

UNIFIED FIRE SERVICE AREA



PUBLIC SAFETY IMPACT FEE FACILITIES PLAN





IMPACT FEE FACILITIES PLAN UNIFIED FIRE SERVICE AREA

Executive Summary

Background

The purpose of the Impact Fee Facilities Plan (IFFP) is to provide Unified Fire Service Area (“UFSA” or “District”) with substantive planning for future capital infrastructure including fire facility and administrative offices, costs, funding, and allocation to growth. All this information will be used as the basis for calculations in the Impact Fee Analysis (IFA) and follows the requirements of the Utah Impact Fees Act, specifically 11-36a-301 and 302 of the Utah State Code. An IFFP must be prepared before the District can adopt an updated impact fee.

Impact fees are a one-time fee charged to new development to help offset the capital costs associated with new growth in a community. The impact fee will be assessed to one district-wide service area with the same impact fee cost per call assessed within the entire District boundaries. UFSA includes the geographic area shown in the map below and includes the following entities:

- Copperton
- Eagle Mountain
- Emigration Canyon
- Kearns
- Magna
- Midvale
- Millcreek
- Taylorsville
- White City
- Unincorporated Salt Lake County

New Development and Growth

UFSA is experiencing rapid growth and will continue to grow which will increase the annual emergency call volume and the demands on the District’s existing fire facilities. To meet the demands of new growth, the District will expand its existing station floorspace to accommodate additional staff, apparatus, and to limit the length of emergency call response times. The IFFP identifies the increasing demands placed upon the District’s existing and future fire facilities by future development and evaluates how these demands will be met through future capital projects. Residential and non-residential growth creates the demand for new public safety capital facilities. Projected growth is shown in the following table:

TABLE 1: GROWTH PROJECTIONS, 2018-2030

Year	Single-Family	Multi-Family	Commercial	Institutional	Industrial
2018	69,445	34,883	9,685,407	5,554,074	11,538,133
2019	70,146	35,406	9,783,175	5,610,139	11,654,603
2020	70,854	35,937	9,881,918	5,666,763	11,772,235
2021	71,570	36,476	9,981,778	5,724,027	11,891,197
2022	72,293	37,023	10,082,614	5,781,851	12,011,322
2023	73,023	37,578	10,184,426	5,840,235	12,132,610
2024	73,761	38,142	10,287,354	5,899,259	12,255,227

Year	Single-Family	Multi-Family	Commercial	Institutional	Industrial
2025	74,506	38,714	10,391,258	5,958,843	12,379,007
2026	75,259	39,295	10,496,278	6,019,066	12,504,116
2027	76,019	39,884	10,602,275	6,079,850	12,630,389
2028	76,787	40,482	10,709,387	6,141,273	12,757,990
2029	77,563	41,089	10,817,614	6,203,336	12,886,921
2030	78,346	41,705	10,926,818	6,265,958	13,017,014

Source: Salt Lake and Utah County Assessor's databases; ZPFI GIS measurements

Identify the Existing and Proposed Levels of Service and Excess Capacity

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

The IFFP considers only *system* facilities in the calculation of impact fees. For the UFSA, this has been determined to mean fire stations, training facilities and fire vehicles that have been acquired previously or will be acquired within the next six years at a cost of \$500,000 or more.

Existing service levels are based on the current capital facilities (i.e., building square feet) as measured per demand unit. Demand units increase with development which generates more calls for service and, therefore, the need for more fire station and training facility space. In addition, existing service levels for fire include fire vehicles acquired at a cost of \$500,000 or more.

The UFSA had 53,543 calls for service over the 3-year period extending from 2016 through 2018, or an average of 17,848 calls annually.¹ With the growth that the District is experiencing, these calls for service will only increase in the future.

The ratio of calls for service is as follows, calculated by dividing the total calls for service in a particular land use category by total demand units (i.e., single-family units, commercial sf).

TABLE 2: CALLS PER UNIT

	Single-Family	Multi-Family	Commercial	Institutional	Industrial
Calls per Unit*	0.1279	0.1139	0.0003	0.0002	0.0000321

*calls per residential unit or per nonresidential square foot

With 159,516 square feet of existing fire station space and 18,347 calls for service in 2020, the existing service level is 8.69 station square feet per call.² With the addition of 67,648 square feet of fire station space, service levels will increase to 11.07 square feet per call by 2030.

TABLE 3: FUTURE FIRE STATIONS PROPOSED SERVICE LEVELS

Description	Amount
Planned SF - 2020-2030	91,000
Expansion SF Only	67,648
Expansion Costs Only	\$32,465,542

¹ Of the total calls, 4,718 calls were traffic related over the 3-year period.

² Calculated by dividing the 159,516 station square feet by the 18,347 calls for service in 2020.

Description	Amount
2030 Total Calls	20,524
Total Station SF 2030	227,164
Proposed SF per Call	11.07

In addition, the UFSA has 92,145 square feet of training facility space. With 18,347 calls for service in 2020, this results in a service level of 5.02 square feet per call.³ The UFSA anticipates that new development will need to buy into existing, excess capacity in training facilities. Therefore, it is anticipated that the service level will decline to approximately 4.01 square feet per call.⁴

The actual cost of existing fire vehicles is \$14,668,356,⁵ less the salvage value of \$2,933,400, for total costs of \$11,734,956. Residential development is not responsible for the costs associated with fire vehicles and only non-residential development can be charged impact fees to recoup these costs.

In addition, 19 fire vehicles with a total cost of over \$18.6 million (each individual vehicle has a cost greater than \$500,000) will be acquired in the next 10 years.

Identify Demands Placed Upon Existing Public Facilities by New Development Activity at the Proposed Level of Service

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

The UFSA currently has 159,516 square feet of station space and a service level of 8.69 square feet per call. The UFSA plans to add 67,648 square feet of station space by 2030, thereby increasing the service level to 11.07 square feet per call.

The UFSA currently owns 18 vehicles that individually cost over \$500,000 each. The total original cost of these vehicles is \$14,668,356. With an estimated 20,524 calls by 2030 – an increase of 2,176 calls between 2020 and 2030 – additional fire vehicles will be needed to serve the demand created by new growth.

Identify How the Growth Demands Will Be Met

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

The UFSA will meet the proposed growth demands by constructing 67,648 additional square feet of fire station space by 2030, at an estimated cost of \$32,465,542. Future capital projects include station expansions, construction of new stations, and station rebuilds. Any portion of a station rebuild that is a cost for replacement of existing space is not considered an impact fee eligible cost.

New development will also consume, and need to buy into, the existing excess capacity in training facilities. The UFSA has sufficient capacity in its training facilities to meet its needs through 2040.

New development will use the excess capacity in the UFSA’s fire vehicles. The UFSA will also purchase eligible fire apparatus (cost of over \$500,000 each) at a total cost of \$18.6 million but will recoup an

³ Calculated by dividing 92,145 square feet by 18,347 calls for service in 2020.

⁴ Calculated by dividing 92,145 square feet by 22,968 calls for service in 2040.

⁵ Includes only vehicles that have an actual cost of \$500,000 or more.

estimated \$3.7 million in salvage value. Future apparatus purchases include a ladder truck, tractor drawn aerial, Type I engines, hazardous material apparatuses, and heavy rescue apparatuses.

Consideration of Revenue Sources to Finance Impacts on System Improvements

Utah Code 11-36a-302(2)

This Impact Fee Facilities Plan includes a thorough discussion of all potential revenue sources for public safety improvements. These revenue sources include grants, bonds, impact fees and anticipated or accepted dedications of system improvements.

Utah Code Legal Requirements

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

Notice of Intent to Prepare Impact Fee Facilities Plan

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

Preparation of Impact Fee Facilities Plan

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

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

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

Further, the proposed level of service may:

- (i) exceed the existing level of service if, independent of the use of impact fees, the political subdivision or private entity provides, implements, and maintains the means to increase the existing level of service for existing demand within six years of the date on which new growth is charged for the proposed level of service; or
- (ii) establish a new public facility if, independent of the use of impact fees, the political subdivision or private entity provides, implements, and maintains the means to increase

the existing level of service for existing demand within six years of the date on which new growth is charged for the proposed level of service.

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

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

Certification of Impact Fee Facilities Plan

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

Existing Service Levels

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

Growth in Demand

Residential and nonresidential growth will create increased demand for fire safety services as demonstrated by the increased calls for service that are projected to occur.

The increased fire calls for service, originating within the UFSA, are projected as shown in the following table. Additional calls may be received for pass-through traffic, but these calls are not included in the calculation of impact fees.

This growth is projected as follows:

TABLE 4: GROWTH PROJECTIONS

Year	Single-Family	Multi-Family	Commercial	Institutional	Industrial
2018	69,445	34,883	9,685,407	5,554,074	11,538,133
2019	70,146	35,406	9,783,175	5,610,139	11,654,603
2020	70,854	35,937	9,881,918	5,666,763	11,772,235
2021	71,570	36,476	9,981,778	5,724,027	11,891,197
2022	72,293	37,023	10,082,614	5,781,851	12,011,322
2023	73,023	37,578	10,184,426	5,840,235	12,132,610
2024	73,761	38,142	10,287,354	5,899,259	12,255,227
2025	74,506	38,714	10,391,258	5,958,843	12,379,007
2026	75,259	39,295	10,496,278	6,019,066	12,504,116
2027	76,019	39,884	10,602,275	6,079,850	12,630,389
2028	76,787	40,482	10,709,387	6,141,273	12,757,990

Year	Single-Family	Multi-Family	Commercial	Institutional	Industrial
2029	77,563	41,089	10,817,614	6,203,336	12,886,921
2030	78,346	41,705	10,926,818	6,265,958	13,017,014

Source: Salt Lake and Utah County Assessor's databases; ZPFI GIS measurements

Based on the UFSA's existing call per unit calculations, this growth in development results in projected increased calls for service as shown in the table below:

TABLE 5: GROWTH IN CALLS FOR SERVICE

Year	Single-Family	Multi-Family	Commercial	Institutional	Industrial	Pass-Thru Traffic	TOTAL
2018	8,882	3,974	2,688	1,101	370	833	17,838
2019	8,972	4,033	2,715	1,112	374	937	18,143
2020	9,063	4,094	2,742	1,123	378	947	18,347
2021	9,154	4,155	2,770	1,135	381	958	18,554
2022	9,247	4,218	2,798	1,146	385	969	18,763
2023	9,340	4,281	2,826	1,158	389	980	18,974
2024	9,434	4,345	2,855	1,169	393	991	19,188
2025	9,530	4,410	2,884	1,181	397	1,002	19,404
2026	9,626	4,476	2,913	1,193	401	1,013	19,623
2027	9,723	4,544	2,942	1,205	405	1,025	19,844
2028	9,821	4,612	2,972	1,217	409	1,036	20,068
2029	9,921	4,681	3,002	1,230	413	1,048	20,295
2030	10,021	4,751	3,032	1,242	418	1,060	20,524
2031	10,122	4,822	3,063	1,255	422	1,072	20,755
2032	10,224	4,895	3,094	1,267	426	1,084	20,990
2033	10,327	4,968	3,125	1,280	430	1,096	21,227
2034	10,432	5,042	3,157	1,293	435	1,109	21,467
2035	10,537	5,118	3,189	1,306	439	1,121	21,710
Growth in Calls, 2020-2030	958	657	290	119	40	112	2,176

Impact fees cannot include the increased demands that come from pass-through traffic calls. The facility demand created by these increased pass-through traffic calls are not included in the calculation of impact fees.

The current ratio of calls for service is as follows:

TABLE 6: CALLS PER UNIT

Calls per Unit	Single-Family	Multi-Family	Commercial	Institutional	Industrial
Calls per Unit*	0.1279	0.1139	0.0003	0.0002	0.0000321

*Calls per residential unit or per nonresidential square foot

Existing Service Levels

The existing service level is based on square feet of station space, training facility space, and fire vehicles that cost in excess of \$500,000.

The UFSA currently has 159,516 square feet of station space and 92,145 square feet of training facility space. With 18,347 calls for service in 2020, the existing service level is 8.69 station square feet per call and 5.02 training facility square feet per call.⁶

TABLE 7: EXISTING FIRE FACILITIES

Location	Station	Total SF	Cost
Fire Stations			
101	West Millcreek	12,405	\$4,511,000
102	Magna	4,646	\$268,570
106	East Millcreek	12,405	\$4,354,000
107	Oquirrh Shadows	6,720	\$575,407
108	Big Cottonwood	13,665	\$7,507,000
109	Kearns	8,380	\$825,627
111	Magna	12,703	\$4,786,607
112	Olympus	2,888	\$145,142
113	Snowbird	4,100	\$945,369
115	Copperton	4,278	\$261,614
117	Taylorsville	22,616	\$7,112,042
118	Taylorsville	11,477	\$1,265,788
119	Emigration	10,442	\$3,515,510
125	Midvale	7,438	NA
125	Midvale Land		\$1,227,243
126	Midvale	15,117	\$1,914,824
251	Eagle Mountain City Center	1,386	\$513,300
251	Eagle Mountain – modular	1,440	\$483,777
252	Eagle Mountain Ranches	7,410	\$1,663,371
	Total Stations	159,516	\$41,876,191
Existing Training and Storage Facilities			
	Existing Warehouse/Logistics Center	83,125	\$2,160,000
	Training Tower	2,560	\$1,339,173
	Training Facility	6,460	\$151,086
	Total Training	92,145	\$3,650,259
TOTAL		251,661	\$45,526,450

⁶ Calculated by dividing the 159,516 station square feet and the 92,145 training facility square feet by the 18,347 calls for service in 2020.

The Impact Fees Act permits the inclusion of an apparatus fee which may be assessed to commercial land uses only. The apparatus fee is calculated by inventorying all current and 10-year apparatus acquisitions and dividing the cost by the total call volume. Table 8 shows the inventory of impact fee eligible vehicles. To qualify to be included in the apparatus calculation, the apparatus must cost over \$500,000.

The actual cost of existing fire vehicles is \$14,668,356, less the salvage value of \$2,933,400, for total costs of \$11,734,956. Residential development is not responsible for the costs associated with fire vehicles and only non-residential development can be charged impact fees to recoup these costs.

TABLE 8: EXISTING FIRE VEHICLES

Type	Description	Original Cost	Expected Salvage Value at Retirement	Cost less Salvage Value	Retirement Year
Ladder Truck	2006 Seagrave 75' Aerial Quint	\$593,020	\$118,600	\$474,420	2021
Ladder Truck	2006 Seagrave 75' Quint	\$621,186	\$124,200	\$496,986	2021
Heavy Rescue	2006 Seagrave Heavy Rescue	\$573,293	\$114,700	\$458,593	2026
Ladder Truck	2007 Seagrave 100' force aerial	\$628,719	\$125,700	\$503,019	2022
Ladder Truck	2007 Seagrave 75' Quint	\$621,186	\$124,200	\$496,986	2022
Tractor Drawn Aerial	2008 KME AERIAL FIRETRUCK	\$684,136	\$136,800	\$547,336	2024
Ladder Truck	2008 Seagrave 100' quint	\$665,719	\$133,100	\$532,619	2022
Heavy Rescue	2009 Seagrave Heavy Rescue	\$655,163	\$131,000	\$524,163	2030
Type I Engine	2014 SEAGRAVE ATTACKER HD TRANSPORT PUMPER (PUMPULANCE)	\$691,429	\$138,300	\$553,129	2024
Type I Engine	2014 SEAGRAVE ATTACKER HD TRANSPORT PUMPER (PUMPULANCE)	\$691,429	\$138,300	\$553,129	2024
Hazardous Materials	2014 SEAGRAVE ATTACKER WALK AROUND HAZ-MAT RESCUE	\$714,729	\$142,900	\$571,829	2035
Tractor Drawn Aerial	2017 TRACTOR DRAWN AERIAL	\$1,007,495	\$201,500	\$805,995	2028
Tractor Drawn Aerial	2017 TRACTOR DRAWN AERIAL	\$1,006,150	\$201,200	\$804,950	2028
Tractor Drawn Aerial	2017 TRACTOR DRAWN AERIAL	\$1,007,397	\$201,500	\$805,897	2028
Tractor Drawn Aerial	2017 TRACTOR DRAWN AERIAL	\$1,003,792	\$200,800	\$802,992	2028
Tractor Drawn Aerial	2017 TRACTOR DRAWN AERIAL	\$1,004,992	\$201,000	\$803,992	2028
Type I Engine	2018 ROSENBAUER TYPE 1 PUMPER	\$621,171	\$124,200	\$496,971	2029
Type I Engine	2018 ROSENBAUER TYPE 1 PUMPER	\$621,136	\$124,200	\$496,936	2029
Type I Engine	2019 ROSENBAUER TYPE 1 PUMPER	\$628,107	\$125,600	\$502,507	2030
Type I Engine	2019 ROSENBAUER TYPE 1 PUMPER	\$628,107	\$125,600	\$502,507	2030
TOTAL		\$14,668,356	\$2,933,400	\$11,734,956	

New commercial development will need to buy in to the existing, excess capacity of the fire vehicles at a cost of \$6,859,264 as shown in the following table.

TABLE 9: EXISTING FIRE VEHICLES ALLOCATION TO NEW GROWTH

Type	Total Cost (Less Salvage)	Purchase Year	Retirement Year	% Use 2020-2030	Cost to 2020-2030
Ladder Truck	\$474,420	2006	2021	6.67%	\$31,627.99
Ladder Truck	\$496,986	2007	2021	7.14%	\$35,499.03
Heavy Rescue	\$458,593	2006	2026	30.00%	\$137,577.85
Ladder Truck	\$503,019	2008	2022	14.29%	\$71,859.86
Ladder Truck	\$496,986	2007	2022	13.33%	\$66,264.86
Tractor Drawn Aerial	\$547,336	2012	2024	33.33%	\$182,445.30
Ladder Truck	\$532,619	2009	2022	15.38%	\$81,941.45
Heavy Rescue	\$524,163	2010	2030	50.00%	\$262,081.50
Type I Engine	\$553,129	2014	2024	40.00%	\$221,251.40
Type I Engine	\$553,129	2014	2024	40.00%	\$221,251.40
Hazardous Materials	\$571,829	2015	2035	75.00%	\$428,871.75
Tractor Drawn Aerial	\$805,995	2018	2028	80.00%	\$644,795.85
Tractor Drawn Aerial	\$804,950	2018	2028	80.00%	\$643,960.30
Tractor Drawn Aerial	\$805,897	2018	2028	80.00%	\$644,717.50
Tractor Drawn Aerial	\$802,992	2018	2028	80.00%	\$642,393.90
Tractor Drawn Aerial	\$803,992	2018	2028	80.00%	\$643,193.90
Type I Engine	\$496,971	2019	2029	90.00%	\$447,273.86
Type I Engine	\$496,936	2019	2029	90.00%	\$447,241.96
Type I Engine	\$502,507	2020	2030	100.00%	\$502,507.00
Type I Engine	\$502,507	2020	2030	100.00%	\$502,507.00
TOTAL	\$11,734,956				\$6,859,263.65

Proposed Level of Service

Additional fire facilities are planned that will replace and expand fire facilities in the UFSA. These planned facilities are shown in the table below, followed by a table showing the replacement and expanded square footage of the facilities.

TABLE 10: FUTURE FIRE STATIONS

Location	Station	Construction Year	Square Feet	Cost in \$2020	Construction Year Expense
112	Olympus – Rebuild	2021	11,000	\$5,000,000	\$5,150,000
102	Magna – Rebuild	2021	11,000	\$5,000,000	\$5,150,000
125	Midvale – Rebuild	2021	16,500	\$7,500,000	\$7,725,000
251	Eagle Mountain-Rebuild	2022	12,000	\$5,000,000	\$5,304,500
253	Eagle Mountain-New	2022	16,500	\$7,500,000	\$7,956,750
109	Kearns – Rebuild	2027	12,000	\$5,000,000	\$6,149,369
254	Eagle Mountain-New	2028	12,000	\$5,000,000	\$6,333,850
	TOTAL		91,000	\$40,000,000	\$43,769,470

Only the expanded square footage is eligible for impact fees. This results in a total cost of \$32,465,542 that can be paid for by new growth.

TABLE 11: FUTURE FIRE STATIONS EXPANDED SQUARE FEET

Location	Station	Square Feet	Original SF	Expanded SF	Cost per SF	Proportionate Share
112	Olympus – Rebuild	11,000	2,888	8,112	\$468.18	\$3,797,891
102	Magna – Rebuild	11,000	4,646	6,354	\$468.18	\$2,974,827
125	Midvale – Rebuild	16,500	7,438	9,062	\$468.18	\$4,242,664
251	Eagle Mountain-Rebuild	12,000		12,000	\$442.04	\$5,304,500
253	Eagle Mountain-New	16,500		16,500	\$482.23	\$7,956,750
109	Kearns – Rebuild	12,000	8,380	3,620	\$512.45	\$1,855,060
254	Eagle Mountain-New	12,000		12,000	\$527.82	\$6,333,850
TOTAL		91,000	23,352	67,648		\$32,465,542

With 159,516 square feet of existing fire station space and 18,347 calls for service in 2020, the existing service level is 8.69 station square feet per call.⁷ With the addition of 67,648 square feet of fire station space, service levels will increase to 11.07 square feet per call by 2030.

TABLE 12: PROPOSED SERVICE LEVELS FOR STATIONS

Description	Amount
Planned SF - 2020-2030	91,000
Expansion SF Only	67,648
Expansion Costs Only	\$32,465,542
2030 Total Calls	20,524
Total Station SF 2030	227,164
Proposed SF per Call	11.07

In addition, the UFSA has 92,145 square feet of training facility space. With 18,347 calls for service in 2020, this results in a service level of 5.02 square feet per call.⁸ The UFSA anticipates that new development will buy into the existing, excess capacity in the training facilities and therefore service levels will decline somewhat.⁹

The actual cost of existing fire vehicles is \$14,668,356,¹⁰ less the salvage value of \$2,933,400, for total costs of \$11,734,956. Residential development is not responsible for the costs associated with fire vehicles and only non-residential development can be charged impact fees to recoup these costs.

Nineteen fire vehicles with a total cost of \$18.6 million (each individual vehicle has a cost greater than \$500,000) will be acquired in the next 10 years.

⁷ Calculated by dividing the 159,516 station square feet by the 18,347 calls for service in 2020.

⁸ Calculated by dividing 92,145 square feet by 18,347 calls for service in 2020.

⁹ Calculated by dividing 92,145 square feet by 22,968 calls for service in 2040.

¹⁰ Includes only vehicles that have an actual cost of \$500,000 or more.

TABLE 13: FUTURE FIRE VEHICLES

Description	Quantity	Original Cost/Unit	Total Original Cost	Fiscal Year of Purchase	Expected Retirement Year	Expected Salvage Value at Retirement
Type I engine	3	\$727,000	\$2,181,000	FY21/22	FY31/32	\$436,200
Type I engine	3	\$748,810	\$2,246,430	FY22/23	FY32/33	\$449,286
Type I engine	3	\$818,200	\$2,454,600	FY25/26	FY35/36	\$490,920
Type I engine	2	\$894,100	\$1,788,200	FY28/29	FY38/39	\$357,640
Ladder Truck	2	\$1,350,000	\$2,700,000	FY21/22	FY31/32	\$540,000
Tractor drawn aerial	3	\$1,398,100	\$4,194,300	FY28/29	FY38/39	\$838,860
Hazardous Materials	1	\$895,500	\$895,500	FY25/26	FY45/46	\$179,100
Heavy Rescue	1	\$1,014,900	\$1,014,900	FY25/26	FY45/46	\$202,980
Heavy Rescue	1	\$1,142,300	\$1,142,300	FY28/29	FY48/49	\$228,460
TOTAL	19		\$18,617,230			\$3,723,446

Excess Capacity

There is no excess capacity in the existing fire stations. Service levels are planned to increase from 8.69 square feet of station space per call in 2020 to 11.07 square feet per call in 2030. There is some excess capacity in the existing training facility space and therefore no new facilities are immediately planned. The current service level for training facility space is 5.02 square feet per capita. If no new space is added, service levels will decline.

While there is some excess capacity in existing fire vehicles, new vehicles will also be needed to serve the demands created by new development.

Identify Demands Placed upon Existing Facilities by New Development Activity

At the existing service level of 8.69 square feet of station space per call, the following square feet are needed through 2030. The District currently has 159,516 square feet of building space and will need an additional 18,923 square feet by 2030 in order to maintain existing service levels.

TABLE 14: FACILITIES NEEDED (FIRE STATION SQUARE FEET) TO MAINTAIN EXISTING FIRE SERVICE LEVELS

Year	TOTAL Calls	SF Required	Excess Capacity
2018	17,848	155,173.51	4,342.49
2019	18,143	157,743.53	1,772.47
2020	18,347	159,516.00	-
2021	18,554	161,311.44	(1,795.44)
2022	18,763	163,127.72	(3,611.72)
2023	18,974	164,963.84	(5,447.84)
2024	19,188	166,823.93	(7,307.93)
2025	19,404	168,703.86	(9,187.86)
2026	19,623	170,606.75	(11,090.75)

Year	TOTAL Calls	SF Required	Excess Capacity
2027	19,844	172,530.98	(13,014.98)
2028	20,068	174,477.68	(14,961.68)
2029	20,295	176,447.34	(16,931.34)
2030	20,524	178,438.83	(18,922.83)
2031	20,755	180,454.77	(20,938.77)
2032	20,990	182,492.69	(22,976.69)
2033	21,227	184,555.06	(25,039.06)
2034	21,467	186,643.02	(27,127.02)
2035	21,710	188,754.94	(29,238.94)

The training facility has excess capacity that will be consumed over time by new development.

TABLE 15: FACILITIES NEEDED (TRAINING FACILITY SQUARE FEET) TO MAINTAIN PROPOSED SERVICE LEVELS

Year	TOTAL Calls	SF Required	Excess Capacity
2018	17,848	71,603	20,542
2019	18,143	72,789	19,356
2020	18,347	73,607	18,538
2021	18,554	74,436	17,709
2022	18,763	75,274	16,871
2023	18,974	76,121	16,024
2024	19,188	76,979	15,166
2025	19,404	77,847	14,298
2026	19,623	78,725	13,420
2027	19,844	79,613	12,532
2028	20,068	80,511	11,634
2029	20,295	81,420	10,725
2030	20,524	82,339	9,806
2031	20,755	83,269	8,876
2032	20,990	84,209	7,936
2033	21,227	85,161	6,984
2034	21,467	86,125	6,020
2035	21,710	87,099	5,046

Identify the Means by Which the Political Subdivision or Private Entity Will Meet Those Growth Demands

The UFSA will meet the proposed growth demands by constructing 67,648 additional square feet of station space by 2030, at an estimated cost of \$32,465,542. Of this additional building space, 18,923 square feet are required to maintain existing service levels through 2030.

The UFSA will also meet demand by requiring new development to buy into the existing excess capacity in the training facility space.

In terms of fire vehicles, the UFSA should require new development to buy into the excess capacity of existing vehicles. The UFSA will also need to purchase new fire vehicles at a cost of \$18.6 million but will recoup an estimated \$3.7 million in salvage value.

Manner of Financing for Public Facilities

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

Impact fees will be used to fund the established growth-driven fire facilities.

Credits Against Impact Fees

Utah Code 11-36a-304(2)(f)

The Impact Fees Act requires credits to be paid back to development for future fees that may be paid to fund system improvements found in the IFFP so that new development is not charged twice. Credits may also be paid back to developers who have constructed or directly funded items that are included in the IFFP or donated to the District in lieu of impact fees, including the dedication of land for system improvements. This situation does not apply to developer exactions or improvements required to offset density or as a condition for development. Any item that a developer funds must be included in the IFFP if a credit is to be issued and must be agreed upon with the District before construction of the improvements.

In the situation that a developer chooses to construct facilities found in the IFFP in lieu of impact fees, the arrangement must be made through the developer and the District.

The standard impact fee can also be decreased to respond to unusual circumstances in specific cases in order to ensure that impact fees are imposed fairly. In certain cases, a developer may submit studies and data that clearly show a need for adjustment.

At the discretion of the UFSA, impact fees may be modified for low-income housing, although alternate sources of funding must be identified.

Grants

The UFSA is unaware of any potential grant sources for future fire facilities. However, should it be the recipient of any such grants, it will then look at the potential to reduce impact fees.

Bonds

On June 14, 2016 the UFSA issued Local Building Authority Lease Revenue and Refunding Bonds, Series 2016A. Credits must be made so that new development is not charged twice – once for impact fees and then again in bond payments.

Impact Fees

Because of the growth anticipated to occur in the UFSA, impact fees are a viable means of allowing new development to pay for the impacts that it places on the existing system. This IFFP is developed in accordance with legal guidelines so that an Impact Fee Analysis may be prepared, and the UFSA may charge impact fees for fire facilities.

Anticipated or Accepted Dedications of System Improvements

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

Certification

Zions Public Finance, Inc. certifies that the attached impact fee facilities plan:

1. Includes only the costs of public facilities that are:
 - a. allowed under the Impact Fees Act; and
 - b. actually incurred; or
 - c. projected to be incurred or encumbered within six years after the day on which each impact fee is paid;

2. Does not include:
 - a. costs of operation and maintenance of public facilities;
 - b. costs for qualifying public facilities that will raise the level of service for the facilities, through impact fees, above the level of service that is supported by existing residents;
 - c. an expense for overhead, unless the expense is calculated pursuant to a methodology that is consistent with generally accepted cost accounting practices and the methodological standards set forth by the federal Office of Management and Budget for federal grant reimbursement;

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