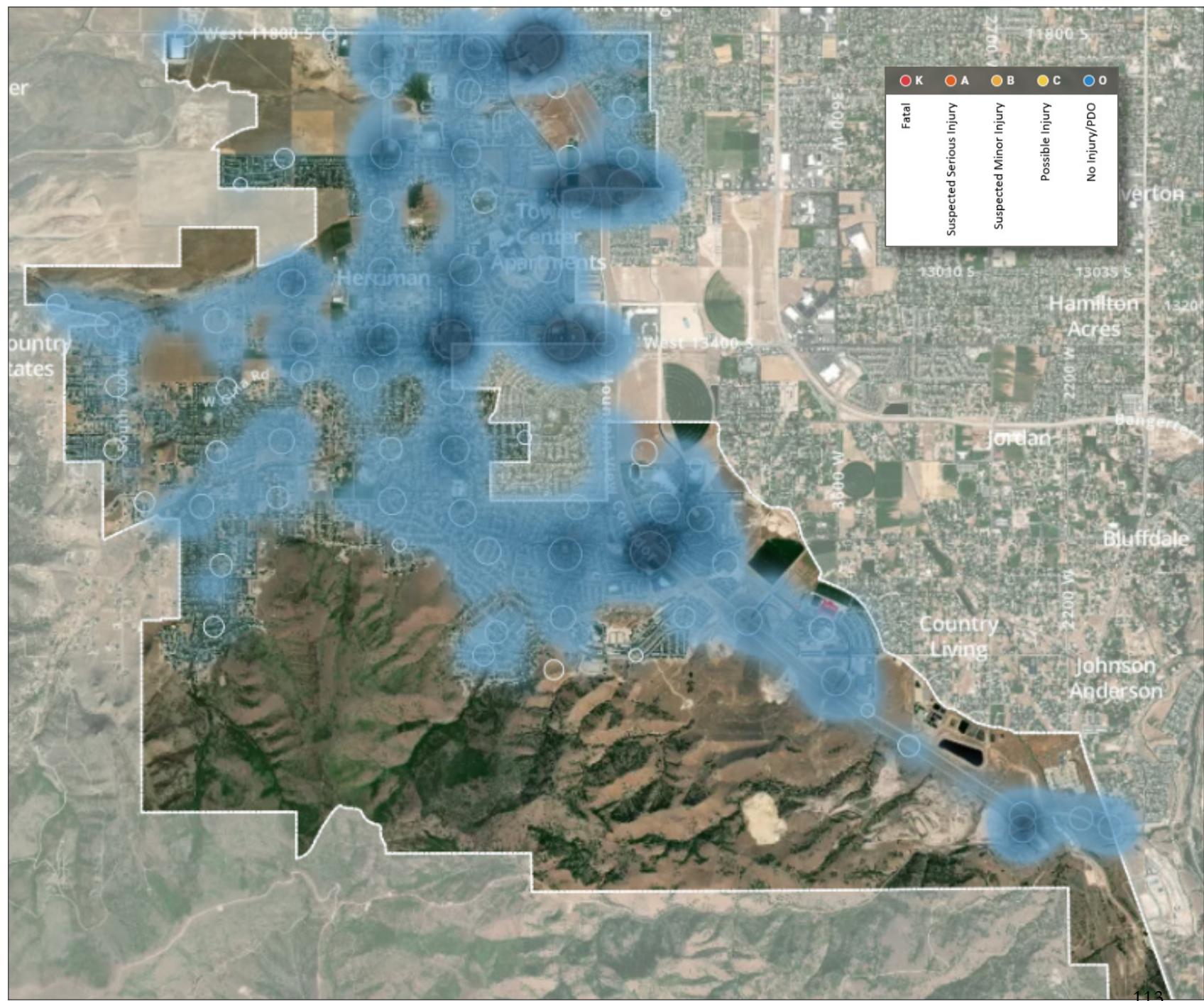


Figure 15: 2016-2018 Crash Frequency Summary



Crash severity is reported according to a five-category scale ranging from no injury to fatality. UDOT, like many other places, has taken on the goal of Zero Fatalities¹. This zero fatalities approach is guided by the Safe System framework. The Safe System approach consists of the following five elements².

Given these goals, and the very significant cost of severe crashes (both fatal and serious injury), these crash types are the focus of the analysis.



Safe Road Users

The Safe System approach addresses the safety of all road users, including those who walk, bike, drive, ride transit, and travel by other modes.



Safe Vehicles

Vehicles are designed and regulated to minimize the occurrence and severity of collisions using safety measures that incorporate the latest technology.



Safe Speeds

Humans are unlikely to survive high-speed crashes. Reducing speeds can accommodate human injury tolerances in three ways; reducing impact forces, providing additional time for drivers to stop, and improving visibility.



Safe Roads

Designing to accommodate human mistakes and injury tolerances can greatly reduce the severity of crashes that do occur. Examples include physically separating people traveling at different speeds, providing dedicated times for different users to move through a space, and alerting users to hazards and other road users.



Post-Crash Care

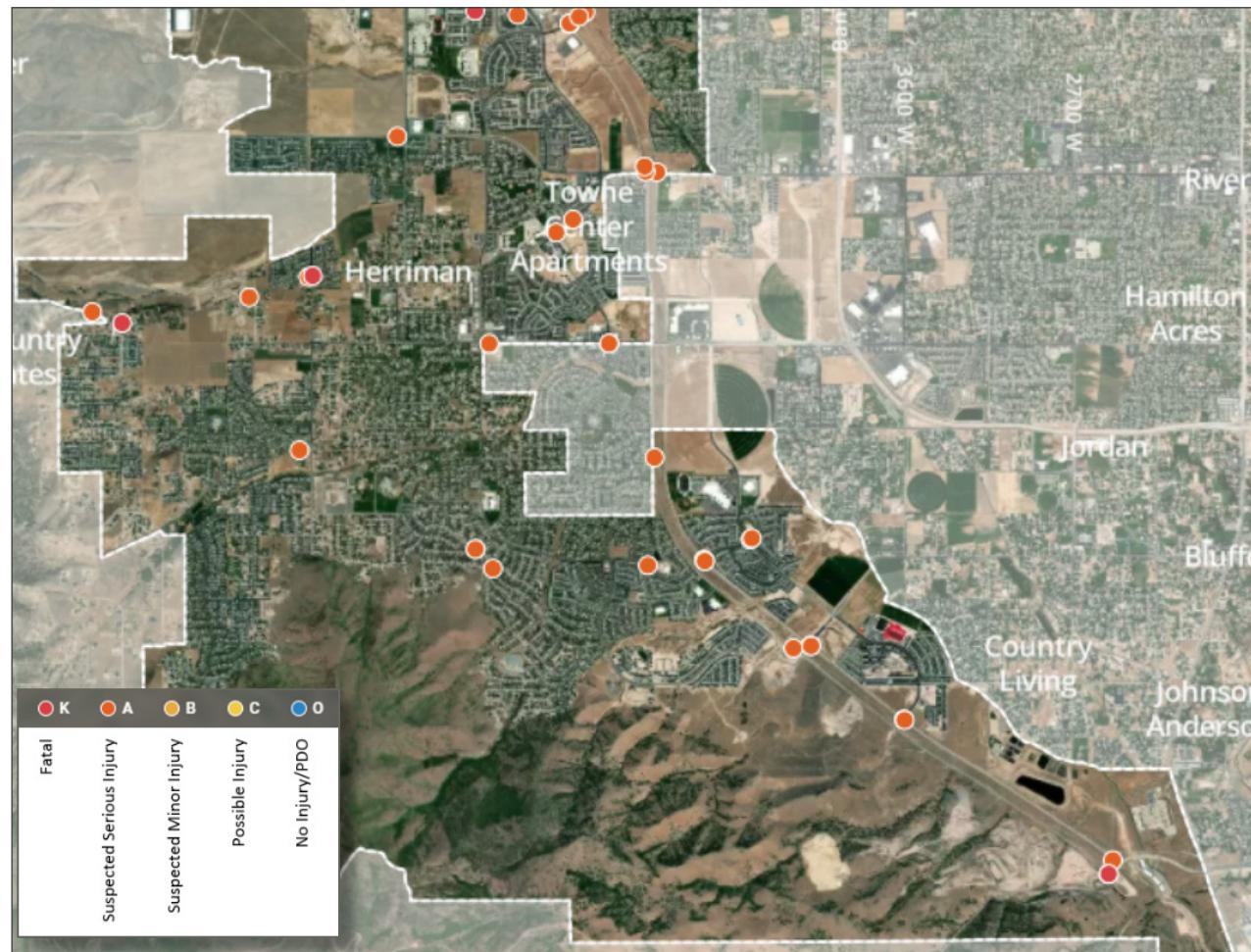
When a person is injured in a collision, they rely on emergency first responders to quickly locate them, stabilize their injury, and transport them to medical facilities. Post-crash care also includes forensic analysis at the crash site, traffic incident management, and other activities.

Figure 16 illustrates the fatal and serious injury crashes in Herriman City. For the analysis period, there were 6 crashes with a fatality and 35 serious injury crashes. The number of fatal and serious injury crashes in Herriman City as a percentage of total crashes is 2.2 percent, which is just above the Salt Lake County average of 1.9 percent during the same timeframe. This above average crash severity is due to Mountain View Corridor (SR-85). Of the 41 severe crashes with Herriman more than half were located at intersections with Mountain View Corridor (21 out of 41 severe crashes). This corridor has well known safety issues, and UDOT has taken steps to improve safety at intersections with Mountain View Corridor.

1 <https://zerofatalities.com/>

2 https://safety.fhwa.dot.gov/zerodeaths/docs/FHWA_SafeSystem_Brochure_V9_508_200717.pdf

Figure 16: 2017 to 2021 Severe Crashes



Crash narratives were reviewed for all severe crashes within Herriman City. Based on this review, along with a review of themes within non-severe crashes, the following recommendations are made:

- **Real Vista Drive & Mountain View Corridor (SR-85):** Two severe crashes involving vehicles running the stop signs along Real Vista Drive have been reported within the study period. Herriman City should work with UDOT on getting a signal installed at this location as soon as possible. Until a signal can be installed, Herriman City should work with UDOT on ways to improve stop sign visibility (oversized signs, gate posted, flashing sign border, MUTCD sign W4-4p “CROSS TRAFFIC DOES NOT STOP”).
- **Signalized Intersections & Mountain View Corridor (SR-85):** While UDOT has taken actions to improve safety at these intersections, severe crashes are still occurring. Thus, Herriman City should continue to monitor these locations, and follow up with UDOT when issues arise.
- **Citywide Electric Scooter Crashes:** Two severe electric scooter have occurred along Emmeline Drive. From reviewing the crash narrative, both crashes

appear somewhat random, and not representing a larger trend. However, with the popularity of electric scooters increasing, the city should continue to monitor these crash types.

- **Pioneer Street & Autumn Glow Cove:** A severe pedestrian crash occurred at this location. A child coming from the elementary school crossed here instead of using a crosswalk at 13200 South or 13400 South. Given that these crosswalks are 0.3 miles apart, Herriman City should consider another crossing location in between to provide direct access between the elementary school and the neighborhoods to the east.
- **Herriman Highway:** A general theme of reckless and high-speed driving has resulted in several severe crashes along this roadway. As this roadway continues to be built out with curb and gutter, Herriman should consider UDOT Speed Management measures³.
- **12600 South & Herriman Main Street:** A severe crash involving a westbound left-turning vehicle occurred in early 2022. From a review of non-severe crashes at this intersection, it was found that there is a theme of westbound left-turning vehicles failing to yield to eastbound through vehicles. Thus, Herriman City should consider converting the westbound left-turn to protected only left-turn phasing.

3 <https://drive.google.com/file/d/1n4NBMyx6nxL6ZnKPJxdUu5mNp7m1VCo5/view>

3. FUTURE CONDITIONS

This section discusses the projected population growth and future transportation needs of Herriman and draws on the existing conditions analysis provided in the previous section.

3.1. LAND USE

Herriman City officials project that the City population will grow to 93,864 by 2030 and to 145,149 by 2050, with an ultimate build-out population of approximately 151,000. Population projections are based on the technical memorandum prepared by Bowen Collins on December 14, 2020 titled “Growth Projections for Herriman City Planning Documents” The build-out population includes the potential annexation areas. This number is higher than region-wide population estimates made by WFRC. WFRC constrains growth to regional totals, which is useful when considering the large-scale population growth but less reliable when looking at smaller geographies. To account for this issue, this plan uses population numbers provided by Herriman to show projections with TAZ-level demographic information. Employment projections were developed with Herriman staff. It’s projected that Herriman remains more of a residential community than employment center, but that as the city grows out commercial nodes, and smaller employment centers will be constructed. Additionally, through discussions with city staff it was assumed that the average household size dipped to approximately 3.57 by 2020, and that it remains constant through 2050. While households sizes are likely to decrease as the city ages, this accounts for potential newly constructed ADUs on existing single family lots. Table 6 shows projections for population, households, and employment from WFRC and Herriman.

Table 6. Demographic Projections

	WFRC Current Model	Herriman Revisions	WFRC Projections		Herriman Projections	
			2020	2020	2030	2050
Population	42,661	55,144	59,534	86,350	93,824	145,149
Households	12,781	15,466	19,652	31,357	26,281	40,658
Employment	5,414	4,212	24,532	33,608	12,757	35,358

The number of total projected households by TAZ for 2030 and 2050 is shown in Figure 17 and Figure 18 respectively. The projected growth of the number of households is particularly high in undeveloped areas where terrain is suitable for development.

Figure 17: Projected 2030 Households by TAZ

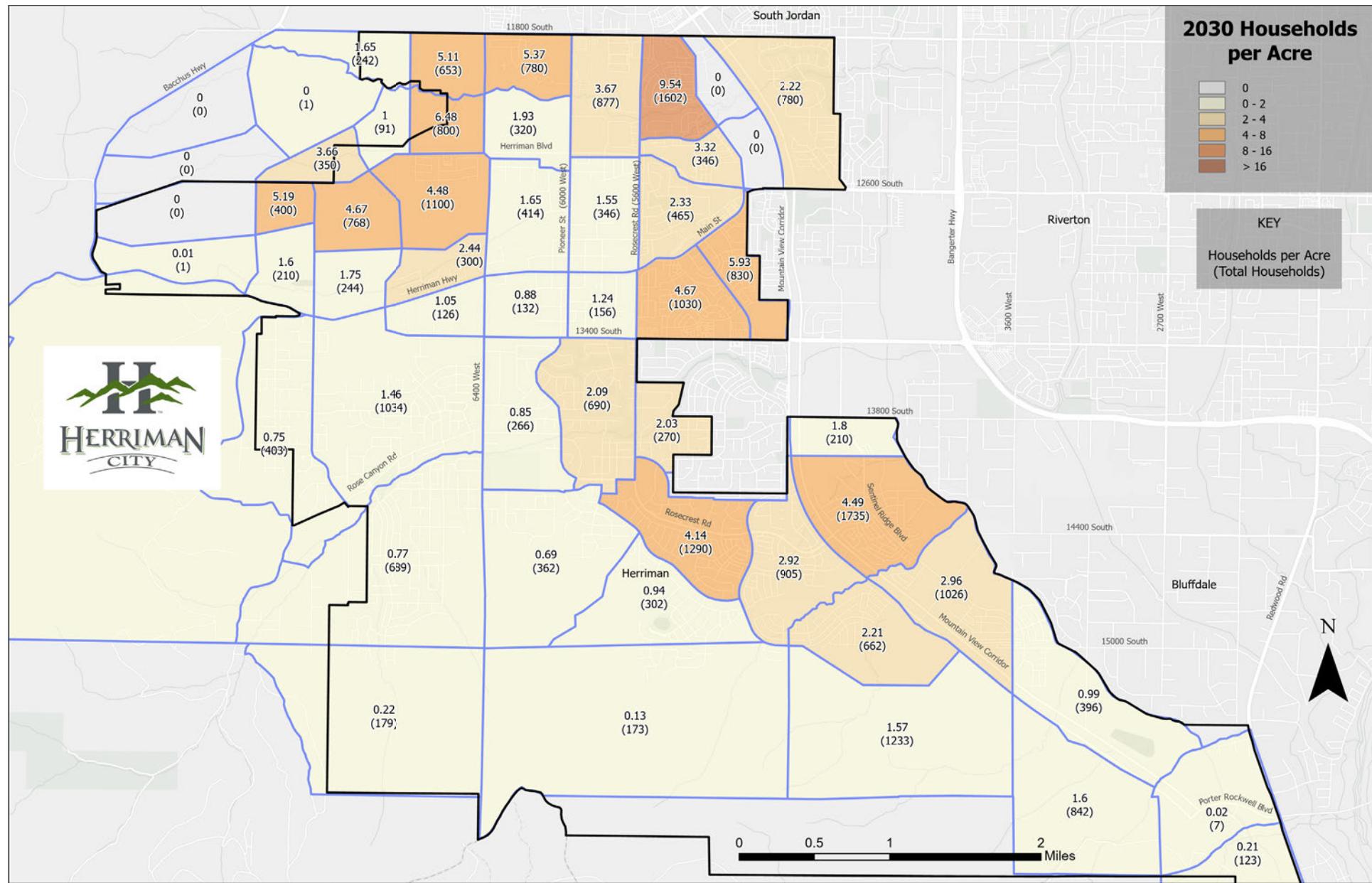
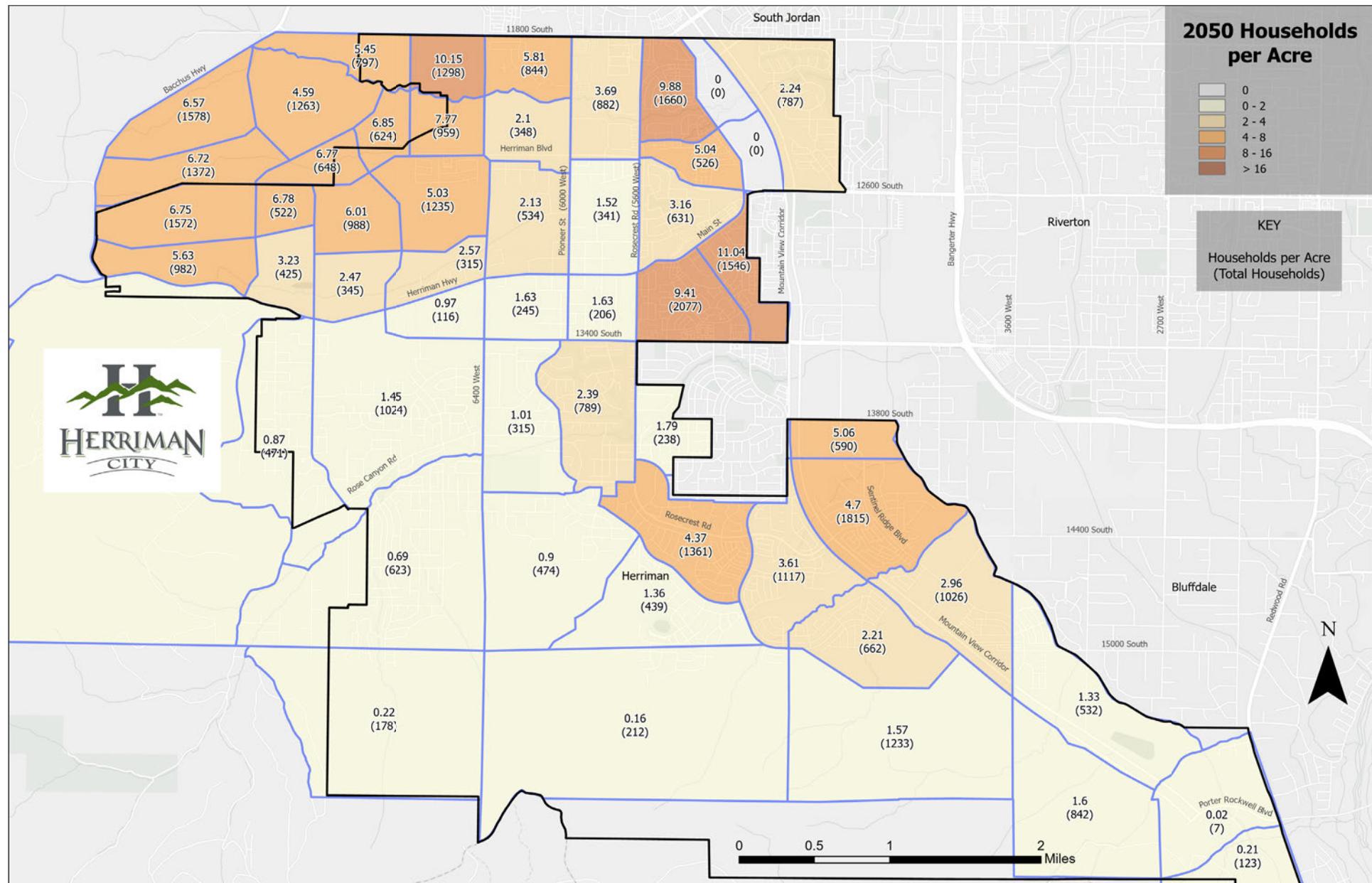


Figure 18: Projected 2050 Households by TAZ



Similarly, the growth in the number of employees is projected to occur in the currently undeveloped northwest, southeast, and the Herriman Towne Center. Figure 19 and Figure 20 show the number of employees in each TAZ for 2030 and 2050 respectively.

Figure 19: Projected 2030 Employment by TAZ

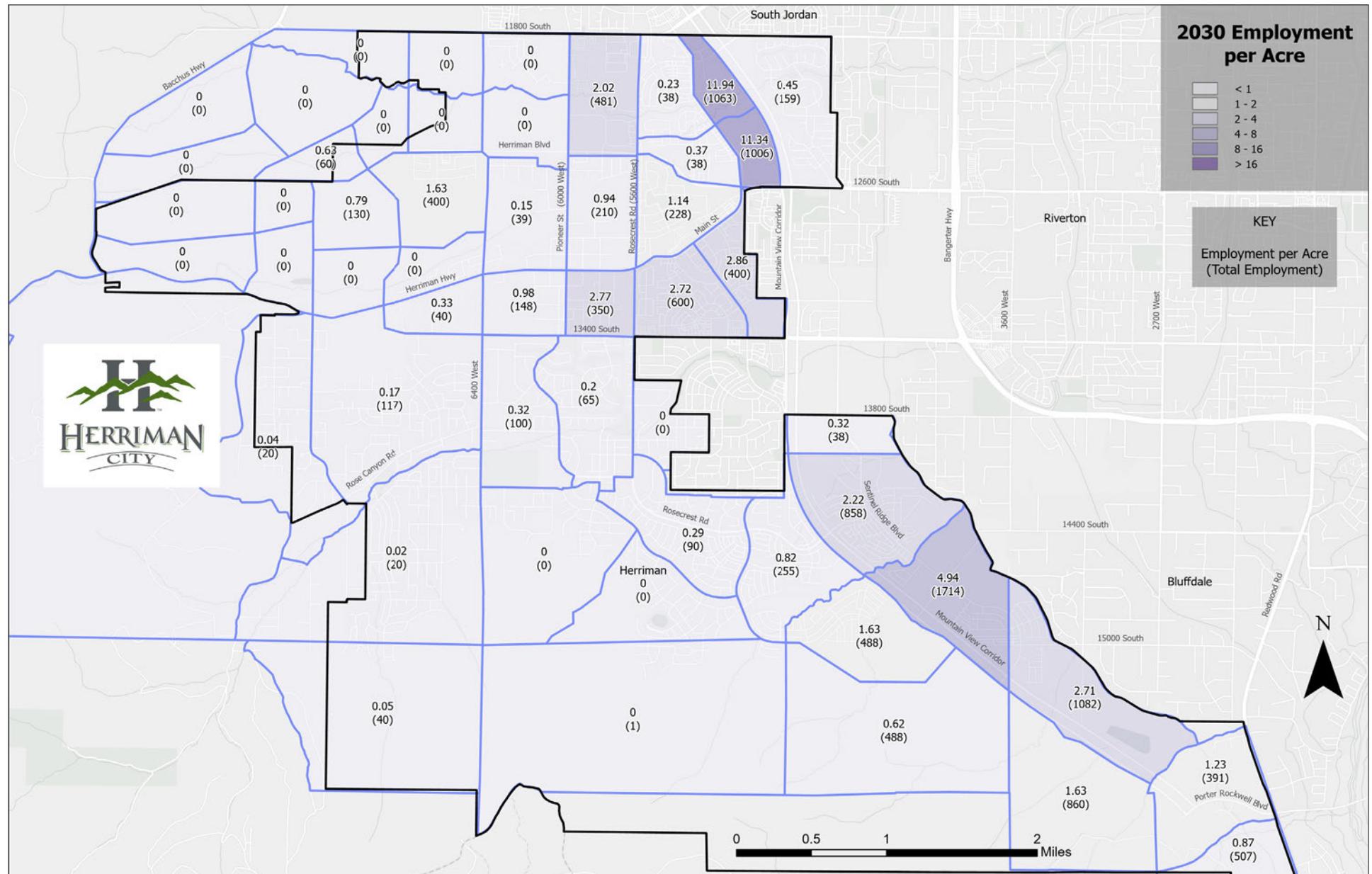
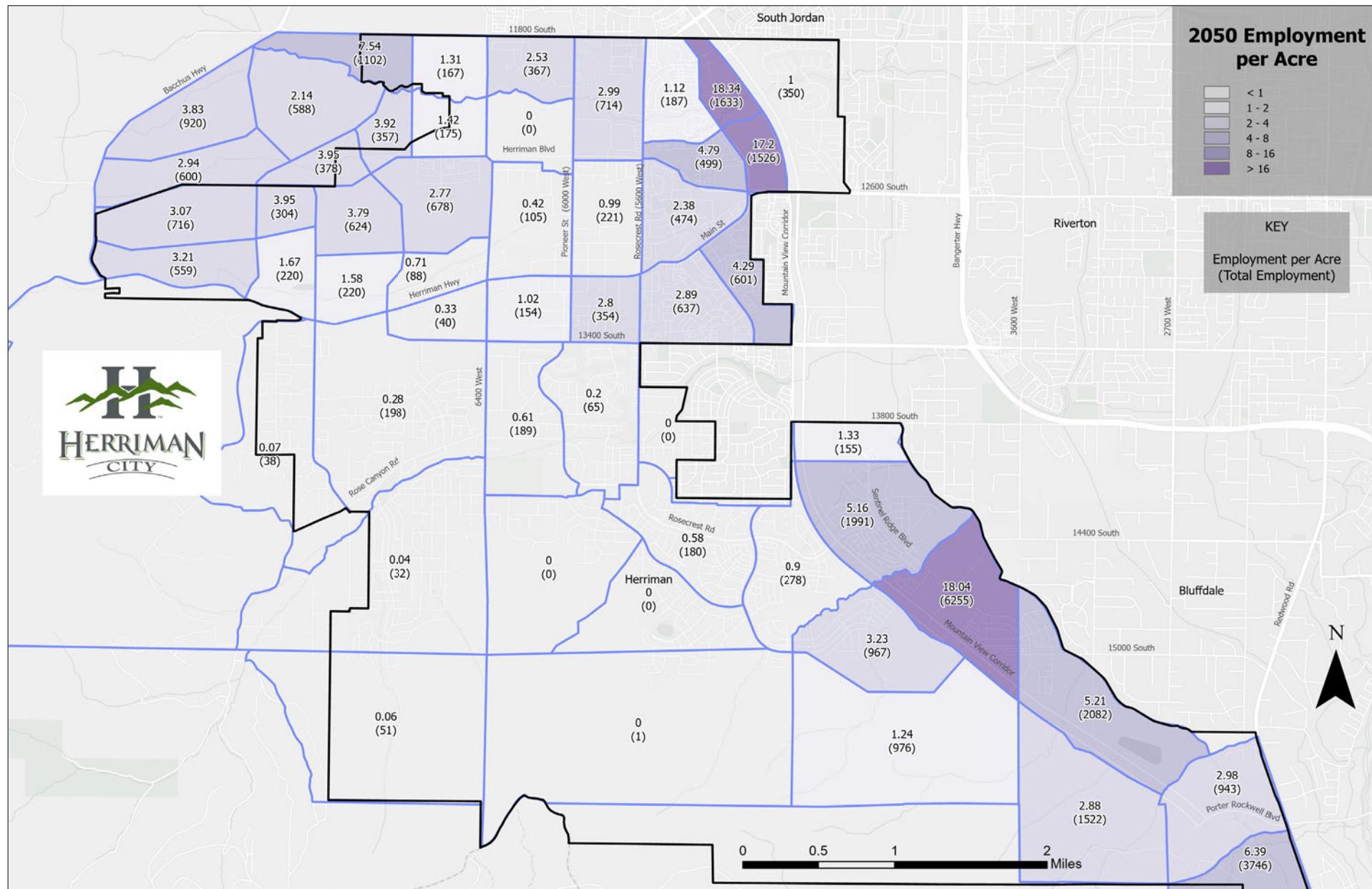
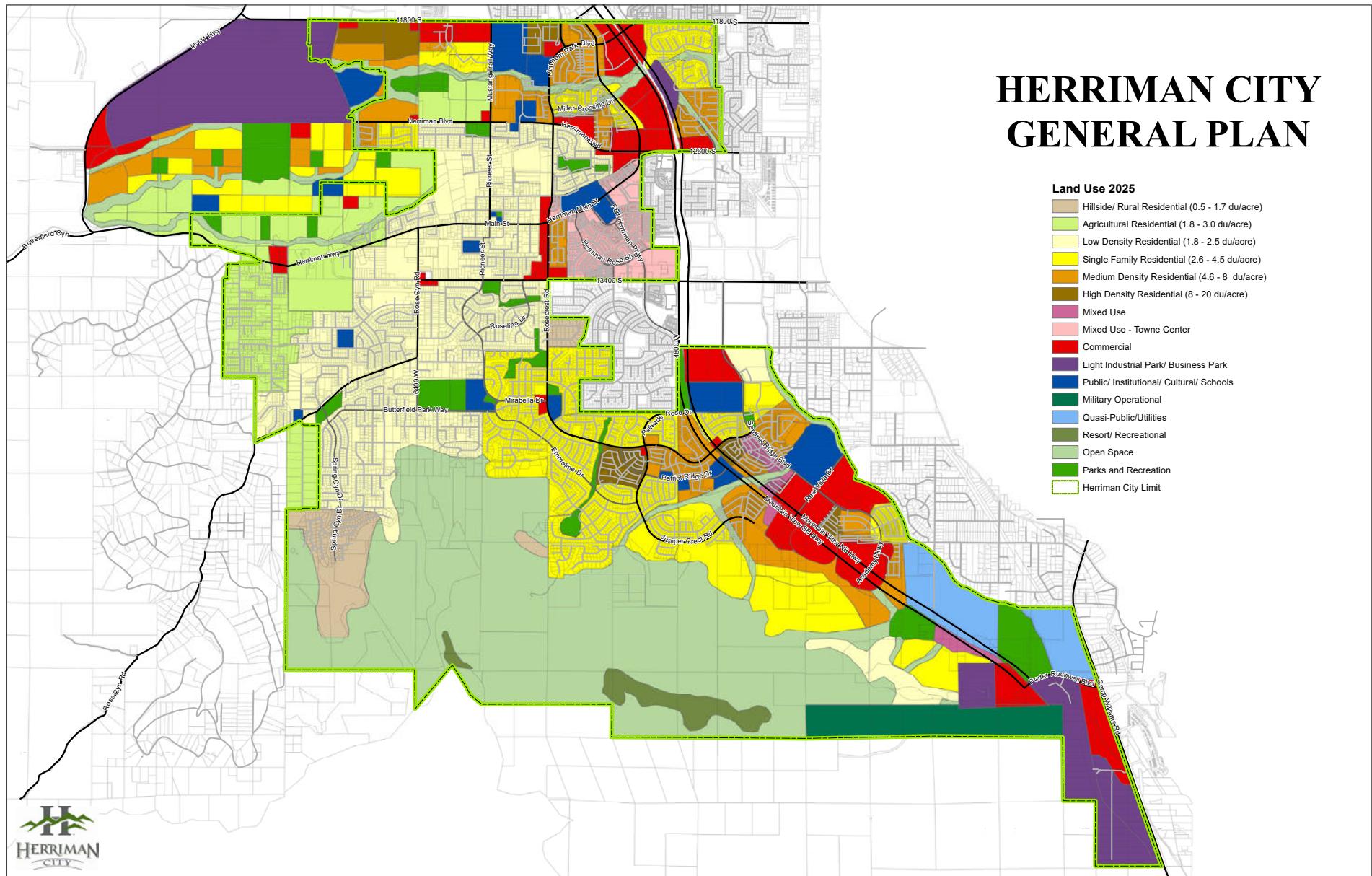


Figure 20: Projected 2050 Employment by TAZ



Herriman City's 2025 Land Use Plan is similar to current zoning. The most notable differences are the conversion of a large portion of the agricultural zones to low density single family zones, inclusion of the unincorporated land to the west of the City, and the Towne Center plan. Figure 21 shows the Herriman City 2025 Land Use Plan.

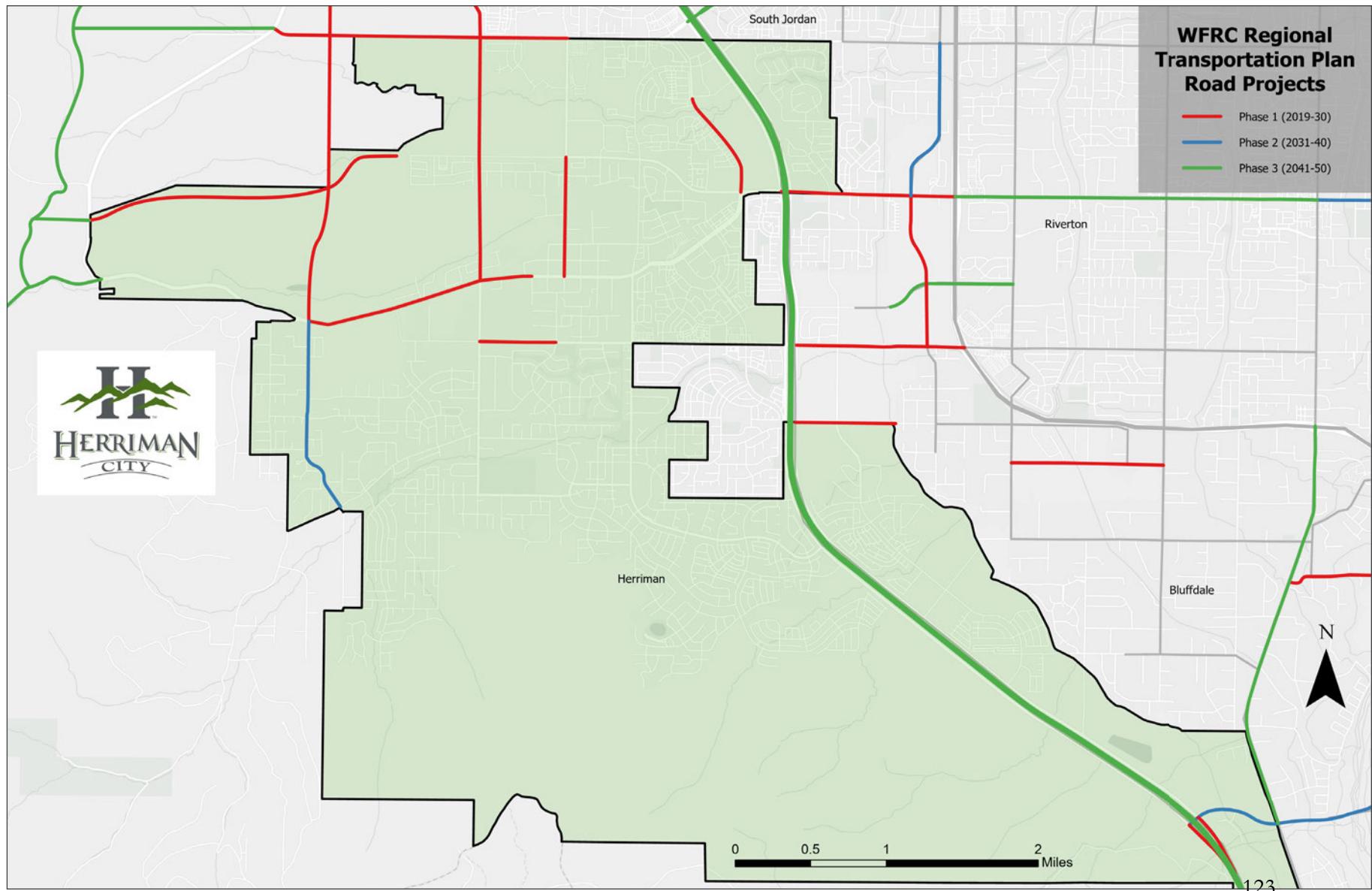
Figure 21: Future (2025) Land Use Plan



3.2. REGIONAL PLANS

The forecasting and planning undertaken by Herriman is complimented by regional planning performed by WFRC, UDOT, and UTA. WFRC's Regional Transportation Plan (RTP) includes roadway, transit, and active transportation projects for each of the previously stated agencies in three funded stages through the year 2050. Figure 22 shows the recommended RTP roadway projects in or near Herriman. These planned regional projects are consistent with the proposed local projects outlined in this master plan.

Figure 22: Regional Transportation Plan Projects in Herriman



3.2.1. UDOT U-111 STATE ENVIRONMENTAL STUDY

The Utah Department of Transportation (UDOT) is conducting a state environmental study (SES) of U-111 between 11800 South and Herriman Boulevard to address the current and future growth in southwestern Salt Lake County and the surrounding areas. This study is expected to:

- Determine whether to extend U-111
- Evaluate potential alignments for a possible roadway extension
- Identify any corresponding impacts
- Determine whether a no-build alternative is feasible

Currently (as of November 2022) a final alternative has not been selected, but Alignment B (shown below) is being advanced into further analysis and design. The final draft of the state environmental study (SES) is expected to be complete in March 2023.

Figure 23: U-111 State Environmental Study – Alignment B



3.3. TRAFFIC CONDITIONS

The traffic volumes in Herriman are generally modest, with average daily traffic (ADT) only rising above 30,000 on a couple of major arterial roadways. Overall, Herriman's roadways have a level of service (LOS) well within the typical LOS D standard typical of urbanized areas. Figure 24 depicts the level of service progression from A "free flow" to F "forced flow."

For application in Herriman, LOS D roadway capacities were adjusted to daily maximums based on various factors consistent with the Highway Capacity Manual. Table 7 summarizes the daily maximum capacities used to define capacity deficiencies as part of this study. Figure 25 shows existing traffic volumes, and Figure 26 shows the existing LOS for arterial roads and major and minor collectors.

Figure 24: Level of Service Diagram

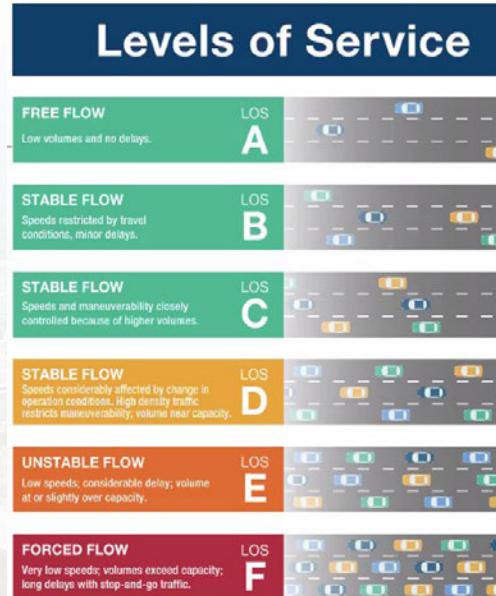


Table 7. LOS D Daily Maximum Capacities (Two Way Daily Trips)

Lanes	Major Arterial	Minor Arterial	Major Collector	Minor Collector
2	12,500	11,300	11,200	9,800
3	19,100	16,000	17,500	13,500
4	38,300	32,500	30,900	22,700
5	41,000	35,000	37,200	31,000
6	52,800	46,000	-	-
7	57,000	50,000	-	-

Figure 25: Existing (2020) Traffic Volumes (Two Way Daily Trips)

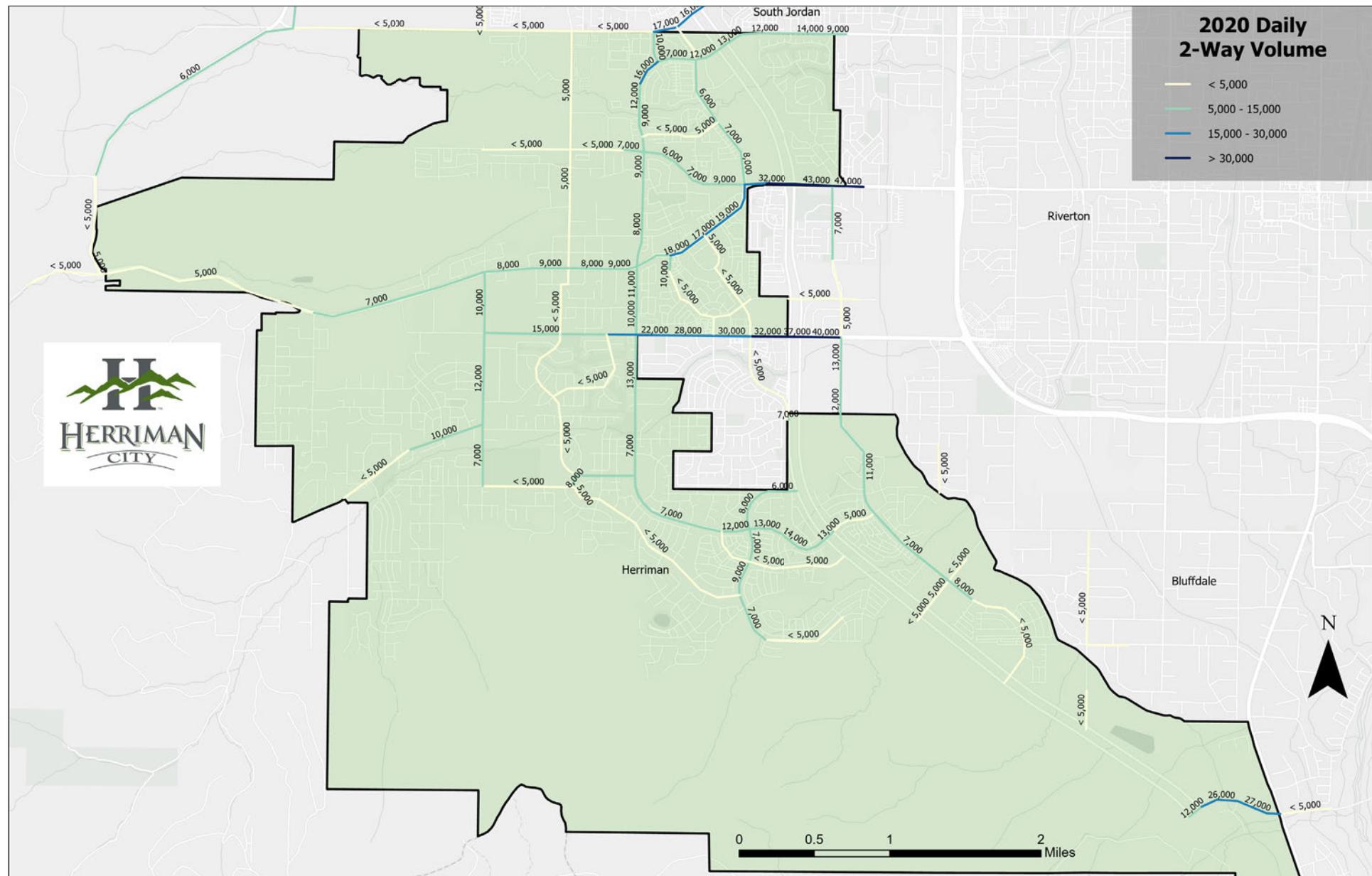
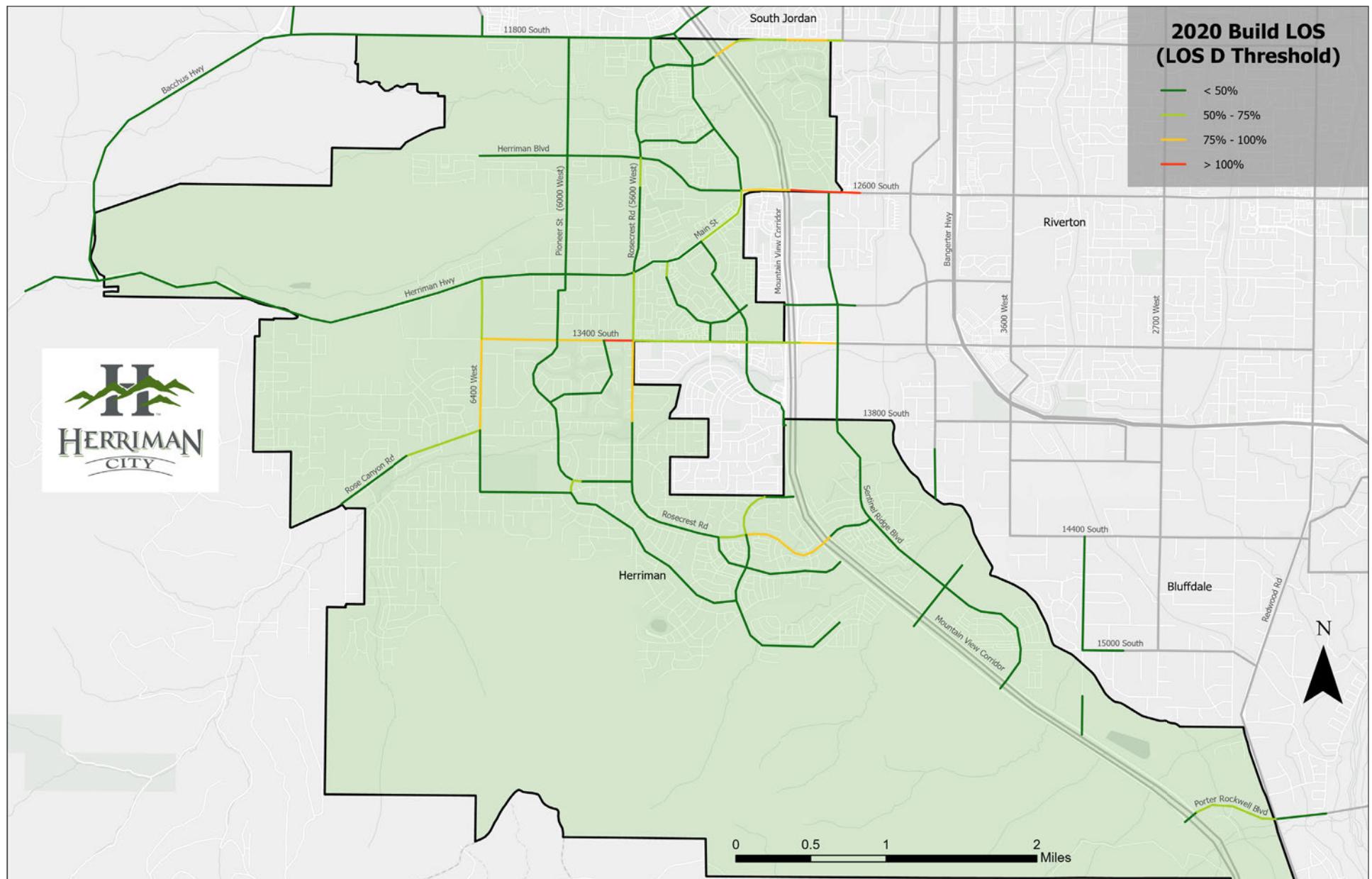


Figure 26: Existing (2020) Level of Service of Major Roads



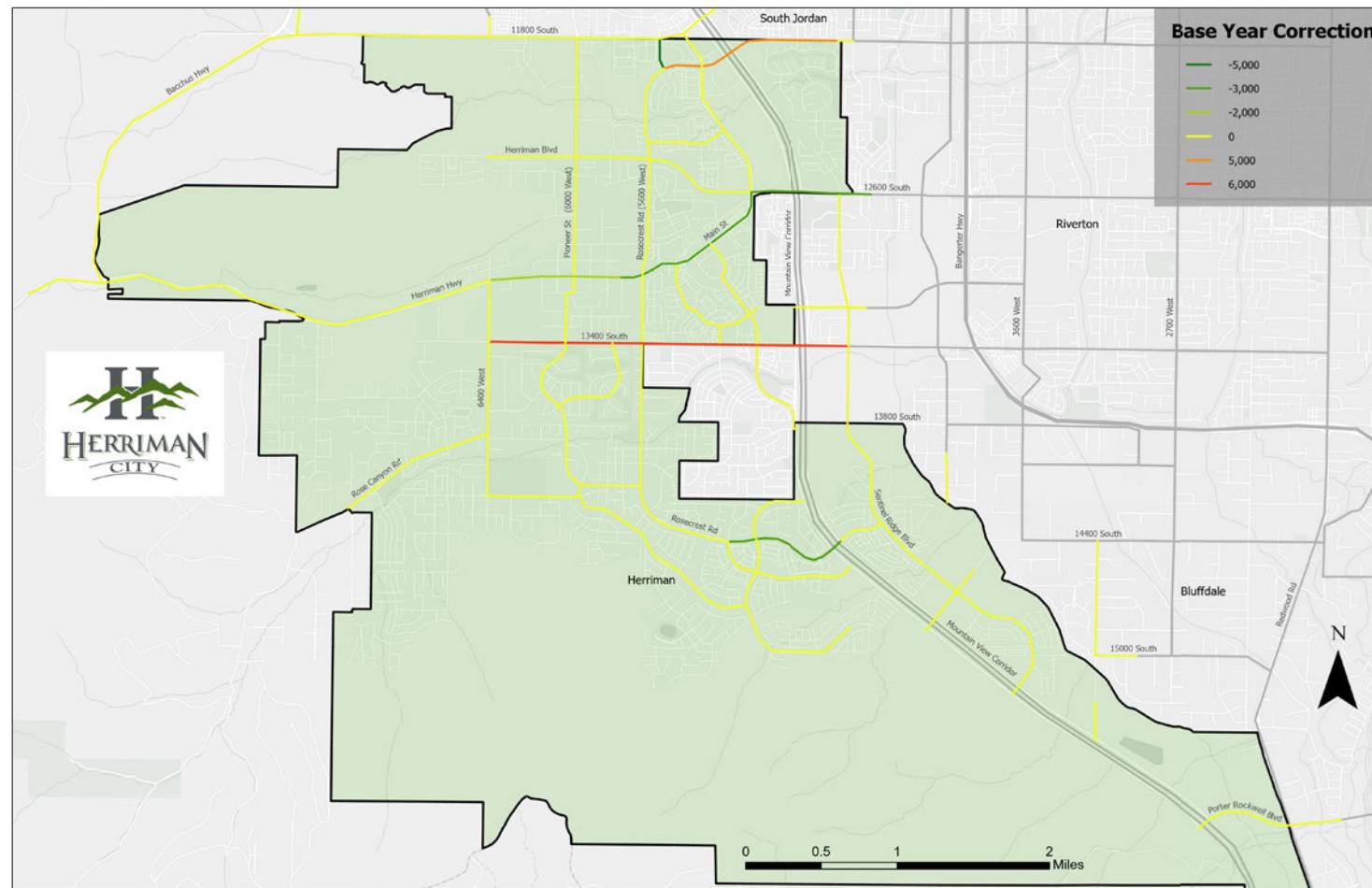
3.4. TRAVEL DEMAND MODELING

Future traffic conditions were forecasted using the WFRC – Mountainland Association of Governments (MAG) regional travel demand computer model (version 8.3.1, dated August 17, 2020). The model base year was 2020 and future conditions were forecasted for 2030 and 2050. The base year and future year socioeconomic data for Herriman were updated as part of the model calibration process for this transportation master plan.

3.4.1. BASE YEAR MODEL CALIBRATION

The base WFRC-MAG model network was updated to reflect existing conditions more accurately. Changes included modifying roadway functional types, creating new roadway links, and updating the underlying socioeconomic data. Additionally, a base year correction was developed from the difference between the 2020 modeled traffic and actual traffic counts provided by the City. This base year correction was then applied to the 2030 and 2050 modeled traffic to produce forecasts which account for any inherent tendencies of the model. Figure 27 shows a summary of the corrections to the 2020 model.

Figure 27: Summary of Corrections to 2020 Model



3.4.2. FUTURE VOLUMES

Once the base model was calibrated to reflect current conditions, future population, household, and employment data along with future roadway networks were used to model projected 2030 and 2050 travel volumes on a future Herriman network.

Figure 28 depicts projected 2030 daily travel volumes. Model results indicate that daily volumes within the City generally stay below 30,000, with the exception of 12600 South (Herriman Boulevard) and 13400 South near the Mountain View Corridor crossings where daily volumes exceed 50,000.

Figure 29 shows the projected 2030 LOS in the Minimal Build condition. Level of service in 2030 Minimal Build is projected to remain within the LOS D threshold in on most corridors. However, without widening the following segments of roadway are projected to exceed the LOS threshold.

- 11800 South: Mountain View Corridor to 4600 West (Ticaboo Mine Road)
- Herriman Boulevard: 6400 West to 6000 West and Herriman Main Street to the city boundary
- 13400 South: 6400 West to 5600 West

Figure 30 shows the projected 2030 LOS with widening projects (Build). In this scenario there are two roadways that still exceed the LOS threshold. Explanations on these roadways being projected to exceed the LOS threshold are provided below.

- **11800 South: Mountain View Corridor to 4600 West (Ticaboo Mine Road)**

11800 South through the Mountain View Corridor interchange is a phase 1 project, thus improving LOS through the most significant bottleneck on this corridor. East of Mountain View Corridor, the roadway does not drastically exceed the capacity of a 3-lane cross section in 2030. Thus, this project will be delayed to Phase 2 (2031-2040) to correspond with the South Jordan City TMP schedule, as South Jordan owns the northern half of this roadway.

- **Herriman Boulevard: 4570 West to the city boundary**

Even with a 7-lane cross section this roadway is projected to still exceed the LOS threshold. UDOT is currently performing a study for this corridor examining solutions such as grade separation and innovative intersections.

MINIMAL BUILD

Represents a network where all new roadways are built but no widening projects occur.

(It is assumed that for new development to access the existing roadway network these new roadways will need to be constructed. Thus, there is no rationale in running a “No Build” scenario that still assumes significant household and employment growth since that could never realistically occur.)

BUILD

Represents all corresponding phase projects from the Street Facilities Plan being constructed

(For example: the 2030 Build condition will include all Phase 1 projects)

Figure 28: Projected 2030 Daily Traffic Volumes

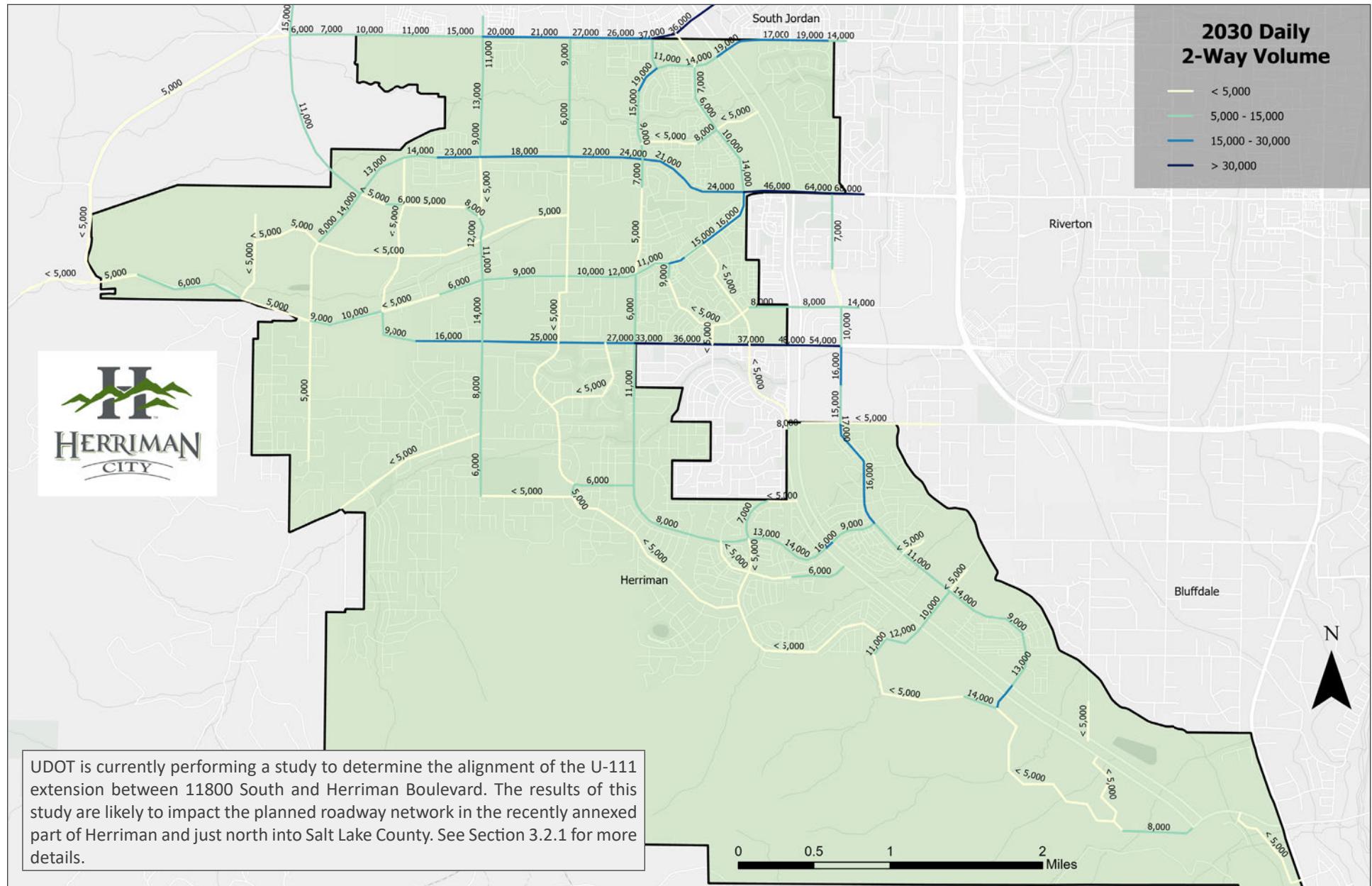


Figure 29: Projected 2030 Level of Service – Minimal Build

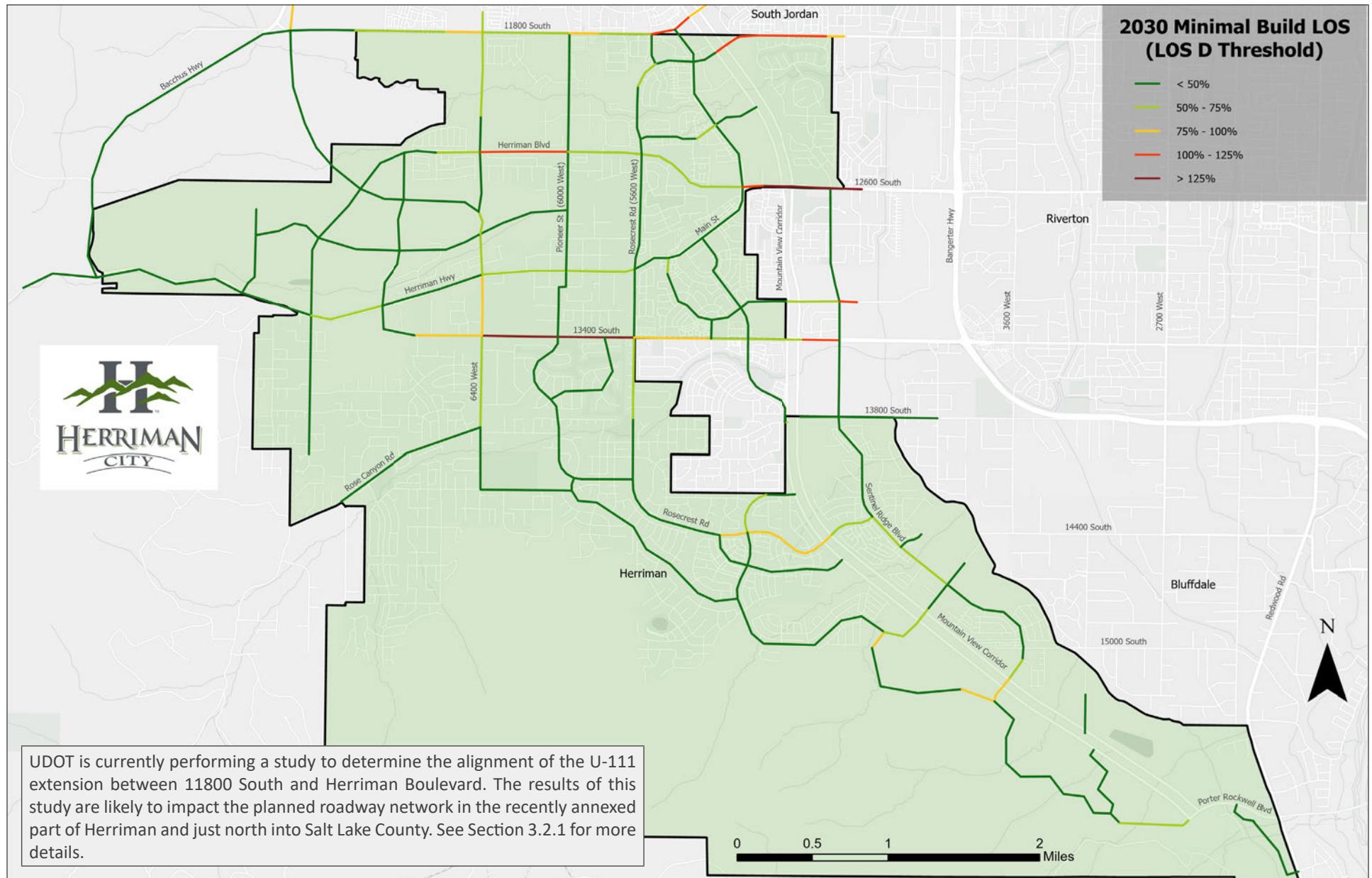


Figure 30: Projected 2030 Level of Service – Build

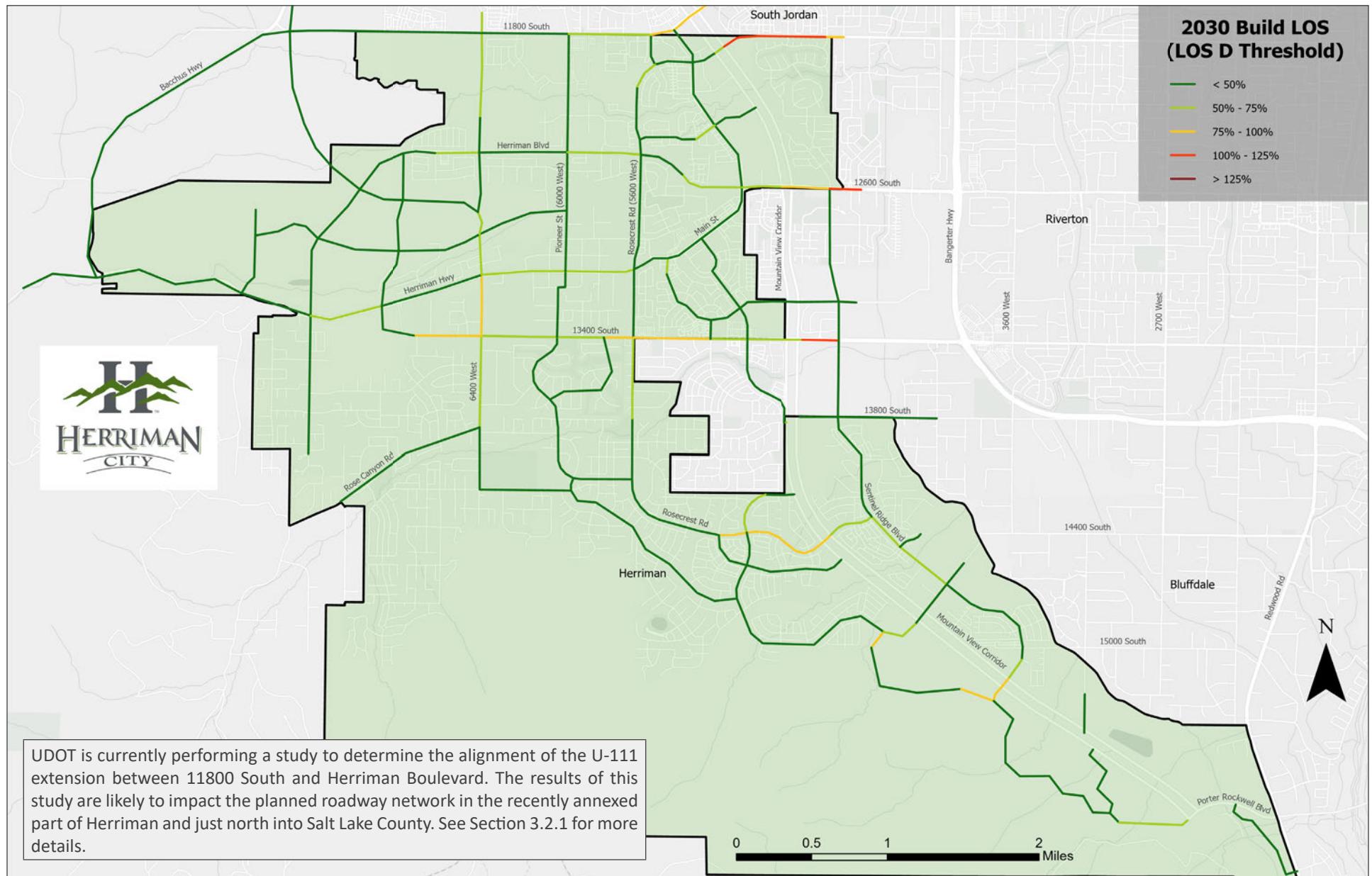


Figure 31 depicts projected 2050 daily travel volumes. Model results indicate that daily volumes are still fairly low on many city roadways. However, given Herriman's location in the southwest corner of the valley high volumes are projected proximate to all Mountain View Corridor interchanges. Roadways such as 11800 South, 12600 South, Herriman Main Street, and 13400 South have significant volumes accessing and through the Mountain View Corridor interchanges. By 2050 the new SR-111 alignment is projected to have over 20,000 daily vehicles.

Figure 32 shows the projected 2050 LOS in the Minimal Build condition. Level of service in 2050 Minimal Build is projected to remain within the LOS D threshold in on most corridors. However, without widening the following segments of roadway are projected to exceed the LOS threshold (segments that already failed in 2030 are not listed again).

- **Bacchus Highway:** Just southwest of 7900 West and just west of 7600 West to the new SR-111.
- **11800 South:** entire roadway within Herriman
- **New Roadway:** just west of SR-111 to current city boundary
- **Herriman Highway:** Dansie Boulevard to 7900 West
- **13400 South:** 6740 West to Moorfield Road
- **6400 West:** 13400 South to Herriman Highway
- **Rosecrest Road:** At Mountain View Corridor interchange
- **Juniper Crest Road:** At Mountain View Corridor interchange
- **Academy Parkway:** At Mountain View Corridor interchange

Figure 33 shows the projected 2050 LOS with widening projects (Build). In this scenario there are five roadways that still exceed the LOS threshold. Explanations on these roadways being projected to exceed the LOS threshold are provided below.

Herriman Boulevard: Mountain View Corridor to the city boundary

Even with a 7-lane cross section this roadway is projected to still exceed the LOS threshold. UDOT is currently performing a study for this corridor examining solutions such as grade separation and innovative intersections.

New Roadway: just west of SR-111 to current city boundary

The model indicates that this roadway will warrant a 5-lane cross-section in 2050. However, the growth dictating this need is highly speculative and outside of current Herriman City borders. Additionally, 7300 West is planned to be a 5-lane roadway and have the bulk of commercial uses adjacent to it, and has excess capacity. Thus, it is likely much of this traffic will utilize that roadway instead. However, the model does indicate a potential high traffic volume corridor here, thus the ROW should be reserved for a potential 5-lane cross section, but the roadway should only be built to 3-lanes.

Herriman Highway: Dansie Boulevard to 7900 West

The city is currently planning for all of Herriman Highway to be a 3-lane cross-section west of 5600 West. This segment of Herriman Highway barely exceeds the LOS threshold for a 3-lane roadway and the additional growth dictating the need for a 5-lane roadway is high speculative.

13400 South: 6740 West to 6400 West

This roadway is planned to be widened to a 3-lane cross-section in phase 1. There are ROW constraints that make widening to 5-lanes not feasible.

6400 West: 13400 South to Herriman Highway

This roadway is planned to be widened to a 3-lane cross-section in phase 1. There are ROW constraints that make widening to 5-lanes not feasible.

Figure 31: Projected 2050 Daily Traffic Volumes

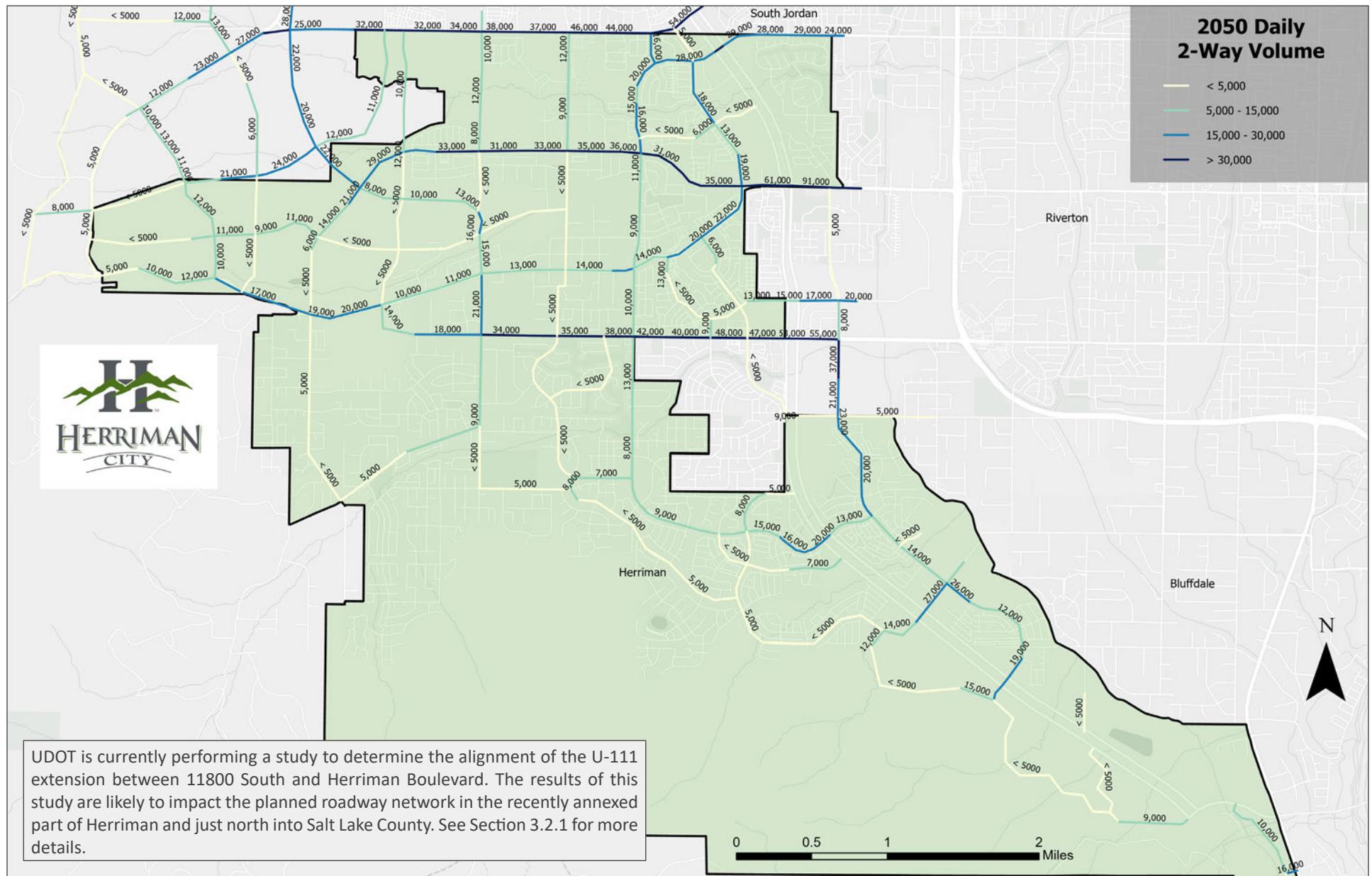


Figure 32: Projected 2050 Level of Service – Minimal Build

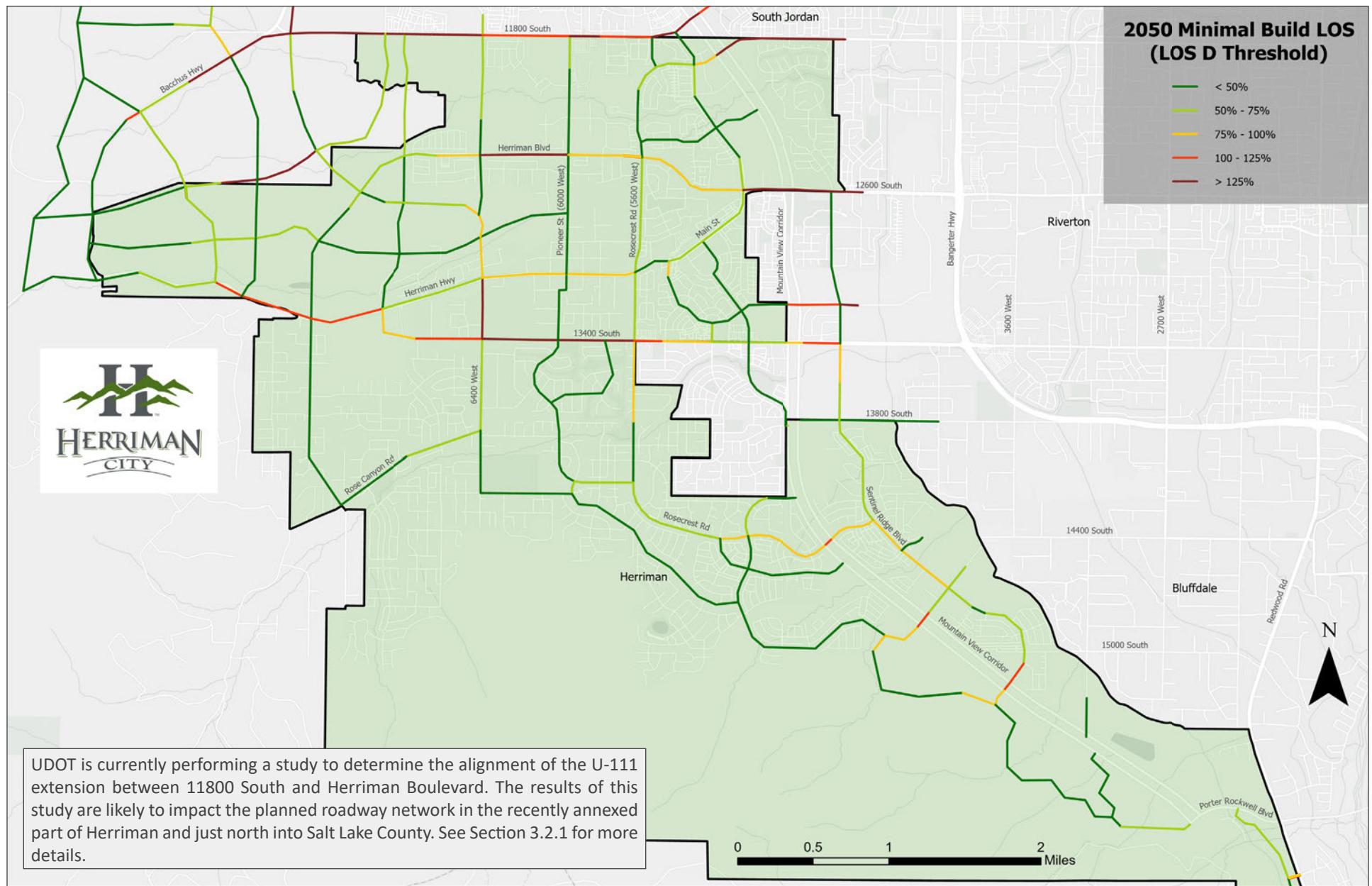
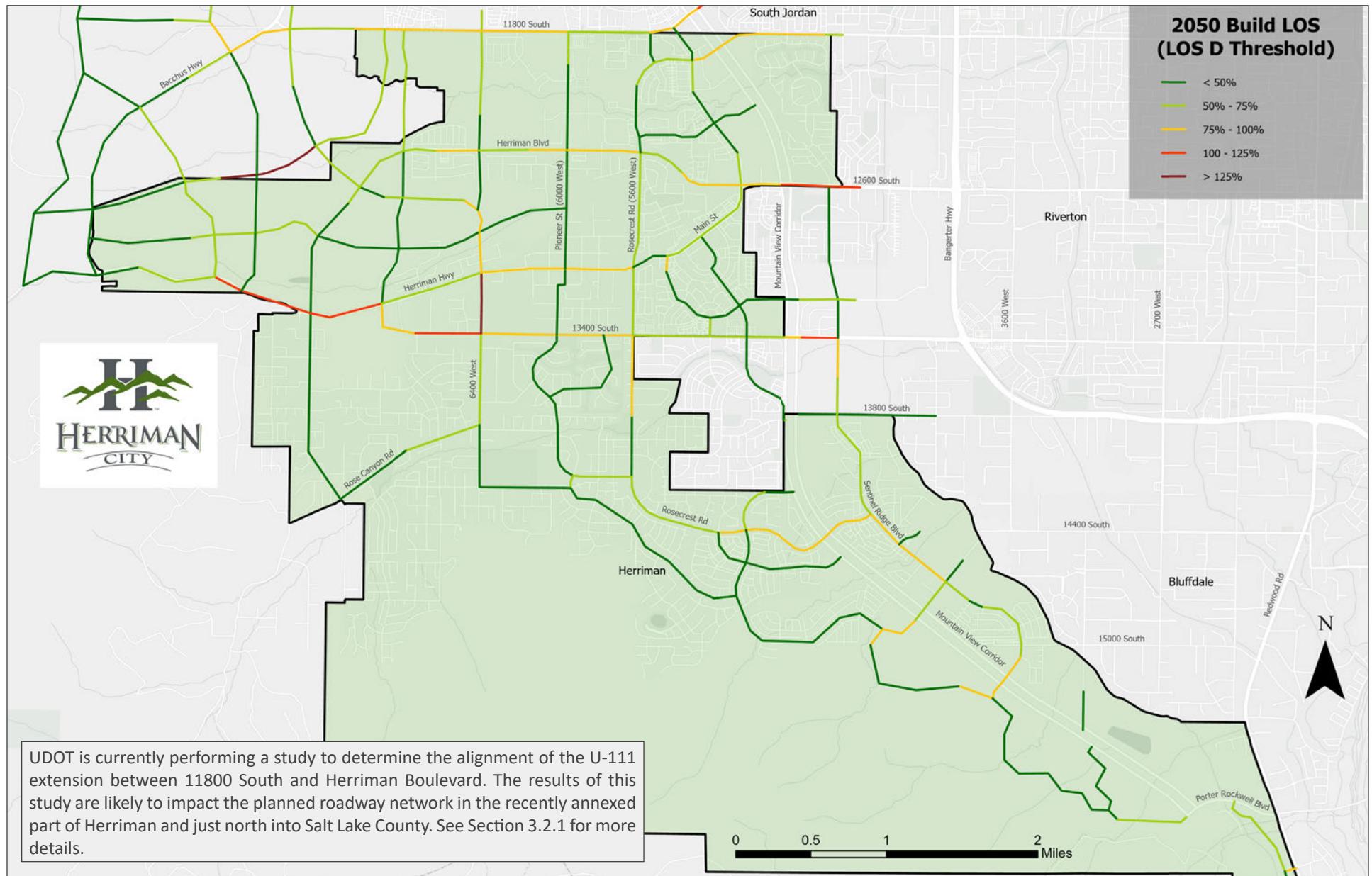


Figure 33: Projected 2050 Level of Service – Build





4. PLAN RECOMMENDATIONS

As Herriman continues to grow, transportation system improvements will need to be made to maintain acceptable LOS on city streets and intersection. This section outlines these roadway projects and details of specific cross sections and other roadway details. Additionally, expanding the active transportation network in unison is necessary and is outlined in this section.

4.1. FUNCTIONAL CLASSIFICATION

A functional classification of streets is used to group roadways into classes according to the volume of traffic the roadways are intended to serve. The classes are based upon the degree of mobility (speed and trip length) and land access that they are designed to serve. Roadway functional classifications are generally comprised of a mix of arterials, collectors, and local streets. Arterials are designed to serve higher volumes of traffic at higher speeds, while collectors are designed to balance land access with traffic speeds and traffic capacity. Local streets are intended to provide low-speed access to individual properties. Figure 34 summarizes the hierarchy of the functional classification of streets based upon mobility and access.

Figure 34: Mobility Vs Access

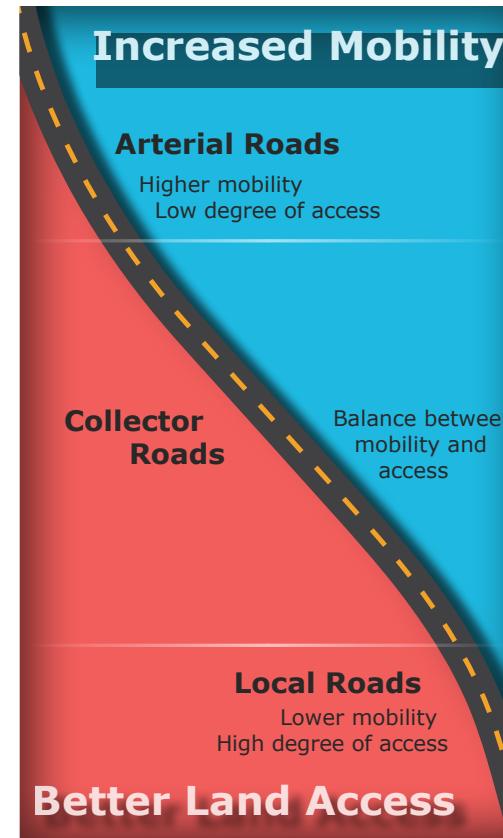


Table 9 provides general characteristics for the traffic operations of each functional classification. The definitions outlined include speed, average trip length, crash rate, and access control. Access control refers to the number of intersections, driveways, etc., interrupting the roadway.

Table 8. Street Functional Classification Summary

Street Functional Group	ROW Width (ft)	Speed (mph)	Average Trip Length (miles)	Expected Crash Rate (accidents per million vehicle miles)	Access Control
Arterial	>90	45+	3-15	3-5	Significant
Collector/Minor Collector	66 - 90	25-45	1-5	2-4	Moderate
Local and Minor Local	<66	<30	<0.5	Varies	None

4.1.1. LOCAL AND MINOR LOCAL STREETS

Local streets are designed to provide access from residences to the roadway network. They serve many driveways and provide a collection point to collector or arterial roadways. Local streets should be designed to minimize speed and reduce cut-through traffic while meeting the requirements of emergency vehicles. Local streets are typically placed with driveways on both sides and have posted speed limits of 25 miles per hour. Generally, no striping is proposed on local streets. However, the city engineer may recommend roadway striping as needed as a traffic-calming measure. Parking may be restricted on local streets near intersections, in high density or commercial areas, where snow removal or storage issues arise, or at other locations deemed necessary by the city engineer. Herriman plans to approve two construction standards for local and minor streets: one for a 53-foot right-of-way (ROW), shown in Figure 35; and one for a 60-foot ROW, shown in Figure 36. The 53-foot minor local cross section roads are best limited to single family residential access, whereas the wider 60-foot local cross section can accommodate higher density residential, neighborhood commercial, schools, churches and institutional land uses. Developers are responsible for the full cost of design and constructing local and minor local streets including the drainage facilities (storm drain pipes, inlets, manholes, etc.). For private roadways, emphasis needs to be placed on inclusion of sidewalks on both sides of the roadway and connectivity to the larger public sidewalk network. Requirements for private roadways should also include minimum lane widths to accommodate two-way traffic in a setting such as alleys for rear-loaded residential units.

Figure 35: Minor Local Street Standard – 53 Foot ROW

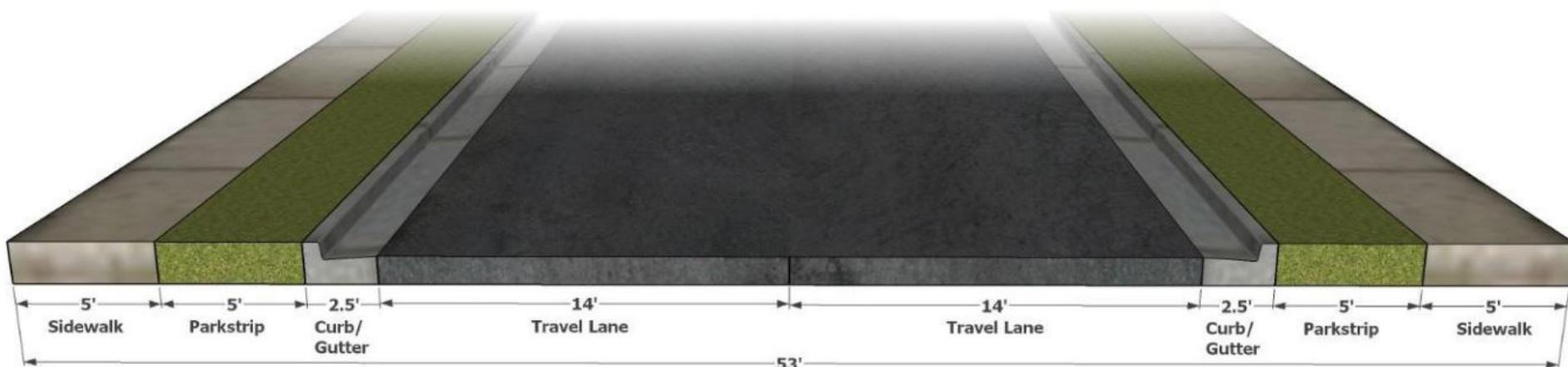
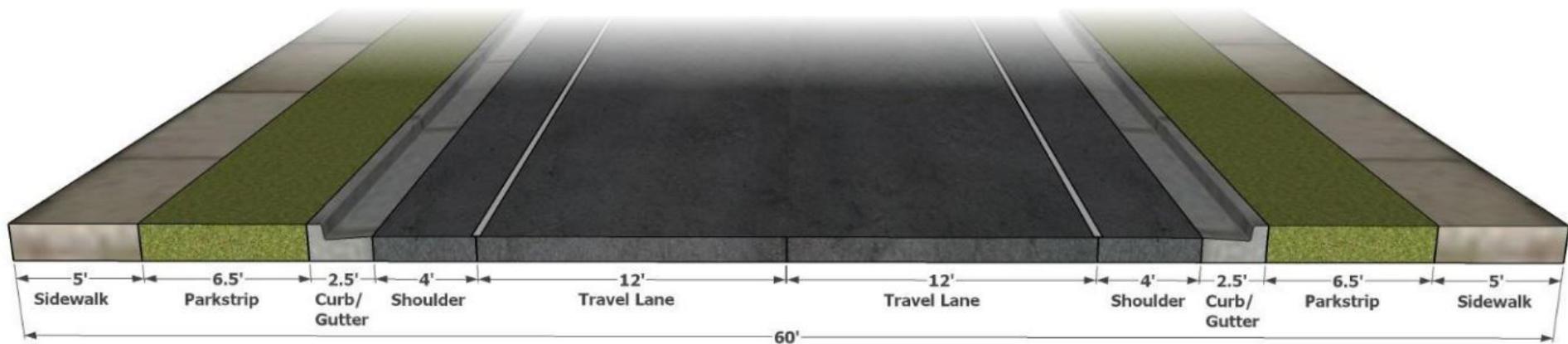


Figure 36: Local Street Standard – 60 Foot ROW

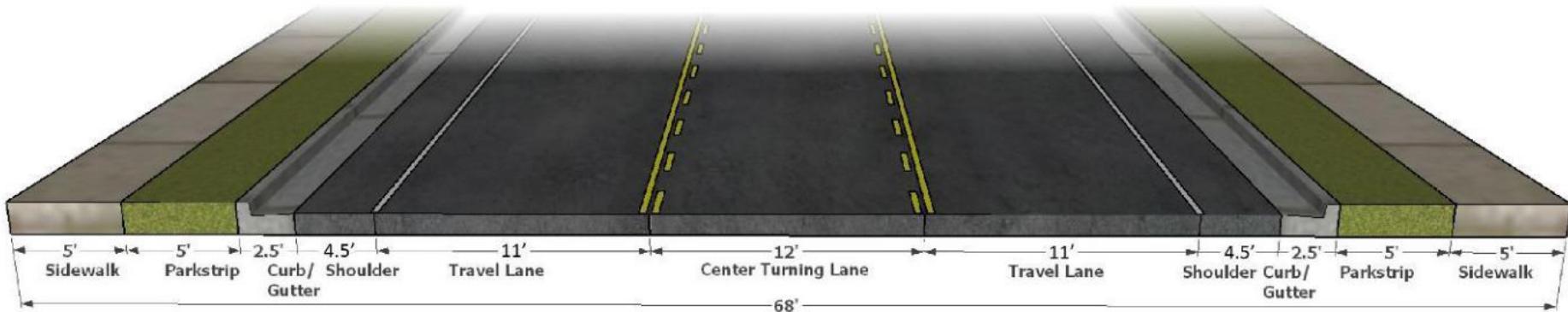


4.1.2. MINOR COLLECTOR STREETS

Minor collector streets within Herriman serve local trips and provide local access. Minor collectors have one through travel lane in each direction, a center turn lane, curb and gutter on both sides, sidewalk on both sides, and park strips on both sides within a 68-foot ROW. The center turn lane may be eliminated to allow for the addition of a bike lane in each direction. Additional details about roadway access spacing standards can be found in section 4.3.2 of this plan. The typical design cross section for a minor collector is shown in Figure 37.

In areas where a minor collector street is required, a developer will pay to design the new street and construct and install all improvements associated with local street standards with a 60-ft ROW as shown in Figure 36. The City will generally be responsible for paying for the costs associated with constructing the additional (about 11 feet) of pavement between the gutter lips to meet the minor collector street standard and the striping associated with the center turn lane.

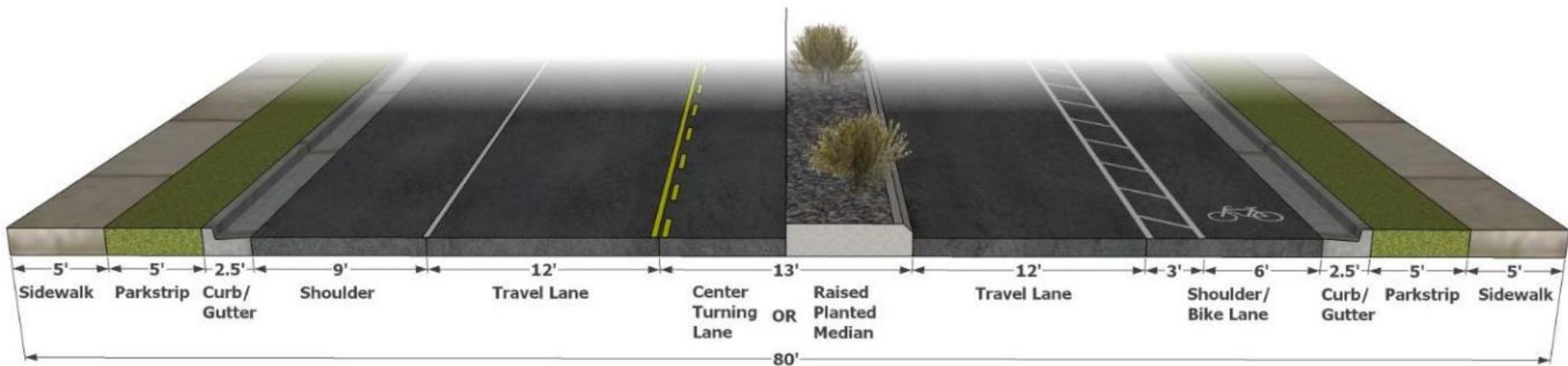
Figure 37: Minor Collector Streets Standard



4.1.3. MAJOR COLLECTOR STREETS

Major collector streets, like minor collectors, have one through travel lane in each direction and a center turn lane, as well as a wide shoulder on each side. The recommended collector cross section has 12-foot travel lanes in each direction, a 13-foot center turn lane, and 9-foot shoulders within an 80-foot ROW. The shoulders are intended to have bike lanes, but could be striped for parking if needed as shown in Figure 38. The 80-foot ROW is wide enough that if increased capacity is needed, two travel lanes in each direction could be accommodated with the elimination of the center turn lane and/or reduction of the lane and shoulder widths. At major intersections, the shoulder and travel lane can be modified to 10-foot lanes to accommodate right-turn lanes, provided motorists are cautioned to share the road with bicyclists (when a bicycle lane is marked in the shoulder area). In areas where a major collector street is required, a developer will pay to design the new street and construct and install all of the improvements associated with local street standards with a 60-ft ROW as shown in Figure 36. The City will be responsible for paying for the costs associated with constructing the pavement width in excess of 37 feet, any raised median, and additional striping associated with the center turn lane and a bike lane.

Figure 38: Major Collector Street Standard

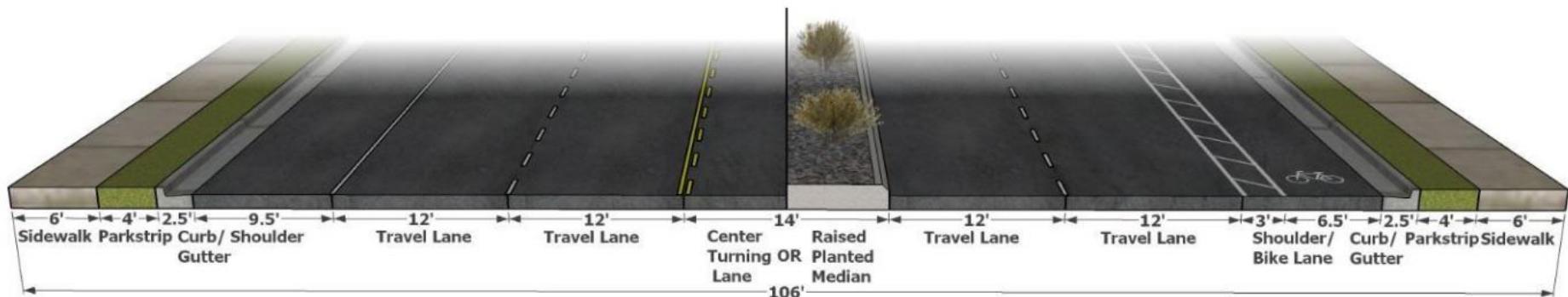


4.1.4. MINOR ARTERIAL STREETS

Minor arterial streets balance regional travel and local access. Minor arterials have two through travel lanes, a center turn lane, and wide shoulders within a 106-foot ROW. The shoulders are intended to have bike lanes but could be striped for parking if needed. The 106-foot ROW is wide enough that if increased capacity is needed, three travel lanes in each direction could be accommodated with the elimination of the center turn lane and/or a reduction of the lane and shoulder widths. Figure 39 shows the standard 106-foot arterial cross section.

The City is responsible for the costs associated with designing and constructing the full minor arterial street cross-section.

Figure 39: Minor Arterial Standard

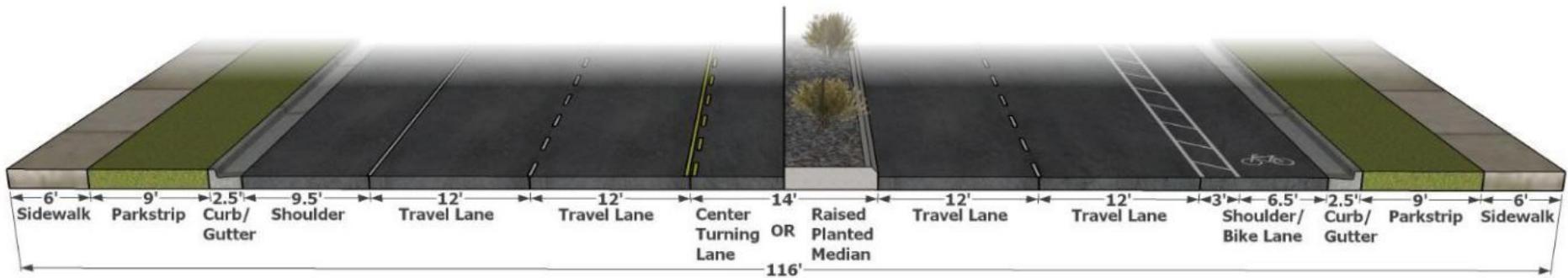


4.1.5. MAJOR ARTERIAL

Similar to minor arterials, major arterial streets balance regional travel and local access. Major arterials have two through travel lanes, a center turn lane, and wide shoulders within a 116-foot ROW. The shoulders are intended to have bike lanes but could be striped for parking if needed. The 116-foot ROW is wide enough that if increased capacity is needed, three travel lanes in each direction could be accommodated with the elimination of the center turn lane and/or a reduction of the lane and shoulder widths. The recommended typical design cross section of an arterial street with a 116-ft ROW is shown in Figure 40.

The City is responsible for the costs associated with designing and constructing the full major arterial street cross-section.

Figure 40: Major Arterial Street Standard

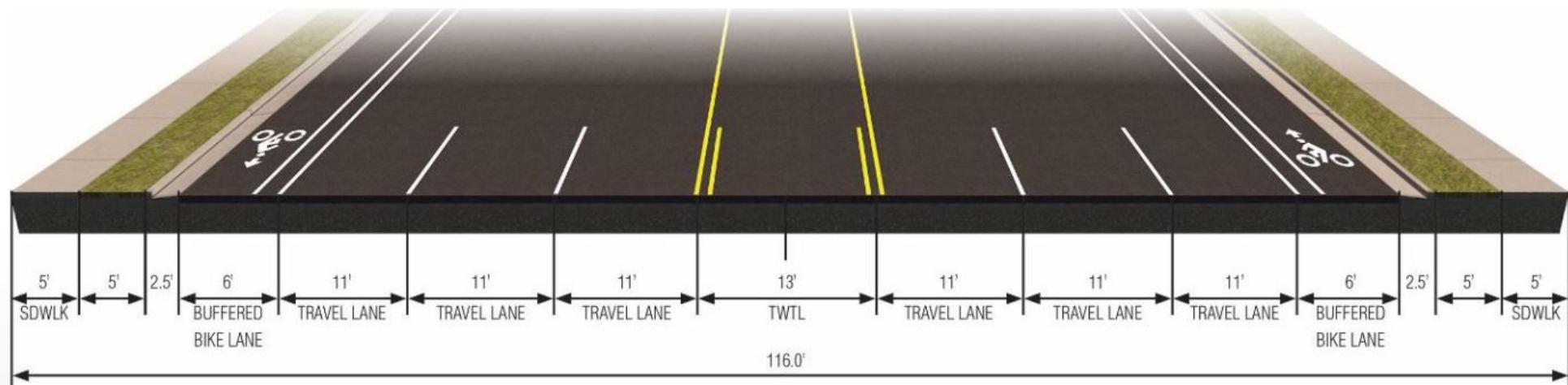


4.1.6. PRINCIPAL ARTERIAL

Similar to major arterials, principal arterial streets have a 116-foot ROW, but have a more focused approach on vehicle throughput. The principal arterial cross section has narrower lanes (11' vs. 12') and narrower park strips to allow for 3 travel lanes in each direction while still providing a 6' buffered bike lane or shoulder. The recommended typical design cross section of an arterial street with a 116-ft ROW is shown in Figure 41.

The City is responsible for the costs associated with designing and constructing the full major arterial street cross-section.

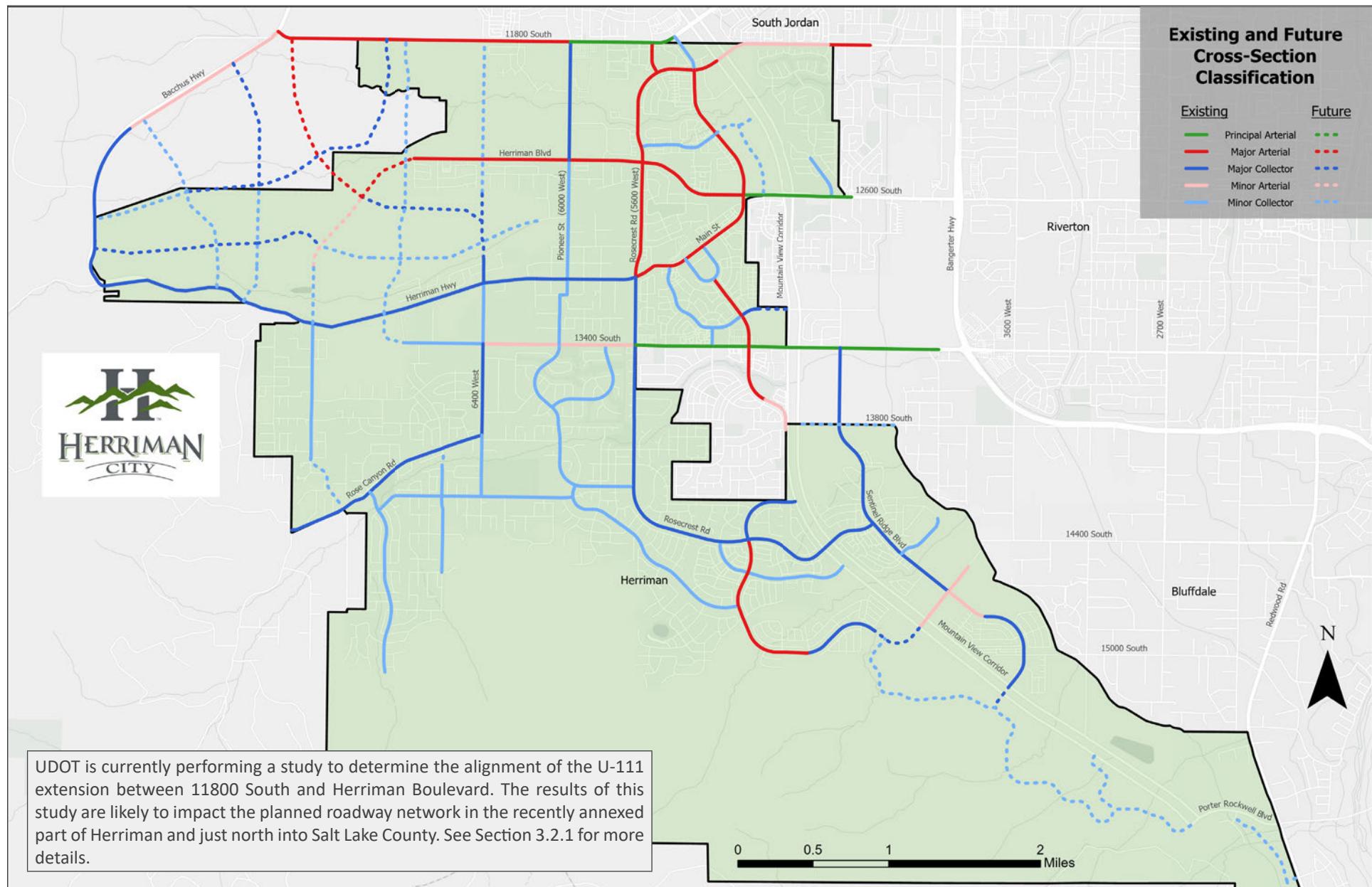
Figure 41: Principal Arterial Street Standard



4.2. PROPOSED FUTURE NETWORK

The existing and recommended future network of arterial, collector, and minor collector streets is shown in Figure 42.

Figure 42: Existing and Recommended Major Street Network



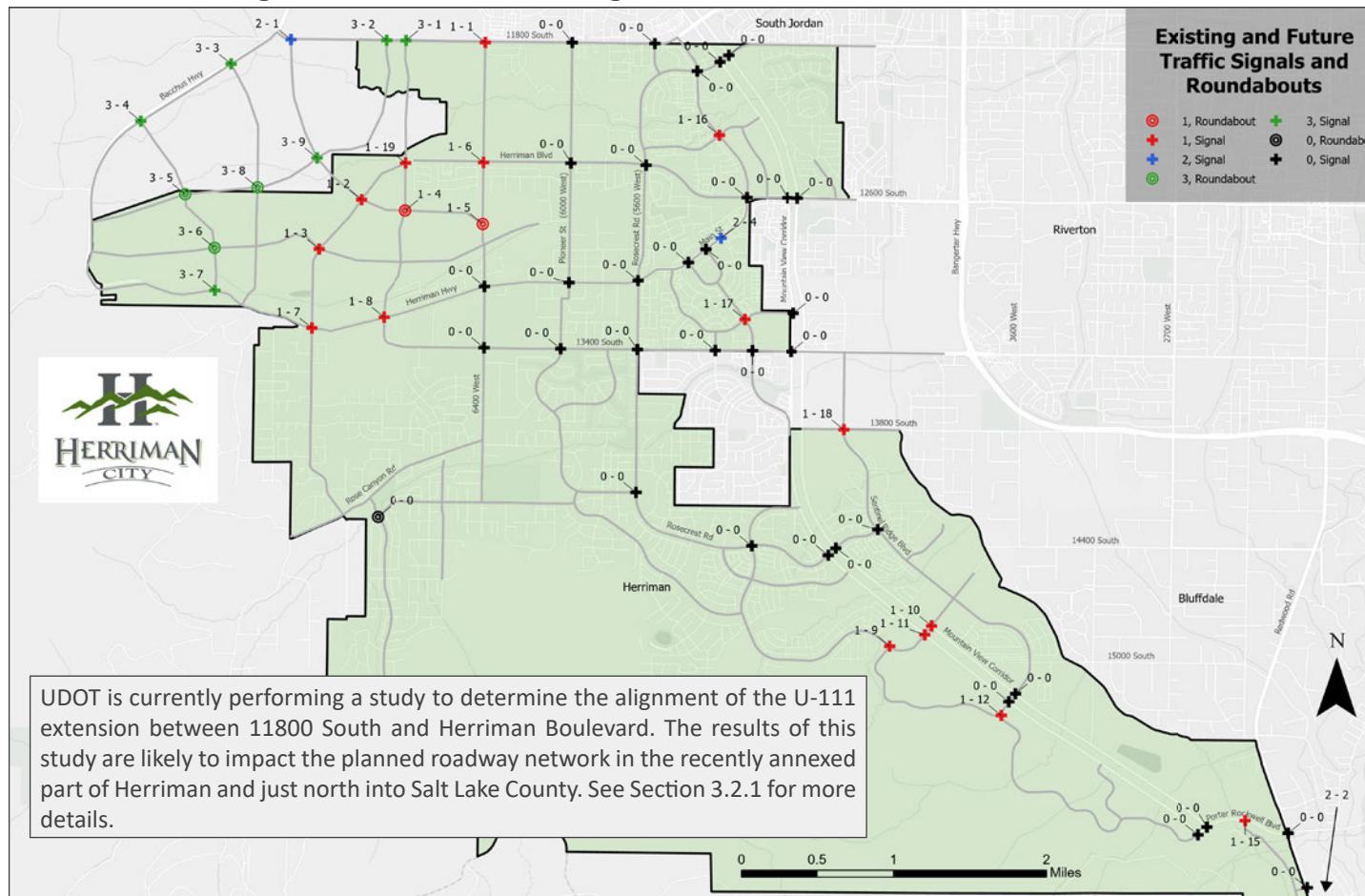
4.3. TRANSPORTATION STANDARDS

4.3.1. TRAFFIC CONTROL

The need for traffic signals will increase as traffic volumes and road networks throughout Herriman continue to grow. The Manual on Uniform Traffic Control Devices (MUTCD) states that “an engineering study of traffic conditions, pedestrian characteristics, and physical characteristics of the location shall be performed to determine whether installation of a traffic control signal is justified at a particular location.” The MUTCD indicates that eight different traffic signal warrants should be considered when investigating the need for a traffic control signal. These warrants look at vehicular volumes, pedestrian volumes, school crossings, signal coordination, vehicular crashes, and the adjacent road network. Before installation of a signal the City should consider the feasibility of a roundabout. Roundabouts are generally safer than signals and offer significant traffic calming advantages.

Recommended traffic control improvements shown below are separated into Phase 1 (0 to 10 years), Phase 2 (11 to 20 years), and Phase 3 (21 to 30 years). Anticipated traffic control needs by phase are shown in Figure 43. Locations for roundabouts were determined based on discussions with city staff, traffic volumes, and available right-of-way. All locations tagged with “0 - 0” are existing.

Figure 43: Locations of Existing and Recommended Future Traffic Control



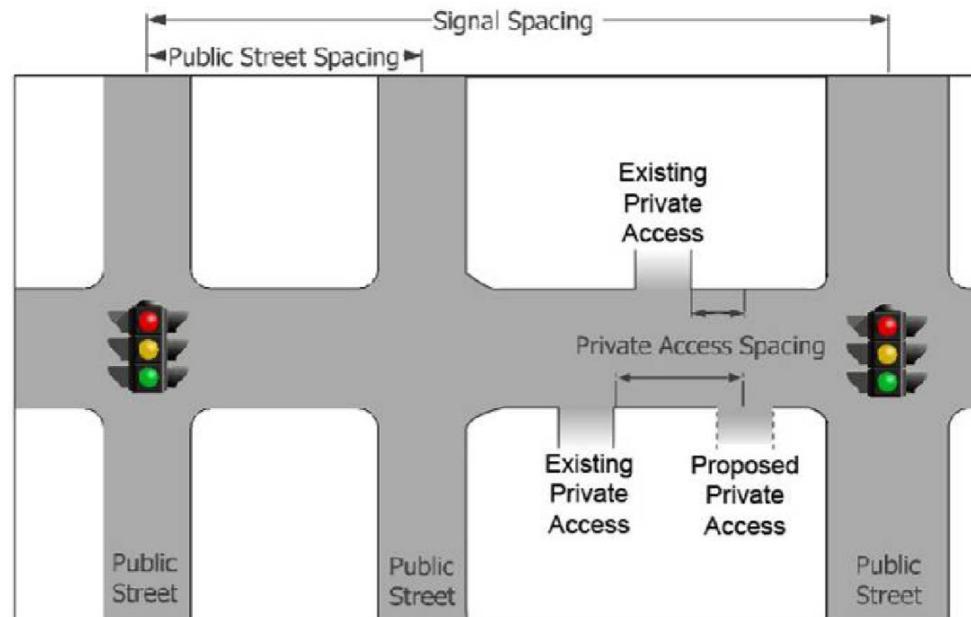
4.3.2. ACCESS SPACING

This transportation master plan incorporates the access spacing and related permit requirements on state highways based on UDOT Administrative Rule R930-6 by reference. This plan also summarizes the allowable access spacing for all City streets in Herriman. On non-state routes, access spacing may be adjusted by the city engineer based on localized conditions. Requests to decrease access spacing standards may be granted by the city engineer or city council provided a traffic impact study is prepared by the developer documenting the preservation of safety, capacity, and speed with reduced access spacing. Table 9 lists the Herriman access spacing standards for signals, public streets, and private areas. Figure 44 illustrates spacing categories.

Table 9. Summary of Minimum Spacing Requirements

	Minimum Signal Spacing (feet)	Minimum Public Street Spacing (feet)	Minimum Private Access Spacing (feet)
Arterial Streets	2,640	660	250
Collector Streets	1,320	300	150
Local Streets	N.A.	150	No Minimum

Figure 44: Spacing Illustration



Access spacing, also referred to as driveway spacing, is measured from the closest edge (perpendicular tangent section) of the nearest driveway to the center of the proposed driveway. Access spacing standards allow drivers to process one decision at a time. Through proper spacing, drivers may monitor upcoming points of conflict with other vehicles and react accordingly to each conflict.

4.3.3. CORNER RADII

The dimensions of curb radii directly affect the speed of turning motor vehicles. Large radii are needed to accommodate large trucks and busses, but also allow cars to make high-speed turns and create increased crossing distances for pedestrians. A network of intersections with short curb radii would create the most welcoming pedestrian environment but would hinder fire truck movement, creating a potentially hazardous situation. Therefore, curb radii standards are needed to ensure that all user types are accommodated in the roadway design. Recommended back of curb corner radii for each street classification are presented in Table 10.

Table 10. Recommended Back of Curb Radii for Street Intersections

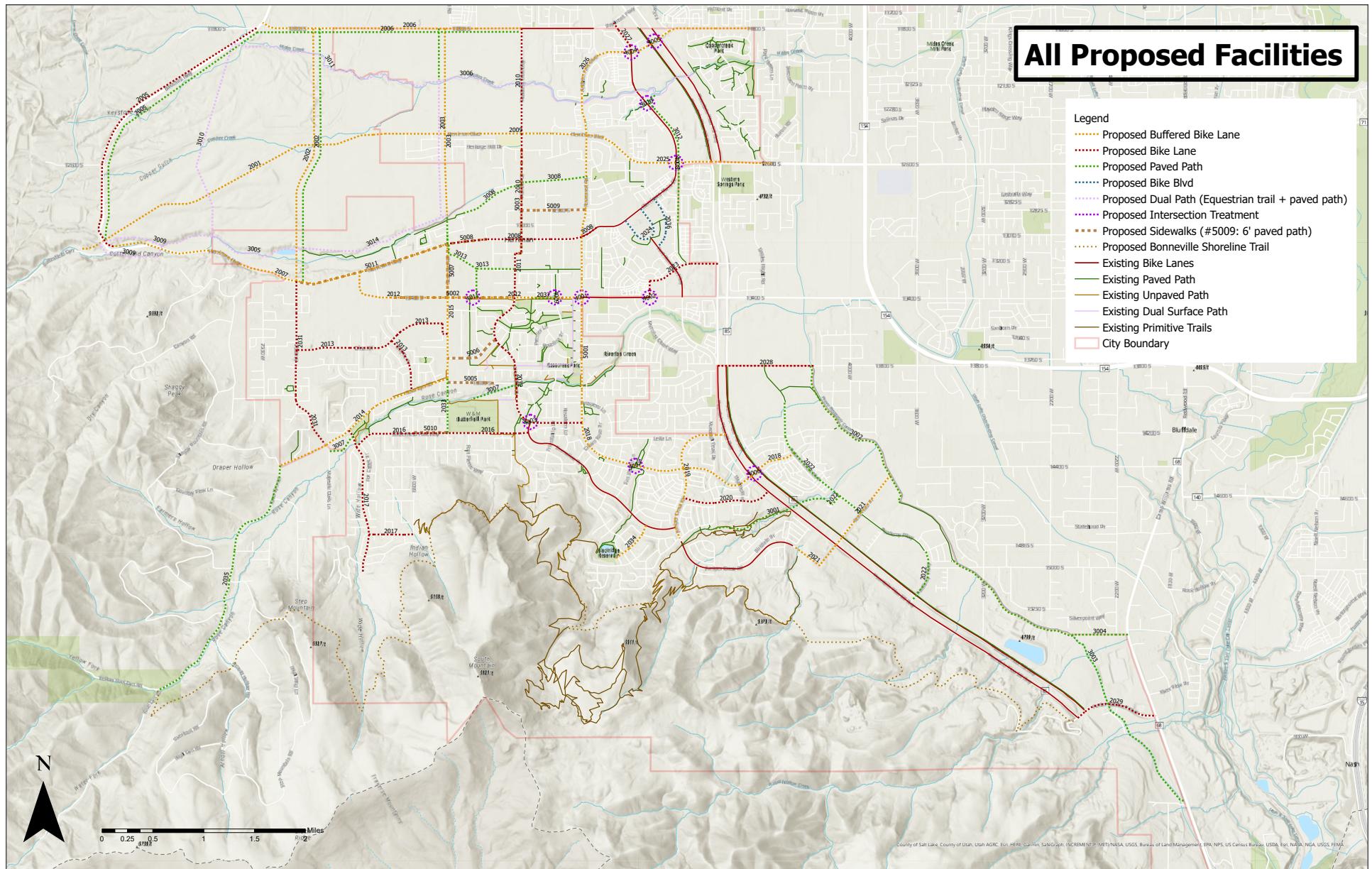
Type of Intersection Street	Type of Through Street				
	Local	Minor Collector	Major Collector	Arterial	
Local	25 ft	25 ft	30 ft	30 ft	
Minor Collector	25 ft	30 ft	30 ft	30 ft	
Major Collector	30 ft	30 ft	40 ft	40 ft	
Arterial	30 ft	30 ft	40 ft	40 ft	

The recommended radii listed in Table 10 may be adjusted based on traffic volumes, scale of large vehicle uses, and the needs of specific lane uses/truck routing. Changes to curb radii are subject to the approvals from the city engineer and fire marshal.

4.4. FUTURE BICYCLE INFRASTRUCTURE

Herriman recognizes the need for an extensive and cohesive bicycle path network to accommodate all modes of travel. To accommodate bicycle paths, transportation standards for collector and arterial streets were developed to incorporate wide shoulders and allow for bicycle lane striping. Figure 45 shows the existing bicycle path network as well as future multi-use pathways, trails, and bicycle lanes. This map also accounts for bicycle facilities on new collector and arterial streets. This network is comprehensive and it would allow for greater bicycle access throughout the City for commuter and recreational cyclists.

Figure 45: Future Bicycle Network

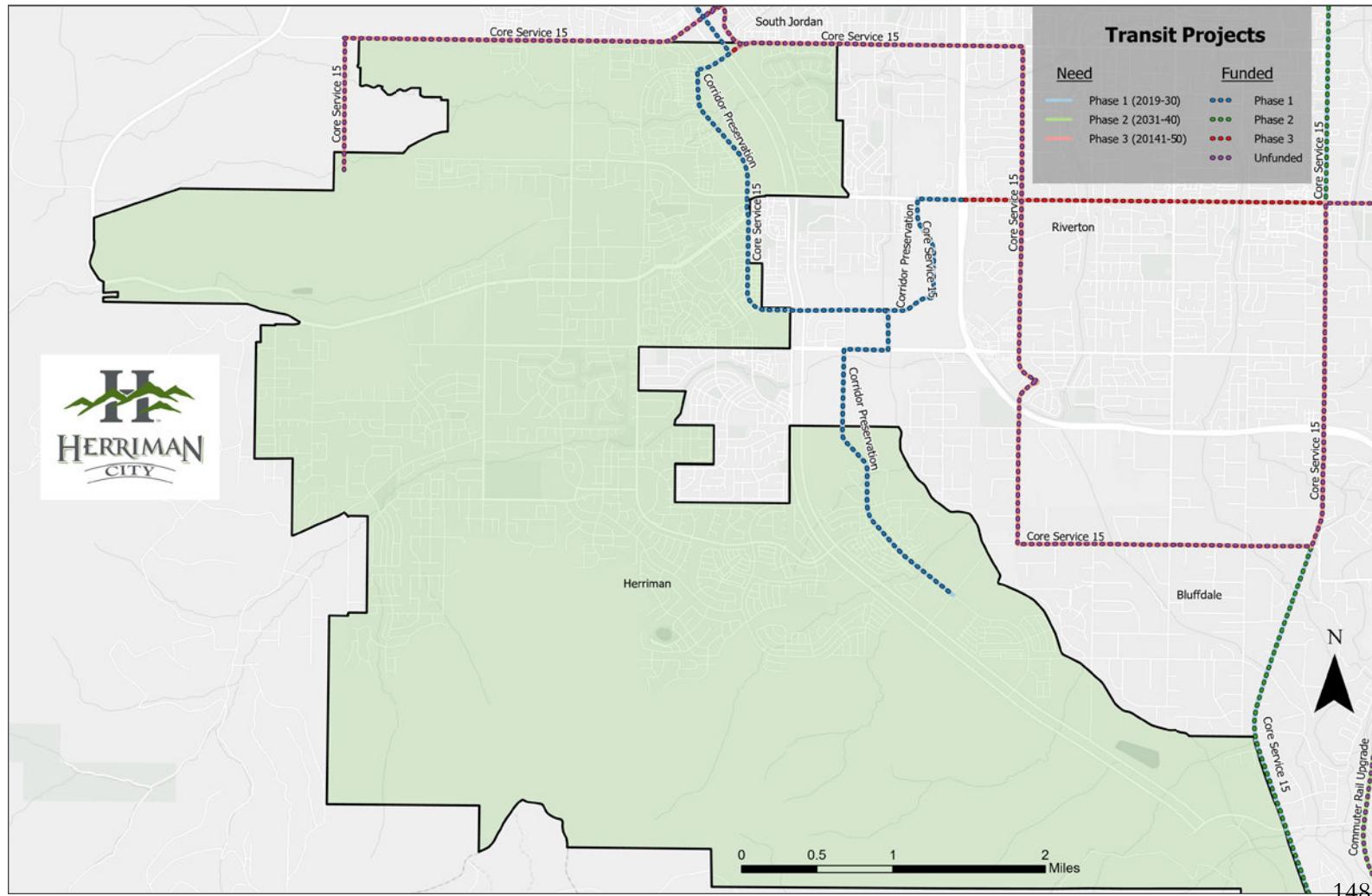


4.5. FUTURE TRANSIT

As Herriman grows, population densities will increase, more business and job opportunities will be created, and the transit system will need to be upgraded to meet the City's needs. Currently, Herriman is only served by on-demand transit which provides connections to Trax, FrontRunner, and other key destinations. Expanding to fixed routes should be considered as demand dictates. Beyond this, new routes should be explored. Figure 46 shows the WFRC's planned RTP transit projects.

Two future transit projects will impact Herriman. The first is a Phase 3 (2041-2050) project for a new transit route extending south from the Daybreak TRAX Station through northern Herriman, then west through Riverton, and into Draper. The second is a corridor preservation project for future transit. The corridor follows the same route as the new bus line, but also has an alternative which runs further south to Real Vista Drive. Through the WFRC Transportation and Land Use Connection (TLC) program a transit corridor and land use study will be performed in late 2022. This will likely determine the future of this corridor and what, if any, additional transit service is provided through Herriman.

Figure 46: Existing and Planned Transit Projects



The anticipated expansion of the UTA TRAX Red Line into Herriman will likely be the biggest change to the existing transit service. Extending from its existing terminus in the Daybreak development, a potential future line would continue on Daybreak Parkway and turn south on the future extension of Main Street. A future TRAX station within central Herriman would provide excellent transit service to residents and excellent connections to destinations across the valley.

Figures 467 through 49 illustrate examples of road design cross sections for a future Main Street that includes TRAX light rail.

Figure 47: Main Street with TRAX – 60-foot ROW

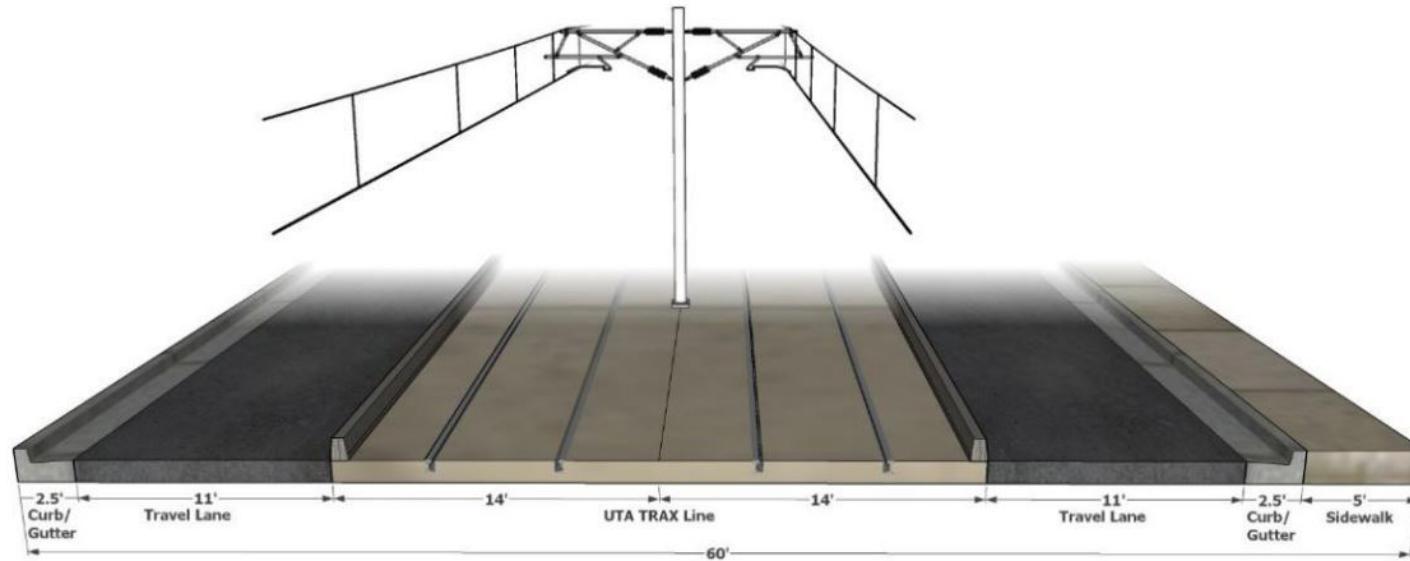


Figure 48: Main Street with TRAX – 121-foot ROW

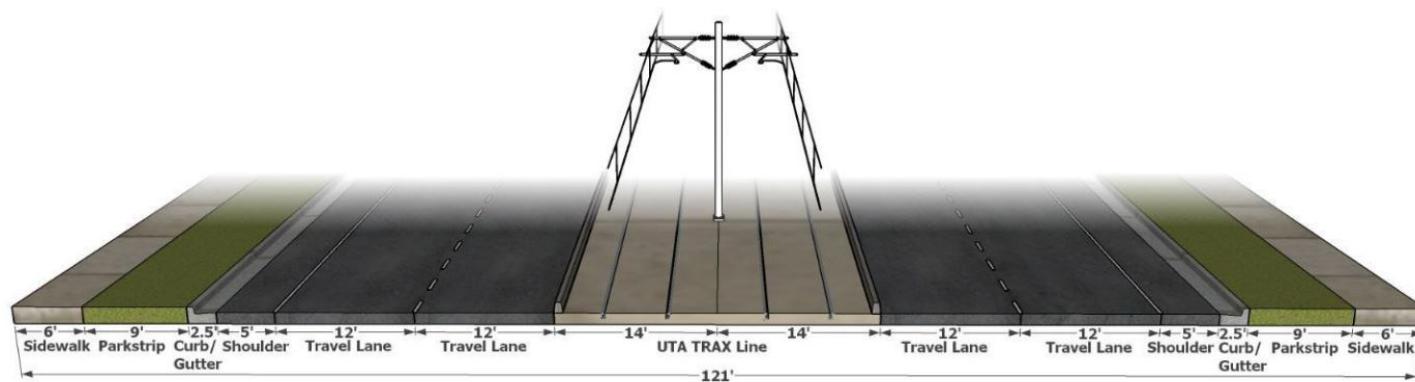
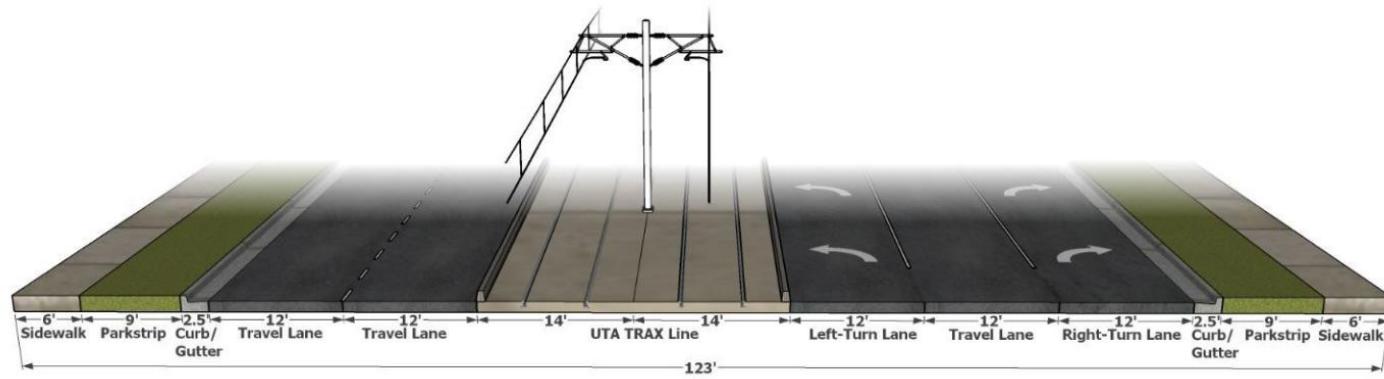


Figure 49: Main Street with TRAX Intersection – 123-foot ROW





5. Street Facilities Plan

The following street facilities plan presents the projected phasing and estimated construction costs of the recommended major street improvement projects.

5.1. STREET FACILITIES PLAN

The street facilities plan (SFP) identifies recommended transportation project needs by priority and includes a conceptual planning level cost estimate (2022 dollars) for each improvement. The recommended improvements are separated into Phase 1 (0 to 10 years), Phase 2 (11 to 20 years), and Phase 3 (21 to 30 years). The recommended projects only include collector and arterial streets and projects that increase the capacity of the road network.

Figure 50: Recommended Street Improvements by Phase - Roadways

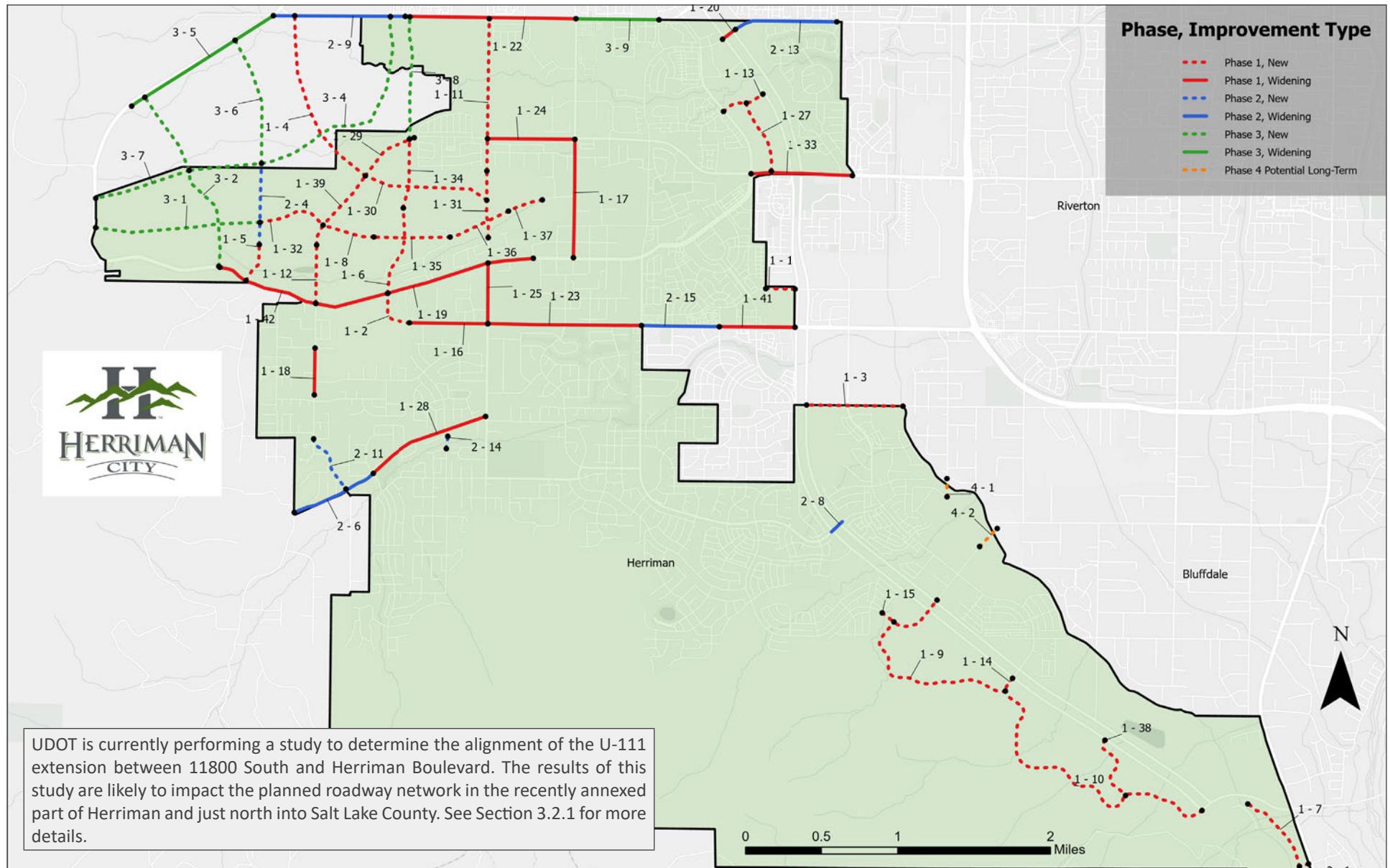


Figure 50 and Figure 51 shows the locations of recommended street improvements by phase. Note that some of the Phase 2 and Phase 3 projects are outside the current city corporate limit. Those projects will only be needed if the City annexes and expands its municipal boundary.

Figure 51: Recommended Street Improvements by Phase - Intersections

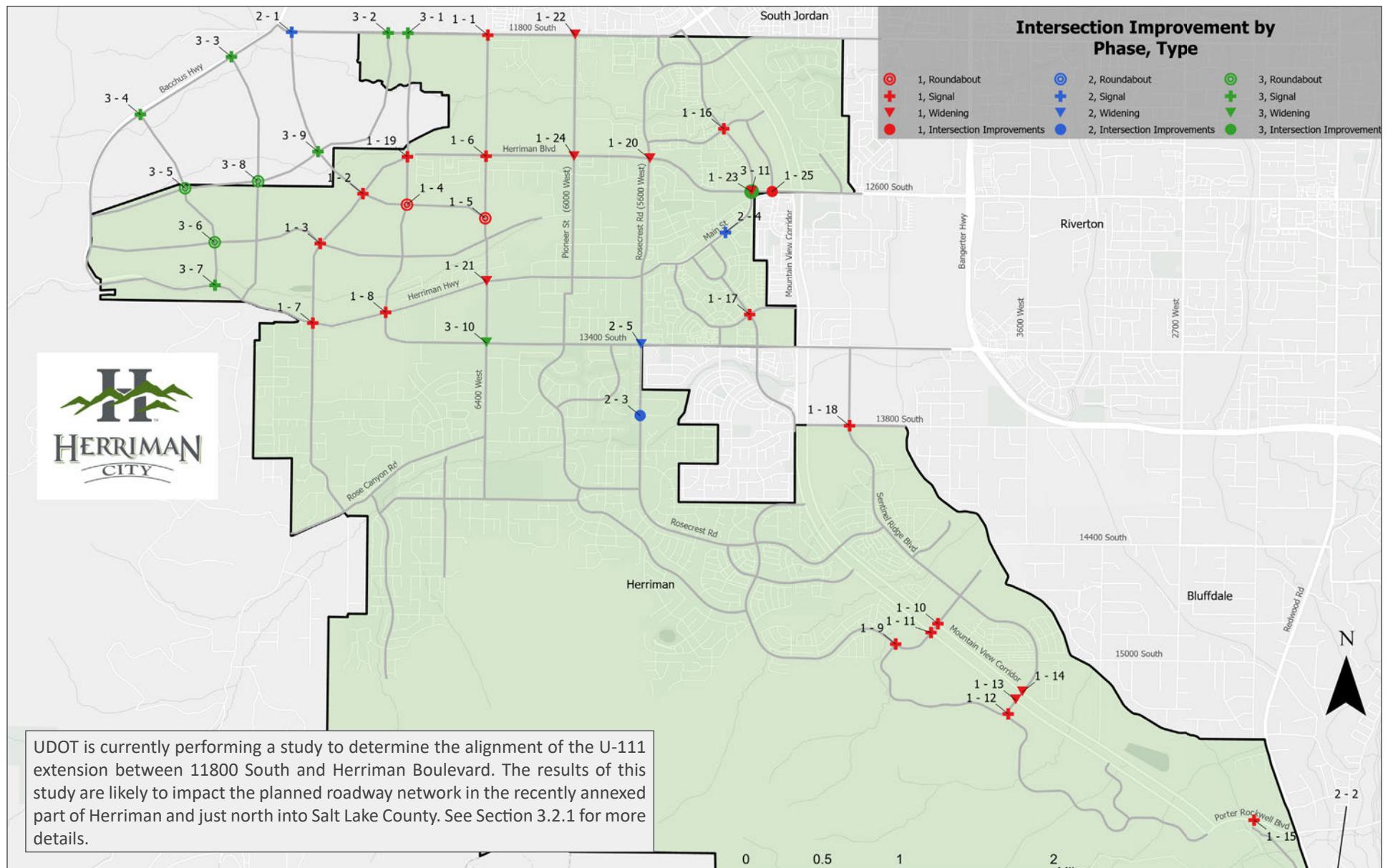


Table 11 and Table 12 list the recommended SFP projects by phase. The SFP project costs include street improvements from back-of-curb to back-of-curb, sidewalks, park strips, and drainage. Cross-section cost details can be found in Appendix B.

Table 11. Recommended Phased Facilities Plan - Roadways

Phase 1 (2022 - 2030)						
#	Roadway	From	To	Type	Functional Class	Cost
1-1	Herriman Rose Boulevard	Herriman Rose Dead End	MVC Frontage Road	New	Major Collector	\$2,600,000
1-2	Dansie Blvd	Herriman Highway	13400 South Existing	New	Minor Collector	\$3,300,000
1-3	13800 South	Mountain View Corridor	13800 South Bluffdale	New	Minor Collector	\$7,100,000
1-4	SR-111	11800 South	Herriman Parkway	New	Major Arterial	\$21,900,000
1-5	7600 West	Olympia Property Boundary	Herriman Highway	New	Minor Collector	\$2,800,000
1-6	6800 West	Olympia Property Boundary	Herriman Highway	New	Minor Collector	\$7,500,000
1-7	Mcdougall Road	Porter Rockwell Blvd	Redwood Road	New	Minor Collector	\$6,800,000
1-8	Silver Sky Drive	7300 West	Olympia Property Boundary	New	Minor Collector	\$3,600,000
1-9	Soleil Hills Drive	Juniper Crest Road	Academy Pkwy	New	Minor Collector	\$12,600,000
1-10	Soleil Hills Drive	Academy Pkwy	Porter Rockwell Blvd	New	Minor Collector	\$21,400,000
1-11	6400 West	11800 South @ Prosperity Drive	Olympia Property Boundary	New	Minor Collector	\$12,500,000
1-12	7300 West	Olympia Property Boundary	Herriman Highway	New	Minor Collector	\$4,000,000
1-13	Miller Crossing Drive	Herriman Main Street	MVC Frontage Road	New	Minor Collector	\$3,100,000
1-14	Academy Parkway	Juniper Crest Road	Mountain View Corridor	New	Major Collector	\$700,000
1-15	Juniper Crest Road	Juniper Crest Road Dead End	Mountain View Corridor	New	Major Collector	\$3,600,000
1-16	13400 South	6800 West	6000 West	Widening	Minor Collector	\$3,500,000
1-17	6000 West	Herriman Parkway	Herriman Main Street	Widening	Minor Collector	\$5,800,000
1-18	7300 West	Herriman Highway	Hawthorn Leaf Drive	Widening	Minor Collector	\$2,500,000
1-19	Herriman Main St	7300 West	6225 West	Widening	Major Collector	\$16,000,000
1-20	11800 South	MVC Southbound	MVC Northbound	Widening	Minor Arterial	\$1,500,000
1-22	11800 South	6900 West	6000 West	Widening	Major Arterial	\$6,900,000
1-23	13400 South	6400 West	Rosecrest Road	Widening	Minor Arterial	\$9,400,000
1-24	Herriman Parkway	6400 West	6000 West	Widening	Major Arterial	\$3,900,000
1-25	6400 West	Herriman Main Street	13400 South	Widening	Minor Collector	\$3,200,000
1-27	Auto Row Drive	12600 South	Miller Cross Drive	New	Minor Collector	\$5,800,000
1-28	Rose Canyon Road	Spring Canyon Drive	6400 West	Widening	Major Collector	\$1,200,000
1-29	Herriman Blvd	6800 West	U-111	New	Major Arterial	\$7,200,000
1-30	Olympia Main Street	Herriman Blvd	6400 West	New	Major Collector	\$9,600,000
1-31	6400 West	6400 West Existing	Olympia Property Boundary	New	Major Collector	\$5,200,000
1-32	Silver Sky Drive	7300 West	7600 West	New	Major Collector	\$5,400,000
1-33	12600 South	City Boundary	Herriman Main Street	Widening	Principal Arterial	\$1,900,000
1-34	6800 West	Herriman Blvd	Olympia Property Boundary	New	Minor Collector	\$4,500,000
1-35	Silver Sky Drive	Olympia Property Boundary	Olympia Property Boundary	New	Minor Collector	\$5,000,000

#	Roadway	From	To	Type	Functional Class	Cost
1-36	Silver Sky Drive	Olympia Property Boundary	Olympia Property Boundary	New	Minor Collector	\$4,100,000
1-37	Silver Sky Drive	Olympia Property Boundary	Silver Sky Existing/6000 West	New	Minor Collector	\$2,300,000
1-38	Soleil Hills Blvd	Soleil Hills Drive	Mountain View Corridor	New	Minor Collector	\$5,100,000
1-39	7300 West	U-111	Olympia Property Boundary	New	Minor Arterial	\$7,200,000
1-41	13400 South	Rosecrest Road	Mountain View Corridor	Widening	Principal Arterial	\$2,900,000
1-42	Herriman Main St	7300 West	City Boundary	Widening	Major Collector	\$5,800,000

Phase 2 (2031 - 2040)

#	Roadway	From	To	Type	Functional Class	Cost
2-1	Mcdougall Road	McDougall Road Existing	Dead End	New	Minor Collector	\$13,200,000
2-4	7600 West	New Roadway	Olympia Property Boundary	New	Minor Collector	\$5,600,000
2-6	Rose Canyon Road	Rose Canyon Road SB	Spring Canyon Drive	Widening	Major Collector	\$3,900,000
2-8	Rosecrest Road	MVC South	MVC North	Widening	Major Collector	\$1,300,000
2-9	11800 South	Bacchus Highway	6900 West	Widening	Major Arterial	\$7,700,000
2-11	7300 West	7300 West	Rose Canyon Road	New	Minor Collector	\$4,300,000
2-13	Anthem Park Blvd	Mountain View Corridor	City Boundary	Widening	Minor Arterial	\$5,500,000
2-14	6600 West	Desert Lily Circle	Desert Wash Way	New	Minor Collector	\$1,200,000
2-15	13400 South	Rosecrest Road	Mountain View Corridor	Widening	Principal Arterial	\$2,900,000

Phase 3 (2041 - 2050)

#	Roadway	From	To	Type	Functional Class	Cost
3-1	Silver Sky Drive	7600 West	Bacchus Hwy	New	Major Collector	\$13,700,000
3-2	7900 West	Bacchus Highway	Herriman Highway	New	Minor Collector	\$16,100,000
3-4	New Roadway	11800 South @ Bingham Rim Road	7900 West	New	Major Collector	\$25,000,000
3-5	Bacchus Hwy	11800 South	New Roadway	Widening	Minor Arterial	\$9,100,000
3-6	7600 West	New Roadway	Bacchus Hwy	New	Major Collector	\$13,400,000
3-7	New Roadway	7900 West	Bacchus Hwy	New	Minor Collector	\$8,400,000
3-8	6800 West	11800 South	Herriman Highway	New	Minor Collector	\$8,500,000
3-9	11800 South	6000 West	Freedom Park Drive	Widening	Principal Arterial	\$5,800,000

Potential Long-term

#	Roadway	From	To	Type	Functional Class	Cost
4-1	Bruin View Drive	4000 West Dead End	4000 West Bluffdale	New	Minor Collector	\$1,600,000
4-2	Real Vista Drive	Current end of Real Vista Drive	Bluffdale	New	Major Collector	\$3,000,000

Table 12. Recommended Phased Facilities Plan - Intersections

Phase 1 (2022 - 2030)				
#	Intersection	Improvement	Improvement Details	Cost
1-1	11800 South & 6400 West	Signal	Left and right turn pockets	\$420,000
1-2	U-111 & Herriman Blvd	Signal	Dual left (SB) and right turn pockets (all)	\$460,000
1-3	7300 West & Silver Sky Drive	Signal	Left and right turn pockets	\$420,000
1-4	6800 West & Olympia Main Street	Roundabout	Single lane roundabout	\$870,000
1-5	Herriman Main Street & 6400 West	Roundabout	Single lane roundabout	\$870,000
1-6	Herriman Blvd & 6400 West	Signal	Left and right turn pockets	\$480,000
1-7	Herriman Hwy & 7300 West	Signal	Left and right turn pockets	\$330,000
1-8	Herriman Hwy & Dansie Blvd	Signal	Left turn pockets (all), right turn pockets (EB)	\$390,000
1-9	Juniper Crest Road & Soleil Hills Drive	Signal	Left and right turn pockets	\$450,000
1-10	Real Vista Drive & MVC NB	Signal	Left and right turn pockets	\$610,000
1-11	Real Vista Drive & MVC SB	Signal	Left and right turn pockets	\$1,160,000
1-12	Academy Pkwy & Soleil Hills Drive	Signal	Left and right turn pockets	\$450,000
1-13	Academy Pkwy & MVC SB	Widening	Left and right turn pockets	\$950,000
1-14	Academy Pkwy & MVC NB	Widening	Left and right turn pockets	\$260,000
1-15	Porter Rockwell Blvd & Mcdougall Road	Signal	Left and right turn pockets	\$490,000
1-16	Herriman Main Street & Miller Crossing Drive	Signal	Signal only	\$430,000
1-17	Herriman Rose Blvd & Fort Herriman Pkwy	Signal	Signal only	\$460,000
1-18	Sentinel Ridge Blvd & 13800 South	Signal	Left and right turn pockets	\$1,070,000
1-19	Herriman Blvd & 6800 West	Signal	Left and right turn pockets	\$450,000
1-20	Herriman Blvd & 5600 West	Widening	EB dual left, EB/WB right-turn lanes	\$850,000
1-21	Herriman Hwy & 6400 West	Widening	Right turn pockets (EB, WB, NB)	\$100,000
1-22	11800 South & 6000 West	Widening	Extend WBL storage	\$50,000
1-23	Herriman Blvd & Herriman Main Street	Widening	Free NBR and WBL dual lefts	\$880,000
1-24	Herriman Blvd & 6000 West	Widening	WB right turn lane	\$110,000
1-25	Herriman Blvd & Auto Row Drive	Intersection Improvements	To-be-determined	\$840,000
Phase 2 (2031 - 2040)				
#	Intersection	Improvement	Improvement Details	Cost
2-1	U-111 & 11800 South	Signal	Dual lefts (EB/WB) and right turn pockets (SB/NB)	\$470,000
2-2	Redwood Road & Mcdougall Road	Signal	Left and right turn pockets	\$1,070,000
2-3	5600 West & Rocky Point Drive	Intersection Improvements	Signal or single lane roundabout	\$1,120,000
2-4	Herriman Main Street & Brundisi Way	Signal	Signal only	\$520,000
2-5	13400 South & 5600 West	Widening	SB/WB dual lefts	\$990,000

Phase 3 (2041 - 2050)

#	Intersection	Improvement	Improvement Details	Cost
3-1	11800 South & 6800 West	Signal	Left and right turn pockets	\$240,000
3-2	11800 South & 6900 West	Signal	Left and right turn pockets	\$240,000
3-3	Bacchus Hwy & 7600 West	Signal	Left and right turn pockets	\$240,000
3-4	Bacchus Hwy & 7900 West	Signal	Left and right turn pockets	\$240,000
3-5	7900 West & New Road	Roundabout	Hybrid roundabout	\$770,000
3-6	7900 West & Silver Sky Drive	Roundabout	Single lane roundabout	\$770,000
3-7	7900 West & Herriman Hwy	Signal	Left and right turn pockets	\$1,020,000
3-8	7600 West & New Road	Roundabout	Two-lane roundabout	\$770,000
3-9	U-111 & New Road	Signal	Left turn lane (all), right turn lane (EB/WB)	\$520,000
3-10	13400 South & 6400 West	Widening	Left and right turn pockets and WB dual left	\$980,000
3-11	12600 South & Herriman Main Street	Intersection Improvements	Innovative Intersection or Fly-overs	\$5,000,000



STAFF REPORT

DATE: November 1, 2022

TO: The Honorable Mayor and City Council

FROM: Blake Thomas, Community Development Director/City Engineer

SUBJECT: Fiber Optic Network Discussion

RECOMMENDATION:

Staff recommends that the city council discuss and approve the Statement of Work (SOW) contract with STRATA Networks.

ISSUE BEFORE COUNCIL:

Should the city council approve a Statement of Work contract with STRATA Networks to prepare a High-Level-Design (HLD) of a city-wide fiber optic network?

BACKGROUND/SUMMARY:

The Broadband Task Force has reported to the city council on several occasions. The task force has discussed Herriman City's goals of how to best implement a fiber optic network that would help the city to operate more efficiently and prepare for future needs as well as provide the residents with another option for high-speed internet. A solicitation was publicly advertised requesting proposals from qualified companies with the intent to negotiate terms of an agreement to become the partner company to design, construct, and operate a top-tier fiber optic network in Herriman. STRATA Networks was the winning proposer in this process. The city council directed staff at the November 9, 2022, city council work meeting to work with STRATA networks to prepare a scope, schedule, and fee for the preliminary design work of a city-wide fiber optic network.

DISCUSSION:

STRATA Networks, through coordination with the task force, has prepared a SOW that outlines a scope to include services to prepare a HLD. The design will provide plans to show the location of infrastructure, key routes, distribution areas, a preliminary cost estimate to implement the system. The work is anticipated to take no longer than 6 months. The cost of the work is \$58,000, half of which is due within 15 days of approval of the SOW with the remaining balance due at the completion of the work. The funds will be applied to the final project

(construction/operation phase) if the city decides to move forward with the project after the design is completed, cost estimates are more defined, and project funding is determined.

ALTERNATIVES:

The City Council may take any of the following actions, pros and cons for each alternative are provided:

Alternative	Pros	Cons
Approve the SOW Contract <i>(Recommended Alternative)</i>	Allows the work to begin immediately.	Requires funds that are currently not included in the budget.
Approve the SOW Contract with additional conditions	Additional conditions could address a concern that the city council has about the project.	May require the contractor to spend additional time addressing the new conditions. May result in additional cost to the project.
Decline to approve the SOW Contract	Does not impact the budget	Does not help address the need a reliable fiber optic network.

FISCAL IMPACT:

This project has a total cost of \$58,000. Half of the project cost is due to the contractor within 15 days of the execution of the contract. The remaining balance is due at the completion of the project. The total project cost will be credited to the city if the project is approved for construction by the city council.

ATTACHMENTS

1. Draft Statement of Work Contract



STATEMENT OF WORK

This Statement of Work (“SOW”) is entered into by and between Herriman City 5355 W Main St, Herriman UT 84096 (“City”) and Uintah Basin Electronic Telecommunications, L.L.C., dba STRATA Networks (“Contractor”), and is incorporated into the parties executed Master Services Agreement (“MSA”) as executed on _____. In the event of any conflict between this SOW and the MSA, this SOW shall govern. Capitalized terms used but not otherwise defined herein shall have the meanings set forth in the MSA.

1.0 Services and Work Product

1.1 Service Responsibilities

- a. Contractor shall provide consultation and design services to City in preparation for the construction of a fiber network that meets all requirements as defined and finalized by both parties during the design and consulting period(s). Contractor’s work shall include the completion of High Level Design (HLD) on desktop information that will include the following:
 - a. Desktop Design within the project boundaries
 - b. Shelter serving boundaries
 - c. Preliminary shelter and serving cabinet locations
 - d. Preliminary backbone and feeder routes
 - e. Distribution areas
 - f. Critical City infrastructure implementation
 - g. High level bill of materials estimate
 - h. Cost estimate range for network implementation with low-end estimate representing most likely cost and high-end estimate representing budgetary estimates with reasonable contingencies
- b. As a part of Contractor’s consultation and design process, Contractor shall work to establish network architectural preferences, acceptable construction methods and preferences, construction constraints, potential conflicts with existing or planned city infrastructure projects, city, citizen, and customer premise work expectations, design drawings, facility records, and as-built expectations.
- c. The City shall coordinate with Contractor in discovery meetings to establish the intended use(s) of the network, network footprint, redundancy requirement for critical City infrastructure, city locations to be served, land statuses or permitting issues, Home Owners Association (HOA) or private agreements, state and county agreements, existing utility company agreement(s), any existing city infrastructure to be utilized for this project, and future growth and network expansion considerations.
- d. Within 15 days of the effective date of this SOW, as a retainer for these services under this SOW, City shall pay Contractor an amount of fifty percent (50%) of Fifty-Eight Thousand Eight Hundred and 00/100 Dollars (\$58,800),



with the remaining fifty percent of payment due upon the completion of the work defined in this SOW.

- e. City shall pay the Contractor in accordance with the provisions of the SOW. The City shall designate a project manager to represent the City and be the liaison between the Contractor and the City to handle all matters related to the SOW including issues, questions, requests for clarification, or status updates.

1.2 Work Product

Contractor is responsible for the following deliverables:

- a. Contractor shall provide all items outlined in section 1.1.a.
- b. Contractor shall deliver and City shall receive, and retain full ownership of, any plans, drawings, or specifications produced by Contractor during the process of designing and consulting on the Project. Such plans, drawings, and specifications shall be in a format that can inform and contribute to the next phase of design.

2.0 Term

2.1 Contract Term

The term of the SOW shall be for six (6) months beginning the date of final signature of the SOW (the “Initial Term”). If the Project has not been completed by the end of the Initial Term or any subsequent renewal term, the SOW will automatically renew for a period of six (6) months, as applicable, unless either party gives written notice of its intention not to renew this Agreement no later than thirty (30) days prior to the expiration of the Initial Term or any renewal term.

2.2 Support and Services

Work provided at City’s request by Contractor, outside of the scope described above in Section 1.1, will be priced on a case-by-case basis. Contractor will provide pricing to City according to market conditions and availability.



3.0 Contact Information

Each Party shall designate a contact person below. Notices and other communications shall be directed to the other Party's contact person.

CITY CONTACT

Name: Herriman City Engineer
Address:
5355 W Main St
Herriman UT 84096
Phone: 801-446-5323
Fax: N/A
Email:
engineering@herriman.org

Contractor CONTACT

Name: STRATA NETWORKS
Address:
281 E. 200 N.
Roosevelt, UT. 84066
Phone: 435-622-5007
Fax: NA
Email:

AUTHORIZED SIGNATURES:

City:
Herriman City

**Uintah Basin Electronic
Telecommunications, L.L.C., dba**

Signature: _____

Signature: _____

Print Name: _____

Print Name: _____

Title: _____

Title: _____

Date: _____

Date: _____



STAFF REPORT

DATE: February 21, 2023

TO: The Honorable Mayor and City Council

FROM: Jackie Nostrom

SUBJECT: Public Hearing and consideration of an ordinance relating to the proposed annexation petition filed by Kennecott Utah Copper, LLC – Jackie Nostrom, City Recorder

RECOMMENDATION:

Staff recommends hosting a public hearing to solicit feedback on the proposed annexation of 30 acres filed by Kennecott Utah Copper, LLC.

ISSUE BEFORE COUNCIL:

The annexation process is outlined by state statute and the City Council is required to hold a public hearing relating to the proposed annexation petition.

BACKGROUND/SUMMARY:

Kennecott Utah Copper, LLC filed a petition for annexation on December 21, 2022. Pursuant to the provisions of Utah Code, the City Council accepted the petition for further consideration. On January 18, 2023, the City Recorder certified the petition acknowledging the petition was compliant with Utah Code Annotated §10-2-405(2)(c)(i). The protest period for the annexation petition commenced January 18, 2023, and ended February 17, 2023. No protests were filed.

DISCUSSION:

The public hearing will allow for a time residents may address the Council to offer their input on the proposed annexation petition. The Council could also take action on the petition after the conclusion of the public hearing.

ALTERNATIVES:

The Council may decide not to accept the annexation petition at the time of consideration. The petitioner may also request to withdraw the annexation petition for consideration. The Council may accept the petition after the public hearing has been closed.

FISCAL IMPACT:

There is no fiscal impact to hold a public hearing for the annexation.

ATTACHMENTS:

Kennecott Utah Copper, LLC Annexation Petition

ORDINANCE NO. 2023-

**AN ORDINANCE ANNEXING TERRITORY
LOCATED AT OR NEAR 11800 SOUTH 7200 WEST
COMPRISING OF APPROXIMATELY 30 ACRES
INTO HERRIMAN CITY; ESTABLISHING ZONING
FOR THE ANNEXED TERRITORY AND AMENDING
THE ZONING MAP OF THE CITY; AND RELATED
MATTERS.**

WHEREAS, the Herriman City Council (“Council”) met in regular session on February 8, 2023, to consider, among other things, an ordinance annexing territory located at or near 11800 South 7200 West comprising of approximately 30 acres into Herriman City; establishing zoning for the annexed territory and amending the zoning map of the City; and related matters

WHEREAS, Kennecott Utah Copper, LLC filed an Annexation Petition with the City (“Petition”), requesting that the City annex certain land situated outside of the current boundaries of the City within unincorporated Salt Lake County, which property is contiguous to the boundaries of the City, and which is more particularly described on exhibit “A” attached hereto (the “Annexed Property”); and

WHEREAS, the Council finds that the Petition satisfies all the requirements of Utah law for the City to annex the Annexed Property.

NOW THEREFORE, BE IT ORDAINED by the City Council of Herriman City, Utah, as follows:

SECTION 1. Findings. The Council hereby find and determine that the annexation of the Annexed Property as proposed in the Petition is in the best interests of the City and its residents.

SECTION 2. Approval of Annexation. The Council approves the annexation of the Annexed Property as described in exhibit A and does hereby annex the Annexed Property into the City.

SECTION 3. Final Local Entity Plat. The Council approves the Final Local Entity Plat as attached hereto and directs that it be filed as required by law

SECTION 4. Zoning. The Annexed Property is zoned C-2 (Commercial) and the zoning map of the City is hereby amended to reflect such zoning and annexation.

SECTION 5. Authorized Actions. The Mayor, the City Recorder, the City Manager, and all other officers and employees of the City are hereby authorized and directed to take, in a timely manner, any and all actions required or advisable to be taken to give effect to the annexation hereby approved.

SECTION 6. Effective Date. This Ordinance shall become effective upon publication as provided by law.

PASSED AND APPROVED by the Council of Herriman, Utah, this 8th day of March, 2023.

HERRIMAN

Lorin Palmer, Mayor

ATTEST:

Jackie Nostrom, MMC
City Recorder

EXHIBIT A

(Legal Description of Herriman Springs Developers, LLC Property)

BEGINNING AT A POINT N00°13'46"E 1268.46 FEET AND WEST 648.14 FEET FROM THE SALT LAKE COUNTY SURVEY MONUMENT FOR THE SOUTHEAST CORNER OF SECTION 10, TOWNSHIP 4 SOUTH, RANGE 2 WEST, SALT LAKE BASE AND MERIDIAN;

AND RUNNING THENCE S89°46'12"E 24.53 FEET;
THENCE N45°13'48".10 FEET;
THENCE N00°13'48"E 49.75 FEET;
THENCE S89°46'12"E 627.10 FEET;
THENCE S00°13'25"W 49.82 FEET;
THENCE N89°46'12"W 627.10 FEET;
THENCE S00°13'50"W 87.25 FEET;
TO THE BEGINNING OF A NON-TANGENT CURVE CONCAVE EASTERLY HAVING A RADIUS OF 100.00 FEET; AND TO WHICH POINT A RADIAL LINE BEARS N49°10'19"E THENCE 71.66 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 41°03'23", WHICH A CHORD BEARING AND DISTANCE OF N20°17'59"W 70.13 FEET;
THENCE N00°13'48"E 21.57 FEET
TO THE POINT OF BEGINNING.

PARCEL CONTAINS 0.755 ACRES, OR 32,882 SQUARE FEET.

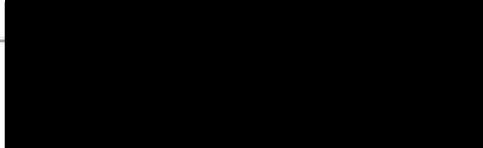
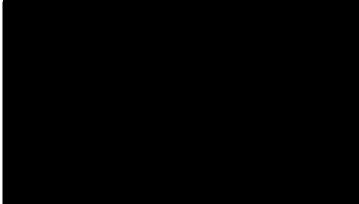
Petition for Annexation

TO THE CITY OF HERRIMAN:

We, the undersigned owners of private real property, hereby petition that the area (the "Area") shown on the accurate and recordable map (prepared by a licensed surveyor) that is attached to this petition (this "Petition") be annexed to the City of Herriman. Each of the undersigned affirms that: (a) each has personally signed this petition, (b) each of the undersigned is an owner of real property that is located within the Area, and (c) the current residence address of each is correctly written after the signer's name. Further, each of the undersigned designates the individuals identified below as sponsors and contact sponsor of this petition:

NOTICE

- **There will be no public election on the annexation proposed by this Petition because Utah law does not provide for an annexation to be approved by voters at a public election.**
- **If you sign this Petition and later decide that you do not support the Petition, you may withdraw your signature by submitting a signed, written withdrawal with the recorder of Herriman City. If you choose to withdraw your signature, you shall do so no later than 30 days after Herriman City receives notice that the Petition has been certified.**

<u>Name of Sponsor/Contact</u>	<u>Mailing Address</u>	<u>Status</u>
<u>Kennecott Utah Copper LLC</u>		Sole sponsor/contact
<u>Property Owner Name/Contact</u>	<u>Property Owner Address</u>	<u>Signature</u>
1. Kennecott Utah Copper LLC Approved as to form: Nicole Carlisle Squires		 Mark Goodwin, General Manager, Finance Tax Parcel ID#: 26-28-400-005
2. City of Herriman	<u>5355 W Herriman Main St. Herriman, Utah 84095 Attn: City Recorder Email: jnostrom@herriman.org</u>	<hr/> Nathan Cherneski City Manager, Herriman City Tax Parcel ID#: 26-28-400-003

Petition for Annexation

TO THE CITY OF HERRIMAN

We, the undersigned owners of private real property, hereby petition that the area (the "Area") shown on the accurate and recordable map (prepared by a licensed surveyor) that is attached to this petition (this "Petition") be annexed to the City of Herriman. Each of the undersigned affirms that: (a) each has personally signed this petition, (b) each of the undersigned is an owner of real property that is located within the Area, and (c) the current residence address of each is correctly written after the signer's name. Further, each of the undersigned designates the individuals identified below as sponsors and contact sponsor of this petition:

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<u>Name of Sponsor/Contact</u>	<u>Mailing Address</u>	<u>Status</u>
Kennecott Utah Copper LLC	[REDACTED]	Sole sponsor/contact
<u>Property Owner Name/Contact</u>	<u>Property Owner Address</u>	<u>Signature</u>
1. Kennecott Utah Copper LLC	[REDACTED]	Mark Goodwin, General Manager, Finance
Approved as to form		Tax Parcel ID#: 26-28-400-005
Nicole Carlisle Squires	Digitally signed by Nicole Carlisle Squires Date: 2022-12-20 15:12:42 -07'00'	 Nathan Cherveski City Manager, Herriman City
2. City of Herriman	100 W Herriman Main St Herriman, Utah 84096 Attn: City Recorder Email: recorder@herriman.utah.gov	Tax Parcel ID#: 26-28-400-003

3. A copy of the map required by Utah Code Annotated Section 10-2-403(3)(c)(i) is attached hereto as Exhibit "A."

4. As required by Utah Code Annotated, Section 10-2-403(3)(c)(ii), a copy of the Notice of Intent to Annex required by Utah Code Annotated Section 10-2-403(2)(a)(i)(B) and the list of affected entities to which such Notice of Intent was sent are attached hereto as Exhibit "B."

FINAL LOCAL ENTITY PLAT
ANNEXATION OF HERRIMAN CITY AND KENNECOTT
UTAH COPPER PROPERTY INTO HERRIMAN CITY

DECEMBER 2022

LOCATED WITHIN SECTIONS 27 AND 28
 TOWNSHIP 3 SOUTH, RANGE 2 WEST, SALT LAKE BASE AND MERIDIAN
 SALT LAKE COUNTY, UTAH

KENNECOTT UTAH COPPER CORP.
 264-40-003

SECTION 21

CITY OF SOUTH JORDAN

SECTION 22

EXISTING CITY OF SOUTH
 JORDAN BOUNDARY LINE PER
 FINAL LOCAL ENTITY PLAT
 BOOK 87-02, PAGE 141

POINT OF MEETING
 EXISTING CITY OF SOUTH
 JORDAN BOUNDARY LINE
 SECTION 27
 TSS ROW 100M

EXISTING CITY OF SOUTH
 JORDAN BOUNDARY LINE
 SECTION 28
 TSS ROW 100M

KOPP INDUSTRIAL POWER
 MASTERS

S 89° 31' 43" E 378.22'

S 89° 30' 16" E 378.72'

S 89° 31' 17" W 378.69'

S 89° 31' 17" W 378.69'

UNINCORPORATED
 SALT LAKE COUNTY

HEMMAN CITY
 26-38-403

KENNECOTT UTAH COPPER LLC
 26-38-400-005

HEMMAN CITY
 26-38-403

KENNECOTT UTAH COPPER LLC
 26-38-400-005

HEMMAN CITY
 26-38-403

SECTION 28

UNINCORPORATED
 SALT LAKE COUNTY

KENNECOTT UTAH COPPER LLC
 26-38-403

ANNEXATION PARCELS		
PARCEL IDENTIFICATION NUMBER	OWNER(S)	AREA (ACRES)
26-38-403-001	HEMMAN CITY	3.02
26-38-400-005	KENNECOTT UTAH COPPER, LLC	26.03

LEGEND

- ANNEXATION BOUNDARY LINE
- SECTION LINE
- ADJACENT PROPERTY LINE
- EXISTING HERRIMAN CITY BOUNDARY LINE

ENSIGN
 RIO TINTO GROUP
 470 DAYBREAK PARKWAY
 SOUTH JORDAN, UTAH 84089
 385.233.2558

APPROVAL AS TO FORM
 APPROVED AS TO FORM THIS 20 DAY OF DECEMBER, 2022
 BY HEMMAN CITY ATTORNEY

SALT LAKE CITY
 400 S 100 W, Suite 500
 Salt Lake City, UT 84101
 Phone: 801.255.0520
 Fax: 801.255.4449

LAYTON
 100 N 100 E, P.O. Box 100
 Layton, UT 84041-100
 Phone: 801.462.3580

TOOLIC
 100 N 100 E, P.O. Box 100
 Layton, UT 84041-100
 Manager: PHM

CEDAR CITY
 100 N 100 E, P.O. Box 100
 Cedar City, UT 84720-100
 Drawn by: PHM
 Checked by: PHM
 Date: 12/02/22

SHEET 1 OF 1

PROJECT NUMBER: 12108

MANAGER: PHM

DRAWN BY: PHM

CHECKED BY: PHM

DATE: 12/02/22

HERRIMAN CITY
 APPROVED THIS 20 DAY OF DECEMBER, 2022
 BY HERRIMAN CITY ATTORNEY

SALT LAKE COUNTY SURVEYOR
 APPROVED THIS 20 DAY OF DECEMBER, 2022
 BY SALT LAKE COUNTY SURVEYOR AS A FINAL LOCAL ENTITY PLAT PURSUANT TO SECTION 17-33-20 OF UTAH STATE CODE

SALT LAKE COUNTY SURVEYOR

ATTEST: RECORDER
 PLANNING DIRECTOR

SALT LAKE COUNTY SURVEYOR

RECORDED

STATE OF UTAH, COUNTY OF SALT LAKE, RECORDED AND FILED AT THE

REQUEST OF:

DATE: 12/02/22

TIME: 10:00 AM

PAGE: 171

REC'D. 12/02/22

SURVEYOR'S CERTIFICATE

ATTEST: **HARRIS**
 A Professional Land Surveyor licensed under Title 58, Chapter 22, Professional Engineers and Surveyors Act, holding current registration as a Professional Land Surveyor in accordance with Section 17-23-20 (Utah Code) was present when the survey was made and the surveyor has a true and correct representation of said Final Local Entity Plat. I further certify that the authority of the Surveyor is that proposed for the purpose of depicting those properties which Salt Lake County may be annexed into HERRIMAN CITY.

BOUNDARY DESCRIPTION

As per the Land Surveyor's description of the property boundaries, the property boundaries of the City of South Jordan, recorded in Section 27-22 of the Final Local Entity Plat, are as follows:

Beginning at a point on the existing boundary line of the City of South Jordan, recorded in Entry No. 404237 in Book 7-22 of Plat of Section 27, Section 28, Township 3 South, Range 2 West, Salt Lake County, Utah, and running generally westward along said existing boundary line to the intersection with the boundary line of the City of South Jordan and the northern boundary line of the City of South Jordan, recorded in Entry No. 404238 in Book 7-22 of Plat of Section 27, Section 28, Township 3 South, Range 2 West, Salt Lake County, Utah, and ending at a point on the existing boundary line of the City of South Jordan, recorded in Entry No. 404239 in Book 7-22 of Plat of Section 27, Section 28, Township 3 South, Range 2 West, Salt Lake County, Utah, and running generally eastward along said existing boundary line to the point of beginning.

Contains 318.127 Square Feet or 0.0838 Acres

12/8/22
 PATRICK M. HARRIS
 U.S. RECORDER


DATE

12/8/22

TIME

10:00 AM

PAGE

171

FINAL LOCAL ENTITY PLAT
ANNEXATION OF HERRIMAN CITY AND
KENNECOTT UTAH COPPER PROPERTY
INTO HERRIMAN CITY

LOCATED WITHIN SECTIONS 27 AND 28
 TOWNSHIP 3 SOUTH, RANGE 2 WEST, SALT LAKE BASE AND MERIDIAN
 SALT LAKE COUNTY, UTAH

RECORDED

STATE OF UTAH, COUNTY OF SALT LAKE, RECORDED AND FILED AT THE

REQUEST OF:

DATE: 12/02/22

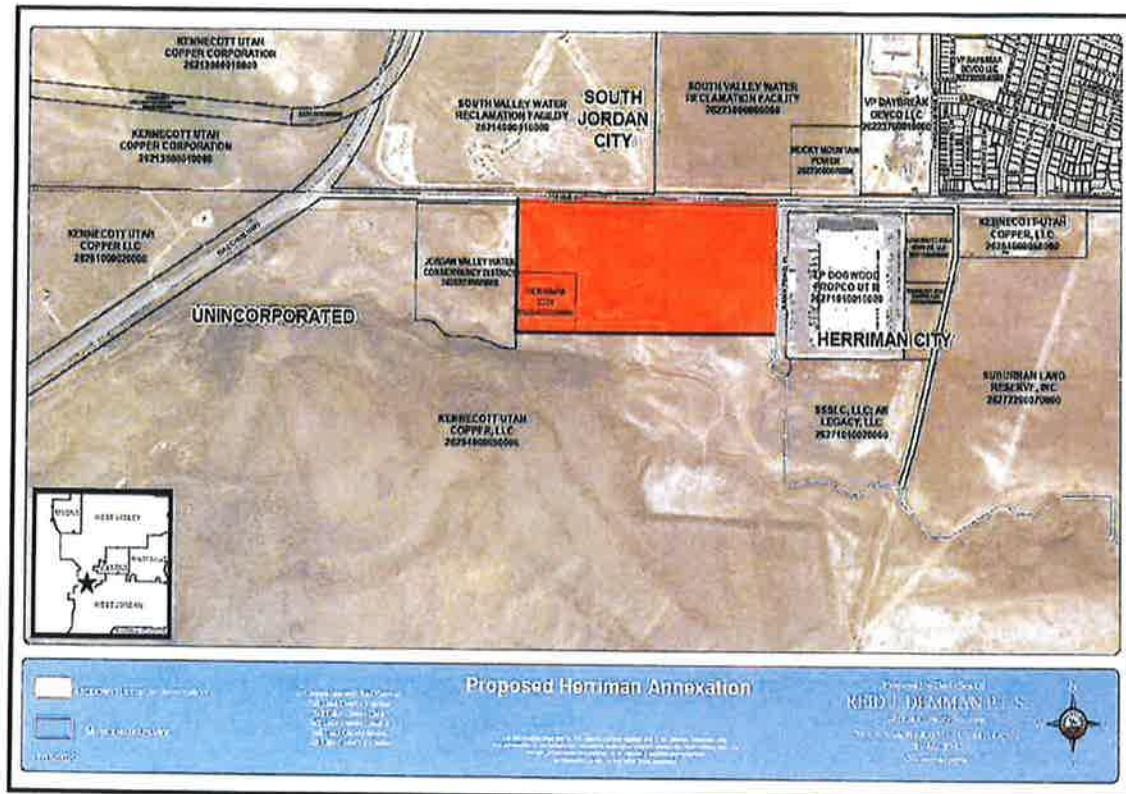
TIME: 10:00 AM

PAGE: 171

REC'D. 12/02/22

EXHIBIT "A"

Proposed Annexation Area Map





STAFF REPORT

DATE: February 23, 2022

TO: The Honorable Mayor and City Council

FROM: Bryce Terry, Assistant City Engineer

SUBJECT: Consideration to Adopt New Impact Fee Facility Plan & Impact Fee Analysis

RECOMMENDATION:

It is recommended that the city council adopt the updated Impact Fee Facilities Plan (IFFP) and the Impact Fee Analysis (IFA).

ISSUE BEFORE COUNCIL:

Should the draft Impact Fee Facility Plan and Impact Fee Analysis be adopted?

BACKGROUND/SUMMARY:

The City has been working to update the Herriman Transportation Master Plan. This plan will create a vision and project list for the City's transportation system to accommodate future growth in the City. The last Transportation Master Plan was adopted in 2019, prior to the approval of the Olympia development.

This plan incorporates updates in the city boundaries, and new land uses. The newly adopted General Plan was the basis for the land use assumptions in this plan and is the basis for future traffic projections.

DISCUSSION:

The Transportation Master Plan (TMP) outlines a project list of roadway improvements that are planned out by phases:

- Phase 1 (2020-2030)
- Phase 2 (2030-2040)
- Phase 3 (2040-2050)

Impact fees are only eligible on Phase 1 projects. Therefore, an Impact Fee Facility Plan was created to determine how to best use those funds within the Phase 1 projects from the Transportation Master Plan.

As a result of the Impact Fee Facility Plan, an Impact Fee Analysis was then created to analyze how much of these future roadways projects can be attributed to future growth. Based on this analysis, Zions Public Finance, analyzed and calculated the maximum allowable impact fee to be charged to future development. Transportation Impact fees are broken down by the type land use of the development and how many trips each land use produces.

Our current impact fee schedule is as follows:

Table 1. Current Transportation Impact Fee Schedule

Land Use	Unit	Fee
Business	1000 Sq. Feet Gross Floor Area	\$ 1,400.00
Commercial	1000 Sq. Feet Gross Floor Area	\$ 4,350.00
Medium/High Density Residential	Dwelling Unit	\$ 1,750.00
Single Family Residential	Dwelling Unit	\$ 2,100.00

The proposed updates are as follows:

Table 2. Proposed Update to Transportation Impact Fee Schedule

Land Use	Unit	Fee
Industrial Park	1000 Sq. Feet Gross Floor Area	\$ 1,375.40
Mini-Warehouse	Storage Units (100s)	\$ 7,330.01
Single-Family Detached Housing	Dwelling Unit	\$ 3,848.67
Single-Family Attached Housing (shared wall with adjoining unit)	Dwelling Unit	\$ 2,938.54
Multifamily Housing (Low-Rise) - Not Close to Rail Transit	Dwelling Unit	\$ 2,750.80
Hotel	Room	\$ 3,260.96
Elementary School	Students	\$ 926.46
Middle School / Junior High School	Students	\$ 857.07
High School	Students	\$ 791.77
Church	1000 Sq. Feet Gross Floor Area	\$ 12,839.77
Hospital	1000 Sq. Feet Gross Floor Area	\$ 4,395.56
General Office Building	1000 Sq. Feet Gross Floor Area	\$ 4,424.13
Retail Strip Mall	1000 Sq. Feet Gross Leasable Area	\$ 13,333.61
Drive-in Bank	1000 Sq. Feet Gross Floor Area	\$ 26,621.30
Self Service Car Wash	Wash Stall	\$ 44,078.04

This update to the city's impact fees includes more land use category options than the current impact fee schedule, which allows the city to more accurately assess impact fees for new development based on the development's proportionate share of the overall transportation system. For projects that do not exactly match one of the land use categories provided in Table 2, there is a provision that allows the developer to conduct a traffic impact study where their daily traffic would be converted to an equivalent residential unit (ERU) and then they would be charged an impact fee based on their calculated ERU's at the single-family residential rate.

ALTERNATIVES:

- 1. Adopt IFFP and IFA [Recommended]**
 - a. The new impact fee, if adopted, will go into effect for all new development 90 days after adoption by the city council per State of Utah Code §11-36a-401(2)**
2. The Council has the option to adopt less than the full impact fee as presented, but not more than the amounts provided in the impact fee analysis.
 - a. Adopting a impact fee lower than the recommended amount could have the following impacts:
 - i. Requires the city to use funds other than roadway impact fee revenues to pay for capital roadway improvements that otherwise would be funded with impact fee revenues.
 - ii. Could help promote new development.
3. The council could decline to approve the IFFP and IFA, which could have the following impacts:
 - a. The current impact fee was adopted at an amount less than what was recommended.

FISCAL IMPACT:

The proposed impact fee schedule is a significant increase as compared to the current impact fees. This will not have an immediate impact to our impact fee budget, but we will have a significant long-term impact to increase our ability to fund future roadway projects.

ATTACHMENTS:

[Draft Impact Fee Facilities Plan_Herriman.pdf](#)
[Draft Impact Fee Analysis_Herriman.pdf](#)



HERRIMAN CITY 2022 IMPACT FEE FACILITIES PLAN



December 2022

TABLE OF CONTENTS

I. INTRODUCTION	1
A. OVERVIEW	1
B. SERVICE AREA	1
II. ANALYSIS METHODOLOGY	3
A. PURPOSE	3
B. PROPOSED LOS	3
C. EXCESS CAPACITY	5
D. TRIPS	5
E. CUT-THROUGH TRIPS	6
F. INTERSECTION PROJECTS	6
G. REROUTED EXISTING TRIPS	6
H. SYSTEM AND PROJECT IMPROVEMENT	6
III. TRANSPORTATION DEMANDS	7
A. PURPOSE	7
B. EXISTING ROADWAY CONDITIONS	7
C. FUTURE ROADWAY CONDITIONS	9
IV. MITIGATION PROJECTS	11
A. PURPOSE	11
B. FUTURE PROJECTS	11
C. PROJECT COSTS ATTRIBUTABLE TO FUTURE GROWTH	12
V. FUNDING SOURCES	15
A. PURPOSE	15
B. FEDERAL FUNDING	15
C. STATE/COUNTY FUNDING	16
D. CITY FUNDING	16
E. INTERFUND LOANS	17
F. DEVELOPER DEDICATIONS AND EXACTIONS	17
G. DEVELOPER IMPACT FEES	17
VI. IMPACT FEE CERTIFICATION	18
A. OVERVIEW	18





I. INTRODUCTION

A. OVERVIEW

The purpose of the Herriman City Transportation Impact Fee Facilities Plan (IFFP) is to identify public roadway improvements that are needed to accommodate anticipated development and to evaluate the amount that is impact fee eligible. Utah law requires cities to prepare an IFFP prior to preparing an impact fee analysis (IFA) and establishing an impact fee. According to Utah State Code Title 11, Chapter 36a, Section 302, the IFFP is required to accomplish the following:

- Identify the existing level of service (LOS)
- Establish a proposed LOS
- Identify any excess capacity to accommodate future growth at the proposed LOS
- Identify demands placed upon existing public facilities by new development activity at the proposed LOS
- Identify the means by which the political entity will meet those growth demands
- Include a general consideration of all potential revenue sources to finance system improvements

This analysis incorporates information from the 2022 update to the Herriman Transportation Master Plan (TMP), which was updated by Wall Consultant Group (WCG). The TMP includes information regarding the existing and future demands on the transportation infrastructure and the proposed improvements to provide acceptable levels of service. The TMP provides additional detail regarding the methodology used to determine future travel demand.

This document focuses on the improvements that will be needed over the next six years. Utah law requires that any impact fees collected for these improvements be spent within six years of being collected. Only capital improvements are included in this plan; all other maintenance and operation costs are assumed to be covered through the City's General Fund as tax revenues increase due to additional development. The city council may choose to adopt a fee lower than the maximum impact fee identified, but not higher.

B. SERVICE AREA

The service area for the transportation impact fee is the entire city of Herriman. Figure 1 shows the current municipal boundaries of Herriman City, which function as the service area for the impact fee analysis.

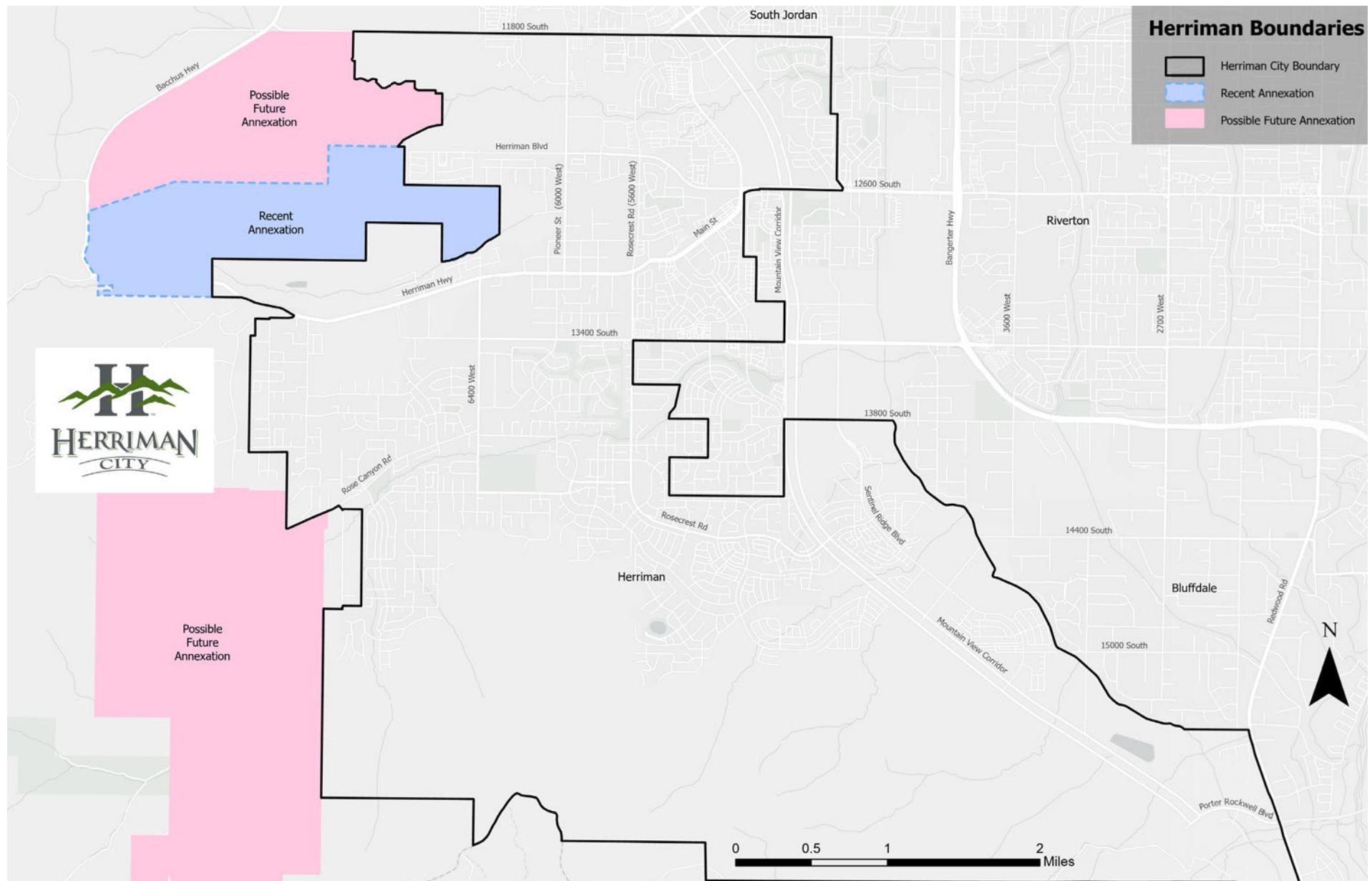


Figure 1: Service Area – Herriman City

II. ANALYSIS METHODOLOGY

A. PURPOSE

The purpose of this chapter is to discuss the Level of Service (LOS) methodology and the proposed LOS threshold for Herriman City roadways. According to Utah State Code Title 11, Chapter 36a, Section 102, 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 a high level analysis of the intersection.

B. PROPOSED LOS

Level of Service (LOS) is a term that describes the operating performance of an intersection or roadway. LOS is measured quantitatively and reported on a scale from A to F, with A representing the best performance and F the worst. A visual representation of each LOS is shown in Figure 2.

The Highway Capacity Manual (HCM), 7th ed. (2022) methodology was used in this analysis to remain consistent with “state of the practice” professional standards. The capacity of roadway segments is determined based on the number of lanes and/or functional classification of the roadway. The roadway LOS is then determined by comparing the actual traffic volumes with the capacity. Industry standard is that LOS A through LOS D is acceptable for roadway segments. Table 1 summarizes the maximum acceptable daily capacities (LOS D) for roadway segments used in the Herriman TMP (2022).



LEVEL OF SERVICES

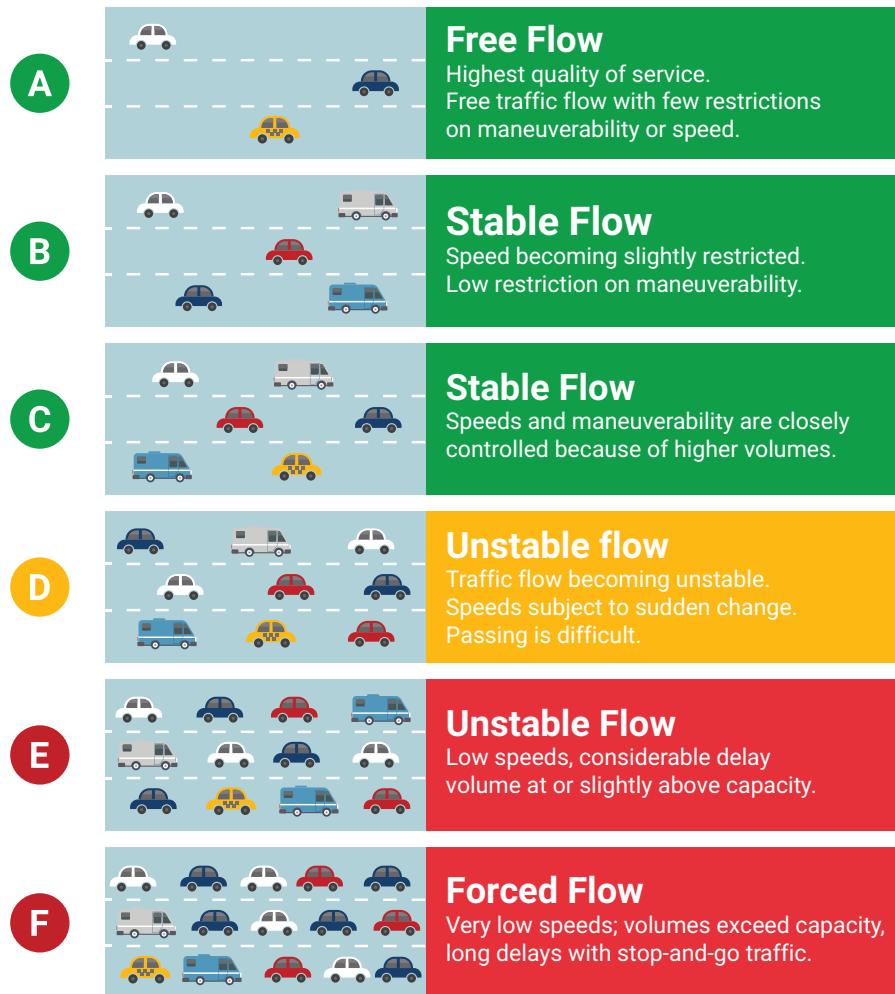


Figure 2: Level of Service (LOS) categories

Table 1: LOS D Daily Maximum Capacities (Two Way Daily Trips)

Lanes	Major Arterial	Minor Arterial	Major Collector	Minor Collector
2	12,500	11,300	11,200	9,800
3	19,100	16,000	17,500	13,500
4	38,300	32,500	30,900	22,700
5	41,000	35,000	37,200	31,000
6	52,800	46,000	-	-
7	57,000	50,000	-	-



The proposed LOS provides a standard of evaluation for roadway conditions. This standard will determine whether or not a roadway will need improvements. 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.

As noted in the Herriman TMP (2022), the proposed LOS threshold for Herriman is LOS D. Therefore, improvements are recommended and eligible for impact fees for roadways that are projected to operate at LOS E or F in the future.

C. EXCESS CAPACITY

An important element of the IFFP is the determination of excess capacity on the roadway network. Excess capacity is defined as the amount of available capacity on any given street in the roadway network under existing conditions. This capacity is available for new development in the City before additional infrastructure will be needed. This represents a buy-in component from the City if the existing residents and businesses have already paid for these improvements.

New roads do not have any excess capacity, and roads that are not under city jurisdiction have their capacity information removed from the calculations. The excess capacity for roadways that are identified as needing improvements in the IFFP was calculated and accounted for in the impact fee calculations.

D. 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 total traffic impact of a new development can be determined by the sum of the total number of vehicle trips generated by a development in a typical weekday. This trip generation number or impact can be estimated for an individual development using the ITE Trip Generation Manual, 11th ed. (2021). ITE’s trip data is based on data collection at numerous sites over several decades.

An additional consideration is that certain developments generate pass-by trips. Pass-by trips are trips taken on the way from one development to another. An example of this is someone stopping at a gas station on the way home from work. The pass-by trip is still counted at the gas station access. However, the pass-by trip was completed by a vehicle already on the road due to other developments.

Pass-by trips do not add traffic to the roadway and, therefore, do not create additional impact. Many land-use types in the ITE Trip Generation Manual have a suggested reduction for pass-by trips where applicable. In each case, the trip reduction rate will be applied to the trip generation rate used in the IFA.



E. CUT-THROUGH TRIPS

Trips that do not have an origin or destination within Herriman City need to be removed from the impact fee calculation. For example, if a vehicle starts a trip in West Jordan, travels through Herriman, and ends that trip in Lehi, this trip adds traffic to a Herriman City roadway. However, the cost of the incremental congestion it adds to Herriman City roadways cannot be recovered through impact fees. The details behind these calculations are described in Chapter 4 of this document.

The travel demand model developed specifically for the Herriman Transportation Master Plan was utilized to determine cut-through percentages on Herriman City roadways. A “select link” analysis was performed to determine cut-through percentages. This analysis examines a specific roadway link and traces the origins and destinations of every vehicle trip on that link. All vehicle trips that had both an origin and destination outside of Herriman City were totaled, then divided by the total link volume to obtain the cut-through percentage. This analysis was performed on all major roadways within Herriman City that had the potential for cut-through vehicle trips.

Given Herriman’s location in the southwest corner of Salt Lake County cut-through trips are generally minimal. Most roadways with Herriman City were found to have cut-through rates of 5% or less, with many roadways have no cut-through vehicles. Roadways that border adjacent municipalities, such as the proposed 13800 South roadway, had much higher cut-through rates due to their location on the edge of Herriman City.

F. INTERSECTION PROJECTS

If trips resulting from new growth require an intersection to be upgrade, the full cost of the intersection is impact fee eligible. Thus, existing reroute and excess capacity are not accounted for with intersection projects.

G. REROUTED EXISTING TRIPS

New roadways may result in existing trips being re-routed from existing roadways to the new road. Therefore, the future volume on the roadway may not represent only trips from new development. Therefore, the amount of existing trips that will be re-routed to the new road is estimated and accounted for in the impact fee eligible calculations. These trips are removed from the new capacity used calculation, thus reducing the percent of the project cost that is impact fee eligible.

H. SYSTEM AND PROJECT IMPROVEMENT

There are three primary classifications of roads defined in the Herriman TMP: local and minor local streets, collector and minor collector streets, and arterials. Some of these classifications have sub-categories defined by minor, major and principal. These are defined in the roadway classification map in the Herriman TMP.

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. These projects are eligible to be funded with impact fees and are included in this IFFP.



III. TRANSPORTATION DEMANDS

A. PURPOSE

The purpose of this chapter is to identify the existing and future transportation demands on Herriman roadway facilities. Future transportation demands are based on new development in the City. Once defined, the transportation demands help identify roadways that have excess capacity and those that require additional capacity due to high transportation demands.

B. EXISTING ROADWAY CONDITIONS

Existing roadway conditions were determined by collecting traffic data on major roadways in the City, as well as from a variety of traffic data sources. These additional sources include data collected by Herriman City, the Utah Department of Transportation (UDOT), and the previous TMP. The traffic volumes were compared with each roadway capacity to identify the LOS of each segment.

The existing LOS of major roadways in Herriman City is shown in Figure 2. As shown, all of the major City roadways are currently operating at an acceptable LOS (D or better).

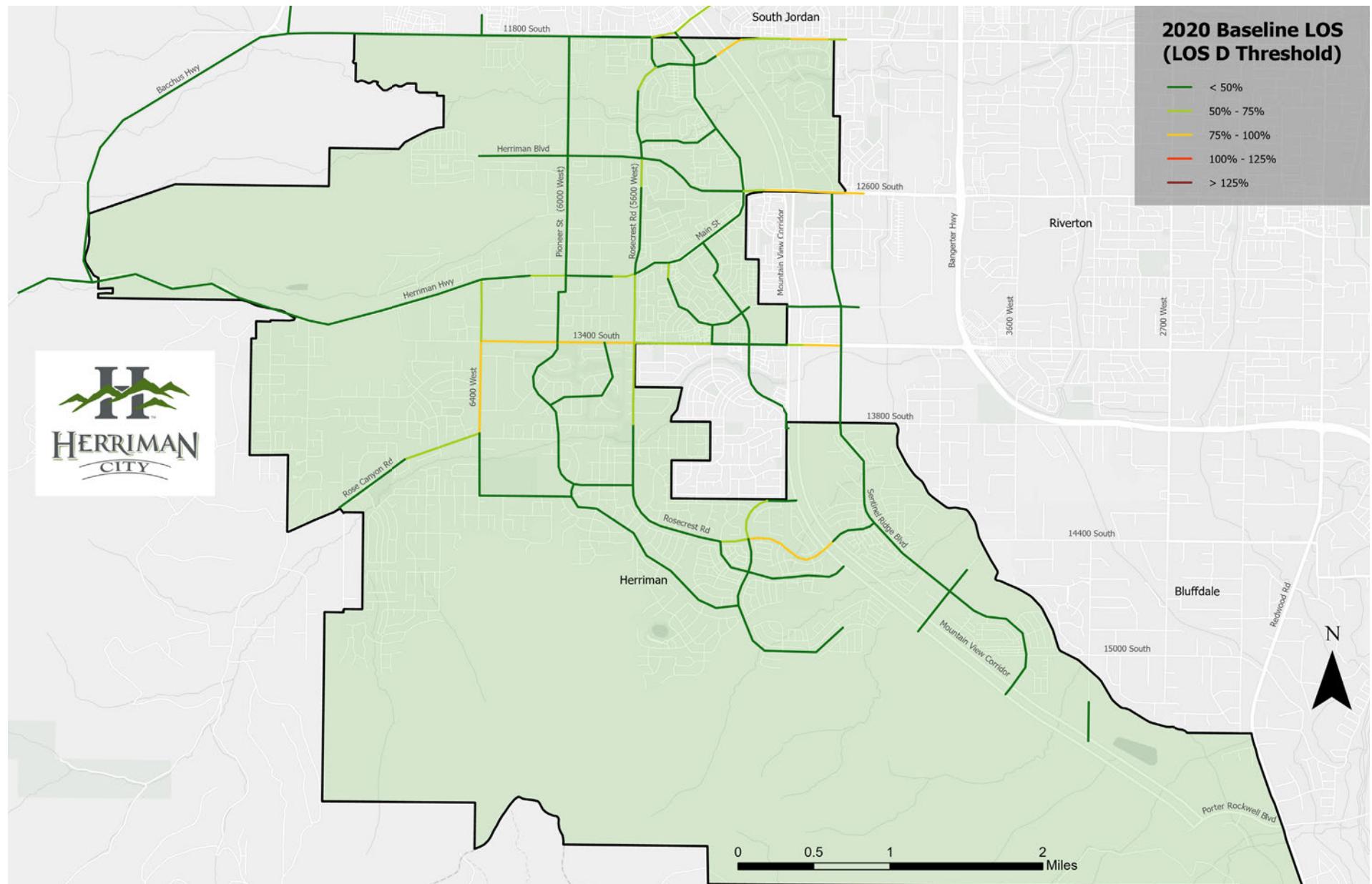


Figure 2: Existing (2020) Level of Service of Major Roads



C. FUTURE ROADWAY CONDITIONS

Future traffic volumes were projected using the travel demand model. WCG used the latest model from Wasatch Front Regional Council (WFRC), which is the local metropolitan planning organization (MPO), and refined it to better reflect conditions in Herriman and the surrounding areas. The existing traffic volumes and data from planned developments and land uses were used to adjust the model to estimate future traffic volumes. The model was developed to estimate future volumes in 2030, assuming a minimal build condition, meaning that no City widening projects were assumed, but new roadways were included. A minimal build scenario is intended to show what the roadway network would be like in the future if no widening action is taken to improve the City roadway network.¹ The future (2030) minimal build LOS is shown in Figure 3. As shown, there are a number of roadways that are anticipated to deteriorate to LOS E or F.

Based on the analysis in the Herriman TMP, the anticipated growth resulting from new development in Herriman City from 2020 to 2030 is 170,612 daily trips.

¹ It is assumed that for new development to access the existing roadway network these new roadways will need to be constructed. Thus, there is no rationale in running a "No Build" scenario that still assumes significant household and employment growth since that could never realistically occur.

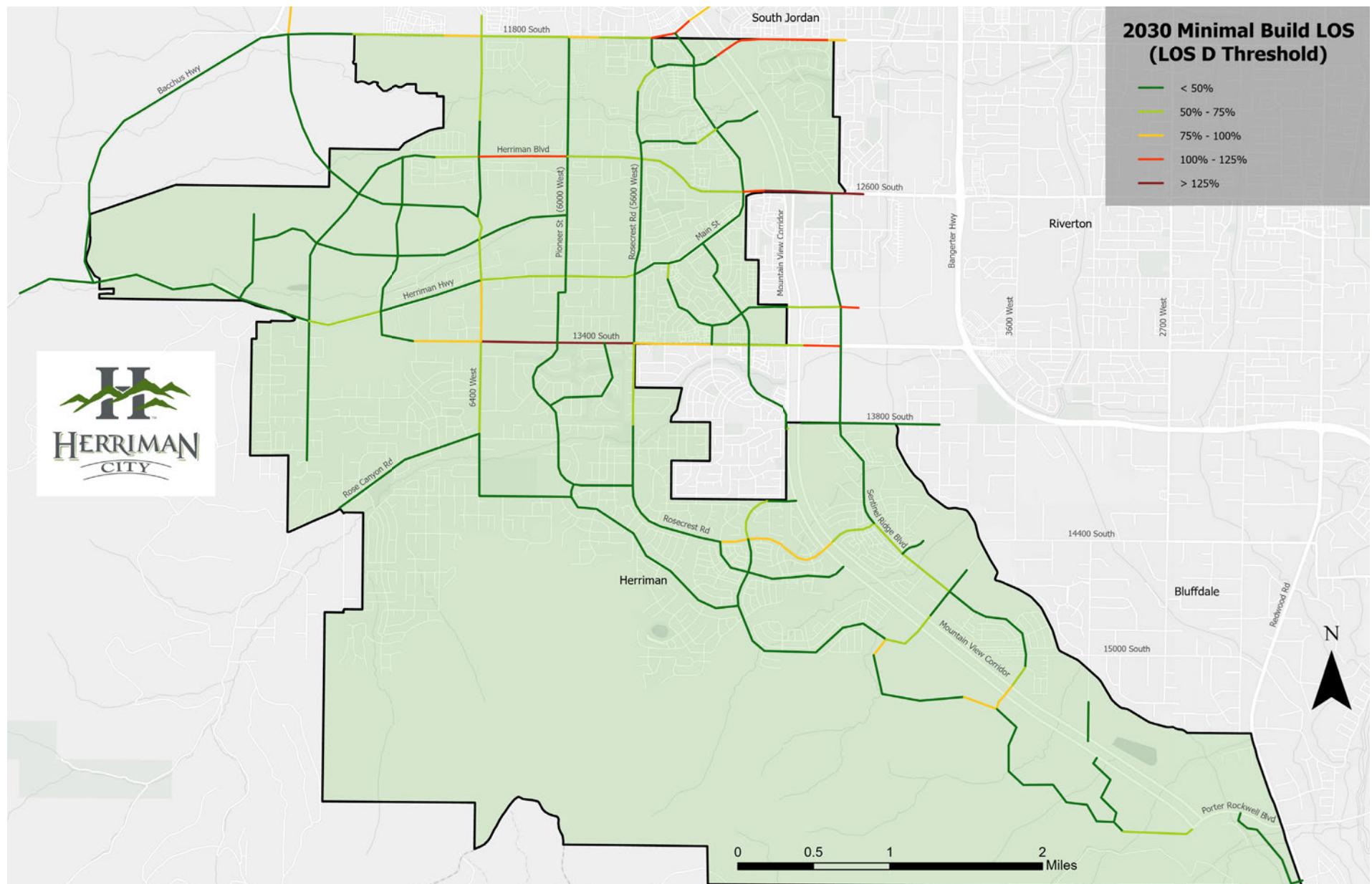


Figure 3: Future 2030 Minimal Build LOS



IV. MITIGATION PROJECTS

A. PURPOSE

The purpose of this chapter is to discuss the recommended improvements and new roadways that will mitigate capacity deficiencies on City roadways, as well as the cost of those improvements. The cost of the recommended improvements is critical in the calculation of the impact fees.

B. FUTURE PROJECTS

Poor levels of service on roadways are generally mitigated by building new roads or adding travel lanes. In some cases, additional lanes can be gained by re-striping the existing pavement width. This can be accomplished by eliminating on-street parking, creating narrower travel lanes, or adding two-way left-turn lanes where they don't currently exist. Improvements can also be made at intersections to improve LOS by adding turn lanes or by changing the intersection type or the intersection control. At signalized intersections, methods to improve intersection LOS include additional left- and right-turn lanes and signal-timing improvements.

The existing and future (2030) no-build scenarios were used as a basis to predict the necessary projects to include in the IFFP. For the purposes of this IFFP, only projects that are planned to be completed by 2030 will be considered. Table 2 shows all City projects expected to be constructed by 2030 to meet the demands placed on the roadway network by new development. These projects are included in the IFFP analysis. UDOT projects will be funded entirely with state funds and are therefore not eligible for impact fee expenditure and are not included in this analysis.

The Impact Fees Act allows for the inclusion of a time price differential to ensure the future value of costs incurred at a later date are accurately calculated to include the costs of construction inflation. This analysis includes an inflation component to reflect the future cost of facilities. The impact fee analysis should be updated regularly to account for changes in cost estimates over time.



C. PROJECT COSTS ATTRIBUTABLE TO FUTURE GROWTH

Table 2 represents all projects expected to be constructed by 2030 based on the analysis in the TMP. The total cost for all projects is estimated to be \$253,250,000. Only a portion of the total cost is impact fee eligible. Some projects are expected to be fully funded by developers. For example, Olympia is expected to pay for all roadways and intersections within their project area and a predetermined percentage for projects outside, but adjacent to, the Olympia property. The City will need to find funding to cover the portion of the projects that are not impact fee eligible, and are not fully funded by developers. The cost due to future growth can be shared by new development through the assessment of transportation impact fees.

The amount of each project to be funded by impact fees varies depending on the cut-through traffic, rerouting existing traffic, projected traffic volumes, and capacity of each roadway. A vehicle trip is considered cut-through when the origin and the destination for a specific trip occurs outside the city limits. A cut-through traffic analysis was completed on key roadways where projects are planned in the city using a select-link analysis within the travel demand model. Specific cut-through values were assigned to each project roadway based on this analysis. The select-link analysis is described in the cut-through section in Chapter 2.

The impact fee eligibility of each roadway project was calculated by dividing the total new development-related traffic volume of the future (2030) traffic volume by roadway capacity added by the proposed project. Then cut-through traffic and existing rerouted traffic were removed to get the % Impact Fee Eligible. This eligibility percentage was then multiplied by the project cost to calculate the impact fee eligible cost for each project.

$$2030 \text{ ADT in Excess of 2020 Capacity} = 2030 \text{ ADT}^1 - 2020 \text{ Capacity}$$

1. If 2030 ADT is greater than 2030 capacity, then use 2030 capacity

$$\% \text{ Impact Fee Eligible} = \frac{2030 \text{ ADT in Excess of 2020 Capacity}}{\text{New Capacity}} \times (1 - \% \text{ cut through} - \% \text{ existing reroute})$$

$$\text{Impact Fee Eligible Cost} = \% \text{ Impact Fee Eligible} \times \text{Total Project Cost}$$

For intersection projects the calculations are similar, however only the percent cut-through is used for calculating the percent impact fee eligible.

Funding for regional projects can also come through other sources, such as the local metropolitan planning organization or the County.

A summary of the costs and impact fee eligibility of each project is shown in Table 2 and Table 3. As shown, the total impact fee eligible cost for planned Herriman City projects expected to be completed by 2030 is \$66,320,789.

#	Roadway	From	To	Type	Functional Class	Cost	Cost Share Olympia	Other Outside Funding Sources ¹	'30 ADT in Excess of 20 Capacity	New Capacity	% Cut-through	% Existing Route	% Impact Fee Eligible (until 2030)	Impact Fees Beyond 2030	Impact Fee Eligible Cost (Until 2030)
Phase 1 (2022 - 2030)															
1-1	Herriman Rose Boulevard	Herriman Rose Dead End	MVC Frontage Road	New	Major Collector	\$ 2,628,508	\$ -	\$ -	8,000	17,500	0%	50%	23%	27%	\$ 604,557
1-2	Dansie Blvd	Herriman Highway	13400 South Existing	New	Minor Collector	\$ 3,279,482	\$ -	\$ -	8,000	13,500	1%	20%	47%	32%	\$ 1,541,357
1-3	13800 South	Mountain View Corridor	13800 South Bluffdale	New	Minor Collector	\$ 7,100,432	\$ -	\$ 3,550,216	2,000	13,500	29%	30%	6%	35%	\$ 213,013
1-4	SR-111	11800 South	Herriman Parkway	New	Major Arterial	\$ 21,880,202	\$ -	\$ 21,880,202							Funded by UDOT
1-5	7600 West	Olympia Property Boundary	Herriman Highway	New	Minor Collector	\$ 2,800,000	\$ -	\$ -	3,000	13,500	0%	0%	22%	78%	\$ 616,000
1-6	6800 West	Olympia Property Boundary	Herriman Highway	New	Minor Collector	\$ 7,496,854	\$ -	\$ -	4,000	13,500	1%	0%	29%	70%	\$ 2,174,088
1-7	Mcdougall Road	Porter Rockwell Blvd	Redwood Road	New	Minor Collector	\$ 6,832,500	\$ -	\$ -	3,000	13,500	0%	0%	22%	78%	\$ 1,503,150
1-8	Silver Sky Drive	7300 West	Olympia Property Boundary	New	Minor Collector	\$ 3,603,542	\$ 3,603,542	\$ -						Built by Olympia	\$ -
1-9	Soleil Hills Drive	Juniper Crest Road	Academy Pkwy	New	Minor Collector	\$ 12,595,592	\$ -	\$ -	10,000	13,500	0%	0%	74%	26%	\$ 9,320,738
1-10	Soleil Hills Drive	Academy Pkwy	Porter Rockwell Blvd	New	Minor Collector	\$ 21,409,763	\$ -	\$ -	8,000	13,500	0%	0%	59%	41%	\$ 12,631,760
1-11	6400 West	11800 South @ Prosperity Drive	Olympia Property Boundary	New	Minor Collector	\$ 12,491,534	\$ -	\$ -	10,000	13,500	1%	5%	70%	24%	\$ 8,744,074
1-12	7300 West	Olympia Property Boundary	Herriman Highway	New	Minor Collector	\$ 3,992,173	\$ -	\$ -	2,000	13,500	0%	0%	15%	85%	\$ 598,826
1-13	Miller Crossing Drive	Herriman Main Street	MVC Frontage Road	New	Minor Collector	\$ 3,094,744	\$ -	\$ 3,094,744						Built by Developer	\$ -
1-14	Academy Parkway	Juniper Crest Road	Mountain View Corridor	New	Major Collector	\$ 686,836	\$ -	\$ -	16,000	17,500	0%	0%	91%	9%	\$ 625,021
1-15	Juniper Crest Road	Juniper Crest Road Dead End	Mountain View Corridor	New	Major Collector	\$ 3,608,363	\$ -	\$ -	12,000	17,500	0%	30%	48%	22%	\$ 1,732,014
1-16	13400 South	6800 West	6000 West	Widening ²	Minor Collector	\$ 3,479,029	\$ -	\$ -	5,200	3,700	0%	0%	100%	0%	\$ 3,479,029
1-17	6000 West	Herriman Parkway	Herriman Main Street	Widening ²	Minor Collector	\$ 5,779,879	\$ -	\$ -	-4,800	3,700	0%	0%	0%	100%	\$ -
1-18	7300 West	Herriman Highway	Hawthorn Leaf Drive	Widening ²	Minor Collector	\$ 2,530,813	\$ -	\$ -	-5,800	3,700	0%	0%	0%	100%	\$ -
1-19	Herriman Main St	7300 West	6225 West	Widening ²	Major Collector	\$ 16,000,000	\$ -	\$ 10,000,000	1,200	7,700	0%	0%	16%	84%	\$ 960,000
1-20	11800 South	MVC Southbound	MVC Northbound	Widening ²	Minor Arterial	\$ 1,532,644	\$ -	\$ -	5,500	17,500	5%	0%	30%	65%	\$ 459,793
1-22	11800 South	6900 West	6000 West	Widening ²	Major Arterial	\$ 6,925,191	\$ -	\$ 3,462,596	4,800	29,800	0%	0%	16%	84%	\$ 554,015
1-23	13400 South	6400 West	Rosecrest Road	Widening ²	Minor Arterial	\$ 9,443,745	\$ -	\$ -	8,000	19,000	4%	0%	40%	56%	\$ 3,777,498
1-24	Herriman Parkway	6400 West	6000 West	Widening ²	Major Arterial	\$ 3,860,220	\$ -	\$ -	6,800	29,800	5%	0%	22%	73%	\$ 849,248
1-25	6400 West	Herriman Main Street	13400 South	Widening ²	Minor Collector	\$ 3,233,126	\$ -	\$ -	4,200	3,700	3%	0%	97%	0%	\$ 3,136,132
1-27	Auto Row Drive	12600 South	Miller Cross Drive	New	Minor Collector	\$ 5,831,663	\$ -	\$ 5,831,663						Built by Developer	\$ -
1-28	Rose Canyon Road	Spring Canyon Drive	6400 West	Widening ²	Major Collector	\$ 1,248,313	\$ -	\$ -	-3,200	6,300	10%	0%	0%	90%	\$ -
1-29	Herriman Blvd	6800 West	U-111	New	Major Arterial	\$ 7,168,154	\$ 7,168,154	\$ -						Built by Olympia	\$ -
1-30	Olympia Main Street	Herriman Blvd	6400 West	New	Major Collector	\$ 9,561,036	\$ 9,561,036	\$ -						Built by Olympia	\$ -
1-31	6400 West	6400 West Existing	Olympia Property Boundary	New	Major Collector	\$ 5,206,537	\$ 5,206,537	\$ -						Built by Olympia	\$ -
1-32	Silver Sky Drive	7300 West	7600 West	New	Major Collector	\$ 5,350,284	\$ 5,350,284	\$ -						Built by Olympia	\$ -
1-33	12600 South	City Boundary	Herriman Main Street	Widening ²	Principal Arterial	\$ 1,888,978	\$ -	\$ -	16,000	16,000	2%	0%	98%	0%	\$ 1,851,198
1-34	6800 West	Herriman Blvd	Olympia Property Boundary	New	Minor Collector	\$ 4,507,727	\$ 4,507,727	\$ -						Built by Olympia	\$ -
1-35	Silver Sky Drive	Olympia Property Boundary	Olympia Property Boundary	New	Minor Collector	\$ 4,990,384	\$ -	\$ -	3,000	13,500	0%	0%	22%	78%	\$ 1,097,884
1-36	Silver Sky Drive	Olympia Property Boundary	Olympia Property Boundary	New	Minor Collector	\$ 4,141,622	\$ 4,141,622	\$ -						Built by Olympia	\$ -
1-37	Silver Sky Drive	Olympia Property Boundary	Silver Sky Existing/6000 West	New	Minor Collector	\$ 2,346,120	\$ -	\$ -	3,000	13,500	0%	0%	22%	78%	\$ 516,146
1-38	Soleil Hills Blvd	Soleil Hills Drive	Mountain View Corridor	New	Minor Collector	\$ 5,128,208	\$ -	\$ -	2,000	13,500	0%	0%	15%	85%	\$ 769,231
1-39	7300 West	U-111	Olympia Property Boundary	New	Minor Arterial	\$ 7,226,719	\$ 7,226,719	\$ -						Built by Olympia	\$ -
1-41	13400 South	Rosecrest Road	Mountain View Corridor	Widening ²	Principal Arterial	\$ 2,917,755	\$ -	\$ -	-19,000	0				Not Eligible (no added capacity)	\$ -
1-42	Herriman Main St	7300 West	City Boundary	Widening ²	Major Collector	\$ 5,820,202	\$ -	\$ -	-8,200	6,300	0%	0%	0%	100%	\$ -

1. WFRC STIP (State Transportation Improvement Program), UDOT, adjacent cities, or other external funding sources

TOTAL \$ 239,618,874 \$ 46,765,621 \$ 47,819,421

\$ 57,754,774

2. Widening costs estimates represent the cost of widening for new growth.

Table 2: Potential Impact Fee Eligible Roadway Segment Projects

#	Intersection	Improvement	Improvement Details	Cost	Percentage Olympia	Cost Share Olympia	Other Outside Funding Sources ¹	% Cut-through	% Impact Fee Eligible	Impact Fee Eligible Cost
Phase 1 (2022 - 2030)										
1-1	11800 South & 6400 West	Signal	Left and right turn pockets	\$ 421,278	10%	\$ 42,128	\$ 210,639	0%	100%	\$ 168,511
1-2	U-111 & Herriman Blvd	Signal	Dual left (SB) and right turn pockets (all)	\$ 455,532	52%	\$ 236,877	\$ -	5%	95%	\$ 207,723
1-3	7300 West & Silver Sky Drive	Signal	Left and right turn pockets	\$ 420,314	100%	\$ 420,314	\$ -	Funded by Olympia		
1-4	6800 West & Olympia Main Street	Roundabout	Single lane roundabout	\$ 874,474	100%	\$ 874,474	\$ -	Funded by Olympia		
1-5	Herriman Main Street & 6400 West	Roundabout	Single lane roundabout	\$ 874,474	100%	\$ 874,474	\$ -	Funded by Olympia		
1-6	Herriman Blvd & 6400 West	Signal	Left and right turn pockets	\$ 476,884	56%	\$ 267,055	\$ -	5%	95%	\$ 199,338
1-7	Herriman Hwy & 7300 West	Signal	Left and right turn pockets	\$ 330,994	14%	\$ 46,339	\$ -	0%	100%	\$ 284,655
1-8	Herriman Hwy & Dansie Blvd	Signal	Left turn pockets (all), right turn pockets (EB)	\$ 394,284	26%	\$ 102,514	\$ -	1%	99%	\$ 288,852
1-9	Juniper Crest Road & Soleil Hills Drive	Signal	Left and right turn pockets	\$ 445,962	0%	\$ -	\$ -	0%	100%	\$ 445,962
1-10	Real Vista Drive & MVC NB	Signal	Left and right turn pockets	\$ 614,602	0%	\$ -	\$ -	5%	95%	\$ 583,872
1-11	Real Vista Drive & MVC SB	Signal	Left and right turn pockets	\$ 1,164,324	0%	\$ -	\$ -	5%	95%	\$ 1,106,108
1-12	Academy Pkwy & Soleil Hills Drive	Signal	Left and right turn pockets	\$ 445,962	0%	\$ -	\$ -	0%	100%	\$ 445,962
1-13	Academy Pkwy & MVC SB	Widening	Left and right turn pockets	\$ 947,425	0%	\$ -	\$ -	5%	95%	\$ 900,053
1-14	Academy Pkwy & MVC NB	Widening	Left and right turn pockets	\$ 255,840	0%	\$ -	\$ -	5%	95%	\$ 243,048
1-15	Porter Rockwell Blvd & Mcdougall Road	Signal	Left and right turn pockets	\$ 488,013	0%	\$ -	\$ 488,013	Funded by UDOT		
1-16	Herriman Main Street & Miller Crossing Drive	Signal	Signal only	\$ 426,000	0%	\$ -	\$ -	0%	100%	\$ 426,000
1-17	Herriman Rose Blvd & Fort Herriman Pkwy	Signal	Signal only	\$ 460,962	0%	\$ -	\$ -	0%	100%	\$ 460,962
1-18	Sentinel Ridge Blvd & 13800 South	Signal	Left and right turn pockets	\$ 1,071,235	0%	\$ -	\$ 535,618	29%	71%	\$ 380,288
1-19	Herriman Blvd & 6800 West	Signal	Left and right turn pockets	\$ 454,384	69%	\$ 313,525	\$ -	5%	95%	\$ 133,816
1-20	Herriman Blvd & 5600 West	Widening	EB dual left, EB/WB right-turn lanes	\$ 852,154	23%	\$ 195,995	\$ -	5%	95%	\$ 623,351
1-21	Herriman Hwy & 6400 West	Widening	Right turn pockets (EB, WB, NB)	\$ 104,075	20%	\$ 20,815	\$ -	0%	100%	\$ 83,260
1-22	11800 South & 6000 West	Widening	Extend WBL storage	\$ 45,808	9%	\$ 4,123	\$ 22,904	0%	100%	\$ 18,781
1-23	Herriman Blvd & Herriman Main Street	Widening	Free NBR and WBL dual lefts	\$ 882,802	16%	\$ 141,248	\$ -	5%	95%	\$ 704,476
1-24	Herriman Blvd & 6000 West	Widening	WB right turn lane	\$ 108,641	37%	\$ 40,197	\$ -	5%	95%	\$ 65,022
1-25	Herriman Blvd & Auto Row Drive	Intersection Improvements	To-be-determined	\$ 837,870	0%	\$ -	\$ -	5%	95%	\$ 795,977
				TOTAL	\$ 13,854,292	\$ 3,580,078	\$ 1,257,174			

1. WFRC STIP (State Transportation Improvement Program), UDOT, adjacent cities, or other external funding sources

Table 3: Potential Impact Fee Eligible Intersection Projects



V. FUNDING SOURCES

A. PURPOSE

The purpose of this chapter is to identify the funding sources that are available for roadway improvement projects. All possible revenue sources have been considered as a means of financing transportation capital improvements needed as a result of new growth. Funding sources for transportation are essential to enable the recommended improvements in Herriman City to be built. This chapter discusses the potential revenue sources that could be used to fund transportation needs.

Transportation routes often span multiple jurisdictions and provide regional significance to the transportation network. As a result, other government jurisdictions or agencies often help pay for such regional benefits. Those jurisdictions and agencies could include the Federal Government, the State (UDOT), the County, and the local MPO (WFRC). The City will need to continue to partner and work with these other jurisdictions to ensure adequate funds are available for the specific improvements necessary to maintain an acceptable LOS. The City will also need to partner with adjacent communities to ensure corridor continuity across jurisdictional boundaries (i.e., arterials connect with arterials, collectors connect with collectors, etc.).

B. FEDERAL FUNDING

Federal money is available to cities and counties through the federal-aid program. In Utah, UDOT administers these funds. To be eligible, a project must be listed on the five-year Statewide Transportation Improvement Program (STIP).

The Surface Transportation Program (STP) funds projects for any roadway with a functional classification of a collector street or higher as established on the Statewide Functional Classification Map. STP funds can be used for both rehabilitation and new construction. The Joint Highway Committee programs a portion of the STP funds for projects around the state in urban areas. Another portion of the STP funds can be used for projects in any area of the state at the discretion of the State Transportation Commission. Transportation Enhancement funds are allocated based on a competitive application process. The Transportation Enhancement Committee reviews all applications and then a portion of the applications are passed to the State Transportation Commission. Transportation enhancements include twelve categories ranging from historic preservation, bicycle and pedestrian facilities, and water runoff mitigation.

WFRC accepts applications for federal funds from local and regional government jurisdictions. The WFRC Technical Advisory and Regional Planning Committees select projects for funding every two years. The selected projects form the Transportation Improvement Program (TIP). In order to receive funding, projects should include one or more of the following aspects:

- Congestion relief – spot improvement and corridor improvement projects intended to improve levels of service and/or reduce average delay along those corridors identified in the Regional Transportation Plan as high-congestion areas
- Mode choice – projects improving the diversity and/or usefulness of travel modes other than single-occupant vehicles
- Air quality improvements – projects showing demonstrable air quality benefits
- Safety – improvements to vehicular, pedestrian, and bicyclist safety

C. STATE/COUNTY FUNDING

The distribution of State Class B and C program funds is established by State Legislation and is administered by UDOT. Revenues for the program are derived from State fuel taxes, registration fees, driver license fees, inspection fees, and transportation permits. Seventy-five percent of these funds are kept by UDOT for their construction and maintenance programs. The rest is made available to counties and cities. As some of the roads in Herriman fall under UDOT jurisdiction, it is in the interest of the City that staff are aware of the procedures used by UDOT to allocate those funds and to be active in requesting the funds be made available for UDOT-owned roadways in the City.

Class B and C funds are allocated to each city and county based on the following formula: 50 percent based on the percentage that the population of the county or municipality bears to the total population of the state, and 50 percent based on the percentage that the B and C road weighted mileage of the county or municipality bears to the total Class B and Class C road total weighted mileage. Class B and C funds can be used for maintenance and construction projects.

Utah State Code Title 72, Chapter 2, Section 117 allows Salt Lake County to levy a \$10 vehicle registration fee, \$3 of which is then placed into the Salt Lake County Local Corridor Preservation Fund. The Local Highway and Transportation Corridor Preservation Fund is used to preserve right-of-way for a highway or public transit corridor. Corridor preservation may include transportation projects, provided they are associated with a road. Additional detail on corridor preservation funds in Salt Lake County can be found [here](#).

D. CITY FUNDING

Some cities utilize general fund revenues for their transportation programs. Another option for transportation funding is to create special improvement districts. These districts are organized for the purpose of funding a single specific project that benefits an identifiable group of properties. Another source of funding used by cities is revenue bonding for projects intended to benefit the entire community.

Private interests often provide resources for transportation improvements. Developers construct the local streets within subdivisions and often dedicate right-of-way and participate in the construction of collector/arterial streets adjacent to their developments. Developers can also be considered a possible source of funds for projects through the use of impact fees. These fees are assessed as a result of the impacts a particular development will have on the surrounding roadway system, such as the need for traffic signals or street widening.

General fund revenues are typically reserved for operation and maintenance purposes as they relate to transportation. However, general funds can be used, if available, to fund the expansion or introduction of specific services. Providing a line item in the City budgeted general funds to address roadway improvements that are not impact fee eligible is a recommended practice to fund transportation projects, should other funding options fall short of the needed amount.

General obligation bonds are debt paid for or backed by the City's taxing power. In general, facilities paid for through this revenue stream are in high demand amongst the community. Typically, general obligation bonds are not used to fund facilities that are needed as a result of new growth because existing residents would be paying for the impacts of new growth. As a result, general obligation bonds are not considered a fair means of financing future facilities needed as a result of new growth. They may be considered as a reasonable method to address existing deficiencies.

Certain areas might have different needs or require different methods of funding than traditional revenue sources. A Special Assessment Area (SAA) can be created for infrastructure needs that benefit or encompass specific areas of the City. The municipality can create an SAA through a resolution declaring that public health, convenience, and necessity require the creation of an SAA. The boundaries and services provided by the district must be specified and a public hearing must be held before the SAA is created. Once the SAA is created, funding can be obtained from tax levies, bonds, and fees when approved by the majority of the qualified electors of the SAA. These funding mechanisms allow the costs to be spread out over time. Through the SAA, tax levies and bonding can apply to specific areas in the City needing to benefit from the improvements.



E. INTERFUND LOANS

Since infrastructure generally must be built ahead of growth, it is sometimes funded before expected impact fees are collected. Bonds are the solution to this problem in some cases. In other cases, funds from existing user rate revenue will be loaned to the impact fee fund to complete initial construction of the project. As impact fees are received, they will be reimbursed. Consideration of these loans will be included in the impact fee analysis and should be considered in subsequent accounting of impact fee expenditures.

F. DEVELOPER DEDICATIONS AND EXACCTIONS

Developer dedications and exactions can both be credited against the developer's impact fee analysis. If the value of the developer dedications and/or extractions are less than the developer's impact fee liability, the developer will owe the balance of the liability to the City. If the dedications and/or extractions of the developer are greater than the impact fee liability, the City may reimburse the developer the difference.

G. DEVELOPER IMPACT FEES

Impact fees are a way for a community to obtain funds to assist in the construction of infrastructure improvements resulting from and needed to serve new growth. The premise behind impact fees is that if no new development occurred, the existing infrastructure would be adequate. Therefore, new development should pay for the portion of required improvements that result from new growth. Impact fees are assessed for many types of infrastructure and facilities that are provided by a community, such as roadways. According to state law, impact fees can only be used to fund growth-related system improvements.

According to State statute, impact fees must only be used to fund projects that will serve needs caused by future development. They are not to be used to address present deficiencies. Only project costs that address future needs are included in this IFFP. This ensures a fair fee since developers will not be expected to address present deficiencies.

Legislation requires that impact fees should be spent or encumbered within six years after each impact fee is paid. Impact fees collected in the next six years should be spent on those projects outlined in the IFFP as growth related costs to maintain the City established LOS. Impact fees collected as buy-in to existing facilities can be allocated to the General Fund to repay the City for historic investment.

VI. IMPACT FEE CERTIFICATION

A. OVERVIEW

This report has been prepared in accordance with Utah Code Title 11, Chapter 36a, "Impact Fees Act." This report (including its results and projections) relies upon the planning, engineering, land use, and other source data provided in the Herriman City TMP Update (2022).

In accordance with Utah Code Annotate, 11-36a-306(1), WCG certifies that this impact fee facilities plan:

1. Includes only the cost of public facilities that are:
 - a. Allowed under the Impact Fees Act; and
 - b. Actually incurred; or
 - c. Are projected to be incurred or encumbered within six years of 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 LOS supported by existing residents; and
3. Complies in each and every relevant respect with the Impact Fees Act.

This certification is made with the following limitations:

- All of the recommendations for implementing this IFFP and IFA are followed in their entirety by the City.
- If any portion of the IFFP is modified or amended in any way, this certification is no longer valid.

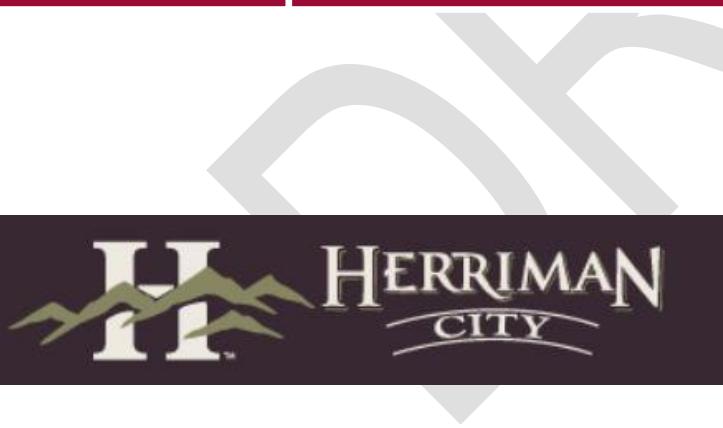
All information presented and used in the creation of this IFFP is assumed to be complete and correct, including any information received from the City or other outside sources.



Herriman City



DRAFT Transportation Impact Fee Analysis



Transportation Impact Fee Analysis

Summary

This Impact Fee Analysis (IFA) is based on the information provided in the Herriman Transportation Impact Fee Facilities Plan (“IFFP”) dated December 2022 and prepared by Wall Consultant Group (WCG).

Projected Growth. The IFFP projects that new development in Herriman will grow by 170,612 average daily trips (ADTs) between 2020 and 2030 – from 188,467 ADTs in 2020 to 359,079 ADTs in 2030 (IFFP, p. 9). This growth will require the construction of new transportation improvements in order to maintain the existing levels of service.

Service Levels. The IFFP states that the acceptable level of service (LOS) is LOS D (IFFP, p. 3).

Service Areas. Herriman (“City”) includes one roadway service area that corresponds to existing City boundaries.

Excess Capacity. The IFFP identifies 13 projects with a total actual cost of \$32,110,842. New development over the time period of this study period will consume 29.1 percent, or \$9,357,043 of the existing, excess capacity.

New Construction. The IFFP identifies a total of 39 projects at a total cost of \$239,618,874. However, new development is not responsible for the portion of these projects that are paid for through other sources, that will benefit existing development or that provide capacity for pass-through traffic. Therefore, the total cost attributable to new development between 2020 and 2030 is \$57,754,774. Intersection improvements add another \$8,566,016 to costs attributable to new development.

Other Costs. Other eligible costs include the cost of preparing the Transportation IFFP and IFA.

Credits for Existing Deficiencies. The IFFP identifies five of the new construction projects, at a total cost of \$4,742,301 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 higher taxes over time to pay for the portion of the roads that benefit existing development.

Credits for Outstanding Bonds. Credits must be made for the portion of outstanding bonds that benefit new development. Based on information provided by WCG, approximately 21.7 percent of outstanding bonds are paying for capacity that serves existing development.

Proportionate Share Analysis. A summary of the proportionate share analysis for 2023 is as follows:

TABLE 1: PROPORTIONATE SHARE ANALYSIS

Summary of Cost per Trip	Cost per ADT
Existing Excess Capacity	\$54.84
New Construction	\$388.72
Consultant Costs	\$0.21

Summary of Cost per Trip		Cost per ADT
Impact Fee Fund Balance		(\$12.99)
GROSS FEE before Credits		\$430.78
Credits for Deficiencies		(\$13.35)
Credits for Outstanding Bonds		(\$9.30)
Total Cost per ADT		\$408.13

The cost per ADT in 2023 is \$408.13. The cost per trip is then applied to standards set by the Institute of Transportation Engineers (ITE) to evaluate the number of ADTs per development type. Table 2 below shows basic categories from the ITE manual, 11th 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. For a land use type that does not fit easily into the categories in Table 2, the City may choose, at its discretion, to refer to additional land use categories as found in the ITE manual, 11th edition.

TABLE 2: RECOMMENDED MAXIMUM TRANSPORTATION IMPACT FEES INTO MAJOR GROUPINGS

ITE Code	Land Use	Unit	ITE Trips	Pass-By	Adjusted Trip Rate	Max 2023 Fee
130	Industrial Park 130	1000 Sq. Feet Gross Floor Area	3.37	0%	3.37	\$1,375
151	Mini-Warehouse	Storage Units (100s)	17.96	0%	17.96	\$7,330
210	Single-Family Detached Housing	Dwelling Unit	9.43	0%	9.43	\$3,849
215	Single-Family Attached Housing (shared wall with adjoining unit)	Dwelling Unit	7.20	0%	7.20	\$2,939
220	Multifamily Housing (Low-Rise) - Not Close to Rail Transit	Dwelling Unit	6.74	0%	6.74	\$2,751
310	Hotel	Room	7.99	0%	7.99	\$3,261
520	Elementary School	Students	2.27	0%	2.27	\$926
522	Middle School / Junior High School	Students	2.10	0%	2.10	\$857
525	High School	Students	1.94	0%	1.94	\$792
560	Church	1000 Sq. Feet Gross Floor Area	31.46	0%	31.46	\$12,840
610	Hospital	1000 Sq. Feet Gross Floor Area	10.77	0%	10.77	\$4,396
710	General Office Building	1000 Sq. Feet Gross Floor Area	10.84	0%	10.84	\$4,424
822	Retail Strip Mall	1000 Sq. Feet Gross Leasable Area	54.45	40%	32.67	\$13,334
912	Drive-In Bank	1000 Sq. Feet Gross Floor Area	100.35	35%	65.23	\$26,621
947	Self Service Car Wash	Wash Stall	108.00	0%	108.00	\$44,078

Utah Code Legal Requirements

Utah law requires that communities prepare an Impact Fee Analysis (IFA) before enacting an impact fee. Utah law also requires that communities give notice of their intent to prepare and adopt an IFA. This IFA follows all legal requirements as outlined below. The City has retained Zions Public Finance Inc., to prepare this Impact Fee Analysis in accordance with legal requirements.

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 Plan (Utah Code §11-36a-503). This notice must be posted on the Utah Public Notice website. The City has complied with this noticing requirement for the IFA.

Preparation of Impact Fee Analysis

Utah Code requires that each local political subdivision, before imposing an impact fee, prepare an impact fee analysis. (Utah Code 11-36a-304).

Section 11-36a-304 of the Utah Code outlines the requirements of an impact fee analysis as follows:

- (1) An impact fee analysis shall:
 - (a) identify the anticipated impact on or consumption of any existing capacity of a public facility by the anticipated development activity;
 - (b) identify the anticipated impact on system improvements required by the anticipated development activity to maintain the established level of service for each public facility;
 - (c) demonstrate how the anticipated impacts described in Subsections (1)(a) and (b) are reasonably related to the anticipated development activity;
 - (d) estimate the proportionate share of:
 - (i) the costs for existing capacity that will be recouped; and
 - (ii) the costs of impacts on system improvements that are reasonably related to the new development activity; and
 - (e) identify how the impact fee was calculated.
- (2) 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:
 - (a) the cost of each existing public facility that has excess capacity to serve the anticipated development resulting from the new development activity;
 - (b) the cost of system improvements for each public facility;

- (c) 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;
- (d) the relative extent to which development activity will contribute to financing the excess capacity of and system improvements for each existing public facility, by such means as user charges, special assessments, or payment from the proceeds of general taxes;
- (e) the relative extent to which development activity will contribute to the cost of existing public facilities and system improvements in the future;
- (f) 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;
- (g) extraordinary costs, if any, in servicing the newly-developed properties; and
- (h) the time-price differential inherent in fair comparisons of amounts paid at different times.

Certification of Impact Fee Analysis

Utah Code 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.

Anticipated Impact on or Consumption of Any Existing Capacity of a Public Facility by the Anticipated Development Activity

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

Consumption of Existing Capacity

Development activity in Herriman is based on both residential and nonresidential growth. Growth projections are then used by the City's engineers as inputs in the WFRC Travel Demand Model to forecast trip generation. Growth projections are as follows:

TABLE 3: GROWTH PROJECTIONS – ADTs

	ADTs
ADTs 2020	188,467
ADTs 2030	359,079
Growth in Trips, 2020-2030	170,612

Source: Herriman City Transportation Impact Fee Facilities Plan

The engineers have identified excess capacity in the existing City-owned roads for which impact fees should be charged as a “buy-in” component.

TABLE 4: PROJECTS WITH EXISTING EXCESS CAPACITY

Project Description	Actual Cost	% Pass-through	% Existing	% Impact Fee Eligible	Impact Fees Beyond 2030	Impact Fee Eligible Cost	Costs Serving Existing Capacity
Construction of Autumn Crest Drive (15000 South to Mountain View Corridor)	\$1,450,567	0%	29%	46%	25%	\$667,261	\$414,448
Street improvement along Silver Sky Dr (approx. 6100 W to 6000 W)	\$292,174	0%	4%	48%	48%	\$140,244	\$10,821
Construction of 4000 West beginning at Autumn Crest Blvd	\$222,279	0%	4%	11%	85%	\$24,451	\$8,233
Half road ROW improvements along Herriman Blvd & 11800 S from 6000 W to 6400 W	\$2,600,000	5%	12%	32%	51%	\$832,000	\$317,073
25,587 sq ft of street improvements at 7274 W Rose Canyon Rd	\$94,406	10%	11%	1%	78%	\$944	\$10,789
2,756 square feet of real property deeded to the City (7300 West)	\$5,566	0%	15%	22%	63%	\$1,225	\$825
18,905 sq ft of street improvements at 7300 W Rose Canyon Rd	\$82,841	5%	11%	1%	83%	\$828	\$9,468
Reimbursement for portion of Porter Rockwell Blvd and Rockwell Park Ln	\$331,614	0%	7%	15%	78%	\$49,742	\$24,564
Additional paving and striping at 6400 W 13400 S	\$45,365	4%	57%	22%	17%	\$9,980	\$25,923
Herriman Blvd from 6000 W to 6400 W	\$1,902,045	5%	5%	37%	53%	\$703,757	\$92,783
Refinance bond for Herriman Blvd roadwork east of 6000 West	\$6,540,675	5%	12%	42%	41%	\$2,747,084	\$797,643
U-Road and traffic signals at Black Locust and Fort Herriman at Main Street	\$8,543,310	0%	15%	22%	63%	\$1,879,528	\$1,265,676
Future construction of Main Street from 6250 West to 7300 West	\$10,000,000	0%	40%	23%	37%	\$2,300,000	\$4,000,000
TOTAL	\$32,110,842					\$9,357,043	\$6,978,245

Source: Herriman City Transportation Impact Fee Facilities Plan

Identify the Anticipated Impact on System Improvements Required by the Anticipated Development Activity to Maintain the Established Level of Service for Each Public Facility and Demonstrate How the Anticipated Impacts are Reasonably Related to the New Development Activity

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

In order to maintain a LOS D, Herriman's IFFP identifies a total of 39 roadway projects and 25 intersection improvements necessitated by new development. Total roadway costs attributable to new development are nearly \$58 million, plus an additional \$8.6 million for intersection improvements.

A portion of the new roadway projects will benefit existing development. Therefore, over \$4.7 million in costs will need to be credited in the impact fee calculations so that new development does not pay twice.

TABLE 5: ROADWAY NEW CONSTRUCTION COSTS

#	Project Description	Actual Cost	Other Funding Sources Including Olympia	% Existing Capacity	% Impact Fee Eligible thru 2030	Cost to Existing Development	Cost to New Development
1-1	Herriman Rose Boulevard	\$2,628,508	\$0	50%	23%	\$1,314,254	\$604,557
1-2	Dansie Blvd	\$3,279,482	\$0	20%	47%	\$655,896	\$1,541,357
1-3	13800 South	\$7,100,432	\$3,550,216	30%	6%	\$1,065,065	\$213,013
1-4	SR-111	\$21,880,202	\$21,880,202			\$0	\$0
1-5	7600 West	\$2,800,000	\$0	0%	22%	\$0	\$616,000
1-6	6800 West	\$7,496,854	\$0	0%	29%	\$0	\$2,174,088
1-7	Mcdougall Road	\$6,832,500	\$0	0%	22%	\$0	\$1,503,150
1-8	Silver Sky Drive	\$3,603,542	\$3,603,542			\$0	\$0
1-9	Soleil Hills Drive	\$12,595,592	\$0	0%	74%	\$0	\$9,320,738
1-10	Soleil Hills Drive	\$21,409,763	\$0	0%	59%	\$0	\$12,631,760
1-11	6400 West	\$12,491,534	\$0	5%	70%	\$624,577	\$8,744,074
1-12	7300 West	\$3,992,173	\$0	0%	15%	\$0	\$598,826
1-13	Miller Crossing Drive	\$3,094,744	\$0			\$0	\$0
1-14	Academy Parkway	\$686,836	\$0	0%	91%	\$0	\$625,021
1-15	Juniper Crest Road	\$3,608,363	\$0	30%	48%	\$1,082,509	\$1,732,014
1-16	13400 South	\$3,479,029	\$0	0%	100%	\$0	\$3,479,029
1-17	6000 West	\$5,779,879	\$0	0%	0%	\$0	\$0
1-18	7300 West	\$2,530,813	\$0	0%	0%	\$0	\$0
1-19	Herriman Main St	\$16,000,000	\$10,000,000	0%	16%	\$0	\$960,000
1-20	11800 South	\$1,532,644	\$0	0%	30%	\$0	\$459,793
1-22	11800 South	\$6,925,191	\$3,462,596	0%	16%	\$0	\$554,015
1-23	13400 South	\$9,443,745	\$0	0%	40%	\$0	\$3,777,498
1-24	Herriman Parkway	\$3,860,220	\$0	0%	22%	\$0	\$849,248
1-25	6400 West	\$3,233,126	\$0	0%	97%	\$0	\$3,136,132
1-27	Auto Row Drive	\$5,831,663	\$5,831,663			\$0	\$0
1-28	Rose Canyon Road	\$1,248,313	\$0	0%	0%	\$0	\$0
1-29	Herriman Blvd	\$7,168,154	\$7,168,154			\$0	\$0
1-30	Olympia Main Street	\$9,561,036	\$9,561,036			\$0	\$0
1-31	6400 West	\$5,206,537	\$5,206,537			\$0	\$0
1-32	Silver Sky Drive	\$5,350,284	\$5,350,284			\$0	\$0
1-33	12600 South	\$1,888,978	\$0	0%	98%	\$0	\$1,851,198
1-34	6800 West	\$4,507,727	\$4,507,727			\$0	\$0
1-35	Silver Sky Drive	\$4,990,384	\$0	0%	22%	\$0	\$1,097,884
1-36	Silver Sky Drive	\$4,141,622	\$4,141,622			\$0	\$0
1-37	Silver Sky Drive	\$2,346,120	\$0	0%	22%	\$0	\$516,146
1-38	Soleil Hills Blvd	\$5,128,208	\$0	0%	15%	\$0	\$769,231
1-39	7300 West	\$7,226,719	\$7,226,719			\$0	\$0
1-41	13400 South	\$2,917,755	\$0			\$0	\$0
1-42	Herriman Main St	\$5,820,202	\$0	0%	0%	\$0	\$0
TOTAL		\$239,618,874	\$91,490,298			\$4,742,301	\$57,754,774

Source: Herriman City Transportation Impact Fee Facilities Plan

TABLE 6: INTERSECTION NEW CONSTRUCTION PROJECTS

Project #	Intersection Description	Other Funding Sources	Impact Fee Eligible Costs through 2030
1-1	11800 South & 6400 West	\$252,767	\$168,511
1-2	U-111 & Herriman Blvd	\$236,877	\$207,723
1-3	7300 West & Silver Sky Drive	\$420,314	\$0
1-4	6800 West & Olympia Main Street	\$874,474	\$0

Project #	Intersection Description	Other Funding Sources	Impact Fee Eligible Costs through 2030
1-5	Herriman Main Street & 6400 West	\$874,474	\$0
1-6	Herriman Blvd & 6400 West	\$267,055	\$199,338
1-7	Herriman Hwy & 7300 West	\$46,339	\$284,655
1-8	Herriman Hwy & Dansie Blvd	\$102,514	\$288,852
1-9	Juniper Crest Road & Soleil Hills Drive	\$0	\$445,962
1-10	Real Vista Drive & MVC NB	\$0	\$583,872
1-11	Real Vista Drive & MVC SB	\$0	\$1,106,108
1-12	Academy Pkwy & Soleil Hills Drive	\$0	\$445,962
1-13	Academy Pkwy & MVC SB	\$0	\$900,053
1-14	Academy Pkwy & MVC NB	\$0	\$243,048
1-15	Porter Rockwell Blvd & McDougall Road	\$488,013	\$0
1-16	Herriman Main Street & Miller Crossing Drive	\$0	\$426,000
1-17	Herriman Rose Blvd & Fort Herriman Pkwy	\$0	\$460,962
1-18	Sentinel Ridge Blvd & 13800 South	\$535,618	\$380,288
1-19	Herriman Blvd & 6800 West	\$313,525	\$133,816
1-20	Herriman Blvd & 5600 West	\$195,995	\$623,351
1-21	Herriman Hwy & 6400 West	\$20,815	\$83,260
1-22	11800 South & 6000 West	\$27,027	\$18,781
1-23	Herriman Blvd & Herriman Main Street	\$141,248	\$704,476
1-24	Herriman Blvd & 6000 West	\$40,197	\$65,022
1-25	Herriman Blvd & Auto Row Drive	\$0	\$795,977
TOTAL		\$4,837,252	\$8,566,016

Source: Herriman City Transportation Impact Fee Facilities Plan

The total cost of \$66.3 million attributable to new development between 2020 and 2030 or roadway and intersection improvements must be shared proportionately between the additional ADTs projected for that time period. ADTs citywide are projected to grow from 188,467 ADTs in 2020 to 359,079 ADTs in 2030 – an increase of 170,612 ADTs over the 10-year period. While volume on some existing roads may actually decrease, volume will increase on new roads constructed. Therefore, the increased volume and capacity impacts need to be viewed as part of an overall system of roads.

Estimate the Proportionate Share of (i) the Costs for Existing Capacity That Will Be Recouped; and (ii) The Costs of Impacts on System Improvements That Are Reasonably Related to the New Development Activity; and Identify How the Impact Fee was Calculated

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

The proportionate share analysis can legally include the proportionate share of any buy-in costs associated with the excess capacity in the existing system that will be consumed as a result of new development activity, as well as the proportionate share of new construction costs necessitated by new development.

Excess Capacity Cost Calculation

Existing excess capacity is found in the projects shown in Table 4. Of the total existing, excess capacity of \$32.1 million, nearly \$9.4 million will be consumed by the additional ADTs in Herriman between 2020 and 2030.

TABLE 7: EXCESS CAPACITY COST CALCULATION

Excess Capacity – Buy-In Calculation		Amount
Total Excess Capacity		\$32,110,842
Cost to New Development, 2020-2030		\$9,357,043
Growth in Trips, 2020-2030		170,612
Cost per Trip		\$54.84

New Construction Cost Calculation

In order to maintain a LOS D, Herriman will need to construct additional facilities, as identified previously in tables 5 and 6. New construction costs per ADT are calculated as shown in Table 8.

TABLE 8: PROPORTIONATE SHARE CALCULATION – NEW CONSTRUCTED COST

New Construction		Amount
New Construction - Roads		\$57,754,774
New Construction - Intersections		\$8,566,016
Growth in Trips, 2020-2030		170,612
Cost per ADT		\$388.72

Other Cost Calculations

Utah law allows for the cost of developing the Impact Fee Facility Plan and Impact Fee Analysis to be included in the calculation of impact fees. These costs are then shared proportionately among the additional trips generated between 2020 and 2030.

TABLE 9: PROPORTIONATE SHARE CALCULATION – CONSULTING COSTS

Description	Amount
Total Consultant Costs	\$35,000
Growth in ADTs, 2020-2030	170,612
Cost per ADT	\$0.21

Herriman has a balance of \$2,217,044 in its transportation impact fee fund.¹ Therefore, the following credit needs to be made against the impact fee fund balance as these funds can be used to pay for some of the capital costs identified in the IFFP.

¹ Source: Herriman City September 2022

TABLE 10: IMPACT FEE FUND BALANCE CALCULATION

Description	Amount
Fund Balance	\$2,217,044
Growth in ADTs, 2020-2030	170,612
Credit per ADT	(\$12.99)

Calculation of Credits

Credits need to be made for: 1) outstanding bonds that the City has issued to pay for roadway costs; and the portion of new projects that will benefit existing development (i.e., “deficiencies”). Capacity that benefits existing development represents 21.7 percent of the costs.²

TABLE 11: CREDIT FOR OUTSTANDING BONDS

	2015A Sales Tax Revenue	2015B Sales Tax Revenue Bonds	2016 Bonds	Total Bond Pmts	Amount Benefitting Existing	Trips	Pmt per Trip	NPV*
2022	\$136,055	\$544,150	\$854,675	\$1,534,880	\$333,556.12	214,401	\$1.56	\$10.34
2023	\$136,300	\$546,050	\$854,033	\$1,536,383	\$333,882.64	228,677	\$1.46	\$9.30
2024	\$136,040	\$542,450	\$854,243	\$1,532,733	\$333,089.43	243,903	\$1.37	\$8.30
2025	\$136,305	\$543,350	\$854,570	\$1,534,225	\$333,413.67	260,143	\$1.28	\$7.35
2026	\$136,005	\$543,650	\$853,970	\$1,533,625	\$333,283.28	277,465	\$1.20	\$6.44
2027	\$136,430	\$548,250	\$854,377	\$1,539,057	\$334,463.85	295,940	\$1.13	\$5.56
2028	\$136,120	\$547,150	\$854,652	\$1,537,922	\$334,217.20	315,645	\$1.06	\$4.71
2029	\$135,610	\$545,450	\$854,660	\$1,535,720	\$333,738.56	336,662	\$0.99	\$3.88
2030	\$135,920	\$543,150	\$854,250	\$1,533,320	\$333,217.00	359,079	\$0.93	\$3.08
2031	\$135,980	\$550,050	\$853,873	\$1,539,903	\$334,647.60	376,140	\$0.89	\$2.31
2032	\$135,295	\$543,750	\$854,686	\$1,533,731	\$333,306.31	393,201	\$0.85	\$1.54
2033	\$135,460	\$544,125	\$0	\$679,585	\$147,685.64	410,263	\$0.36	\$0.77
2034	\$135,340	\$543,250	\$0	\$678,590	\$147,469.41	427,324	\$0.35	\$0.44
2035	\$135,913	\$0	\$0	\$135,913	\$29,536.15	444,385	\$0.07	\$0.12
2036	\$135,328	\$0	\$0	\$135,328	\$29,409.02	461,446	\$0.06	\$0.06

*NPV = net present value discounted at 5 percent

The IFFP identifies 5 of the new improvement projects as partially benefitting new development. Therefore, a credit must be made for these projects so that new development does not pay twice – once through the collection of an impact fee and then again later through increased taxes to offset the portion benefitting existing development. The total amount of projects benefitting existing development is \$4,742,301 as shown in Table 5. These costs are spread across 10 years in the following analysis so that credits can be made.

² Calculated by dividing the \$6,978,245 of costs attributed to capacity serving existing development by the total actual cost of \$32,110,842 as shown in Table 4.

TABLE 12: CREDIT CALCULATION FOR EXISTING DEFICIENCIES

Year	Trips	Pmt	Pmt per Trip	NPV*
2023	214,401	\$474,230.08	\$2.21	\$13.35
2024	228,677	\$474,230.08	\$2.07	\$11.80
2025	243,903	\$474,230.08	\$1.94	\$10.32
2026	260,143	\$474,230.08	\$1.82	\$8.89
2027	277,465	\$474,230.08	\$1.71	\$7.51
2028	295,940	\$474,230.08	\$1.60	\$6.18
2029	315,645	\$474,230.08	\$1.50	\$4.89
2030	336,662	\$474,230.08	\$1.41	\$3.63
2031	359,079	\$474,230.08	\$1.32	\$2.40
2032	376,140	\$474,230.08	\$1.26	\$1.20

*NPV = net present value discounted at 5 percent

Summary of Impact Fees

TABLE 13: SUMMARY OF COST PER TRIP - 2023

Summary of Cost per Trip - 2023	Cost per ADT
Existing Excess Capacity	\$54.84
New Construction	\$388.72
Consultant Costs	\$0.21
Impact Fee Fund Balance	(\$12.99)
Subtotal for Credits	\$430.78
Credits for Deficiencies	(\$13.35)
Credits for Outstanding Bonds	(\$9.30)
Total Cost per ADT - 2023	\$408.13

The cost per ADT is \$408.13 in 2023. The cost per trip changes each year as shown in the table below to account for the credits due from the remaining bond payments or deficiency amounts.

TABLE 14: CREDIT CALCULATION FOR EXISTING DEFICIENCIES

Year	Gross Cost per Trip	Credits for Deficiencies	Credits for Outstanding Bonds	Total Max Cost per Trip
2023	\$430.78	(\$13.35)	(\$9.30)	\$408.13
2024	\$430.78	(\$11.80)	(\$8.30)	\$410.67
2025	\$430.78	(\$10.32)	(\$7.35)	\$413.11
2026	\$430.78	(\$8.89)	(\$6.44)	\$415.45
2027	\$430.78	(\$7.51)	(\$5.56)	\$417.71
2028	\$430.78	(\$6.18)	(\$4.71)	\$419.89
2029	\$430.78	(\$4.89)	(\$3.88)	\$422.01
2030	\$430.78	(\$3.63)	(\$3.08)	\$424.06
2031	\$430.78	(\$2.40)	(\$2.31)	\$426.07
2032	\$430.78	(\$1.20)	(\$1.54)	\$428.04

The cost per trip is then applied to standards set by the Institute of Transportation Engineers (ITE) to evaluate the number ADTs per development type. Table 15 below shows basic categories from the ITE manual, 11th 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. For a land use type that does not fit easily into the categories in Table 12, the City may choose, at its discretion, to refer to additional land use categories as found in the ITE manual, 11th edition.

TABLE 15: SUMMARY OF MAXIMUM ALLOWABLE IMPACT FEES

ITE Code	Land Use	Unit	ITE Trips	Pass-By	Adjusted Trip Rate	Max 2023 Fee
130	Industrial Park 130	1000 Sq. Feet Gross Floor Area	3.37	0%	3.37	\$1,375
151	Mini-Warehouse	Storage Units (100s)	17.96	0%	17.96	\$7,330
210	Single-Family Detached Housing	Dwelling Unit	9.43	0%	9.43	\$3,849
215	Single-Family Attached Housing (shared wall with adjoining unit)	Dwelling Unit	7.20	0%	7.20	\$2,939
220	Multifamily Housing (Low-Rise) - Not Close to Rail Transit	Dwelling Unit	6.74	0%	6.74	\$2,751
310	Hotel	Room	7.99	0%	7.99	\$3,261
520	Elementary School	Students	2.27	0%	2.27	\$926
522	Middle School / Junior High School	Students	2.10	0%	2.10	\$857
525	High School	Students	1.94	0%	1.94	\$792
560	Church	1000 Sq. Feet Gross Floor Area	31.46	0%	31.46	\$12,840
610	Hospital	1000 Sq. Feet Gross Floor Area	10.77	0%	10.77	\$4,396
710	General Office Building	1000 Sq. Feet Gross Floor Area	10.84	0%	10.84	\$4,424
822	Retail Strip Mall	1000 Sq. Feet Gross Leasable Area	54.45	40%	32.67	\$13,334
912	Drive-In Bank	1000 Sq. Feet Gross Floor Area	100.35	35%	65.23	\$26,621
947	Self Service Car Wash	Wash Stall	108.00	0%	108.00	\$44,078

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;
- 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; or
- 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. Offsets costs with grants or other alternate sources of payment; and

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

DRAFT