CITY COUNCIL REGULAR MEETING

Tuesday, October 06, 2020, at 7:00 PM
Court Room/Council Chambers (2nd Floor) and Online

MEETINGS HELD BOTH ONLINE & IN-PERSON

Due to the Coronavirus Pandemic, there are Temporary Restrictions on the number of In-Person Attendees allowed based upon recommendation from the Utah Department of Health:

- **YouTube Live –** Public meetings will be shown live on the Santaquin City YouTube Channel, which can be found at https://www.youtube.com/channel/UCTzZT_yW2H2Hd-58M2_ddSw or by searching for Santaquin City Channel on YouTube.

PUBLIC COMMENT & PUBLIC HEARING PARTICIPATION

As with all City Council and Planning Commission Meetings, we will continue to invite the public to provide "Public Comment" (30-minute duration, maximum of 5-minutes per comment). We will also continue to hold Public Hearings, as needed, and required on specific issues. We invite the public to provide comment in the following ways:

- **By Email –** Comments will be accepted by email up to 5:00 P.M. on the date of the meeting. Comments will be read during the meeting and made part of the official record of the city. Comments should be submitted to PublicComment@Santaquin.org
- **By Telephone –** For those who would like to have their own voice heard during the Public Comment or Public Hearing periods, please submit an email to PublicComment@Santaquin.org providing us your Telephone Number.
- **In Person –** For those who would like to attend in person, we welcome you but ask that you follow all public health guidelines regarding hygiene as outline by the Utah Health Department

ADA NOTICE

If you are planning to attend this Public Meeting and, due to a disability, need assistance in understanding or participating in the meeting, please notify the City Office ten or more hours in advance and we will, within reason, provide what assistance may be required.

AGENDA

ROLL CALL

PLEDGE OF ALLEGIANCE

INVOCATION / INSPIRATIONAL THOUGHT

DECLARATION OF ANY CONFLICT OF INTEREST

CONSENT AGENDA (MINUTES, BILLS, ITEMS)

Minutes

1. September 15, 2020 - City Council Work Meeting Minutes
2. September 15, 2020 - City Council Regular Meeting Minutes

Bills

3. Invoice Register - Bills: $598,736.53

Items

4. Ratification - Road Maintenance Change Order - 2020 Santaquin Roads Project - Edge and Joint Milling
5. Ratification - Road Development Warranty Work - 210 West Asphalt Overlay (Orchards F-2)
6. Ratification - Road Development Warranty Work - Royal Land Drive (Orchards C-6)
7. Ratification - Utah County 2021 Municipal Recreation Grant Funding Authorization
8. Approval of Utah County Debris Basin NRCS Final Design Work

PUBLIC FORUM, BID OPENINGS, AWARDS, AND APPOINTMENTS

Public Forum

Awards

9. Recognition Award - Employee of the Month - Officer Austin Lerwill
10. Recognition - Fire Department Rank Advancements/Promotions
11. Miss Santaquin Royalty 2020 - Annual Report

FORMAL PUBLIC HEARING

12. 500 West Nebo School District Annexation
13. Public Safety Impact Fee Master Plan, Impact Fee Facility Plan, and Impact Fee Analysis Update
14. Transportation Impact Fee Master Plan, Impact Fee Facility Plan, and Impact Fee Analysis Update

BUILDING PERMIT & BUSINESS LICENSE REPORT

NEW BUSINESS

Discussion & Possible Action

15. Vistas West at Summit Ridge - Preliminary Approval Extension

Ordinances

16. Ordinance 10-01-2020 "An Ordinance Amending the Zoning Map of Santaquin City to Include the 500 West Area and Nebo School District Property (Annexation)"
17. Ordinance 10-02-2020 “An Ordinance Amending the City Public Safety Impact Fee Facilities Plan and Public Safety Impact Fee Analysis; Adopting Public Safety Impact Fees; Adopting Certain Policies Related to Impact Fees; and Establishing a Service Area for Purposes of Impact Fees”
18. Ordinance 10-03-2020 “An Ordinance Amending the City Transportation Impact Fee Facilities Plan and Transportation Impact Fee Analysis; Adopting Transportation Impact Fees; Adopting Certain Policies Related to Impact Fees; and Establishing a Service Area for Purposes of Impact Fees”
19. Ordinance 10-04-2020 - "An Ordinance Repealing Language that Prohibits Planning Commission Members from Serving More Than Two Consecutive Terms"

REPORTS OF OFFICERS, STAFF, BOARDS, AND COMMITTEES

REPORTS BY MAYOR AND COUNCIL MEMBERS

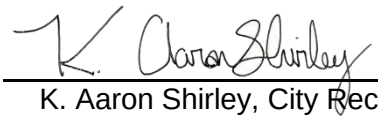
EXECUTIVE SESSION (CHARACTER/PROFESSIONAL COMPETENCE)

EXECUTIVE SESSION (LITIGATION/LAND)

ADJOURNMENT

CERTIFICATE OF MAILING/POSTING

The undersigned duly appointed City Recorder for the municipality of Santaquin City hereby certifies that a copy of the foregoing Notice and Agenda was e-mailed to the Payson Chronicle, Payson, UT, 84651, posted on www.santaquin.org, as well as posted on the State of Utah's Public Website.

BY: 

K. Aaron Shirley, City Recorder

CITY COUNCIL WORK MEETING

Tuesday, September 15, 2020, at 5:30 PM
Court Room/Council Chambers (2nd Floor) and Online

MINUTES

The meeting was called to order by Mayor Kirk Hunsaker at 5:30 p.m.

Council Members Attending: Mayor Kirk Hunsaker, Council Member Nicholas Miller, Council Member Betsy Montoya, Council Member Lynn Mecham, Council Member David Hathaway, Council Member Jennifer Bowman

Other's Attending: City Manager Benjamin Reeves, Assistant City Manager Norm Beagley, Finance Director Shirley

DISCUSSION ITEMS

1. Discussion: Regarding Community Engagement Policies

   City Manager Reeves spoke to the concerns brought up by the citizens in public forums on topics like meeting notices and having adequate time for looking at the agenda and packet prior to the meeting. Reeves cited Title 52 and the Open and Public Meetings act and read from state code that 24 hours was the minimum notice requirement for any and all public meetings and the city is trying to have agendas and packets posted the Friday prior and with the new City Management software and website the process will be more streamlined and allow for more interactive experience for the public.

   Council Member Bowman stated she wasn't aware that the city posted physically at Zion's Bank and the Post Office and Council Member Montoya suggested that a video be made on how to use Utah Public Notice as well as where to find all types of public notices.

   City Manager Reeves then showed a training video on the difference between different types of public forums and demonstrated that the current City Council Protocols were consistent in treatment for all people. Even though it's oftentimes awkward to listen and not respond, the purpose of the forum is to hear from the public and not to debate. Council Member Bowman stated that it might be good for the Mayor to be more explicit on when the Council will respond whether it be later on the agenda or in another meeting in general. Council Member Montoya suggested a process of a Council assignment to address each comment from Public Forum that desires a Council response and gives an opportunity for the assigned Council Member to contact that citizen and have a one on one discussion. Council Member Mecham suggested that the Mayor reiterate the purpose of the public forum prior to the start just to educate the public that the Council is not being rude or apathetic but simply are not supposed to talk during the public forum. Community Development Director Bond suggested that a certain portion of the agenda have tips on public meeting etiquette, how public forum works, and the difference between an administrative and legislative act.
   City Manager Reeves then discussed the question brought up by a member of the public which was 'why aren't the YouTube comments enabled during the live streamed meetings?'. Reeves stated the reason is that in a normal meeting the Council wouldn't have a citizen speak up at any and all parts of the meeting or giving their own narrative of the events of the meeting because of how disruptive that would be. Similarly, the YouTube comments are not turned on because the Council and Mayor could not possibly respond to any comments outside of the

public forum especially at that scale. Second, the settings on the City YouTube account is set to 'Family Friendly' which automatically turns the comments off and the reason being is because an anonymized and online member of the public who disagrees with a particular part of a meeting is more likely to make the comment section not family friendly.

City Manager Reeves then asked what the Council's thoughts were on creating a version of Santaquin University (a training program for newly elected City Council members) for the public. Council Member Miller said that having those trainings broadcast online would be good but it's a different experience learning about City government in person with department heads. Mayor Hunsaker advised Council that they should be aware of the current demands on staff time and examine how an in-person class put on by staff might affect them.

2. Training: Financial Overview – Review of Authorized Use of Designated Funding (e.g. Impact Fees, etc.)

City Manager Reeves went over the different expenditure restrictions on the various revenues sources and showed a quick video on impact fees to answer a question raised by the public.

Reeves then went over the recent credit rating process with S&P Global for the City Hall Bonding process and stated that the city got a AA rating, the highest credit rating available to a city of Santaquin's size. This is because of the Council and the policies they have enacted over the last ten years.

3. Update: New City Hall Project

City Manager Reeves then gave an update on the City Hall Project including the placement of City Hall, the acquisition of properties on the proposed site, site preparation, architectural work, financing, and next steps. Bidding on the bonds ends on September 17th, this coming Thursday and the City will get the proposed interest rates on the bond. Council Member Mecham asked what a project timeline would be and Reeves said conservatively it would take about two years.

4. Review: Upcoming Agenda Items, time permitting
5. Other Discussion Items, time permitting

ADJOURNMENT

At 6:41 p.m. the meeting was adjourned.

Attest:

_____ _____

Kirk F. Hunsaker, Mayor K. Aaron Shirley, City Recorder

CITY COUNCIL REGULAR MEETING

Tuesday, September 15, 2020, at 7:00 PM
Court Room/Council Chambers (2nd Floor) and Online

MINUTES

The meeting was called to order by Mayor Kirk Hunsaker at 7:00 p.m.

Council Members Attending: Mayor Kirk Hunsaker, Council Member Nicholas Miller, Council Member Betsy Montoya, Council Member Lynn Mecham, Council Member David Hathaway, Council Member Jennifer Bowman.

Other's Attending: City Manager Benjamin Reeves, Assistant City Manager Norm Beagley, Community Development Director Jason Bond, Legal Counsel Brett Rich

PLEDGE OF ALLEGIANCE

Led by Council Member Miller.

INVOCATION / INSPIRATIONAL THOUGHT

Council Member Mecham offered an invocation.

DECLARATION OF ANY CONFLICT OF INTEREST

CONSENT AGENDA - MINUTES, BILLS, ITEMS

1. Minutes - September 1, 2020 - City Council Regular Meeting
2. Minutes - September 1, 2020 - City Council Work Session
3. Bills - $1,197,484.34

Motion: Council Member Miller motioned to approve the consent agenda.

Council Member Mecham seconded the motion.

Roll Call:

Council Member Miller	Aye
Council Member Montoya	Aye
Council Member Mecham	Aye
Council Member Hathaway	Aye
Council Member Bowman	Aye

The motion passed 5-0

PUBLIC FORUM, BID OPENINGS, AWARDS, AND APPOINTMENTS

Public Forum

Name: Jessica Isenbarger

Comment: Our family loves to go to Centennial Park for picnics. I wanted to make you aware that the picnic tables at the pavilion are in abysmal shape. The tabletops are uneven and the paint is flaking off. The benches are wobbly. Can this be a budget item for 2021, please? Additionally, the playground equipment is wonderful but would you consider putting a shade up so that plastic doesn't get so hot for playing? Or could a fundraiser to make these improvements be created?

Thanks!

Name: Jody Reid

Comment: Dear Mayor and City Council Members,

First, I wanted to thank you for your efforts in posting the agendas for both this meeting and the work meeting on the preceding Friday! I feel confident that this will help the citizens have time to consider the issues and communicate clearly their positions and concerns, to help build the best Santaquin City for all of us.

At the last meeting, I appreciated seeing the map of the new City Hall complex. How will the citizens have input as we build the "heart of our city"? The more collaborative effort we acquire in this endeavor the more we can help to unify our city.

I also took the opportunity to watch the video from the newly formed Historic Preservation Committee and am grateful to see efforts to obtain grants and funding for the preservation of the museum which are bringing good and knowledgeable people together for this purpose.

When recently asked, "What drew you to Santaquin?" Mayor Hunsaker said in his interview with the Payson Santaquin Chamber of Commerce:
—"...The rural area, it was nice to get out of the city."
—"I miss farm life. There are still enough farmers around the area to make me feel like I am home again."
—"To get out of the rat race that's up north, be with good, down to earth people. Santaquin is unique for its orchards and open space."
—"My vision of Santaquin is formed by the city fathers and mothers of the past that have done their best to make Santaquin what it is today."
—"I think the new City Hall could really bring the town together."
—"I see the engineers and the studies that say that Santaquin could grow to 40 or 50,000 population. I don't really see that, but the citizens of Santaquin want it to be a place where their children can live, so I guess we'll have growth whether we want it or not."
—"We need to manage it right so that number one we are safe and number two that we all have the quality of life that we want".

Manager Reeves has said, "We as city staff work at the pleasure of the Mayor and Council. We're here to do what you asked us to do the very best that we can."

So, I ask you, Council, this question: What exactly is the driving force behind the growth in our city? I realize that there is a tax base needed to support our city, but when will we know that we've reached our limit of high density developments? Mr. Reeves identifies that our city is being carried along in a river of growth, but it seems clear that responsible

legislative action can take control of the destiny of our city with serious consideration of future growth PRIOR to annexations, zone changes, and PUDs requiring substantial infrastructure. When will the City Council prioritize commercial growth and agritourism with rooftops? How can the citizens of Santaquin help the Council know when we've reached a sustainable size for a good quality of life for the citizens of Santaquin?

If the city truly feels that there's a river driving the growth of our city, we must find a way to direct the river to be beneficial to current and future citizens of Santaquin.

Thank you very much for your hard work and consideration of these concerns.

Mayor Hunsaker assigned Council Members Hathaway and Montoya to address Jody Reid's comments and concerns and asked that City Manager Reeves look into placing new benches, tables, and a sun shade for playground equipment at centennial park.

4. Recognition Award - Chris Lindquist - Utah Certified Emergency Manager Designation

   Fire Chief Lind presented Chris Lindquist to the Council and stated "". Mayor Hunsaker thanked Chris for all that he does for the city and for the prompt responses he always gives for any and all questions. A certificate and gift basket were presented and a photo with the Mayor was taken.

5. Award of the Service Agreement for the Update to the General Plan to People + Place, LLC

   Community Development Director Bond informed the Council that the award for the General Plan by given to People + Place, LLC by the City's selection committee. The project manager Christie Brown for the General Plan update participated in the meeting via Zoom and Bond went over the scoring criteria and the scores by the various bidders on the request for qualifications including a 93% by People + Place, LLC. On behalf of the selection committee, Bond recommended that the Council award the General Plan update to People + Place, LLC

Firm	Project Team (20 points possible)	Project Experience (35 points possible)	Approach to the Project (35 points possible)	Subtotal Score	Fee Proposal Points (10 points possible)	Total Score	Normalized Score	Rank
Horrocks Engineers	94	150	166	410	45	455	65%	5
Landmark Design	119	227	183	529	55	584	83%	3
Rural Community Consultants	113	204	216	533	70	603	86%	2
Fregonese Associates	113	205	202	520	47	567	81%	4
People + Place	132	231	234	597	54	651	93%	1

Council Member Montoya wanted to point out something that Christie had said and was quoted in Community Development Director Bond's memo which was:

"the self-selecting survey work we usually do provide an opportunity for the public to learn together, talk together, and carefully weigh the consequences (intended or not) of various choices. When people have been a part of this type of process, we believe they have the space to develop more informed and thoughtful opinions on the issues at hand. If we see we are missing key demographic segments, we can target them (e.g. meet with the Chamber for business opinions, hold a school assembly for high school students). While there is certainly a place for statistically significant polling, it doesn't necessarily yield a thoughtful response. When answering a cold call, a survey participant is likely busy thinking about something else and doesn't have much time to answer a question. The response is more likely a gut response, not necessarily a thoughtful or informed one."

Christie echoed that statement and said that she was confident her team would be able to appropriately engage the public to get meaningful feedback for the General Plan.

Council Member Montoya Motion to award the Santaquin City general plan update to People+Place, LLC at a price-not-to-exceed $107,800.

The motion was seconded by Council Member Bowman.

Roll Call:

Council Member Miller	Aye
Council Member Montoya	Aye
Council Member Mecham	Aye
Council Member Hathaway	Aye
Council Member Bowman	Aye

The motion passed 5-0

FORMAL PUBLIC HEARING

6. FY2020-2021 Budget Amendment #1

Council Member Miller motioned to open the public hearing regarding FY2020-2021 Budget Amendment #1.

Motion was seconded by Council Member Hathaway.

Roll Call:

Council Member Miller	Aye
Council Member Montoya	Aye
Council Member Mecham	Aye
Council Member Hathaway	Aye
Council Member Bowman	Aye

The motion passed 5-0

Finance Director Shirley went over the budget amendments on both the revenue and expenditure sides. Shirley explained that the conservative original budget that had the 15% budget cuts were slowly being eased off as both the Sales Tax and Building Permit revenues were exceeding expectations despite any initial projected decreases due to COVID-19. Building permits were reduced by 50% in initial projections but after seeing the unprecedented trend in just the first three months of the fiscal year, projecting 300 units this fiscal year was

still considered a conservative figure by Community Development Director Bond. Sales Taxes have been positively affected by COVID-19, because 1) Santaquin is a bedroom community and people are shopping local and 2) the new grocery store/business development has generated more point of sale tax dollars. Expenditures restored to the budget include merit increases for employees, Council approved projects such as the new basketball court in Centennial Park, and capital vehicle purchases such as the police car rotation program.

Public Comments:

NO PUBLIC COMMENTS

Council Member Miller motioned to close the public hearing regarding FY2020-2021 Budget Amendment #1.

Motion was seconded by Council Member Montoya.

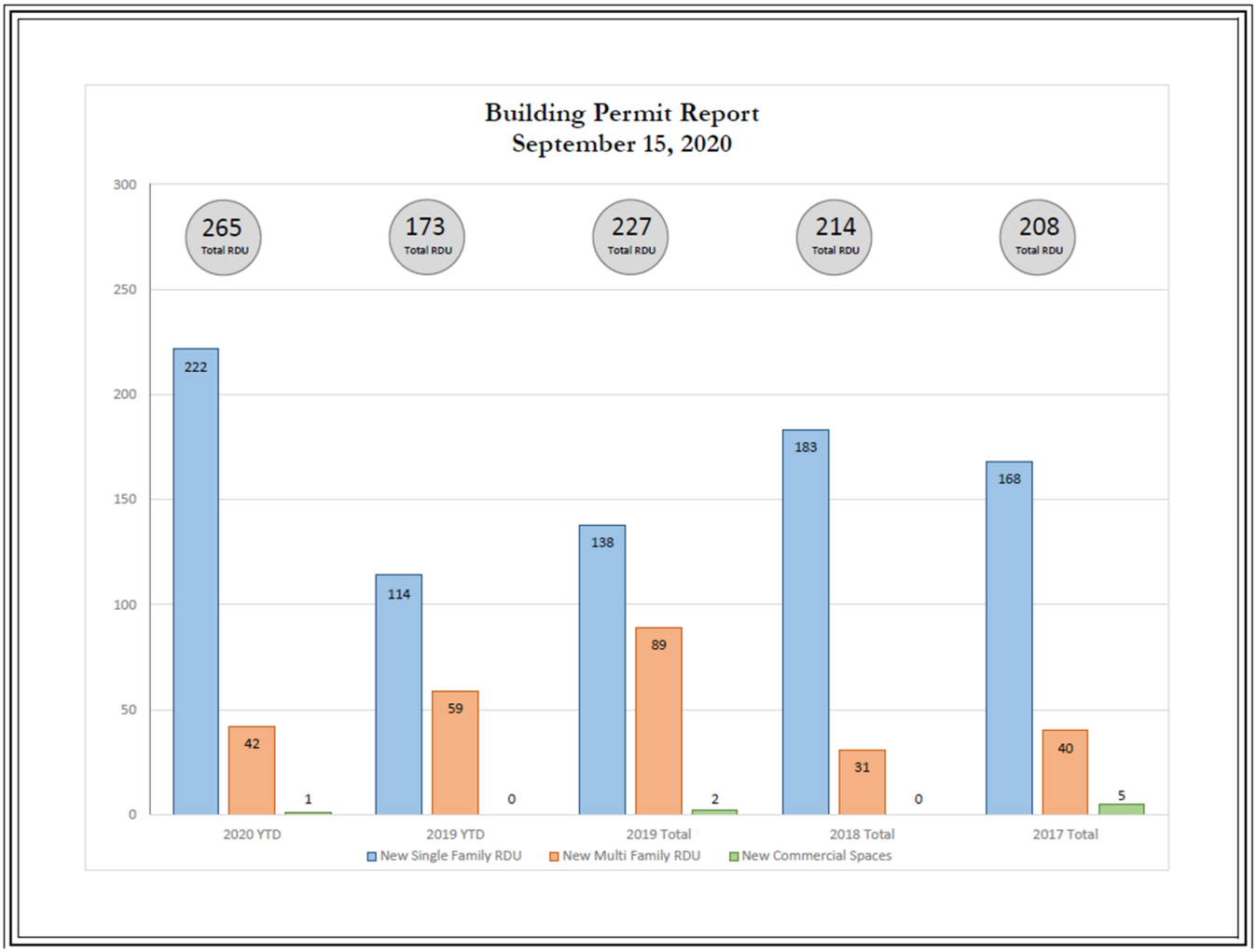
Roll Call:

Council Member Miller	Aye
Council Member Montoya	Aye
Council Member Mecham	Aye
Council Member Hathaway	Aye
Council Member Bowman	Aye

The motion passed 5-0

BUILDING PERMIT & BUSINESS LICENSE REPORT

Community Development Director Bond echoed Finance Director Shirley's statements that building permits are not slowing down and year to date there have been 265 total new residential dwelling units with 222 of those being single family units and the remaining 42 are multi-family units.



New Business Licenses

Name	Owner	Address	Description	BL#
Lance Groups Homes	Kylie Lance	19 W. Main Street	Real Estate Brokerage	BL-4521
Sur Le Pointe: Academy of Dance	Amanda Wright	849 N. 150 W.	Minor Home Occupation Dance Studio	BL-4522
TuggysTees	Hayden Johnson	325 W. 750 N.	Online Store for Screen Printing	BL-4523
Hone Excavation, LLC	Theodore Hone	916 E. 370 S.	Home Office for General Excavation, etc.	BL-4524

RESOLUTIONS

7. Resolution 09-03-2020 "A Resolution Approving Amendment No. 1 to the FY2020-2021 Budget"

Motion: Council Member Miller motioned to approve Resolution 09-03-2020 "A Resolution Approving Amendment No. 1 to the FY2020-2021 Budget"

Council Member Mecham seconded the motion.

Roll Call:

Council Member Miller	Aye
Council Member Montoya	Aye
Council Member Mecham	Aye
Council Member Hathaway	Aye
Council Member Bowman	Aye

The motion passed 5-0

REPORTS OF OFFICERS, STAFF, BOARDS, AND COMMITTEES

City Manager Benjamin Reeves –

- Most of his report was discussed in the work meeting.
- Staff is working extremely hard lately.
- City staff is working this Columbus Day for the annual training/service project day.

Assistant City Manager Norm Beagley –

- Road Projects are starting up.
- There are two areas of overlays that are currently under warranty with developers that have not attempted to meet their plans of road overlays but there are warranty funds held by the city from those developers for this contingency purpose and he would like Council approval for use of these funds.
- EWP/debris basin project will be underway and everything will need to be done by December 7th.
- NRCS Watershed Ops will pay 100% for flood watershed projects and will potentially pay a portion of the water recreational aspects of the irrigation pond #2 as proposed last Council Meeting by Dan Olsen.
- DNR expects to have a formal decision on what they're doing on their property where the city is having issues with illegal shooting by October 1st.

Community Development Director –

- Last night (September 14th) the City hosted Utah State University in a revolving forum over a 4-hour period where stakeholders met to talk over various topics in terms of community development and the agritourism initiative by exit 242.
- The plaza development is moving forward with the plaza going up this past week and the clock tower is still anticipated for December of this year. People can anticipate a lot of concrete work in the coming weeks.
- Building Inspector I position was offered to Public Works employee John Hepworth and will join the Community Development team once he completes some Public Work Department projects he was previously engaged in.
- Council Member Montoya asked when the next stakeholder meeting in Logan at Utah State University would be and Bond responded that it was tentatively planned for the coming February.

REPORTS BY MAYOR AND COUNCIL MEMBERS

Mayor Hunsaker –

- Utah County Commissioner Bill Lee sent a survey about the prospective use of the state prison site of 700 acres and anybody who would like to take it can take it.
- Santaquin American Legion Post 84 has had a change in leadership. The new commander is Arthur Adcock.
- Talking with State Legislatures regarding fires in the last few weeks and there is talks to do something regarding target shooting and he believes the City should pursue a formal City or regional shooting range to promote responsible shooting.
- Sat down with those who live in the notorious high density town homes and the gratitude they feel for being able to afford a property and build some equity in a property despite the expensive housing market.

Council Member Miller –

- Echoed Council Member Montoya's statement on the 911 run/walk event.
- Next steps for the RAP tax funded projects will move forward in the next Recreation Board meeting.

Council Member Montoya –

- Youth City Council resumed meetings last night and they held elections for a youth mayor and secretary.
- 911 run/walk event on the previous Saturday was a great community event and a success.
- Fine Arts Committee meets this Thursday to promote cultural and fine arts in the community.

Council Member Mecham –

- Expressed gratitude to Santaquin City Public Safety, specifically Fire Chief Lind and Emergency Management Director Chris Lindquist for the peace he felt after the Polk Canyon fire broke out because he knew the City had the best people to deal with that situation.

Council Member Hathaway –

- Historic Preservation Committee met and he believes the committee will be a real asset to the City both in preserving the history of the community and financially in the form of getting grants.
- Asked staff about the late night lighting at Callaway field and staff is looking into some unauthorized access into the panels and remedy that situation.

Council Member Bowman –

- Nothing to report.

EXECUTIVE SESSION (May be called to discuss the character, professional competence, or physical or mental health of an individual)

Council Member Montoya motioned to have a five-minute recess and then enter an executive session to discuss the character, professional competence, or physical or mental health of an individual.

Council Member Mecham seconded the motion.

The vote was as follows:

Roll Call:

Council Member Miller	Aye
Council Member Montoya	Aye
Council Member Mecham	Aye
Council Member Hathaway	Aye
Council Member Bowen	Aye

The motion passed 5-0

EXECUTIVE SESSION (May be called to discuss the pending or reasonable imminent litigation, and/or purchase, exchange, or lease of real property)

At 9:28 pm the Council reconvened the regular meeting and at 9:28 Council Member Miller motioned to enter into an executive session to discuss the pending or reasonable imminent litigation, and/or purchase, exchange, or lease of real property.

Council Member Mecham seconded the motion.

ADJOURNMENT

At 9:49 pm the Council reconvened the regular meeting and at 9:49 Council Member Bowman motioned to adjourn the meeting.

Council Member Mecham seconded the motion.

The vote was as follows:

Roll Call:

Council Member Miller	Aye
Council Member Montoya	Aye
Council Member Mecham	Aye
Council Member Hathaway	Aye
Council Member Bowen	Aye

The motion passed 5-0

Attest:

Kirk F. Hunsaker, Mayor

K. Aaron Shirley, City Recorder

CLOSED EXECUTIVE SESSION AFFIDAVIT

I, Kirk Hunsaker, Mayor of Santaquin City, do hereby certify that the Executive Session held on September 15, 2020 was called to discuss the pending or reasonably imminent litigation, and/or purchase, exchange, or lease of real property.

Kirk Hunsaker, Mayor

9/15/2020
Date

Santaquin
A Breath of Fresh Air

CLOSED EXECUTIVE SESSION AFFIDAVIT

I, Kirk Hunsaker, Mayor of Santaquin City, do hereby certify that the Executive Session held on September 15th, 2020 was called to discuss the character, professional competence, or physical or mental health of an individual.

Kirk Hunsaker, Mayor

9/15/2020
Date

SANTAQUIN CITY CORPORATION
Invoice Register - 9/11/2020 to 10/2/2020 - All Invoices

Invoice No.	Vendor	Check No.	Ledger Date	Due Date	Amount	Account No.	Account Name.	Description
093020	ACE RENTS INC.	81615	9/17/2020	9/17/2020	$275.00			
					275.00	6140310	BALLFIELD MAINTENANCE	BOBCAT RENTAL - CANON MI
282378-3	ACE RENTS INC.	81535	9/17/2020	9/17/2020	$275.00			
					275.00	6640720	RAP TAX EXPENSE	DISC GOLF COURSE
	Vendor Total:				**$550.00**			
Refund: 3900542	AHOKOVI, TERESA	81616	9/30/2020	9/30/2020	$135.01			
					135.01	5113110	ACCOUNTS RECEIVABLE	Refund: 3900542 - AHOKOVI, T
55407	ANDERSON WAHLEN & ASSOCIATES	81536	9/17/2020	9/17/2020	$2,750.00			
					2,750.00	5740513	400 E MAIN URBAN PLAZA	URBAN PLAZA ARCHITECTUR
20-IV-4316	APPARATUS EQUIPMENT & SERVICE	81537	9/18/2020	9/18/2020	$776.00			
					776.00	7657700	WILDLAND FIRE RES EXPEN	MERCEDES BOOST LITE HOS
20-IV-4317	APPARATUS EQUIPMENT & SERVICE	81537	9/18/2020	9/18/2020	$828.00			
					828.00	7657700	WILDLAND FIRE RES EXPEN	MERCEDES BOOST LITE HOS
	Vendor Total:				**$1,604.00**			
Refund: 6411810	ARROW BUILDERS	81617	9/28/2020	9/28/2020	$194.74			
					194.74	5113110	ACCOUNTS RECEIVABLE	Refund: 6411810 - ARROW BUI
29284	BARBER METALS	81618	9/17/2020	9/17/2020	$759.00			
					759.00	5240550	WRF - EQUIPMENT MAINTEN	STAINLESS STEEL SST FB 1 X
044242-20151	BIG O' TIRES - SANTAQUIN	81619	10/1/2020	10/1/2020	$16.99			
					16.99	1070250	EQUIPMENT MAINTENANCE	FLAT REPAIR ON TRAILER
1254	BLU LINE DESIGNS	81620	10/1/2020	10/1/2020	$2,040.00			
					2,040.00	5740720	IMPACT FEE	AHLIN PARK & HARVEST VIE
091820	BOTT, ANNETTE	81540	9/17/2020	9/17/2020	$112.55			
					112.55	6340240	SUPPLIES	FLOWERS & TOPSOIL
XC10012020-148	BROS TIRES C/O CHAD OSHLEY	81678	10/1/2020	10/1/2020	$266.50			
					266.50	7657250	FIRE - EQUIPMENT MAINTEN	FLEET WASHING
20477	BUSY BEE CONCRETE	81621	9/17/2020	9/17/2020	$305.75			
					305.75	1060240	SUPPLIES	CONCRETE BAG MIXES - QTY
1427	BUTLER EXCAVATION	81622	10/1/2020	10/1/2020	$14,700.00			
					14,700.00	7657247	COVID-19 RELATED EXPENDI	SHOP DRAIN NEW STUB AND
449	CENTRAL UTAH 911	81623	10/1/2020	10/1/2020	$23,234.90			
					23,234.90	1054340	CENTRAL DISPATCH FEES	JULY TO SEPTEMBER 2020 - F
100120	CENTRAL UTAH RECREATION & PAR	81624	10/1/2020	10/1/2020	$25.00			
					25.00	6740620	HEALTH & WELLNESS INITIAT	ANNUAL DUES
UP30202	CENTURY EQUIPMENT COMP	81541	9/17/2020	9/17/2020	$96.18			
					96.18	5140250	EQUIPMENT MAINTENANCE	SUPPLIES
091820A	CENTURYLINK	81542	9/18/2020	9/18/2020	$168.45			
					168.45	1051280	TELEPHONE	801-754-5165
091820B	CENTURYLINK	81542	9/18/2020	9/18/2020	$63.40			
					63.40	1051280	TELEPHONE	801-754-5293
	Vendor Total:				**$231.85**			
20I0485	CHEMTECH-FORD, INC	81543	9/18/2020	9/18/2020	$100.00			
					100.00	5140310	PROFESSIONAL & TECHNICA	WATER
20I0487	CHEMTECH-FORD, INC	81543	9/18/2020	9/18/2020	$80.00			
					80.00	5140310	PROFESSIONAL & TECHNICA	WATER
20I0488	CHEMTECH-FORD, INC	81543	9/17/2020	9/17/2020	$80.00			
					80.00	5240510	WRF - CHEMICAL SUPPLIES	WRF

Invoice No.	Vendor	Check No.	Ledger Date	Due Date	Amount	Account No.	Account Name.	Description
20I0967	CHEMTECH-FORD, INC	81668	10/1/2020	10/1/2020	$80.00			
					80.00	5240310	PROFESSIONAL & TECHNICA	WRF
20I0968	CHEMTECH-FORD, INC	81543	9/17/2020	9/17/2020	$80.00			
					80.00	5140310	PROFESSIONAL & TECHNICA	WATER
20I0972	CHEMTECH-FORD, INC	81543	9/17/2020	9/17/2020	$100.00			
					100.00	5140310	PROFESSIONAL & TECHNICA	WATER
20I1404	CHEMTECH-FORD, INC	81625	9/30/2020	9/30/2020	$80.00			
					80.00	5240310	PROFESSIONAL & TECHNICA	WRF
20I1428	CHEMTECH-FORD, INC	81673	10/1/2020	10/1/2020	$20.00			
					20.00	5140310	PROFESSIONAL & TECHNICA	WATER
	Vendor Total:				**$620.00**			
XC10012020-148	CHILD, TANNER	81684	10/1/2020	10/1/2020	$156.57			
					156.57	5140230	EDUCATION, TRAINING & TRA	2020 FALL WATER CONFEREN
STIMULUS-1002	China Express 2 LLC	81689	10/2/2020	10/2/2020	$830.00			
					830.00	7657247-001	COVID-19 BUSINESS STIMUL	STIMULUS BUSINESS REIMBU
092520	COMMUNITY DEVELOPMENT & REN	9999	9/17/2020	9/17/2020	($37,410.86)			
					-37,410.86	813910	Transfer from City	FY2020-21 TRANSFER FOR U
19-655	COMMUNITY DEVELOPMENT & REN	81544	9/17/2020	9/17/2020	$37,410.86			
					37,410.86	4540900	TRANSFER TO CDA FUND	RIDLEY'S GROCERY STORE O
	Vendor Total:				**$0.00**			
Refund: 1501361	CUELL, KELLY	81627	9/28/2020	9/28/2020	$105.88			
					105.88	5113110	ACCOUNTS RECEIVABLE	Refund: 1501361 - CUELL, KEL
7641	CUSTOM SIGNWORKS, LLC	81628	10/1/2020	10/1/2020	$312.00			
					312.00	6140700	FUTURE PROGRAMS	BLUE SHIRTS
7642	CUSTOM SIGNWORKS, LLC	81628	10/1/2020	10/1/2020	$193.00			
					193.00	6640720	RAP TAX EXPENSE	DISC GOLF COURSE HOLE A
	Vendor Total:				**$505.00**			
080933	DAILY HERALD, THE	81546	9/17/2020	9/17/2020	$92.97			
					92.97	1078210	BOOKS, SUBSCRIPT, & MEMB	NEBO ANNEXATION NOTICES
13421	DENBOW APPRAISING	81629	10/1/2020	10/1/2020	$900.00			
					900.00	4540304	HIGHLAND DR CANYON ROA	JAMIE EVENS - 2.2 ACRES PR
XC09152020-147	DENBOW APPRAISING	81517	9/15/2020	9/15/2020	$600.00			
					600.00	4140704-001	NEW CITY HALL - LAND ACQU	PROPERTY APPRAISALS - CIT
	Vendor Total:				**$1,500.00**			
Refund: 1602800	DR HORTON	81630	9/28/2020	9/28/2020	$50.58			
					50.58	5113110	ACCOUNTS RECEIVABLE	Refund: 1602800 - DR HORTON
Refund: 1610740	DR HORTON	81631	9/28/2020	9/28/2020	$34.35			
					34.35	5113110	ACCOUNTS RECEIVABLE	Refund: 1610740 - DR HORTON
COMM38752020	EDUCATORS HEALTH PLANS LIFE, A	9999	10/1/2020	10/1/2020	$49,107.53			
					44,874.13	1022500	HEALTH INSURANCE	October 2020 Health Insurance
					3,857.60	1022501	DENTAL	October 2020 Health Insurance
					375.80	1022508	VISION	October 2020 Health Insurance
PR091220-383	EFTPS	9999	9/18/2020	9/18/2020	$30,159.60			
					16,912.26	1022210	FICA PAYABLE	Social Security Tax
					3,955.36	1022210	FICA PAYABLE	Medicare Tax
					9,291.98	1022220	FEDERAL WITHHOLDING PAY	Federal Income Tax
PR092620-383	EFTPS		10/2/2020	10/2/2020	$34,623.28			
					19,665.92	1022210	FICA PAYABLE	Social Security Tax

Invoice No.	Vendor	Check No.	Ledger Date	Due Date	Amount	Account No.	Account Name.	Description
					4,599.36	1022210	FICA PAYABLE	Medicare Tax
					10,358.00	1022220	FEDERAL WITHHOLDING PAY	Federal Income Tax
PR093020-383	EFTPS		10/2/2020	10/2/2020	$2,554.38			
					2,021.60	1022210	FICA PAYABLE	Social Security Tax
					472.78	1022210	FICA PAYABLE	Medicare Tax
					60.00	1022220	FEDERAL WITHHOLDING PAY	Federal Income Tax
	Vendor Total:				**$67,337.26**			
IN37149	EMERALD TURF FARM	81632	10/1/2020	10/1/2020	$142.40			
					142.40	1077300	BUILDINGS & GROUND MAIN	KENTUCKY BLUEGRASS
20119297	EPIC ENGINEERING	81633	9/30/2020	9/30/2020	$130.50			
					130.50	1022450-214	(INSP) [PLAT A] THE HILLS @	QUALITY ASSURANCE
20119298	EPIC ENGINEERING	81633	9/30/2020	9/30/2020	$1,546.00			
					1,546.00	1022450-270	(INSP)[Plat G-3]THE ORCHAR	QUALITY ASSURANCE
20119300	EPIC ENGINEERING	81633	9/30/2020	9/30/2020	$1,719.00			
					1,719.00	1022450-249	(INSP)[PLAT G]FOOTHILL VILL	QUALITY ASSURANCE
20119301	EPIC ENGINEERING	81633	9/30/2020	9/30/2020	$1,712.50			
					1,712.50	1022450-266	(INSP)[Plat B]THE HILLS	QUALITY ASSURANCE
20119302	EPIC ENGINEERING	81633	9/30/2020	9/30/2020	$2,148.50			
					2,148.50	1022450-275	(INSP) MARSHALL'S COVE	QUALITY ASSURANCE
20119303	EPIC ENGINEERING	81633	9/30/2020	9/30/2020	$2,499.50			
					2,499.50	1022450-263	(INSP)[Frontage Road]FOOTHI	QUALITY ASSURANCE
20119305	EPIC ENGINEERING	81633	9/30/2020	9/30/2020	$781.50			
					781.50	1022450-282	(INSP)[Plat D1&D2]THE HILLS	QUALITY ASSURANCE
20120252	EPIC ENGINEERING	81633	9/30/2020	9/30/2020	$210.00			
					155.40	1022450-239	(INSP) SANTAQUIN MARKET	QUALITY ASSURANCE
					54.60	1022450-241	(INSP) RIDLEYS	QUALITY ASSURANCE
20120259	EPIC ENGINEERING	81633	9/30/2020	9/30/2020	$183.50			
					183.50	1022450-234	(INSP)[A-12] APPLE HOLLOW	QUALITY ASSURANCE
20120260	EPIC ENGINEERING	81633	9/30/2020	9/30/2020	$173.50			
					173.50	1022450-214	(INSP) [PLAT A] THE HILLS @	QUALITY ASSURANCE
20120263	EPIC ENGINEERING	81633	9/30/2020	9/30/2020	$265.00			
					265.00	1022450-244	(INSP)[PLAT V]FOOTHILL VILL	QUALITY ASSURANCE
20120264	EPIC ENGINEERING	81633	9/30/2020	9/30/2020	$400.00			
					400.00	1022450-249	(INSP)[PLAT G]FOOTHILL VILL	QUALITY ASSURANCE
20120265	EPIC ENGINEERING	81633	9/30/2020	9/30/2020	$454.00			
					454.00	1022450-266	(INSP)[Plat B]THE HILLS	QUALITY ASSURANCE
20120267	EPIC ENGINEERING	81633	9/30/2020	9/30/2020	$942.00			
					942.00	1022450-275	(INSP) MARSHALL'S COVE	QUALITY ASSURANCE
20120269	EPIC ENGINEERING	81633	9/30/2020	9/30/2020	$1,378.00			
					1,378.00	1022450-282	(INSP)[Plat D1&D2]THE HILLS	QUALITY ASSURANCE
	Vendor Total:				**$14,543.50**			
105921	EVANS INC.	81681	10/1/2020	10/1/2020	$18,461.76			
					18,461.76	7657247	COVID-19 RELATED EXPENDI	WASHING MACHINES
CASH-BOND-09	EVERGREEN POINT TOWNHOMES L	81548	9/18/2020	9/18/2020	$17,960.00			
					17,960.00	1022450-278	(BOND-LANDSCAPE)EVERGR	LANDSCAPING & TOT LOT
STIMULUS-1002	Farm Yard Fresh	81690	10/2/2020	10/2/2020	$130.00			
					130.00	7657247-001	COVID-19 BUSINESS STIMUL	STIMULUS BUSINESS REIMBU

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STIMULUS-1002	FIESTA CATERING / V SISTERS	81692	10/2/2020	10/2/2020	$100.00			
					100.00	7657247-001	COVID-19 BUSINESS STIMUL	STIMULUS BUSINESS REIMBU
Refund: 6001931	FLORES, CARLO GIOVANNI	81634	9/28/2020	9/28/2020	$20.12			
					20.12	5113110	ACCOUNTS RECEIVABLE	Refund: 6001931 - FLORES, CA
20-296	FORENSIC NURSING SERVICES, INC	81635	10/1/2020	10/1/2020	$130.00			
					130.00	1054311	PROFESSIONAL & TECHNICA	CASE NO. 20SQ02556
XC10012020-148	FREEDOM FOREVER UTAH LLC	81680	10/1/2020	10/1/2020	$196.76			
					196.76	1032210	BUILDING PERMITS	PERMIT FEE REFUND
39020	FREEDOM MAILING SERVICES, INC	81670	10/1/2020	10/1/2020	$2,034.76			
					2,034.76	5440240	SUPPLIES	SEPTEMBER
SQ20-000431	FREESTONE, STEPHANIE	81636	9/30/2020	9/30/2020	$50.00			
					50.00	1032210	BUILDING PERMITS	REFUND
STIMULUS-0922	GEO LOGIC	81589	9/22/2020	9/22/2020	$10.00			
					10.00	7657247-001	COVID-19 BUSINESS STIMUL	STIMULUS COUPONS REIMBU
STIMULUS-1002	GOLDIE LOCKS SALON	81693	10/2/2020	10/2/2020	$260.00			
					260.00	7657247-001	COVID-19 BUSINESS STIMUL	BUSINESS STIMULUS REIMBU
STIMULUS-1002	GRANDPA V'S FAMILY FRUIT STAND	81694	10/2/2020	10/2/2020	$2,100.00			
					2,100.00	7657247-001	COVID-19 BUSINESS STIMUL	STIMULUS COUPON REIMBU
41330	HANSEN, ALLEN & LUCE, INC	81549	9/17/2020	9/17/2020	$1,264.41			
					632.20	5540720	IMPACT FEE	WATER RIGHT ASSISTANCE
					632.21	6040720	IMPACT FEES	WATER RIGHT ASSISTANCE
41518	HANSEN, ALLEN & LUCE, INC	81549	9/17/2020	9/17/2020	$652.33			
					326.17	5540720	IMPACT FEE	WATER RIGHT ASSISTANCE
					326.16	6040720	IMPACT FEES	WATER RIGHT ASSISTANCE
42737	HANSEN, ALLEN & LUCE, INC	81549	9/17/2020	9/17/2020	$476.59			
					238.29	5540720	IMPACT FEE	WATER RIGHTS ASSISTANCE
					238.30	6040720	IMPACT FEES	WATER RIGHTS ASSISTANCE
	Vendor Total:				**$2,393.33**			
82899260	HENRY SCHEIN	81637	10/1/2020	10/1/2020	$219.50			
					219.50	7657242	EMS - SUPPLIES	MEDICAL SUPPLIES
82966545	HENRY SCHEIN	81637	10/1/2020	10/1/2020	$1,308.75			
					1,308.75	7657242	EMS - SUPPLIES	MEDICAL SUPPLIES
83030341	HENRY SCHEIN	81637	10/1/2020	10/1/2020	$319.50			
					319.50	7657242	EMS - SUPPLIES	MEDICAL SUPPLIES
	Vendor Total:				**$1,847.75**			
100120	HG UTAH 1, LLC	81638	10/1/2020	10/1/2020	$68,846.40			
					11,808.00	5540800	SUMMIT RIDGE REIMBURSE	WATER IMPACT FEES - Q1 & Q
					23,846.40	5640800	SUMMIT RIDGE REIMBURSE	SEWER IMPACT FEES - Q1 &
					33,192.00	6040800	SUMMIT RIDGE REIMBURSE	IRRIGATION IMPACT FEES - Q
STIMULUS-1002	HOLIDAY OIL #58	81695	10/2/2020	10/2/2020	$2,570.00			
					2,570.00	7657247-001	COVID-19 BUSINESS STIMUL	STIMULUS COUPON REIMBU
0551738544	HONEY BUCKET	81669	10/1/2020	10/1/2020	$80.00			
					80.00	1070300	BUILDINGS & GROUNDS MAI	R0094124
0551744732	HONEY BUCKET	81674	10/1/2020	10/1/2020	$60.00			
					60.00	1077300	BUILDINGS & GROUND MAIN	R1010343
05651738545	HONEY BUCKET	81669	10/1/2020	10/1/2020	$80.00			
					80.00	1077300	BUILDINGS & GROUND MAIN	R0021364

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	Vendor Total:				**$220.00**			
SF 160796	HUMPHRIES INC	81640	9/30/2020	9/30/2020	$93.35			
					93.35	7657242	EMS - SUPPLIES	MEDICAL OXYGEN
48333904	INGRAM BOOK GROUP	81641	10/1/2020	10/1/2020	$12.04			
					12.04	7240210	BOOKS, SUBSCRIPTIONS & M	BOOKS
48337986	INGRAM BOOK GROUP	81641	10/1/2020	10/1/2020	$237.27			
					237.27	7240210	BOOKS, SUBSCRIPTIONS & M	BOOKS
	Vendor Total:				**$249.31**			
1014226387	INTERMOUNTAIN FARMERS, INC.	81642	9/17/2020	9/17/2020	$106.18			
					106.18	1070300	BUILDINGS & GROUNDS MAI	GLY-STAR PLUS ALBAUGH 2.5
53988	INTERWEST SAFETY SUPPLY	81552	9/17/2020	9/17/2020	$137.23			
					137.23	1060240	SUPPLIES	U-CHANNEL POST/DELINEAT
STIMULUS-0923	IVANOV'S MARKET, Inc.	81595	9/23/2020	9/23/2020	$1,040.00			
					1,040.00	7657247-001	COVID-19 BUSINESS STIMUL	STIMULUS REIMBURSEMENT
STIMULUS-1002	IVANOV'S MARKET, Inc.	81696	10/2/2020	10/2/2020	$320.00			
					320.00	7657247-001	COVID-19 BUSINESS STIMUL	STIMULUS BUSINESS REIMBU
	Vendor Total:				**$1,360.00**			
Refund: 7011951	JARED WEST (RENTAL) +	81553	9/18/2020	9/18/2020	$35.96			
					35.96	5113110	ACCOUNTS RECEIVABLE	Refund: 7011951 - JARED WES
0123281	JONES & DEMILLE ENGINEERING	81643	10/1/2020	10/1/2020	$311.25			
					311.25	1062480	CLOSE LANDFILL	PLANNING & STUDIES
Refund: 6109414	JONES, AMELIA *	81644	9/28/2020	9/28/2020	$25.00			
					25.00	5113110	ACCOUNTS RECEIVABLE	Refund: 6109414 - JONES, AM
522838	JUNIOR LIBRARY GUILD	81645	10/1/2020	10/1/2020	$195.60			
					195.60	7240210	BOOKS, SUBSCRIPTIONS & M	P CATEGORY - PRIMARY
H748785	KAMAN INDUSTRIAL TECHNOLOGIE	81646	10/1/2020	10/1/2020	$102.94			
					102.94	5240550	WRF - EQUIPMENT MAINTEN	WRF
STIMULUS-0914	KEENEYE FAMILY VISION	81554	9/14/2020	9/14/2020	$50.00			
					50.00	7657247-001	COVID-19 BUSINESS STIMUL	STIMULUS BUSINESS REIMBU
STIMULUS-0923	KEENEYE FAMILY VISION	81597	9/23/2020	9/23/2020	$40.00			
					40.00	7657247-001	COVID-19 BUSINESS STIMUL	STIMULUS COUPONS REIMBU
STIMULUS-1002	KEENEYE FAMILY VISION	81697	10/2/2020	10/2/2020	$50.00			
					50.00	7657247-001	COVID-19 BUSINESS STIMUL	STIMULUS BUSINESS REIMBU
STIMULUS-1002	KEENEYE FAMILY VISION	81697	10/2/2020	10/2/2020	$40.00			
					40.00	7657247-001	COVID-19 BUSINESS STIMUL	STIMULUS BUSINESS REIMBU
	Vendor Total:				**$180.00**			
17-146	LARA, PEGGIE	81555	9/17/2020	9/17/2020	$25.00			
					25.00	1042310	PROFESSIONAL & TECHNICA	INTERPRETER - 1 HOUR
17-147	LARA, PEGGIE	81647	10/1/2020	10/1/2020	$75.00			
					75.00	1042310	PROFESSIONAL & TECHNICA	INTERPRETER - 3 HOURS
	Vendor Total:				**$100.00**			
1354	M&R EQUIPMENT	81675	10/1/2020	10/1/2020	$250.00			
					250.00	6140310	BALLFIELD MAINTENANCE	EQUIPMENT RENTAL
1374	M&R EQUIPMENT	81556	9/17/2020	9/17/2020	$250.00			
					250.00	6640720	RAP TAX EXPENSE	ASV RT65 - 57.1 HOURS
	Vendor Total:				**$500.00**			
01-58800	MACEYS - SANTAQUIN	81557	9/18/2020	9/18/2020	$116.93			
					116.93	1043240	SUPPLIES	DRINKS & TREATS FOR

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03-46123	MACEYS - SANTAQUIN	81557	9/18/2020	9/18/2020	$35.73			
					35.73	1043240	SUPPLIES	DRINKS & TREATS FOR BIRTH
	Vendor Total:				**$152.66**			
STIMULUS-0914	MAIN STREET PIZZA	81558	9/14/2020	9/15/2020	$2,530.00			
					2,530.00	7657247-001	COVID-19 BUSINESS STIMUL	STIMULUS COUPONS REIMBU
STIMULUS-0922	MAIN STREET PIZZA	81590	9/22/2020	9/22/2020	$2,070.00			
					2,070.00	7657247-001	COVID-19 BUSINESS STIMUL	STIMULUS COUPONS REIMBU
STIMULUS-0928	MAIN STREET PIZZA	81599	9/28/2020	9/28/2020	$1,730.00			
					1,730.00	7657247-001	COVID-19 BUSINESS STIMUL	STIMULUS COUPONS REIMBU
	Vendor Total:				**$6,330.00**			
4918856	MALLORY SAFETY & SUPPLY	81648	10/1/2020	10/1/2020	$71.17			
					71.17	1054240	SUPPLIES	DRUG TESTING KITS
STIMULUS-0923	MARACAS MEXICAN GRILL INC	81596	9/23/2020	9/23/2020	$3,370.00			
					3,370.00	7657247-001	COVID-19 BUSINESS STIMUL	STIMULUS COUPONS REIMBU
INV31006	MCGEE'S STAMP & TROPHY	81559	9/18/2020	9/18/2020	$69.00			
					69.00	7657247	COVID-19 RELATED EXPENDI	BUSINESS STIMULUS - STAM
1383	MHC SIGN AND DESIGN	81649	10/1/2020	10/1/2020	$349.00			
					349.00	7657742	EMS - CAPITAL-VEHICLES & E	ART WORK/MALTESE CROSS
091420	MONTOYA, BETSY	81516	9/14/2020	9/14/2020	$147.56			
					147.56	1041240	SUPPLIES	911 WALK DONUTS
REIMBURSE-09	MONTOYA, BETSY	81598	9/25/2020	9/25/2020	$284.32			
					284.32	1041230	EDUCATION, TRAINING & TRA	ULCT - PER DIEM & TRAVEL
	Vendor Total:				**$431.88**			
2225225	MOUNTAIN ALARM	81671	10/1/2020	10/1/2020	$44.00			
					44.00	1051300	BUILDINGS & GROUND MAIN	SEPTEMBER
STIMULUS-0915	MOUNTAINLAND PHYSICAL THERAP	81560	9/15/2020	9/15/2020	$40.00			
					40.00	7657247-001	COVID-19 BUSINESS STIMUL	STIMULUS REIMBURSEMENT
STIMULUS-1002	MOUNTAINLAND PHYSICAL THERAP	81698	10/2/2020	10/2/2020	$40.00			
					40.00	7657247-001	COVID-19 BUSINESS STIMUL	BUSINESS STIMULUS REIMBU
	Vendor Total:				**$80.00**			
S103711402.001	MOUNTAINLAND SUPPLY	81561	9/17/2020	9/17/2020	$7,318.12			
					7,318.12	5240240	SUPPLIES	10" BACKFLOW SUPPLIES
S103711402.002	MOUNTAINLAND SUPPLY	81650	9/17/2020	9/17/2020	$8,461.18			
					8,461.18	6040720	IMPACT FEES	APOLLO 4ALF-20-G-02 10IN LF
S103717620.001	MOUNTAINLAND SUPPLY	81650	9/30/2020	9/30/2020	$898.14			
					898.14	5140240	SUPPLIES	SENSUS CHARGE DOCK
S103740196.003	MOUNTAINLAND SUPPLY	81650	9/30/2020	9/30/2020	$849.57			
					849.57	5240240	SUPPLIES	WATER SUPPLIES
S103742360.001	MOUNTAINLAND SUPPLY	81561	9/17/2020	9/17/2020	$748.19			
					748.19	5440240	SUPPLIES	SUPPLIES
S103742361.001	MOUNTAINLAND SUPPLY	81561	9/17/2020	9/17/2020	$4,309.85			
					4,309.85	5440240	SUPPLIES	SUPPLIES
S103742361.002	MOUNTAINLAND SUPPLY	81561	9/17/2020	9/17/2020	$510.30			
					510.30	5440240	SUPPLIES	SUPPLIES
S103743669.001	MOUNTAINLAND SUPPLY	81561	9/17/2020	9/17/2020	($4,807.16)			
					-4,807.16	5440240	SUPPLIES	SUPPLIES RETURN

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S103744143.001	MOUNTAINLAND SUPPLY	81561	9/17/2020	9/17/2020	$6,278.10			
					6,278.10	5440240	SUPPLIES	SUPPLIES
S103744302.001	MOUNTAINLAND SUPPLY	81561	9/17/2020	9/17/2020	$4,499.38			
					4,499.38	5240240	SUPPLIES	METER SUPPLIES
S103746742.001	MOUNTAINLAND SUPPLY	81561	9/17/2020	9/17/2020	$117.60			
					117.60	5140240	SUPPLIES	5 LB GRANUALR CHLORINE
S103746878.001	MOUNTAINLAND SUPPLY	81561	9/18/2020	9/18/2020	$1,434.12			
					1,434.12	5140240	SUPPLIES	CHLORINE
S103746878.002	MOUNTAINLAND SUPPLY	81561	9/18/2020	9/18/2020	$173.71			
					173.71	5140240	SUPPLIES	CHLORINE
S103746878.003	MOUNTAINLAND SUPPLY	81650	9/17/2020	9/17/2020	$1,020.60			
					1,020.60	6040720	IMPACT FEES	10 IMP DI MJxFLG 90 ELL CL/T
S103755575.001	MOUNTAINLAND SUPPLY	81650	9/30/2020	9/30/2020	$1,694.43			
					1,694.43	5440240	SUPPLIES	WATER SUPPLIES
S103758645.001	MOUNTAINLAND SUPPLY	81650	9/30/2020	9/30/2020	$5,902.66			
					5,902.66	5240240	SUPPLIES	SENSUS 520M DUAL PORT S
S103760354.001	MOUNTAINLAND SUPPLY	81650	9/30/2020	9/30/2020	$1,193.44			
					1,193.44	5440240	SUPPLIES	FORD B11-444-NL 1 CURB ST
S103760672.001	MOUNTAINLAND SUPPLY	81650	9/30/2020	9/30/2020	$624.37			
					624.37	5440240	SUPPLIES	SUMMIT CREEK IRRIGATION
S103762154.001	MOUNTAINLAND SUPPLY	81650	9/30/2020	9/30/2020	$3,386.30			
					3,386.30	5240240	SUPPLIES	WATER METER SUPPLIES
S103765243.001	MOUNTAINLAND SUPPLY	81650	9/30/2020	9/30/2020	$46.54			
					46.54	5140240	SUPPLIES	WATER SUPPLIES
S1037669214.00	MOUNTAINLAND SUPPLY	81650	9/30/2020	9/30/2020	$42.74			
					42.74	5140240	SUPPLIES	WATER SUPPLIES
	Vendor Total:				**$44,702.18**			
IN1500071	MUNICIPAL EMERGENCY SERVICES	81651	9/30/2020	9/30/2020	$92.63			
					92.63	7657244	UNIFORMS	EMS PANTS
PR091220-13093	NEBO LODGE #45	81531	9/18/2020	9/18/2020	$18.00			
					18.00	1022425	FOP DUES	FOP Dues (Nebo Lodge #45)
PR092620-13093	NEBO LODGE #45	81685	10/2/2020	10/2/2020	$18.00			
					18.00	1022425	FOP DUES	FOP Dues (Nebo Lodge #45)
	Vendor Total:				**$36.00**			
24164	NIELSEN & SENIOR, ATTORNEYS	81652	9/30/2020	9/30/2020	$18,980.14			
					18,980.14	1042331	LEGAL	CRIMINAL
24165	NIELSEN & SENIOR, ATTORNEYS	81652	9/30/2020	9/30/2020	$9,808.46			
					9,808.46	1043331	LEGAL	CIVIL
	Vendor Total:				**$28,788.60**			
17-284	OVESON, TOM & NANCY	81682	10/1/2020	10/1/2020	$18.50			
					18.50	1042310	PROFESSIONAL & TECHNICA	WITNESS FEE
361262	PAYSON AUTO SUPPLY - NAPA	81562	9/18/2020	9/18/2020	$2,011.00			
					500.00	1060240	SUPPLIES	329 PC CARLYLE SET
					500.00	5140240	SUPPLIES	329 PC CARLYLE SET
					500.00	5240240	SUPPLIES	329 PC CARLYLE SET
					511.00	5440240	SUPPLIES	329 PC CARLYLE SET
361399	PAYSON AUTO SUPPLY - NAPA	81562	9/17/2020	9/17/2020	$72.34			
					72.34	5240240	SUPPLIES	SUPPLIES

Invoice No.	Vendor	Check No.	Ledger Date	Due Date	Amount	Account No.	Account Name.	Description
362188	PAYSON AUTO SUPPLY - NAPA	81562	9/17/2020	9/17/2020	$27.98			
					27.98	5140240	SUPPLIES	SUPPLIES
362540	PAYSON AUTO SUPPLY - NAPA	81653	9/17/2020	9/17/2020	$260.00			
					260.00	5440240	SUPPLIES	2 INCH IMPACT WRENCH
363013	PAYSON AUTO SUPPLY - NAPA	81653	9/17/2020	9/17/2020	$80.98			
					80.98	5140240	SUPPLIES	ROLL HEAD PRY BAR 4 PIECE
363241	PAYSON AUTO SUPPLY - NAPA	81653	10/1/2020	10/1/2020	$124.51			
					124.51	5140250	EQUIPMENT MAINTENANCE	BATTERY
363702	PAYSON AUTO SUPPLY - NAPA	81653	9/17/2020	9/17/2020	$168.90			
					168.90	5240240	SUPPLIES	BRAKE CLEAN/STARTING FLU
	Vendor Total:				**$2,745.71**			
2256B	PAYSON CHRONICLE	81654	9/17/2020	9/17/2020	$432.00			
					432.00	1043220	NOTICES,ORDINANCES,PUBL	NOTICE OF NEBO ANNEXATIO
2257	PAYSON CHRONICLE	81654	9/17/2020	9/17/2020	$34.00			
					34.00	1043220	NOTICES,ORDINANCES,PUBL	NOTICE OF TRANSPORTATIO
	Vendor Total:				**$466.00**			
4024	PAYSON CITY SOLID WASTE	81655	9/30/2020	9/30/2020	$16,581.74			
					14,378.54	1062311	WASTE PICKUP CHARGES	AUGUST
					2,203.20	5240530	WRF - SOLID WASTE DISPOS	AUGUST
44934	PAYSON LOCK	81563	9/17/2020	9/17/2020	$125.00			
					125.00	1070300	BUILDINGS & GROUNDS MAI	PARKS KEYS
16251	R & O CONSTRUCTION	106	9/25/2020	9/25/2020	$37,410.86			
					37,410.86	814410.460	ORCHARD LANE CDA INCENT	URBAN PLAZA IMPROVEMEN
RMP-091820A	ROCKY MOUNTAIN POWER	81564	9/18/2020	9/18/2020	$27.66			
					27.66	1060270	UTILITIES - STREET LIGHTS	115 W 860 N STRONGBOX
RMP-091820B	ROCKY MOUNTAIN POWER	81564	9/18/2020	9/18/2020	$14.56			
					14.56	5440273	UTILITIES	1250 S CANYON ROAD
RMP-091820C	ROCKY MOUNTAIN POWER	81564	9/18/2020	9/18/2020	$2,980.50			
					2,980.50	5440273	UTILITIES	1100 S CANYON ROAD
RMP-091820D	ROCKY MOUNTAIN POWER	81564	9/18/2020	9/18/2020	$18.32			
					18.32	1060270	UTILITIES - STREET LIGHTS	1026 E MAIN STREET
RMP-091820E	ROCKY MOUNTAIN POWER	81564	9/18/2020	9/18/2020	$103.70			
					35.04	1060270	UTILITIES - STREET LIGHTS	1005 S RED BARN
					43.02	1060270	UTILITIES - STREET LIGHTS	415 TRAVERTINE WAY
					18.32	1060270	UTILITIES - STREET LIGHTS	154 E 950 S
					7.32	1060270	UTILITIES - STREET LIGHTS	80 E 770 N
RMP-091820F	ROCKY MOUNTAIN POWER	81564	9/18/2020	9/18/2020	$31.41			
					31.41	1060270	UTILITIES - STREET LIGHTS	509 FIRESTONE DR. STRONG
RMP-093020A	ROCKY MOUNTAIN POWER	81656	9/30/2020	9/30/2020	$10,693.71			
					12.97	1070270	UTILITIES	1000 N CENTER PARK
					168.60	1070270	UTILITIES	1213 N CENTER ST - PUBLIC
					452.51	1070270	UTILITIES	1213 N CENTER ST - PUBLIC
					9,625.08	5240500	WRF - UTILITIES	1215 N CENTER
					434.55	5440273	UTILITIES	10 W GINGER GOLD ROAD - LI
	Vendor Total:				**$13,869.86**			
P23480	ROCKY MOUNTAIN TURF - RMT EQUI	81565	9/17/2020	9/17/2020	$190.74			
					190.74	1070250	EQUIPMENT MAINTENANCE	SUPPLIES
P23499	ROCKY MOUNTAIN TURF - RMT EQUI	81565	9/17/2020	9/17/2020	$73.05			
					73.05	1070300	BUILDINGS & GROUNDS MAI	WASHERS AND NUTS

Invoice No.	Vendor	Check No.	Ledger Date	Due Date	Amount	Account No.	Account Name.	Description
P23598	ROCKY MOUNTAIN TURF - RMT EQUI	81565	9/17/2020	9/17/2020	$43.76			
					43.76	1070250	EQUIPMENT MAINTENANCE	SUPPLIES
	Vendor Total:				**$307.55**			
Refund: 6209731	RODRIGUEZ, MARIA & VICTOR	81657	9/28/2020	9/28/2020	$25.00			
					25.00	5113110	ACCOUNTS RECEIVABLE	Refund: 6209731 - RODRIGUEZ
XC09302020-148	ROXANA MARTINEZ	81600	9/30/2020	9/30/2020	$228.91			
					228.91	1043510	INSURANCE AND BONDS	BROKEN WINDOW CLAIM
6695-700636	ROYAL WHOLESALE ELECTRIC	81566	9/17/2020	9/17/2020	$3,027.56			
					3,027.56	7657247	COVID-19 RELATED EXPENDI	PS GENERATOR BREAKER
Refund: 207402	ROYTER, TINA	81658	9/28/2020	9/28/2020	$95.45			
					95.45	5113110	ACCOUNTS RECEIVABLE	Refund: 207402 - ROYTER, TIN
11398984	S&P GLOBAL RATINGS	81567	9/18/2020	9/18/2020	$16,750.00			
					16,750.00	4140704	NEW CITY HALL	CREDIT RATING SERVICE
SAMS-091820	SAM'S CLUB	81568	9/18/2020	9/18/2020	$1,199.76			
					902.58	1043240	SUPPLIES	RECODE NEEDED
					109.08	1043240	SUPPLIES	OFFICE SUPPLIES
					56.96	1051240	SUPPLIES	JANITORIAL SUPPLIES
					27.18	1051240	SUPPLIES	JANITORIAL SUPPLIES
					55.92	1051240	SUPPLIES	JANITORIAL SUPPLIES
					48.04	1051240	SUPPLIES	JANITORIAL SUPPLIES
STIMULUS-0922	Santaquin Barbershop	81591	9/22/2020	9/22/2020	$270.00			
					270.00	7657247-001	COVID-19 BUSINESS STIMUL	STIMULUS COUPONS REIMBU
092020	SANTAQUIN CITY UTILITIES	81569	9/18/2020	9/18/2020	$160.00			
					160.00	5221600	SEWER FUND DONATIONS	SEPTEMBER
PR091220-266	SANTAQUIN CITY UTILITIES	81532	9/18/2020	9/18/2020	$986.00			
					730.00	1022350	UTILITIES PAYABLE	Utilities
					256.00	1022350	UTILITIES PAYABLE	Cemetery
PR092620-266	SANTAQUIN CITY UTILITIES	81686	10/2/2020	10/2/2020	$986.00			
					730.00	1022350	UTILITIES PAYABLE	Utilities
					256.00	1022350	UTILITIES PAYABLE	Cemetery
	Vendor Total:				**$2,132.00**			
ODRF 20-05	SANTAQUIN PHARMACY	81659	10/1/2020	10/1/2020	$500.00			
					500.00	6238900	DONATIONS	ORCHARD DAYS SPONSOR R
STIMULUS-0922	SANTAQUIN PHARMACY	81593	9/22/2020	9/22/2020	$570.00			
					570.00	7657247-001	COVID-19 BUSINESS STIMUL	STIMULUS COUPONS REIMBU
STIMULUS-1002	SANTAQUIN PHARMACY	81699	10/2/2020	10/2/2020	$690.00			
					690.00	7657247-001	COVID-19 BUSINESS STIMUL	STIMULUS COUPON REIMBU
	Vendor Total:				**$1,760.00**			
STIMULUS-0914	SANTAQUIN SUBWAY	81570	9/14/2020	9/14/2020	$700.00			
					700.00	7657247-001	COVID-19 BUSINESS STIMUL	STIMULUS BUSINESS REIMBU
STIMULUS-0922	SANTAQUIN SUBWAY	81594	9/22/2020	9/22/2020	$660.00			
					660.00	7657247-001	COVID-19 BUSINESS STIMUL	STIMULUS COUPONS REIMBU
STIMULUS-1002	SANTAQUIN SUBWAY	81700	10/2/2020	10/2/2020	$1,030.00			
					1,030.00	7657247-001	COVID-19 BUSINESS STIMUL	BUSINESS STIMULUS REIMBU
	Vendor Total:				**$2,390.00**			
XC10012020-148	SANTUARY DEVELOPMENT C/O ELI	81676	10/1/2020	10/1/2020	$6,873.98			
					6,873.98	1032210	BUILDING PERMITS	BELLE VISTA PRELIMINARY P

Invoice No.	Vendor	Check No.	Ledger Date	Due Date	Amount	Account No.	Account Name.	Description
REIMBURSE-10	SHAW, RYAN	81660	10/1/2020	10/1/2020	$70.64			
					70.64	1054240	SUPPLIES	RYAN SHAW - UNIFORMS
XC10012020-148	SHEPHERD, HEBER	81677	10/1/2020	10/1/2020	$18.50			
					18.50	1042310	PROFESSIONAL & TECHNICA	WITNESS FEE
REIMBURSE-09	SHEPHERD, KAYSON	81571	9/17/2020	9/17/2020	$83.16			
					83.16	1054240	SUPPLIES	UNIFORM CLEANING
Refund: 6209010	SIERRA HOMES	81661	9/28/2020	9/28/2020	$56.07			
					56.07	5113110	ACCOUNTS RECEIVABLE	Refund: 6209010 - SIERRA HO
19767	SKM INC	81572	9/17/2020	9/17/2020	$446.75			
					446.75	5240550	WRF - EQUIPMENT MAINTEN	SCADA MAINTENANCE
15049	SMASH ATHLETICS, INC	81573	9/18/2020	9/18/2020	$147.50			
					147.50	6140610	SOCCER EXPENSE	SOCCER UNIFORMS - SOCKS
15096	SMASH ATHLETICS, INC	81573	9/17/2020	9/17/2020	$75.40			
					75.40	1054240	SUPPLIES	JACKETS/SWEATSHIRTS/EMB
	Vendor Total:				**$222.90**			
Refund: 3213220	SMITH, R MAX & HILLARY S	81662	9/28/2020	9/28/2020	$150.04			
					150.04	5113110	ACCOUNTS RECEIVABLE	Refund: 3213220 - SMITH, R M
STIMULUS-0914	SOUTH RIDGE FARMS	81574	9/14/2020	9/14/2020	$2,500.00			
					2,500.00	7657247-001	COVID-19 BUSINESS STIMUL	BUSINESS STIMULUS REIMBU
STIMULUS-1002	SOUTH RIDGE FARMS	81701	10/2/2020	10/2/2020	$2,000.00			
					2,000.00	7657247-001	COVID-19 BUSINESS STIMUL	BUSINESS STIMULUS REIMBU
	Vendor Total:				**$4,500.00**			
10279	SOUTHERN UTAH UNIVERSITY	81575	9/18/2020	9/18/2020	$1,047.25			
					1,047.25	6440300	MISS SANTAQUIN SCHOLARS	ERIN MILLER - 2019 ROYALTY
XC09182020-148	SPRINGVILLE SUITES	81534	9/18/2020	9/18/2020	$106.51			
					106.51	1041230	EDUCATION, TRAINING & TRA	COUNCIL TRAINING
U16355	SPRINKLER SUPPLY - SPANISH FOR	81576	9/17/2020	9/17/2020	$40.28			
					40.28	1070300	BUILDINGS & GROUNDS MAI	PIPE WRENCH & TEFLON TAP
3456244360	STAPLES	81578	9/18/2020	9/18/2020	$43.20			
					7.08	1078240	SUPPLIES	PAPER CLIPS
					36.12	7540240	SUPPLIES	PRINTER INK
3456244361	STAPLES	81578	9/18/2020	9/18/2020	$21.31			
					21.31	7540240	SUPPLIES	PRINTER INK
3456309156	STAPLES	81578	9/17/2020	9/17/2020	$89.91			
					89.91	1043240	SUPPLIES	ADMIN OFFICE SUPPLIES
	Vendor Total:				**$154.42**			
STIMULUS-1002	STRINGHAM'S HARDWARE	81702	10/2/2020	10/2/2020	$5,040.00			
					5,040.00	7657247-001	COVID-19 BUSINESS STIMUL	BUSINESS STIMULUS REIMBU
1503743	THATCHER COMPANY	81579	9/18/2020	9/18/2020	$1,225.00			
					1,225.00	5240510	WRF - CHEMICAL SUPPLIES	CHLORINE
1503744	THATCHER COMPANY	81579	9/18/2020	9/18/2020	($480.00)			
					-480.00	5240510	WRF - CHEMICAL SUPPLIES	CHLORINE
	Vendor Total:				**$745.00**			
STIMULUS-1002	The Quilted Barn	81691	10/2/2020	10/2/2020	$80.00			
					80.00	7657247-001	COVID-19 BUSINESS STIMUL	STIMULUS BUSINESS REIMBU
CASH-BOND-09	TIM MCCLOUD	81580	9/18/2020	9/18/2020	$560.68			
					560.68	1022450-196	(EX-P) TIM MCLOUD	MCCLOUD UTILITIES

Invoice No.	Vendor	Check No.	Ledger Date	Due Date	Amount	Account No.	Account Name.	Description
36913	TISCHNER FORD SALES, INC	81581	9/17/2020	9/17/2020	$56.83			
					56.83	1054250	EQUIPMENT MAINTENANCE	OIL CHANGE - VIN: 12177
37252	TISCHNER FORD SALES, INC	81581	9/17/2020	9/17/2020	$41.98			
					41.98	1054250	EQUIPMENT MAINTENANCE	OIL CHANGE - VIN: 12178
37269	TISCHNER FORD SALES, INC	81581	9/17/2020	9/17/2020	$51.61			
					51.61	1054250	EQUIPMENT MAINTENANCE	OIL CHANGE - VIN: 12183
	Vendor Total:				**$150.42**			
STIMULUS-0922	TRENDY TIPS & TOES	81592	9/22/2020	9/22/2020	$20.00			
					20.00	7657247-001	COVID-19 BUSINESS STIMUL	STIMULUS COUPONS REIMBU
450815-00	TURF EQUIPMENT & AGRONOMICS,	81663	9/30/2020	9/30/2020	$52.58			
					52.58	1060250	EQUIPMENT MAINTENANCE	CAPSCREW
16275	UPPER CASE PRINTING	81664	9/17/2020	9/17/2020	$524.18			
					524.18	5240240	SUPPLIES	RECREATION & CITY-WIDE NE
48714	UTAH COUNTY AUDITOR - ACCOUNT	81665	10/1/2020	10/1/2020	$3,000.00			
					3,000.00	1054311	PROFESSIONAL & TECHNICA	JULY 2020 TO SEPTEMBER 20
PR091220-7076	UTAH COUNTY LODGE #31	81533	9/18/2020	9/18/2020	$144.00			
					144.00	1022425	FOP DUES	FOP Dues (Ut County Lodge #3
PR092620-7076	UTAH COUNTY LODGE #31	81687	10/2/2020	10/2/2020	$144.00			
					144.00	1022425	FOP DUES	FOP Dues (Ut County Lodge #3
	Vendor Total:				**$288.00**			
JJ174-IN	UTAH JAZZ	81582	9/18/2020	9/18/2020	$5,848.00			
					5,848.00	6140660	JR. JAZZ	PURPLES PACKAGES/JERSEY
1585836	UTAH LOCAL GOVERNMENT TRUST	81583	9/18/2020	9/18/2020	$4,773.82			
					4,773.82	1022250	WORKMENS COMPENSATION	SEPTEMBER
102020	UTAH STATE RETIREMENT	81688	10/1/2020	10/1/2020	$69.72			
					69.72	1042130	EMPLOYEE BENEFITS	Additional URS Contributions on
PR091220-382	UTAH STATE RETIREMENT	81584	9/18/2020	9/18/2020	$25,700.52			
					3,599.48	1022300	RETIREMENT PAYABLE	401K
					19,599.52	1022300	RETIREMENT PAYABLE	Retirement
					531.31	1022300	RETIREMENT PAYABLE	401K - Tier 1 Parity
					606.50	1022300	RETIREMENT PAYABLE	Roth IRA
					596.67	1022300	RETIREMENT PAYABLE	457
					767.04	1022325	RETIREMENT LOAN PAYMEN	Retirement Loan Payment
PR092620-382	UTAH STATE RETIREMENT		10/2/2020	10/2/2020	$25,589.82			
					19,685.30	1022300	RETIREMENT PAYABLE	Retirement
					3,399.50	1022300	RETIREMENT PAYABLE	401K
					532.45	1022300	RETIREMENT PAYABLE	401K - Tier 1 Parity
					606.50	1022300	RETIREMENT PAYABLE	Roth IRA
					599.03	1022300	RETIREMENT PAYABLE	457
					767.04	1022325	RETIREMENT LOAN PAYMEN	Retirement Loan Payment
	Vendor Total:				**$51,360.06**			
PR091220-361	UTAH STATE TAX COMMISSION	81585	9/18/2020	9/18/2020	$5,610.67			
					5,610.67	1022230	STATE WITHHOLDING PAYAB	State Income Tax
PR092620-361	UTAH STATE TAX COMMISSION		10/2/2020	10/2/2020	$6,525.24			
					6,525.24	1022230	STATE WITHHOLDING PAYAB	State Income Tax
PR093020-361	UTAH STATE TAX COMMISSION		10/2/2020	10/2/2020	$40.00			
					40.00	1022230	STATE WITHHOLDING PAYAB	State Income Tax
	Vendor Total:				**$12,175.91**			
REIMBURSE-09	WOODLAND, RUSS	81586	9/17/2020	9/17/2020	$22.75			
					22.75	1054240	SUPPLIES	UNIFORMS - RUSS WO

Invoice No.	Vendor	Check No.	Ledger Date	Due Date	Amount	Account No.	Account Name.	Description
SCH-9420	WPA ARCHITECTURE, PC	81587	9/18/2020	9/18/2020	$7,927.40			
					7,927.40	4140704-002	NEW CITY HALL - ARCHITECT	ARCHITECTURAL SERVICES -
100120	ZIONS BANK PUBLIC FINANCE	81666	10/1/2020	10/1/2020	$3,650.00			
					3,650.00	5840730	CAPITAL FACILITY PLAN UPD	PUBLIC SAFETY IFFP & IFA
5554	ZIONS BANK PUBLIC FINANCE	81588	9/18/2020	9/18/2020	$2,050.00			
					2,050.00	5840730	CAPITAL FACILITY PLAN UPD	PUBLIC SAFETY IFFP & IFA
	Vendor Total:				**$5,700.00**			
			Total:		**$598,736.53**			

GL Account Summary

47,627.28	1022210	FICA PAYABLE
19,709.98	1022220	FEDERAL WITHHOLDING PAY
12,175.91	1022230	STATE WITHHOLDING PAYAB
4,773.82	1022250	WORKMENS COMPENSATION
49,756.26	1022300	RETIREMENT PAYABLE
1,534.08	1022325	RETIREMENT LOAN PAYMEN
1,972.00	1022350	UTILITIES PAYABLE
324.00	1022425	FOP DUES
560.68	1022450-196	(EX-P) TIM MCLOUD
304.00	1022450-214	(INSP) [PLAT A] THE HILLS @
183.50	1022450-234	(INSP)[A-12] APPLE HOLLOW
155.40	1022450-239	(INSP) SANTAQUIN MARKET
54.60	1022450-241	(INSP) RIDLEYS
265.00	1022450-244	(INSP)[PLAT V]FOOTHILL VILL
2,119.00	1022450-249	(INSP)[PLAT G]FOOTHILL VILL
2,499.50	1022450-263	(INSP)[Frontage Road]FOOTHI
2,166.50	1022450-266	(INSP)[Plat B]THE HILLS
1,546.00	1022450-270	(INSP)[Plat G-3)THE ORCHAR
3,090.50	1022450-275	(INSP) MARSHALL'S COVE
17,960.00	1022450-278	(BOND-LANDSCAPE)EVERGR
2,159.50	1022450-282	(INSP)[Plat D1&D2]THE HILLS
44,874.13	1022500	HEALTH INSURANCE
3,857.60	1022501	DENTAL
375.80	1022508	VISION
7,120.74	1032210	BUILDING PERMITS
390.83	1041230	EDUCATION, TRAINING & TRA
147.56	1041240	SUPPLIES
69.72	1042130	EMPLOYEE BENEFITS
137.00	1042310	PROFESSIONAL & TECHNICA
18,980.14	1042331	LEGAL
466.00	1043220	NOTICES,ORDINANCES,PUBL
1,254.23	1043240	SUPPLIES
9,808.46	1043331	LEGAL
228.91	1043510	INSURANCE AND BONDS
188.10	1051240	SUPPLIES
231.85	1051280	TELEPHONE
44.00	1051300	BUILDINGS & GROUND MAIN
323.12	1054240	SUPPLIES
150.42	1054250	EQUIPMENT MAINTENANCE
3,130.00	1054311	PROFESSIONAL & TECHNICA
23,234.90	1054340	CENTRAL DISPATCH FEES
942.98	1060240	SUPPLIES
52.58	1060250	EQUIPMENT MAINTENANCE
181.09	1060270	UTILITIES - STREET LIGHTS
14,378.54	1062311	WASTE PICKUP CHARGES
311.25	1062480	CLOSE LANDFILL

Invoice No.	Vendor	Check No.	Ledger Date	Due Date	Amount	Account No.	Account Name.	Description
					251.49	1070250	EQUIPMENT MAINTENANCE	
					634.08	1070270	UTILITIES	
					424.51	1070300	BUILDINGS & GROUNDS MAI	
					282.40	1077300	BUILDINGS & GROUND MAIN	
					92.97	1078210	BOOKS, SUBSCRIPT, & MEMB	
					7.08	1078240	SUPPLIES	
					303,509.99		**Total**	
					16,750.00	4140704	NEW CITY HALL	
					600.00	4140704-001	NEW CITY HALL - LAND ACQU	
					7,927.40	4140704-002	NEW CITY HALL - ARCHITECT	
					25,277.40		**Total**	
					900.00	4540304	HIGHLAND DR CANYON ROA	
					37,410.86	4540900	TRANSFER TO CDA FUND	
					38,310.86		**Total**	
					928.20	5113110	ACCOUNTS RECEIVABLE	
					156.57	5140230	EDUCATION, TRAINING & TRA	
					3,321.81	5140240	SUPPLIES	
					220.69	5140250	EQUIPMENT MAINTENANCE	
					380.00	5140310	PROFESSIONAL & TECHNICA	
					5,007.27		**Total**	
					160.00	5221600	SEWER FUND DONATIONS	
					23,221.45	5240240	SUPPLIES	
					160.00	5240310	PROFESSIONAL & TECHNICA	
					9,625.08	5240500	WRF - UTILITIES	
					825.00	5240510	WRF - CHEMICAL SUPPLIES	
					2,203.20	5240530	WRF - SOLID WASTE DISPOS	
					1,308.69	5240550	WRF - EQUIPMENT MAINTEN	
					37,503.42		**Total**	
					13,357.28	5440240	SUPPLIES	
					3,429.61	5440273	UTILITIES	
					16,786.89		**Total**	
					1,196.66	5540720	IMPACT FEE	
					11,808.00	5540800	SUMMIT RIDGE REIMBURSE	
					13,004.66		**Total**	
					23,846.40	5640800	SUMMIT RIDGE REIMBURSE	
					2,750.00	5740513	400 E MAIN URBAN PLAZA	
					2,040.00	5740720	IMPACT FEE	
					4,790.00		**Total**	
					5,700.00	5840730	CAPITAL FACILITY PLAN UPD	
					10,678.45	6040720	IMPACT FEES	
					33,192.00	6040800	SUMMIT RIDGE REIMBURSE	
					43,870.45		**Total**	
					525.00	6140310	BALLFIELD MAINTENANCE	
					147.50	6140610	SOCCER EXPENSE	
					5,848.00	6140660	JR. JAZZ	
					312.00	6140700	FUTURE PROGRAMS	

Invoice No.	Vendor	Check No.	Ledger Date	Due Date	Amount	Account No.	Account Name.	Description
					6,832.50		**Total**	
					500.00	6238900	DONATIONS	
					112.55	6340240	SUPPLIES	
					1,047.25	6440300	MISS SANTAQUIN SCHOLARS	
					718.00	6640720	RAP TAX EXPENSE	
					25.00	6740620	HEALTH & WELLNESS INITIAT	
					444.91	7240210	BOOKS, SUBSCRIPTIONS & M	
					57.43	7540240	SUPPLIES	
					1,941.10	7657242	EMS - SUPPLIES	
					92.63	7657244	UNIFORMS	
					36,258.32	7657247	COVID-19 RELATED EXPENDI	
					30,880.00	7657247-001	COVID-19 BUSINESS STIMUL	
					266.50	7657250	FIRE - EQUIPMENT MAINTEN	
					1,604.00	7657700	WILDLAND FIRE RES EXPEN	
					349.00	7657742	EMS - CAPITAL-VEHICLES & E	
					71,391.55		**Total**	
					-37,410.86	813910	Transfer from City	
					37,410.86	814410.460	ORCHARD LANE CDA INCENT	
					0.00		**Total**	
					$598,736.53		**GL Account Summary Total**	

MEMO

City of Santaquin, Utah

TO: Mayor & City Council **MEETING DATE:** October 6,2020

FROM: Norm Beagley, Assistant City Manager

SUBJECT: Road Maintenance Change Order - 2020 Santaquin Roads Project - Edge & Joint Milling

BACKGROUND

For the last several years, the annual Santaquin City roads maintenance asphalt projects overlays have been done in areas of town where there is no existing concrete curb and gutter. Therefore, no edge and joint milling (grinding) was needed.

This year, our asphalt overlays were completed in areas that have existing concrete curb and gutter.

RESEARCH & FINDINGS

In order to provide our residents with a better finished roadway asphalt, we need to have the contractor perform edge and joint milling for smoother transitions and edges.

For future paving overlay projects, we will include this line item in the initial advertisement for bids.

However, this year it is necessary to add this work via change order to the Black Forest Paving contract that was awarded on August 18, 2020.

The cost for Black Forest Paving to perform this work is approximately $16,806.00.

STAFF RECOMMENDATION

Pursuant to previous City Council direction, this action has been approved and is coming to you now for your ratification.

MEMO

City of Santaquin, Utah

TO: Mayor & City Council **MEETING DATE:** October 6, 2020

FROM: Norm Beagley, Assistant City Manager

SUBJECT: 210 West Asphalt Overlay (Development Warranty Work The Orchards F-2)

BACKGROUND

The contractor/developer for The Orchards Plat F-2 development has not installed infrastructure per City standards with regard to the asphalt. The asphalt was not up to standard initially and has continued to degrade since then. Portions of the asphalt within this development were remedied previously. However, this area of 210 West was not remedied, and again, has continued to degrade with trench settlement and other issues.

RESEARCH & FINDINGS

After multiple requests made by City staff to the contractor/developer, this item remains unresolved and sub-standard to city requirements. The contractor/developer has been given ample time and noticing to remedy the issue and they have not performed.

The City is currently holding sufficient cash funds within the project warranty bond to cover the entire cost for Black Forest Paving (the City's 2020 asphalt contractor) to perform this work.

The cost for Black Forest Paving to perform this work is $30,273.08.

STAFF RECOMMENDATION

Pursuant to previous City Council direction, this action has been approved and is coming to you now for your ratification.

MEMO

City of Santaquin, Utah

TO: Mayor & City Council **MEETING DATE:** October 6, 2020

FROM: Norm Beagley, Assistant City Manager

SUBJECT: Royal Land Drive Asphalt Overlay (Development Warranty Work The Orchards C-6)

BACKGROUND

The contractor/developer for The Orchards Plat C-6 development has not installed infrastructure per City standards with regard to a required 2-inch asphalt overlay. The 2-inch asphalt overlay is required due to the large number of utility trenches that were cut into the existing Santaquin City street in order to install utilities needed for the development.

RESEARCH & FINDINGS

After multiple requests made by City staff to the contractor/developer, this item remains unresolved and incomplete. The contractor/developer has been given ample time and noticing to remedy the issue and they have not performed.

The City is currently holding sufficient cash funds within the project warranty bond to cover the entire cost for Black Forest Paving (the City's 2020 asphalt contractor) to perform this work.

The cost for Black Forest Paving to perform this work is $24,581.75.

STAFF RECOMMENDATION

Pursuant to previous City Council direction, this action has been approved and is coming to you now for your ratification.

Memo

To: Santaquin City Council
From: John Bradley, Community Services Director
Subject: Municipal Community Grant
Date: 9/23/2020

Utah County has made available the 2021 Municipal Recreation Grant application. The funding source is the Tourism, Recreation, Culture and Convention Tax. This grant process was temporarily suspended during 2020 due to COVID-19, however the application was recently made available to cities with a submittal due date of September 30.

The amount available for Santaquin is $5,899. These funds have to be used toward the development or construction of recreational facilities. The City has already budgeted both the revenue and expense in assumption that the grant would have been available. Once the City spends the money, the County will reimburse the City. Because City Council does not meet again until October 6, Recreation Department has submitted the following application to Utah County.

Recreation staff recommend we use the funds in 2021 to improve the **Baseball Concession Stand facility**. Improvements needed include recommendations from Utah County Health Department:

New sinks
New serving counter
Updated windows with screens
New paint
Purchase ice machine
Re-plumb the mop sink station

Action Requested: Ratify utilizing the $5,899 from 2021 Municipal Recreation Grant for Baseball Concession Stand facility improvements.

Utah County
HEART of UTAH

Utah County Commission

Tanner Ainge
Nathan Ivie
Bill Lee

51 S University Ave.
Suite 320
Provo, UT 84601

801-851-8100

www.utahcounty.gov

2020 Municipal Recreation Grant Application

Application deadline is September 30, 2020 @ 5:00PM.

Municipality: _____Santaquin City_____

Name of Preparer/Contact Person: ____John Bradley_

Mailing Address: ____275 W Main St

Phone: ___801-754-1953 **E-mail: ___jbradley@santaquin.org**

Grant Amount Requested **2020: $5899.00 Concession Stand Improvements**

2019: $5800.00 Basketball Court Plans

TOTAL 2020: $5899.00

Project Name: ___Santaquin Concession Stand Improvements

Project Location: ___Santaquin Baseball & Softball Fields

Project Type: (Please check all that apply.)

- ❒ Tourism Promotion
- ❒ Tourism Facility
- ❒ Cultural Facility
- X Recreational Facility
- ❒ Convention Facility

*****Please submit a detailed project description with application*****

Date Approved by Municipal Council: (Will be ratified by City Council on Tuesday October 6, 2020)

Mayor or Administrator Signature

9/16/2020
Date

FOR COMMISSION OFFICE USE ONLY

Application Received by Commission Office	County Attorney Review	Commission Approval/ Agreement #	Agreement Sent to Municipality	Signed Agreement Received by Commission Office	Receipts Received by Commission Office	PO Sent to County Auditor	Funds Paid

MEMO

City of Santaquin, Utah

TO: Mayor & Council **MEETING DATE:** October 6, 2020

FROM: Norm Beagley, Assistant City Manager

SUBJECT: Utah County Debris Basin NRCS Final Design Work

BACKGROUND

Several years ago, Santaquin City, as a co-sponsor, and Utah County, as the project sponsor, initiated an effort to study and evaluate the adequacy of the existing debris basin and embankment located at the mouth of Santaquin Canyon. As you know, this debris basin is owned, operated, and maintained by Utah County. However, the debris basin provides a great deal of flood protection for Santaquin City residents during large storm events and for heavy spring runoff. The project began with Phase 1, which was a Supplemental Environmental Assessment (EA). The EA was fully funded using National Resource Conservation Service (NRCS)/USDA federal funding. Part of the EA process was to solicit and incorporate stakeholder input within what is called the project's "Preferred Alternative". As such, Santaquin City, Utah County, NRCS/USDA, and the project engineers (McMillen-Jacobs) solicited and obtained input from several potentially affected private property owners in the area that own property adjacent to the debris basin. Comments, input, etc. obtained from these property owners was incorporated into the EA and helped shape the preferred alternative. We also obtained letters of support for the preferred alternative from each of the property owners that provided comments and input.

RESEARCH & FINDINGS

With the EA study now complete and approved by the NRCS/USDA national headquarters, a final design (Phase 2) for the preferred alternative can now move forward. The potential for full reconstruction of the debris basin embankment, as part of the preferred alternative, could affect several private property owners in the area adjacent to the facility. As with the EA, the final design effort will be fully funded by NRCS/USDA with federal funds as they are currently available. No Santaquin City or Utah County funds are needed or required for Phase 2, the final design. What is needed is for Santaquin City and Utah County to continue as the co-sponsor and sponsor, respectively, as the final design moves forward. I should note that this upcoming final design work (Phase 2) is unrelated to the Emergency Watershed Protection (EWP) work that is current ongoing. That EWP work is related to mitigation efforts to protect against debris flows that could result from the 2018 wildfire damage.

STAFF RECOMMENDATION

Staff recommends that City Council authorize Santaquin City to continue through the final design (Phase 2) work as a co-sponsor with Utah County as the project sponsor.

MEMORANDUM

To: Mayor Hunsaker and City Council

From: Ryan Harris, Staff Planner

Date: October 1, 2020

RE: **The Vistas West @ Summit Ridge Preliminary Plan Extension**

Utah Summit Partners is requesting an extension of The Vistas West @ Summit Ridge Preliminary Plan (see Attachment 1). The Vistas West @ Summit Ridge Preliminary Plan was approved by the City Council on October 18, 2017. Santaquin City Code 11-5-7-A says that preliminary plan approvals are valid for three years.

"Any preliminary plats approved after the adoption of this section shall be valid for three (3) years from the date of such approval and shall remain valid so long as there is a valid and unrecorded final plat within the preliminary plat area."

The Vistas West @ Summit Ridge Preliminary Plan will be expiring on October 18, 2020. Santaquin City Code 11-5-7-C allows the City Council to grant a 1-year extension to the preliminary plan.

"The city council may grant extensions of the preliminary plat approval in not more than one year increments, provided the plat still complies with all ordinances in place at the time of application for extension. No person or entity has a vested right to an extension of a preliminary plat approval. Petitions for extension must be received prior to the approval period lapsing and will be subject to fees as set forth by resolution of the city council."

City staff has reviewed the approved preliminary plan from 2017 and only found one issue that needs to be resolved. The Summit Ridge Development Agreement requires 5 acres of open space per 1,000 residents. Currently, The Vistas West @ Summit Ridge Preliminary Plan does not have any open space. With the amount of lots and open space currently platted in the Summit Ridge area, there is no open space credit available for The Vistas West @ Summit Ridge Preliminary Plan. Open space will need to be added to The Vistas West @ Summit Ridge Preliminary Plan to meet the development agreement requirement.

One option to fix this issue is to take the hills park (3.66 acres) in The Hills @ Summit Ridge Preliminary Plan and include it with The Vistas West @ Summit Ridge Preliminary Plan. The park is located next to The Vistas West @ Summit Ridge Subdivision (see Attachment 2). The Vistas West @ Summit Ridge Preliminary Plan requires 1.78 acres of open space and the hills park is 3.66 acres. If the park is moved to The Vistas West @ Summit Ridge Preliminary Plan, it will satisfy the open space requirement. Moving the park to The Vistas West @ Summit Ridge Preliminary Plan will not affect The Hills @ Summit Ridge Preliminary Plan from meeting the open space requirement.

Recommended Motion:

"Motion to approve the extension of The Vistas West @ Summit Ridge Preliminary Plan approval with the following condition: The hills park be moved to The Vistas West @ Summit Ridge Preliminary Plan so the development can meet the open space requirement found in the Summit Ridge Development Agreement."

Attachments:

1. Developer's Letter
2. Location of The Hills Park
3. The Vistas West @ Summit Ridge Preliminary Approval

ATTACHMENT 1: DEVELOPERS LETTER

Region Engineering & Surveying
1776 North State St. #110
Orem, UT 84057
801.376.2245

Project Name: The Vistas West @ Summit Ridge

RE: Preliminary Plat Extension

Date: September 23, 2020

The purpose of this letter is to request a 12-month extension on the previously approved Preliminary Plat for The Vistas West @ Summit Ridge.

As you are aware, construction has been ongoing in nearby The Hills @ Summit Ridge throughout the past 14 months. Our initial goal was to mass grade The Hills, which also included mass grading of Vistas West, and move from the first several phases of The Hills to construct Vistas West Phases 4/5 as shown on the attached phasing plan.

Due to construction concerns and our current economic challenges, we were unable to complete the planned phases prior to the preliminary approval expiration date of October 18th, 2020. Our expected timeline is as follows:

- Preliminary Plat Extension Approval Granted by Council on October 6th, 2020
- Vistas West Grading (Approved as part of current grading permit)
    - Grading to begin prior to end of 2020
- Submittal of Final Plat for Vistas West Phases 1-2 and 4-5 on or around December 1st.

This would allow us to complete current construction efforts at The Hills, move right into mass grading of Vistas West and gain initial phasing Final Plat approval for The Vistas West within the next 120 days.

Thank you for considering the requested extension of this project.

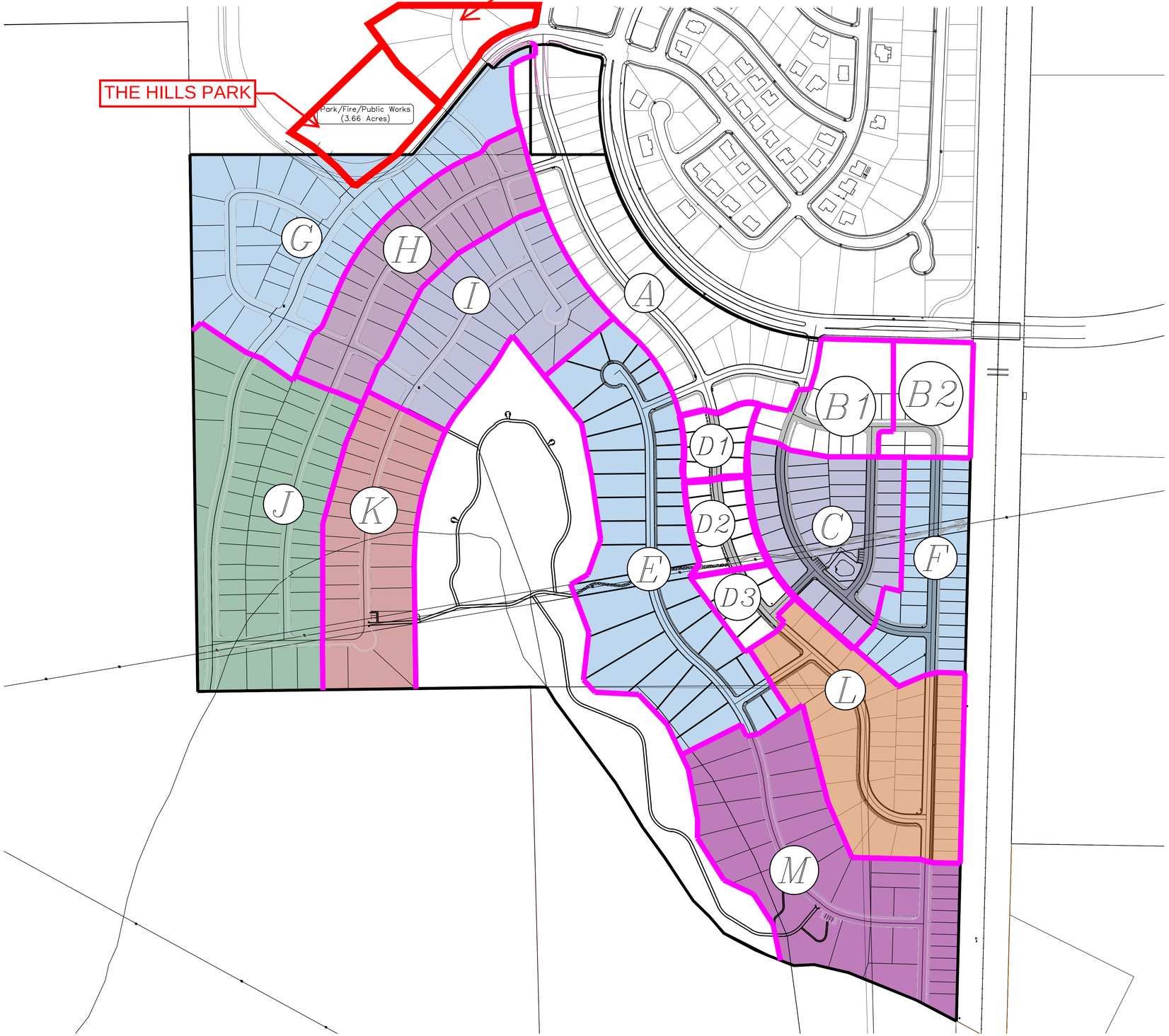
Thank you,

Shawn Herring, Region Engineering

ATTACHMENT 2: LOCATION OF THE HILLS PARK

PART OF THE VISTAS WEST @ SUMMIT RIDGE SUBDIVISION

THE HILLS PARK



NORTH

100 0 200 400 600

(24"x36")
SCALE 1" = 200'
(11"x17")
SCALE 1" = 400'

1. THE DEVELOPER AND THE GENERAL CONTRACTOR UNDERSTAND THAT IT IS HIS/HER RESPONSIBILITY TO ENSURE THAT ALL IMPROVEMENTS INSTALLED WITHIN THIS DEVELOPMENT ARE CONSTRUCTED IN FULL COMPLIANCE WITH ALL STATE AND SANTAQUIN CITY CODES, ORDINANCES AND STANDARDS. THESE PLANS ARE NOT ALL INCLUSIVE OF ALL MINIMUM CODES, ORDINANCES AND STANDARDS. THIS FACT DOES NOT RELIEVE THE DEVELOPER OR GENERAL CONTRACTOR FROM FULL COMPLIANCE WITH ALL MINIMUM STATE AND SANTAQUIN CITY CODES, ORDINANCES AND STANDARDS."
2. ALL SPEED & TRAFFIC REGULATION SIGNS TO BE DETERMINED AND INSTALLED BY SANTAQUIN CITY. DEVELOPER TO PAY SIGN EXPENSES WITH DEVELOPMENT BOND.
3. ALL SERVICE LATERALS SHALL BE INSTALLED PER SANTAQUIN STANDARDS AND DETAIL ON SHEET DT-02 UNLESS OTHERWISE NOTED.
4. 18" MIN. VERTICAL SEPARATION BETWEEN CULINARY WATER AND PI, STORM DRAIN, OR SANITARY SEWER AT ALL CROSSINGS. CULINARY WATER TO HAVE 4' MIN. COVER AS PER CITY STANDARD.
5. ALL BUILDING PERMITS ARE REQUIRED TO HAVE A GRADING PLAN SUBMITTED FOR REVIEW AT THE TIME THAT THE BUILDING PERMIT IS APPLIED FOR
6. ALL RECOMMENDATIONS MADE IN A PERTINENT GEOTECHNICAL REPORT/STUDY SHALL BE FOLLOWED EXPLICITLY DURING CONSTRUCTION OF BUILDING AND SITE IMPROVEMENTS

region Engineering & Surveying
1776 N. State St. #110
Orem, UT 84057
P: 801.376.2245
regiondesignllc.com

RESIDENTIAL LAND SURVEYOR
157025
Daniel L. Ingbar
PE LS
STATE OF UTAH
7/16/2020

THE HILLS @ SUMMIT RIDGE
PHASE 'D1 + D2'
LOCATED IN PORTIONS OF SECTIONS 12 AND 13,
TOWNSHIP 6 SOUTH
RANGE 1 WEST, SALT LAKE BASE AND MERIDIAN

DATE:7.16.2020
PROJECT #

REVISIONS:
1
2
3

SHEET NAME:
PHASE PLAN
SHEET:
PH-01

C:\USERS\SHERING\DROPBOX\2_REGION PROJECTS\1_REGION ENGINEERING PROJECTS\0_PROJECTS\2018\2018_096_SUMMIT RIDGE\2_SHEET FILES\PHASE D3\PH-01

ATTACHMENT 3: THE VISTAS WEST @ SUMMIT RIDGE PRELIMINARY APPROVAL

THE VISTAS WEST @ SUMMIT RIDGE
SANTAQUIN, UTAH COUNTY, UTAH

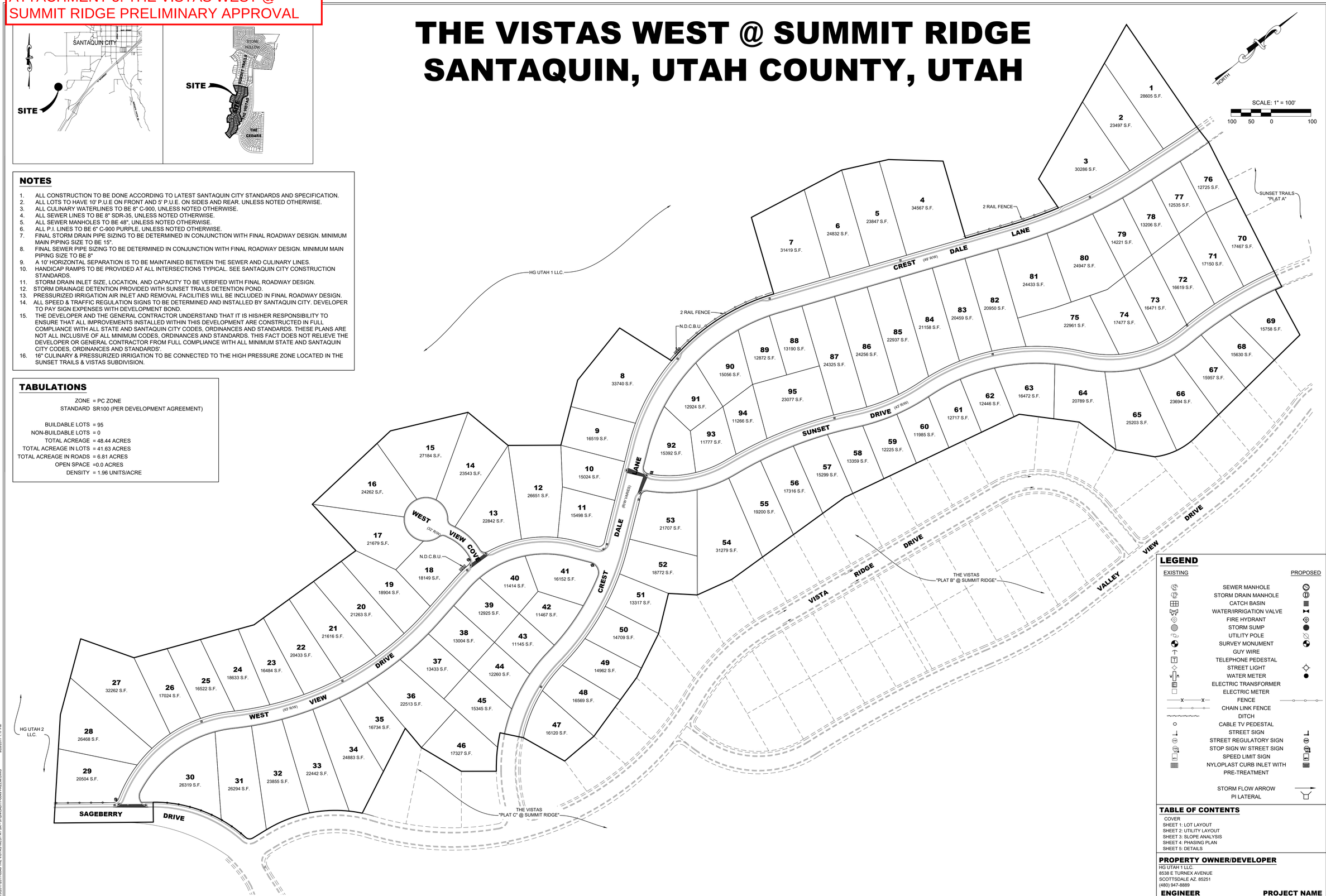
NOTES

1. ALL CONSTRUCTION TO BE DONE ACCORDING TO LATEST SANTAQUIN CITY STANDARDS AND SPECIFICATION.
2. ALL LOTS TO HAVE 10' P.U.E ON FRONT AND 5' P.U.E. ON SIDES AND REAR. UNLESS NOTED OTHERWISE.
3. ALL CULINARY WATERLINES TO BE 8" C-900, UNLESS NOTED OTHERWISE.
4. ALL SEWER LINES TO BE 8" SDR-35, UNLESS NOTED OTHERWISE.
5. ALL SEWER MANHOLES TO BE 48", UNLESS NOTED OTHERWISE.
6. ALL P.I. LINES TO BE 6" C-900 PURPLE, UNLESS NOTED OTHERWISE.
7. FINAL STORM DRAIN PIPE SIZING TO BE DETERMINED IN CONJUNCTION WITH FINAL ROADWAY DESIGN. MINIMUM MAIN PIPING SIZE TO BE 15".
8. FINAL SEWER PIPE SIZING TO BE DETERMINED IN CONJUNCTION WITH FINAL ROADWAY DESIGN. MINIMUM MAIN PIPING SIZE TO BE 8"
9. A 10' HORIZONTAL SEPARATION IS TO BE MAINTAINED BETWEEN THE SEWER AND CULINARY LINES.
10. HANDICAP RAMPS TO BE PROVIDED AT ALL INTERSECTIONS TYPICAL. SEE SANTAQUIN CITY CONSTRUCTION STANDARDS.
11. STORM DRAIN INLET SIZE, LOCATION, AND CAPACITY TO BE VERIFIED WITH FINAL ROADWAY DESIGN.
12. STORM DRAINAGE DETENTION PROVIDED WITH SUNSET TRAILS DETENTION POND.
13. PRESSURIZED IRRIGATION AIR INLET AND REMOVAL FACILITIES WILL BE INCLUDED IN FINAL ROADWAY DESIGN.
14. ALL SPEED & TRAFFIC REGULATION SIGNS TO BE DETERMINED AND INSTALLED BY SANTAQUIN CITY. DEVELOPER TO PAY SIGN EXPENSES WITH DEVELOPMENT BOND.
15. THE DEVELOPER AND THE GENERAL CONTRACTOR UNDERSTAND THAT IT IS HIS/HER RESPONSIBILITY TO ENSURE THAT ALL IMPROVEMENTS INSTALLED WITHIN THIS DEVELOPMENT ARE CONSTRUCTED IN FULL COMPLIANCE WITH ALL STATE AND SANTAQUIN CITY CODES, ORDINANCES AND STANDARDS. THESE PLANS ARE NOT ALL INCLUSIVE OF ALL MINIMUM CODES, ORDINANCES AND STANDARDS. THIS FACT DOES NOT RELIEVE THE DEVELOPER OR GENERAL CONTRACTOR FROM FULL COMPLIANCE WITH ALL MINIMUM STATE AND SANTAQUIN CITY CODES, ORDINANCES AND STANDARDS'.
16. 16" CULINARY & PRESSURIZED IRRIGATION TO BE CONNECTED TO THE HIGH PRESSURE ZONE LOCATED IN THE SUNSET TRAILS & VISTAS SUBDIVISION.

TABULATIONS

ZONE = PC ZONE
STANDARD SR100 (PER DEVELOPMENT AGREEMENT)

BUILDABLE LOTS = 95
NON-BUILDABLE LOTS = 0
TOTAL ACREAGE = 48.44 ACRES
TOTAL ACREAGE IN LOTS = 41.63 ACRES
TOTAL ACREAGE IN ROADS = 6.81 ACRES
OPEN SPACE =0.0 ACRES
DENSITY = 1.96 UNITS/ACRE



LEGEND

EXISTING		PROPOSED
	SEWER MANHOLE	
	STORM DRAIN MANHOLE	
	CATCH BASIN	
	WATER/IRRIGATION VALVE	
	FIRE HYDRANT	
	STORM SUMP	
	UTILITY POLE	
	SURVEY MONUMENT	
	GUY WIRE	
	TELEPHONE PEDESTAL	
	STREET LIGHT	
	WATER METER	
	ELECTRIC TRANSFORMER	
	ELECTRIC METER	
X X	FENCE	
	CHAIN LINK FENCE	
	DITCH	
	CABLE TV PEDESTAL	
	STREET SIGN	
	STREET REGULATORY SIGN	
	STOP SIGN W/ STREET SIGN	
	SPEED LIMIT SIGN	
	NYLOPLAST CURB INLET WITH PRE-TREATMENT	
	STORM FLOW ARROW	
	PI LATERAL	

TABLE OF CONTENTS

COVER
SHEET 1: LOT LAYOUT
SHEET 2: UTILITY LAYOUT
SHEET 3: SLOPE ANALYSIS
SHEET 4: PHASING PLAN
SHEET 5: DETAILS

PROPERTY OWNER/DEVELOPER

HG UTAH 1 LLC:
8538 E TURNEX AVENUE
SCOTTSDALE AZ. 85251
(480) 947-8889

ENGINEER

LEI CONSULTING ENGINEERS & SURVEYORS
3302 NORTH MAIN
SPANISH FORK, UTAH 84660
801-798-0555

PROJECT NAME

THE VISTAS WEST
SANTAQUIN, UTAH

LEI
- A Utah Corporation -
ENGINEERS
SURVEYORS
PLANNERS
3302 N. Main Street
Spanish Fork, UT 84660
Phone: 801.798.0555
Fax: 801.798.9393
office@lei-eng.com
www.lei-eng.com

NOT FOR CONSTRUCTION

THE VISTAS WEST @ SUMMIT RIDGE
SANTAQUIN, UTAH COUNTY, UTAH
COVER

REVISIONS
1 -
2 -
3 -
4 -
5 -

LEI PROJECT #: 2017-0049
DRAWN BY: TJP
DESIGNED BY: NKW
SCALE: 1" = 100'
DATE: 09/26/2017

SHEET
COVER

Item # 15.

U:\3_LEI PROJECTS\2017\2017-0049 THE VISTAS WEST AT SR - STQN\CAD\17-0049 PRELIM.DWG 9/26/2017 1:17 PM

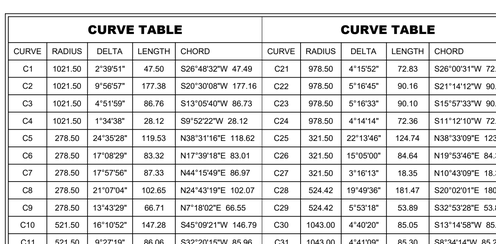
CURVE TABLE				
CURVE	RADIUS	DELTA	LENGTH	CHORD
C1	1021.50	2°39'51"	47.50	S26°48'32"W 47.49
C2	1021.50	9°56'57"	177.38	S20°30'08"W 177.16
C3	1021.50	4°51'59"	86.76	S13°05'40"W 86.73
C4	1021.50	1°34'38"	28.12	S9°52'22"W 28.12
C5	278.50	24°35'28"	119.53	N38°31'16"E 118.62
C6	278.50	17°08'29"	83.32	N17°39'18"E 83.01
C7	278.50	17°57'56"	87.33	N44°15'49"E 86.97
C8	278.50	21°07'04"	102.65	N24°43'19"E 102.07
C9	278.50	13°43'29"	66.71	N7°18'02"E 66.55
C10	521.50	16°10'52"	147.28	S45°09'21"W 146.79
C11	521.50	9°27'19"	86.06	S32°20'15"W 85.96
C12	521.50	9°21'00"	85.10	S22°56'06"W 85.01
C13	521.50	9°30'03"	86.47	S13°30'34"W 86.38
C14	478.50	18°10'38"	151.81	S36°22'07"W 151.17
C15	478.50	10°48'54"	90.32	S21°52'21"W 90.19
C16	478.50	10°31'25"	87.89	S11°12'12"W 87.76
C17	521.50	1°59'13"	18.09	N27°08'50"E 18.09
C18	521.50	9°54'50"	90.24	N21°11'48"E 90.12
C19	521.50	9°58'25"	90.78	N11°15'10"E 90.66
C20	521.50	0°19'29"	2.95	N6°06'14"E 2.95

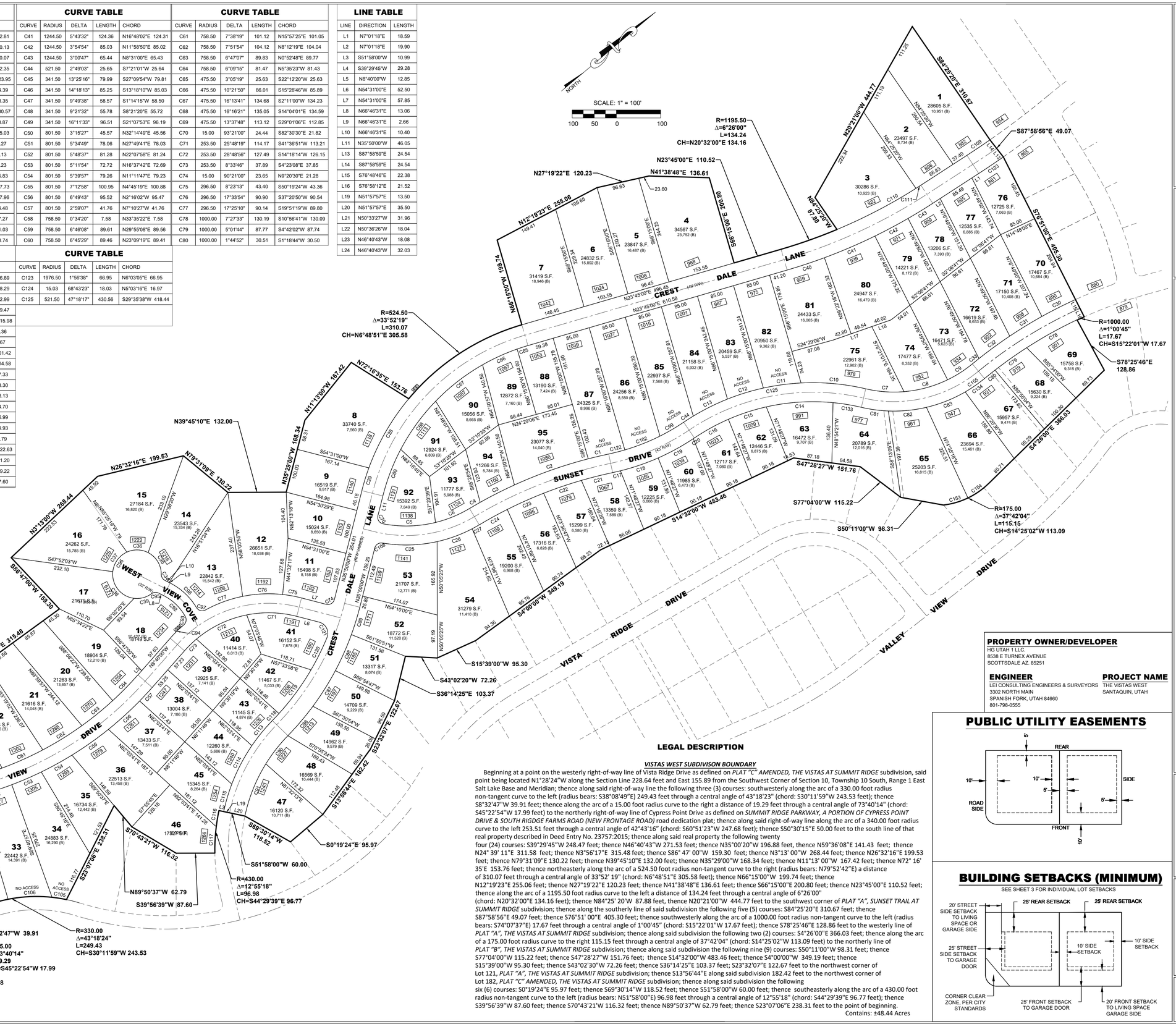
CURVE TABLE				
CURVE	RADIUS	DELTA	LENGTH	CHORD
C21	978.50	4°15'52"	72.83	S26°00'31"W 72.81
C22	978.50	5°16'45"	90.16	S21°14'12"W 90.13
C23	978.50	5°16'33"	90.10	S15°57'33"W 90.07
C24	978.50	4°14'14"	72.36	S11°12'10"W 72.35
C25	321.50	22°13'46"	124.74	N38°33'09"E 123.95
C26	321.50	15°05'00"	84.64	N19°53'46"E 84.39
C27	321.50	3°16'13"	18.35	N10°43'09"E 18.35
C28	524.42	19°49'36"	181.47	S20°02'01"E 180.57
C29	524.42	5°53'18"	53.89	S32°53'28"E 53.87
C30	1043.00	4°40'20"	85.05	S13°14'58"W 85.03
C31	1043.00	4°41'09"	85.30	S8°34'14"W 85.27
C32	1043.00	4°43'59"	86.16	S3°51'40"W 86.13
C33	1043.00	1°03'23"	19.23	S0°57'59"W 19.23
C34	15.00	63°42'49"	16.68	S81°22'04"E 15.83
C35	55.00	63°18'53"	60.78	N81°10'06"W 57.73
C36	55.00	51°41'30"	49.62	S41°19'43"W 47.96
C37	55.00	59°22'43"	57.00	S14°12'23"E 54.48
C38	55.00	89°14'50"	85.67	S88°31'10"E 77.27
C39	55.00	43°47'43"	42.04	N24°57'34"E 41.03
C40	1244.50	4°05'12"	88.76	N21°42'24"E 88.74

CURVE TABLE				
CURVE	RADIUS	DELTA	LENGTH	CHORD
C41	1244.50	5°43'32"	124.36	N16°48'02"E 124.31
C42	1244.50	3°54'54"	85.03	N11°58'50"E 85.02
C43	1244.50	3°00'47"	65.44	N8°31'00"E 65.43
C44	521.50	2°49'03"	25.65	S7°21'01"W 25.64
C45	341.50	13°25'16"	79.99	S27°09'54"W 79.81
C46	341.50	14°18'13"	85.25	S13°18'10"W 85.03
C47	341.50	9°49'38"	58.57	S1°14'15"W 58.50
C48	341.50	9°21'32"	55.78	S8°21'20"E 55.72
C49	341.50	16°11'33"	96.51	S21°07'53"E 96.19
C50	801.50	3°15'27"	45.57	N32°14'49"E 45.56
C51	801.50	5°34'49"	78.06	N27°49'41"E 78.03
C52	801.50	5°48'37"	81.28	N22°07'58"E 81.24
C53	801.50	5°11'54"	72.72	N16°37'42"E 72.69
C54	801.50	5°39'57"	79.26	N11°11'47"E 79.23
C55	801.50	7°12'58"	100.95	N4°45'19"E 100.88
C56	801.50	6°49'43"	95.52	N2°16'02"W 95.47
C57	801.50	2°59'07"	41.76	N7°10'27"W 41.76
C58	758.50	0°34'20"	7.58	N33°35'22"E 7.58
C59	758.50	6°46'08"	89.61	N29°55'08"E 89.56
C60	758.50	6°45'29"	89.46	N23°09'19"E 89.41

CURVE TABLE				
CURVE	RADIUS	DELTA	LENGTH	CHORD
C61	758.50	7°38'19"	101.12	N15°57'25"E 101.05
C62	758.50	7°51'54"	104.12	N8°12'19"E 104.04
C63	758.50	6°47'07"	89.83	N0°52'48"E 89.77
C64	758.50	6°09'15"	81.47	N5°35'23"W 81.43
C65	475.50	3°05'19"	25.63	S22°12'20"W 25.63
C66	475.50	10°21'50"	86.01	S15°28'46"W 85.89
C67	475.50	16°13'41"	134.68	S2°11'00"W 134.23
C68	475.50	16°16'21"	135.05	S14°04'01"E 134.59
C69	475.50	13°37'48"	113.12	S29°01'06"E 112.85
C70	15.00	93°21'00"	24.44	S82°30'30"E 21.82
C71	253.50	25°48'19"	114.17	S41°36'51"W 113.21
C72	253.50	28°48'56"	127.49	S14°18'14"W 126.15
C73	253.50	8°33'46"	37.89	S4°23'08"E 37.85
C74	15.00	90°21'00"	23.65	N9°20'30"E 21.28
C75	296.50	8°23'13"	43.40	S50°19'24"W 43.36
C76	296.50	17°33'54"	90.90	S37°20'50"W 90.54
C77	296.50	17°25'10"	90.14	S19°51'19"W 89.80
C78	1000.00	7°27'33"	130.19	S10°56'41"W 130.09
C79	1000.00	5°01'44"	87.77	S4°42'02"W 87.74
C80	1000.00	1°44'52"	30.51	S1°18'44"W 30.50

LINE TABLE		
LINE	DIRECTION	LENGTH
L1	N7°01'18"E	18.59
L2	N7°01'18"E	19.90
L3	S51°58'00"W	10.99
L4	S39°29'45"W	29.28
L5	N8°40'00"W	12.85
L6	N54°31'00"E	52.50
L7	N54°31'00"E	57.85
L8	N66°46'31"E	13.06
L9	N66°46'31"E	2.66
L10	N66°46'31"E	10.40
L11	N35°50'00"W	46.05
L12	S87°58'59"E	24.54
L13	S87°58'59"E	24.54
L14	S87°58'59"E	24.54
L15	S76°48'46"E	22.38
L16	S76°58'12"E	21.52
L19	N51°57'57"E	13.50
L20	N51°57'57"E	35.50
L21	N50°33'27"W	31.96
L22	N50°36'26"W	18.04
L23	N46°40'43"W	18.08
L24	N46°40'43"W	32.03




NORTH
SCALE: 1" = 100'
100 50 0 100
1 28605 S.F. 10,951 (B)
2 23497 S.F. 8,734 (B)
3 30286 S.F. 10,903 (B)
4 34567 S.F. 23,752 (B)
5 23847 S.F. 16,487 (B)
6 24832 S.F. 15,892 (B)
7 31419 S.F. 18,946 (B)
8 33740 S.F. 7,560 (B)
9 16519 S.F. 9,917 (B)
10 15024 S.F. 8,650 (B)
11 15498 S.F. 8,158 (B)
12 26651 S.F. 18,038 (B)
13 22842 S.F. 15,542 (B)
14 23543 S.F. 15,334 (B)
15 27184 S.F. 16,820 (B)
16 24262 S.F. 15,785 (B)
17 21674 S.F. 15,719 (B)
18 19749 S.F. 13,162 (B)
19 18904 S.F. 12,210 (B)
20 21263 S.F. 13,657 (B)
21 21616 S.F. 14,048 (B)
22 20433 S.F. 13,093 (B)
23 16484 S.F. 9,895 (B)
24 18633 S.F. 11,547 (B)
25 16522 S.F. 9,888 (B)
26 17024 S.F. 10,297 (B)
27 32262 S.F. 21,494 (B)
28 26468 S.F. 17,344 (B)
29 20504 S.F. 12,286 (B)
30 26319 S.F. 15,612 (B)
31 26294 S.F. 15,189 (B)
32 23855 S.F. 15,525 (B)
33 22442 S.F. 14,391 (B)
34 24883 S.F. 16,290 (B)
35 16734 S.F. 12,442 (B)
36 22513 S.F. 13,458 (B)
37 13433 S.F. 7,511 (B)
38 13004 S.F. 7,186 (B)
39 12925 S.F. 7,141 (B)
40 11414 S.F. 6,013 (B)
41 16152 S.F. 7,678 (B)
42 11467 S.F. 5,033 (B)
43 11145 S.F. 4,874 (B)
44 12260 S.F. 5,686 (B)
45 15345 S.F. 8,264 (B)
46 17520 S.F.
47 16120 S.F. 10,711 (B)
48 16569 S.F. 10,444 (B)
49 14962 S.F. 9,579 (B)
50 14709 S.F. 9,229 (B)
51 13317 S.F. 8,074 (B)
52 18772 S.F. 11,520 (B)
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54 31279 S.F. 11,410 (B)
55 19200 S.F. 6,968 (B)
56 17316 S.F. 6,828 (B)
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58 13359 S.F. 7,589 (B)
59 12225 S.F. 6,666 (B)
60 11985 S.F. 6,473 (B)
61 12717 S.F. 7,080 (B)
62 12446 S.F. 6,875 (B)
63 16472 S.F. 9,707 (B)
64 20789 S.F. 12,016 (B)
65 25203 S.F. 16,815 (B)
66 23694 S.F. 15,461 (B)
67 15957 S.F. 9,474 (B)
68 15630 S.F. 9,224 (B)
69 15758 S.F. 9,315 (B)
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659 12872 S

LEGEND

EXISTING		PROPOSED
	SEWER MANHOLE	
	STORM DRAIN MANHOLE	
	CATCH BASIN	
	WATER/IRRIGATION VALVE	
	FIRE HYDRANT	
	STORM SUMP	
	UTILITY POLE	
	SURVEY MONUMENT	
	GUY WIRE	
	TELEPHONE PEDESTAL	
	STREET LIGHT	
	WATER METER	
	ELECTRIC TRANSFORMER	
	ELECTRIC METER	
x x	FENCE	
	CHAIN LINK FENCE	
	DITCH	
	CABLE TV PEDESTAL	
	STREET SIGN	
	STREET REGULATORY SIGN	
	STOP SIGN W/ STREET SIGN	
	SPEED LIMIT SIGN	
	NYLOPLAST CURB INLET WITH PRE-TREATMENT	
	STORM FLOW ARROW	
	PI LATERAL	

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NOT FOR CONSTRUCTION

THE VISTAS WEST @ SUMMIT RIDGE

SANTAQUIN, UTAH COUNTY, UTAH

UTILITY LAYOUT

REVISIONS
1 -
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2 -
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4 -
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5 -
- -

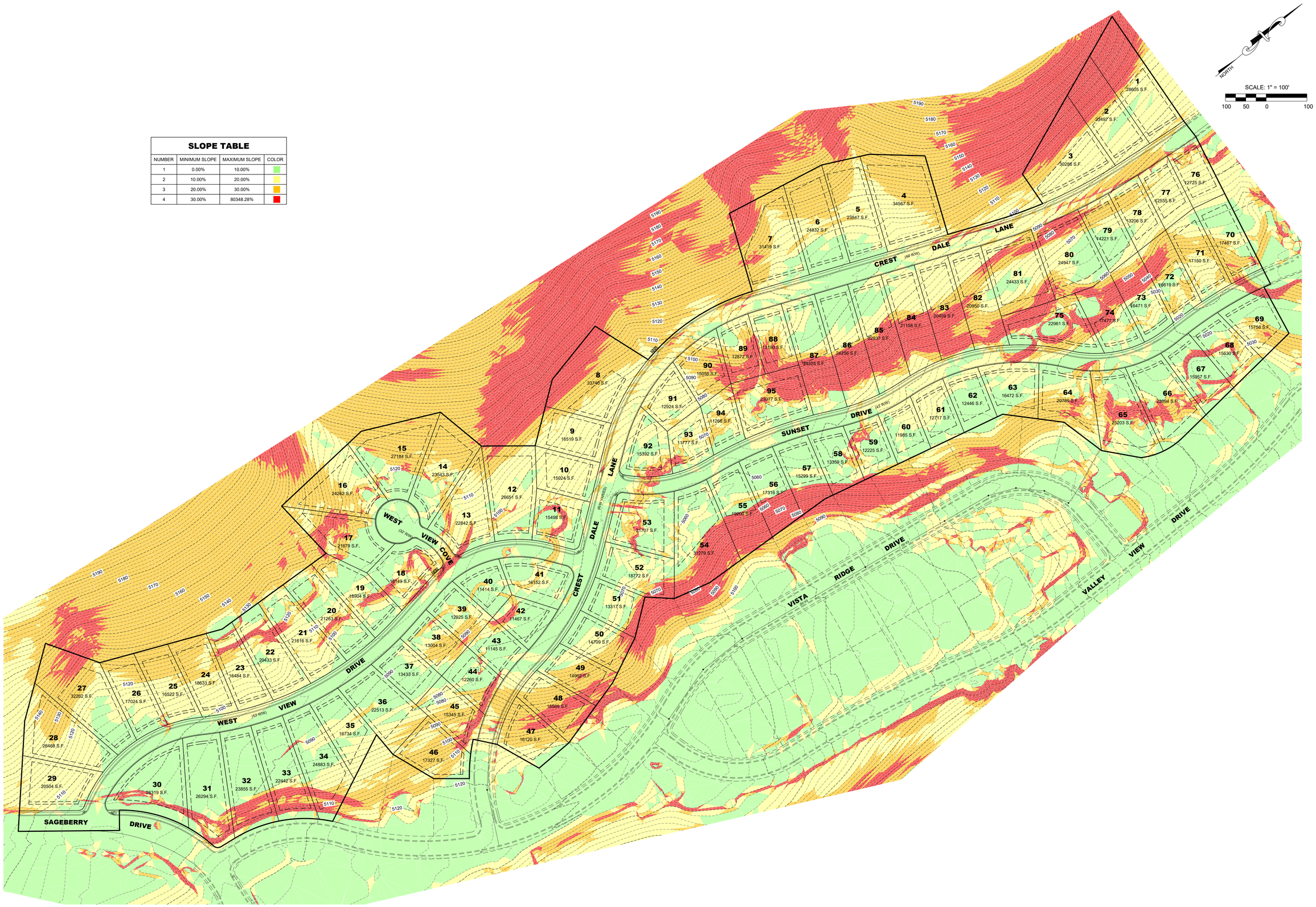
LEI PROJECT #: 2017-0049
DRAWN BY: TJP
DESIGNED BY: NKW
SCALE: 1" = 100'
DATE: 09/26/2017

SHEET 2

Item # 15.

I:\LEI PROJECTS\2017\2017-0049 THE VISTAS WEST AT SR...STORM\CAD\17-0049-PRELIM.DWG 9/26/2017 1:17 PM

SLOPE TABLE			
NUMBER	MINIMUM SLOPE	MAXIMUM SLOPE	COLOR
1	0.00%	10.00%	
2	10.00%	20.00%	
3	20.00%	30.00%	
4	30.00%	80348.28%	



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THE VISTAS WEST @ SUMMIT RIDGE

SANTAQUIN, UTAH COUNTY, UTAH

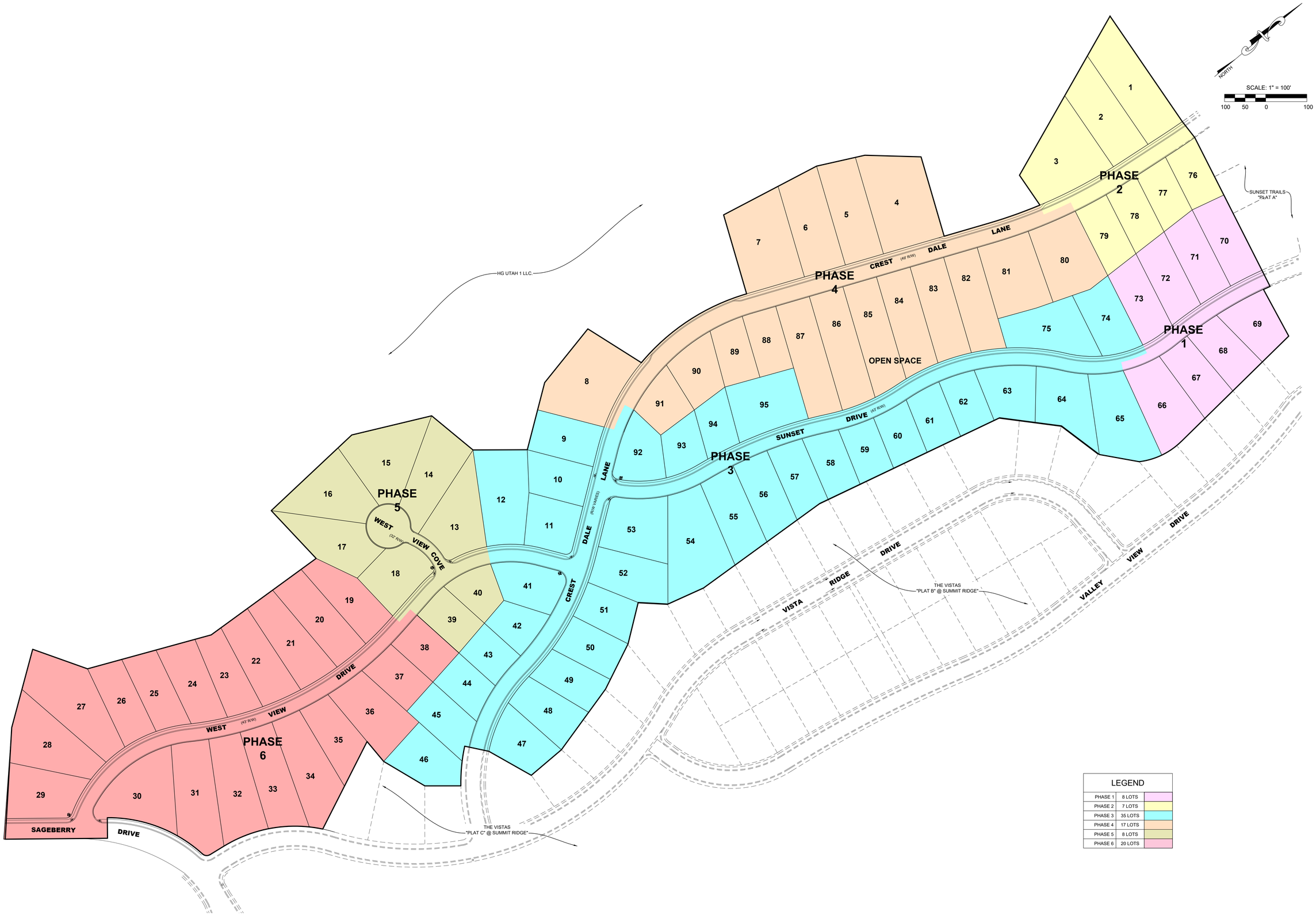
SLOPE ANALYSIS

REVISIONS
1 -
2 -
3 -
4 -
5 -

LEI PROJECT #: 2017-0049
DRAWN BY: TJP
DESIGNED BY: NKW
SCALE: 1" = 100'
DATE: 09/26/2017

SHEET 3

U:\S_LEI PROJECTS\2017\2017-0049 THE VISTAS WEST AT SR - STORM\CAD\17-0049-PRELIM.DWG 9/26/2017 1:17 PM



LEGEND		
PHASE 1	8 LOTS	
PHASE 2	7 LOTS	
PHASE 3	35 LOTS	
PHASE 4	17 LOTS	
PHASE 5	8 LOTS	
PHASE 6	20 LOTS	

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THE VISTAS WEST @ SUMMIT RIDGE

SANTAQUIN, UTAH COUNTY, UTAH

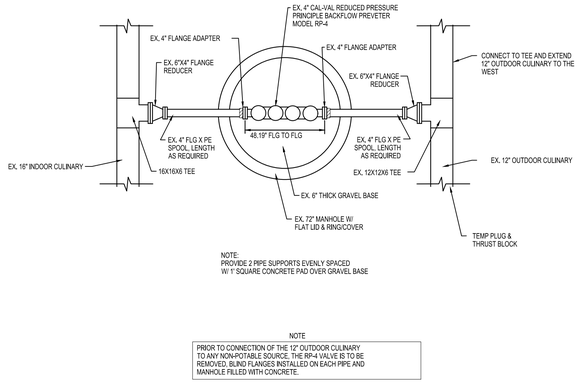
PHASING PLAN

REVISIONS
1 -
2 -
3 -
4 -
5 -

LEI PROJECT #: 2017-0049
DRAWN BY: TJP
DESIGNED BY: NKW
SCALE: 1" = 100'
DATE: 09/26/2017

SHEET 4

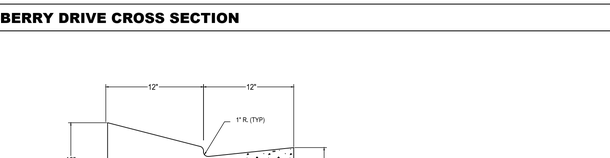
U:\D...LEI PROJECTS\2017\2017-0049 THE VISTAS WEST AT SR...ST\DWG\2017-0049 PRELIM.DWG 9/26/2017 1:17 PM



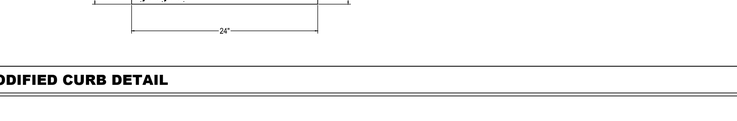
NOTE

PRIOR TO CONNECTION OF THE 12" OUTDOOR CULINARY TO ANY NON-POTABLE SOURCE, THE RP-4 VALVE IS TO BE REMOVED, BLIND FLANGES INSTALLED ON EACH PIPE AND MANHOLE FILLED WITH CONCRETE.

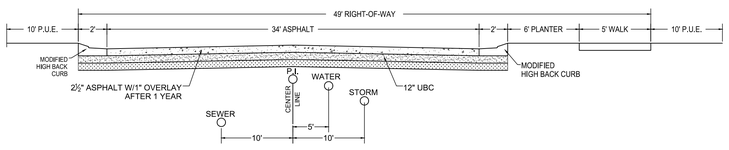
1 OUTDOOR CULINARY CONNECTION



2 C-D-S ACCESS ROADWAYS

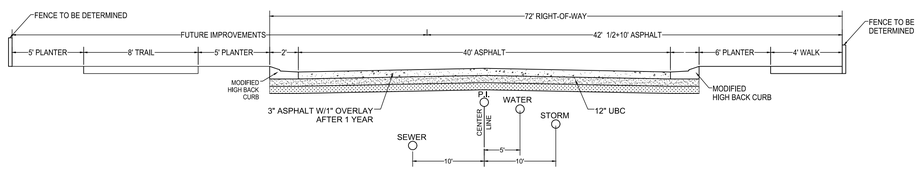


3 MINOR RESIDENTIAL



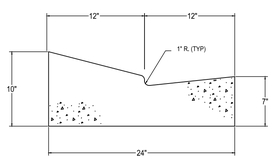
MAJOR RESIDENTIAL
1500 ADT

4 MAJOR RESIDENTIAL

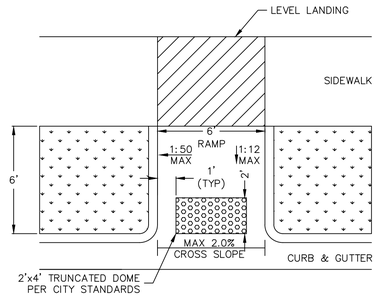


SAGEBERRY DRIVE

5 SAGEBERRY DRIVE CROSS SECTION



6 MODIFIED CURB DETAIL



7 MID BLOCK PEDESTRIAN RAMP DETAIL

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NOT FOR CONSTRUCTION

THE VISTAS WEST @ SUMMIT RIDGE

SANTAQUIN, UTAH COUNTY, UTAH

DETAILS

REVISIONS
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3 -
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5 -

LEI PROJECT #: 2017-0049
DRAWN BY: TJP
DESIGNED BY: NKW
SCALE: N.T.S.
DATE: 09/26/2017

SHEET 5

9/26/2017 1:17 PM
U:\0- LEI PROJECTS\2017\2017-0049 THE VISTAS WEST AT SR - 91\ACAD\17-0049 PRELIM.DWG

ORDINANCE NO. 10-01-2020

AN ORDINANCE AMENDING THE ZONING MAP OF SANTAQUIN CITY TO INCLUDE THE 500 WEST AREA AND NEBO SCHOOL DISTRICT PROPERTY WHICH ARE LOCATED ADJACENT TO THE CURRENT CORPORATE BOUNDARIES OF SANTAQUIN CITY, UTAH

WHEREAS, on August 25, 2020, Santaquin City and Nebo School District, who owns certain real property adjacent to the City of Santaquin (the "Petitioners"), petitioned to annex the real property described in Exhibit A (the "Property") to the City; and

WHEREAS, the Petitioners own the majority of the privately owned real property within the area proposed for annexation; and

WHEREAS, all Affected Entities have received notice of the proposed annexation; and

WHEREAS, on October 6, 2020, the Santaquin City Council held a public hearing to receive public input concerning the proposed annexation, which public hearing was properly scheduled and noticed in accordance with Utah law; and

WHEREAS, the area proposed for annexation lies within the City's current Annexation Policy Plan; and

WHEREAS, Santaquin City, Utah desires to amend the Official Zone Map of Santaquin City to include the Property within the City's regulatory boundary.

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

SECTION 1. Official Zone Map Amended. The Official Zone Map of Santaquin City as adopted by Section 10-7-2 of the Santaquin City Code is hereby amended to include the annexed real property as depicted in Exhibit B.

SECTION 2. Designation. The amended area shall be zoned Public Facilities (PF) as depicted on the zoning map, a copy of which is attached hereto as Exhibit B and incorporated herein by reference.

SECTION 3. Execution of Documents. The Mayor is hereby authorized to execute AMENDED ARTICLES OF INCORPORATION OF THE CITY OF SANTAQUIN and a certification of the Santaquin City Council that the legal procedures for annexation have been completed.

SECTION 4. Posting. A copy of this ordinance shall be deposited in the office of the Santaquin City Recorder, and on October 6, 2020, the Santaquin City Recorder shall certify that this Ordinance has been posted in three public places within the municipality, as provided in Utah Code Annotated § 10-3-711(1).

SECTION 5. Effective Date. This Ordinance shall take effect on October 7, 2020, and the described Annexation shall be effective upon the certification of the Utah Lt. Governor.

PASSED AND ADOPTED this 6th day of October, 2020.

SANTAQUIN CITY

_____
Kirk Hunsaker, Mayor

Councilmember Nick Miller	Voted ___
Councilmember Elizabeth Montoya	Voted ___
Councilmember Lynn Mecham	Voted ___
Councilmember Jennifer Bowman	Voted ___
Councilmember David Hathaway	Voted ___

ATTEST:

_____
K. Aaron Shirley, City Recorder

STATE OF UTAH)
) ss.
COUNTY OF UTAH)

I, K. AARON SHIRLEY, City Recorder of Santaquin City, Utah, do hereby certify and declare that the above and foregoing is a true, full, and correct copy of an ordinance passed by the City Council of Santaquin City, Utah, on the 6th day of October, 2020, entitled

"AN ORDINANCE AMENDING THE ZONING MAP OF SANTAQUIN CITY TO INCLUDE THE 500 WEST AREA AND NEBO SCHOOL DISTRICT PROPERTY WHICH ARE LOCATED ADJACENT TO THE CURRENT CORPORATE BOUNDARIES OF SANTAQUIN CITY, UTAH"

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the Corporate Seal of Santaquin City Utah this 6th day of October, 2020.

_____
K. AARON SHIRLEY
Santaquin City Recorder

(SEAL)

AFFIDAVIT OF POSTING

STATE OF UTAH)
) ss.
COUNTY OF UTAH)

I, K. AARON SHIRLEY, City Recorder of Santaquin City, Utah, do hereby certify and declare that I posted in three (3) public places the ordinance, which is attached hereto on the 6th day of October, 2020.

The three places are as follows:

1. Zions Bank
2. Post Office
3. City Office

I further certify that copies of the ordinance so posted were true and correct copies of said ordinance.

_____
K. AARON SHIRLEY
Santaquin City Recorder

The foregoing instrument was acknowledged before me this ___ day of _____, 20__, by K. AARON SHIRLEY.

_____
Notary Public

Exhibit A

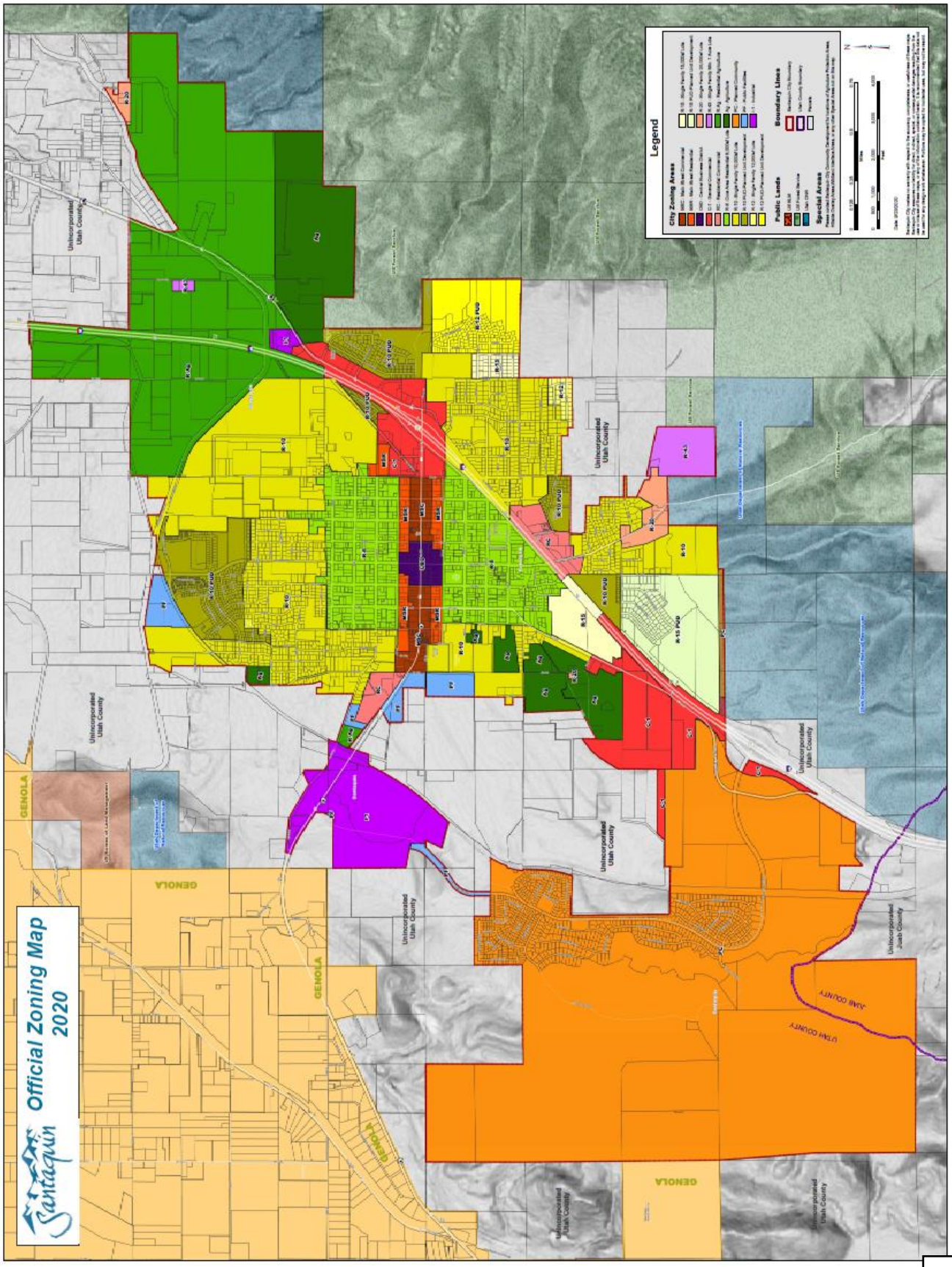
ANNEXATION BOUNDARY DESCRIPTION

A PARCEL OF LAND LOCATED IN THE SOUTHWEST QUARTER OF SECTION 2, TOWNSHIP 10 SOUTH, RANGE 1 EAST, SALT LAKE BASE AND MERIDIAN, UTAH COUNTY, UTAH, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT A 3 INCH UTAH COUNTY BRASS CAP MONUMENT MARKING THE SOUTH ONE-QUARTER CORNER OF SAID SECTION 2, THENCE NORTH 00°07'56" EAST 1344.53 FEET ALONG THE ONE-QUARTER SECTION LINE TO THE POINT OF BEGINNING, SAID POINT ALSO BEING A POINT ON THE NORTHERLY LINE OF THE DARWIN ROBBINS ANNEXATION PLAT, ANNEXATION NUMBER SQ20030507A, ENTRY NUMBER 68640:2003, AS RECORDED IN THE UTAH COUNTY RECORDER'S OFFICE; THENCE SOUTH 89°41'37" WEST 670.57 FEET ALONG THE NORTHERLY LINE OF SAID ANNEXATION; THENCE NORTH 00°37'34" EAST 1307.68 FEET; THENCE SOUTH 89°29'14" EAST 653.30 FEET TO A POINT ON THE ONE-QUARTER SECTION LINE AND A POINT ON THE WESTERLY LINE OF THE ORIGINAL SANTAQUIN CITY ANNEXATION, ANNEXATION NUMBER SQ18720615; THENCE SOUTH 00°07'56" EAST 1298.17 FEET ALONG THE ONE-QUARTER SECTION LINE AND SAID WESTERLY ANNEXATION LINE TO THE POINT OF BEGINNING.

CONTAINS: 862,412 S.F. / 19.80 AC +/-

Exhibit B


Official Zoning Map
2020
Santaquin
Legend
City Zoning Areas
Public Lands
Boundary Lines
Special Areas
Unincorporated Utah County
GENOLA
PIONEER
UTAH COUNTY
JUAB COUNTY

STATE OF UTAH)
: ss.
COUNTY OF UTAH)

On October 6, 2020, the City Council of Santaquin City, Utah, adopted Ordinance No. 10-01-2020, thereby annexing certain property into Santaquin City. The City Council hereby certifies that it has complied with the requirements of Utah Code Ann. §10-2-401 et seq. to complete the lawful annexation of the property described and attached hereto as Exhibit A.

DATED this 6th day of October, 2020

SANTAQUIN CITY

_____
Kirk Hunsaker, Mayor

ATTEST:

_____
K. Aaron Shirley, City Recorder

AMENDED ARTICLES OF INCORPORATION OF THE CITY OF SANTAQUIN

Pursuant to provisions of the "Utah Municipal Code," the City of Santaquin, Utah and Juab Counties, Utah, acting by its Mayor and approved by the City Council during a Public Meeting held on October 6, 2020, hereby amends its Articles of Incorporation as follows:

1. The name of the municipality is the Municipal Corporation of Santaquin, also known as the City of Santaquin.

2. The geographical description of the City is hereby amended to include the described property attached hereto as Exhibit "A" and known as the 500 West and Nebo School District Annexation.

3. The City of Santaquin is a "City of the Fourth Class" as defined in Utah Code Ann. § 10-2-301(2)(d), having a population of more than 10,000 inhabitants, but less than 30,000 inhabitants.

4. These Amended Articles of Incorporation shall become effective on October 7, 2020.

DATED this 6th day of October, 2020.

CITY OF SANTAQUIN

_____
Kirk Hunsaker, Mayor

STATE OF UTAH)
: ss
COUNTY OF UTAH)

Kirk Hunsaker, being first duly sworn upon oath, deposes and says: that I am the Mayor of the City of Santaquin and the foregoing Amended Articles of Incorporation of the City of Santaquin are truthful and accurate to the best of my knowledge and information.

Subscribed and sworn to before me this 6th day of October, 2020.

_____
Notary Public

Lt. Governor Spencer Cox
210 State Capitol
Salt Lake City, Utah 84114

RE: NOTICE OF IMPENDING BOUNDARY ACTION

Pursuant to and in accordance with the provisions of the "Utah Municipal Code," the City of Santaquin, Utah and Juab Counties, Utah, acting by its Mayor and approved by the City Council during a Public Meeting held on October 6, 2020, hereby requests amendment to its Articles of Incorporation as follows:

1. The name of the municipality is the Municipal Corporation of Santaquin, also known as the City of Santaquin.

2. The geographical description of the City is hereby amended to include the described property attached hereto as Exhibit "A" and known as the Summit Ridge Parkway Annexation "A"..

3. The City of Santaquin is a "City of the Fourth Class" as defined in Utah Code Ann. § 10-2-301(2)(d), having a population of more than 10,000 inhabitants, but less than 30,000 inhabitants.

4. These Amended Articles of Incorporation shall become effective on October 6, 2020.

DATED this 6th day of October, 2020.

CITY OF SANTAQUIN

_____
Kirk Hunsaker, Mayor

STATE OF UTAH)
: ss
COUNTY OF UTAH)

Kirk Hunsaker, being first duly sworn upon oath, deposes and says: that I am the Mayor of the City of Santaquin and the foregoing Amended Articles of Incorporation of the City of Santaquin are truthful and accurate to the best of my knowledge and information.
Subscribed and sworn to before me this 6th day of October, 2020.

_____
Notary Public

ORDINANCE 10-02-2020

AN ORDINANCE AMENDING THE CITY PUBLIC SAFETY IMPACT FEE FACILITIES PLAN AND PUBLIC SAFETY IMPACT FEE ANALYSIS; ADOPTING PUBLIC SAFTEY IMPACT FEES; ADOPTING CERTAIN POLICIES RELATED TO IMPACT FEES; AND ESTABLISHING A SERVICE AREA FOR PURPOSES OF IMPACT FEES.

WHEREAS, Santaquin City (the *"City"*) is a political subdivision of the State of Utah, authorized and organized under applicable provisions of Utah law; and

WHEREAS, the City has legal authority, pursuant to Title 11, Chapter 36a of the Utah Code Annotated, as amended (*"Impact Fees Act"* or *"Act"*), to impose development impact fees as a condition of development approval, which impact fees are used to defray capital infrastructure costs attributable to new development activity; and

WHEREAS, the City has previously enacted and imposed impact fees for public facilities, as defined in Utah Law, Title 11, Chapter 36a, Section 102, and as more particularly set forth in the Santaquin City Fee Schedule; and

WHEREAS, the City desires to amend its previously adopted Public Safety Impact Fees in accordance with applicable provisions of the Impact Fees Act in order to appropriately assign capital infrastructure costs to development in an equitable and proportionate manner as more particularly provided herein; and

WHEREAS, the City properly noticed its intent to amend the Public Safety Impact Fees Facilities Plan and the Public Safety Impact Fee Analysis as required by law and the City has, through its consultants, completed the Public Safety Impact Fee Facilities Plan and Impact Fee Analysis in accordance with applicable provisions of the Impact Fees Act, which Public Safety Impact Fee Facilities Plan and Impact Fee Analysis are more particularly described and adopted herein; and

WHEREAS, the City has provided the required notice and held a public hearing before the City Council regarding the proposed Public Safety Impact Fees, Public Safety Impact Fee Facilities Plan and Public Safety Impact Fee Analysis in accordance with applicable provisions of the Impact Fees Act; and

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF SANTAQUIN CITY, STATE OF UTAH, AS FOLLOWS:

SECTION I. PURPOSE

This Public Safety Impact Fees Ordinance establishes the City's Public Safety Impact Fees policies and procedures and is promulgated pursuant to Title 11, Chapter 36a, Part 4, Enactment of Impact Fees, and other requirements of the Impact Fees Act. This Ordinance adopts Public Safety Impact Fees for related facilities within the City Service Area as defined herein, provides a schedule of Public Safety Impact Fees for development activity, and sets forth direction for challenging, modifying and appealing Public Safety Impact Fees. This Ordinance does not replace, supersede, or modify any ordinance regarding impact fees unrelated to Public Safety facilities and improvements.

This Ordinance may be referred to and cited as the “Public Safety Impact Fees Ordinance.”

SECTION II. STATUTORY AUTHORITY AND RESTRICTIONS

1. *Impact Fees Act Authority.* The City is authorized to impose impact fees subject to and in accordance with applicable provisions of the Impact Fees Act. Impact fees may only be established for public facilities as defined in Section 11-36a-102 that have a life expectancy of 10 or more years and are owned or operated by or on behalf of a local political subdivision. Public facilities for which impact fees may be imposed includes public safety facilities.

2. *Impact Fees Act Restrictions*. Pursuant to Section 11-36a-202 of the Impact Fees Act, the City may not impose an impact fee to: (1) cure deficiencies in public facilities serving existing development; (2) raise the established level of service of a public facility serving existing development; (3) recoup more than the local political subdivision’s costs actually incurred for excess capacity in an existing system improvement; or (4) include 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.

SECTION III. SERVICE AREA

The Impact Fees Act requires the City to establish one or more service areas within which the City will calculate and impose a particular impact fee. The service area within which the proposed Public Safety Impact Fees will be imposed is described in Santaquin City Code (S.C.C.) § 9-2-4.

SECTION IV. IMPACT FEE FACILITIES PLAN (IFFP)

1. *Impact Fee Facilities Plan Required.* Pursuant to Section 11-36a-301 of the Impact Fees Act, before imposing or amending an impact fee, the City is required to prepare an impact fee facilities plan to determine the public facilities required to serve development resulting from new development activity. The impact fee facilities plan shall identify the demands placed upon existing public facilities by new development activity and the proposed means by which the City will meet those demands.

2. *Public Safety Impact Fee Facilities Plan.* The City has, through its consultants, researched and analyzed the factors set forth in Section 11-36a-302 of the Impact Fees Act and has caused to be prepared a Public Safety Impact Fee Facilities Plan (“IFFP”), as more particularly set forth in **Exhibit A,** attached hereto and incorporated herein by this reference. The Public Safety IFFP has been prepared based on reasonable growth assumptions for the City and general demand characteristics of current and future users of Public Safety facilities within the City. The City Council finds that the Public Safety IFFP identifies the impact on system improvements created by development activity and estimates the proportionate share of the costs of impacts on system improvements that are reasonably related to new development activity. As shown in the Public Safety IFFP, the City has considered all revenue sources to finance the impacts on system improvements, including grants, bonds, interfund loans, impact fees, and anticipated or accepted

dedications of system improvements. The Public Safety IFFP establishes that impact fees are necessary to maintain a proposed level of service that complies with applicable provisions of Section 11-36a-302 of the Impact Fees Act.

3. *Plan Certification*. The Public Safety IFFP includes a written certification in accordance with Section 11-36a-306 of the Impact Fees Act.

4. *Adoption of Public Safety Impact Fee Facilities Plan.* The Public Safety IFFP as set forth in **Exhibit A,** is hereby adopted in its entirety by the City in accordance with applicable provisions of the Impact Fees Act.

SECTION V. WRITTEN IMPACT FEE ANALYSIS (IFA)

1. *Written Impact Fee Analysis Required.* Pursuant to Section 11-36a-303 of the Impact Fees Act, each local political subdivision intending to impose an impact fee shall prepare a written analysis of each impact fee to be imposed and a summary of the impact fee analysis designed to be understood by a lay person. The impact fee analysis shall identify the anticipated impact on or consumption of any existing capacity of a public facility by the anticipated development activity; identify the anticipated impact on system improvements required by the anticipated development activity to maintain the established level of service for each public facility; demonstrate how the anticipated impacts are reasonably related to the anticipated development activity; estimate the proportionate share of the costs for existing capacity that will be recouped and the costs of impacts on system improvements that are reasonably related to the new development activity; and identify how the impact fee is calculated.

2. *Public Safety Impact Fee Analysis.* The City has, through its consultants, researched and analyzed the factors set forth in Section 11-36a-304 of the Impact Fees Act, including the proportionate share analysis required therein, and has caused to be prepared a Public Safety Impact Fee Analysis ("IFA"), as more particularly set forth in **Exhibit B,** attached hereto and incorporated herein by this reference. The City Council finds that the Public Safety IFA identifies the impacts upon public facilities required by the development activity and demonstrates how those impacts on system improvements are reasonably related to the development activity, estimates the proportionate share of the costs of impacts on system improvements that are reasonably related to the development activity, and identifies how the Public Safety Impact Fees are calculated.

3. *Analysis Certification*. The Public Safety IFA includes a written certification in accordance with Section 11-36a-306 of the Impact Fees Act.

4. *Adoption of Public Safety Impact Fee Analysis.* The Public Safety IFA as set forth in **Exhibit B,** is hereby adopted in its entirety by the City in accordance with applicable provisions of the Impact Fees Act.

SECTION VI. IMPACT FEE SCHEDULE AND FORMULA

1. *Impact Fee Schedule or Formula Required.* Pursuant to Section 11-36a-402 of the Impact Fees Act, the City is required to provide a schedule of impact fees for each

type of development activity that specifies the amount of the impact fee to be imposed for each type of system improvement or the formula that the City will use to calculate each impact fee.

2 *Maximum Public Safety Impact Fee Schedule*. Based on the Public Safety IFA, the maximum Public Safety Impact Fees which the City may impose on development activity within the defined Service Area is based on the following formula and specified fees:

Police:	**Residential Impact Fee =**	**$35.72/Unit**	
	Non-Residential Impact Fee =	**$0.05/SF**	
Fire:	**Residential Impact Fee =**	**$495.43/Unit**	
	Non-Residential Impact Fee =	**$0.43/SF**	**(Unit)**
		$0.16/SF	**(Vehicle)**
		$0.59	**(Total)**

In accordance with Section 11-36a-402 of the Impact Fees Act, the City is authorized to adjust the standard impact fee at the time the fee is charged to respond to: (i) unusual circumstances found in specific cases; or (ii) a request for a prompt and individualized impact fee review for the development activity of the state, a school district, or a charter school and an offset or credit for a public facility for which an impact fee has been or will be collected; to ensure that the impact fees are imposed fairly; or (iii) a developer's studies and data which show how specific adjustments of the fee are applicable to the intended use(s).

3. *Developer Credits.* In accordance with Section 11-36a-402 of the Impact Fees Act, a developer may be allowed a credit against Public Safety Impact Fees or proportionate reimbursement of Public Safety Impact Fees if the developer dedicates land for a system improvement, builds and dedicates some or all of a system improvement; or dedicates a public facility that the City and the developer agree will reduce the need for a system improvement; *provided* that the system improvement is: (i) identified in the City's Public Safety IFFP; and (ii) is required by the City as a condition of approving the development activity. To the extent required in Section 11-36a-402, the City shall provide a credit against Public Safety Impact Fees for any dedication of land for, improvement to, or new construction of, any system improvements provided by the developer if the facilities are system improvements, as defined herein and included in the Public Safety IFFP; or are dedicated to the public and offset the need for an identified system improvement.

SECTION VII. CALCULATION OF IMPACT FEES

1. *Impact Fee Calculations.* Pursuant to Section 11-36a-305, in calculating the proposed Public Safety Impact Fees, the City has based such amounts calculated on realistic estimates and the assumptions underlying such estimates are more particularly disclosed in the Public Safety IFA set forth in **Exhibit B.**

2. *Previously Incurred Costs.* To the extent that new growth and development will be served by previously constructed improvements, the City's Public Safety Impact Fees may include public facility costs and outstanding bond costs related to the Public Safety improvements previously incurred by the City. These costs may include all projects included in the Public Safety IFFP, which are under construction or completed but have not been utilized to their capacity, as evidenced by outstanding debt obligations. Any future debt obligations determined to be necessitated by growth activity will also be included to offset the costs of future capital projects.

SECTION VIII. NOTICE AND HEARING

1. *Notice.* All noticing requirements set forth in the Impact Fees Act, including, but not limited to, provisions of Title 11, Chapter 36a, Part 5, have been provided. Copies of the Public Safety IFFP and Public Safety IFA, together with a summary designed to be understood by a lay person, and this Impact Fee Ordinance, have been made available to the public by placing said materials, in the Santaquin City Library and the Community Development Offices located in Santaquin City Hall at least ten (10) days before the public hearing. Notice has also been provided in accordance with applicable provisions of *Utah Code Ann*. § 10-9a-205.

2 *Hearing.* The City Council held a public hearing regarding the Public Safety IFFP, the Public Safety IFA, and this Public Safety Impact Fee Ordinance, on October 6, 2020, and a copy of the Ordinance was available in its substantially final form at the City Recorder's Office in the Santaquin City Hall before the date of the hearing, all in conformity with the requirements of *Utah Code Ann*. § 10-9a-205 and applicable noticing provisions of the Impact Fees Act.

Section IX. Miscellaneous Provisions

1. Contrary Provisions Repealed. Any and all other provisions of the Santaquin City Code that are contrary to the provisions of this Ordinance are hereby repealed.

2. Codification, Inclusion in the Code, and Scrivener's Errors. It is the intent of the City Council that the provisions of this ordinance be made part of the Santaquin City Code as adopted, that sections of this ordinance may be re-numbered or re-lettered, that the word ordinance may be changed to section, chapter, or other such appropriate word or phrase in order to accomplish such intent regardless of whether such inclusion in a code is accomplished. Sections of the ordinance may be re-numbered or re-lettered. Typographical errors which do not affect the intent of this ordinance may be authorized by the City without need of public hearing by its filing a corrected or re-codified copy of the same with the City Recorder.

3. Severability. If any section, phrase, sentence, or portion of this ordinance is for any reason held invalid or unconstitutional by any court of competent jurisdiction, such portion shall be deemed a separate, distinct, and independent provision, and such holding shall not affect the validity of the remaining portions thereof.

4. Other Impact Fees Not Repealed. Except as otherwise specifically provided herein, this Public Safety Impact Fee Ordinance shall not repeal, modify or affect any impact fee of the City in existence as of the effective date of this Ordinance.

Section X. Effective Date.

The City Recorder shall deposit a copy of this ordinance in the official records of the City on October 6, 2020, and before 5:00 p.m. on that day, shall place a copy of this ordinance in three places within the City. This ordinance shall become effective at 5:00 p.m. on October 7, 2020.

PASSED AND APPROVED this 6th day of October, 2020.

By: _____
Mayor Kirk F. Hunsaker

ATTEST:

By_____
K. Aaron Shirley, City Recorder

Voting

Council Member Nick Miller	___
Council Member Betsy Montoya	___
Council Member Lynn Mecham	___
Council Member David Hathaway	___
Council Member Jennifer Bowman	___

STATE OF UTAH)
) ss.
COUNTY OF UTAH)

I, K. AARON SHIRLEY, City Recorder of Santaquin City, Utah, do hereby certify and declare that the above and foregoing is a true, full, and correct copy of an ordinance passed by the City Council of Santaquin City, Utah, on the 6th day of October, 2020, entitled

"AN ORDINANCE ADOPTING A PUBLIC SAFETY IMPACT FEE FACILITIES PLAN AND A PUBLIC SAFETY IMPACT FEE ANALYSIS; ADOPTING PUBLIC SAFETY IMPACT FEES; ADOPTING CERTAIN POLICIES RELATED TO IMPACT FEES; AND ESTABLISHING A SERVICE AREA FOR PURPOSES OF IMPACT FEES."

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the Corporate Seal of Santaquin City Utah this 6th day of October, 2020.

_____
K. AARON SHIRLEY
Santaquin City Recorder

(SEAL)

AFFIDAVIT OF POSTING

STATE OF UTAH)
) ss.
COUNTY OF UTAH)

I, **K. AARON SHIRLEY**, City Recorder of Santaquin City, Utah, do hereby certify and declare that I posted in three (3) public places the ordinance, which is attached hereto on the 7th day of October, 2020.

The three places are as follows:
1. Zions Bank
2. Post Office
3. City Office

I further certify that copies of the ordinance so posted were true and correct copies of said ordinance.

_____
K. AARON SHIRLEY
Santaquin City Recorder

The foregoing instrument was acknowledged before me this ___ day of _____, 20__, by K. AARON SHIRLEY.

My Commission Expires:

_____
Notary Public

Residing at: Utah County

SANTAQUIN CITY

PUBLIC SAFETY IMPACT FEE FACILITIES PLAN

Zions Public Finance, Inc.
September 2020

Item # 17.

IMPACT FEE FACILITIES PLAN
SANTAQUIN CITY

Executive Summary

Background

This Impact Fee Facilities Plan (IFFP) was prepared to meet the requirements of Utah Code §11-36a. Public safety includes both police (law enforcement) and fire capital facilities. Impact fees are a one-time fee charged to new development to help offset the capital costs associated with new growth in a community. Santaquin has determined that there is one city-wide service area for police and fire protection services.

New Development and Growth

Santaquin is experiencing solid growth. 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, 2019-2030

Year	Households	Non-Residential Square Feet
2019	3,956	1,164,601
2020	4,190	1,233,428
2021	4,437	1,306,322
2022	4,700	1,383,524
2023	4,977	1,465,289
2024	5,272	1,551,886
2025	5,583	1,643,601
2026	5,913	1,740,736
2027	6,263	1,843,611
2028	6,633	1,952,566
2029	7,025	2,067,961
2030	7,440	2,190,175

Source: Santaquin City; Utah County Assessor's Office; ZPFI

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 City, this has been determined to mean public safety buildings, as well as 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 for both police and fire 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 public building space. In addition, existing service levels for fire include fire vehicles acquired at a cost of $500,000 or more.

Police. The City had 9,545 calls for service that originated from development in Santaquin in 2019.[1] With the growth that the City is experiencing, these calls for service will only increase in the future. The City currently has excess capacity in its existing police facilities sufficient to serve the needs of the City through 2030 and therefore will not need to construct new facilities in the near term in order to meet the demands of new growth.

During 2019, the City averaged 1.596 police calls per residential dwelling unit and 0.00209 calls per square foot of nonresidential space. With 4,124 police building square feet and 9,545 calls for service, the existing service level is 0.43 square feet of police facility space for every police call. The City has no immediate plans to build additional police station space and assumes that the current space will serve the City through 2030. The proposed service level which will be reached in 2030 is for 0.23 square feet of space per call.

TABLE 2: EXISTING AND PROPOSED LEVEL OF SERVICE – POLICE

	TOTAL	Residential	Non-Residential
Police Calls 2019	9,545	6,312	2,432
Residential Dwelling Units or Non-Residential SF – 2019		3,956	1,164,601
Average Annual Calls per Residential Dwelling Unit or Nonresidential SF		1.596	0.00209
TOTAL Attributable Police Bldg SF	4,124	2,727	1,051
Existing LOS - SF per Call		0.43	0.43
2030 Calls	17,951	11,871	4,574
Proposed LOS - SF per Call		0.23	0.23

Fire. The City had 703 calls for service that originated from development in Santaquin in 2019.[2] With the growth that the City is experiencing, these calls for service will only increase in the future. Within the impact fee planning horizon, the City plans to construct an additional fire station (15,000 SF) at an estimated cost of $6,000,000 to serve future growth.

[1] Santaquin had 9,545 police calls for service in 2019. These calls have been adjusted to account for the fact that 20 percent of all traffic-related police calls are attributed to pass-through traffic that does not originate in Santaquin and therefore cannot be included in the calculation of impact fees. Traffic calls represent 42 percent of all calls for service received by the police department.

[2] Santaquin had 703 fire calls for service in 2019. These calls have been adjusted to account for the fact that 10 percent of all fire-related traffic calls are attributed to pass-through traffic that does not originate in Santaquin and therefore cannot be included in the impact fee calculation. Traffic calls represent 15.5 percent of all calls for service received by the fire department.

During 2019, the City averaged 0.139 fire calls per residential dwelling unit and 0.12106 calls per 1,000 square feet of nonresidential space. With 10,423 square feet of fire building space, this results in an existing service level of 14.83 square feet of fire facility space for every fire call. The proposed service level is for 9.92 square feet per call calculated by dividing the total fire building square feet (10,423) by the projected calls in 2026 (1,051)[3] at which time a new station will be required.

TABLE 3: EXISTING AND PROPOSED SERVICE LEVELS – FIRE

	TOTAL	Residential	Non-Residential
Fire Calls 2019	703	551	141
Residential Dwelling Units or Non-Residential SF – 2019		3,956	1,164,601
Average Annual Calls per Residential Dwelling Unit or 1000 Nonresidential SF		0.139	0.12106
Total Attributable Fire Building SF	10,423	8,171	2,090
Existing LOS - SF per Call	14.83	14.83	14.83
Calls 2026	1,051	824	211
Proposed LOS - SF per Call 2026		9.92	9.92

The City intends to acquire a $1,300,000 ladder truck within the next 6 years that can be considered in the calculation of impact fees. The ladder truck is needed to serve the additional height and reach demands of future development.

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)

Police. The existing police department has excess capacity sufficient to serve the needs of new development through the next 10 years. Therefore, no new facilities are needed within the timeframe of this impact fee study in order to meet growth demands in the City. At the proposed service level of 0.23 building square feet per call,[4] new residential and non-residential development will consume the 1,931 square feet of excess capacity in the existing building by 2030.

Fire. The existing fire department has excess capacity sufficient to serve the needs of new development through 2026, at which time it plans to construct a new fire station with 15,000 square feet of building space. At the proposed service level of 9.92 building square feet per call in 2026, new residential and non-residential development will need a total of 13,114 square feet of space by 2030. With 10,423 square feet of building space in the City's existing fire station, of which 3,450 is currently excess capacity, the City will need another 2,691 of building space by 2030.

[3] Includes residential, non-residential and pass-thru traffic calls

[4] Calculated by dividing the 4,124 building square feet by the 17,951 police calls anticipated in 2030.

Identify How the Growth Demands Will Be Met

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

Police. New growth will need to buy into the excess capacity of the existing police facilities. The actual cost of the existing building attributable to police facilities is $2,300,000. The police department uses 4,124 square feet of the city center building (total of 17,000 square feet). No new construction of police facilities is planned until at least 2030.

Fire. The City plans to construct a future fire station by 2026 to serve the demand of new growth. The estimated cost of the future fire station, with an estimated 15,000 square feet, is $6,000,000.

New non-residential growth will also need to pay for its fair share of the new aerial ladder truck anticipated to be purchased within the next 6 years at a cost of approximately $1,300,000.

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. Possible revenue sources include grants, bonds, interfund loans, transfers from the General Fund, 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 City 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 City 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)

Growth in Demand

Impacts on public safety facilities will come from both residential and non-residential growth. This growth is projected as follows:

TABLE 4: GROWTH PROJECTIONS, 2019-2030

Year	Households	Non-Residential Square Feet
2019	3,956	1,164,601
2020	4,190	1,233,428
2021	4,437	1,306,322
2022	4,700	1,383,524

Year	Households	Non-Residential Square Feet
2023	4,977	1,465,289
2024	5,272	1,551,886
2025	5,583	1,643,601
2026	5,913	1,740,736
2027	6,263	1,843,611
2028	6,633	1,952,566
2029	7,025	2,067,961
2030	7,440	2,190,175

Source: Santaquin City; Utah County Assessor's Office; ZPFI

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

Police: The increased police calls for service are projected as follows for residential and non-residential development in Santaquin. Additional calls may be received for pass-through traffic, but these demand units are not included in the calculation of impact fees.

TABLE 5: POLICE – PROJECTED GROWTH IN POLICE CALLS FOR SERVICE BY DEVELOPMENT IN SANTAQUIN

Year	Households	Residential Calls	Residential Ratio	Non-Residential Calls	Non-Residential Call Ratio per SF	Total Impact-Fee Eligible Calls	TOTAL CALLS
2019	3,956	6,312	1.596	2,432	0.002089	8,745	9,545
2020	4,190	6,685	1.596	2,576	0.002089	9,261	10,109
2021	4,437	7,080	1.596	2,728	0.002089	9,809	10,707
2022	4,700	7,499	1.596	2,890	0.002089	10,388	11,339
2023	4,977	7,942	1.596	3,060	0.002089	11,002	12,009
2024	5,272	8,411	1.596	3,241	0.002089	11,653	12,719
2025	5,583	8,908	1.596	3,433	0.002089	12,341	13,471
2026	5,913	9,435	1.596	3,636	0.002089	13,071	14,267
2027	6,263	9,992	1.596	3,851	0.002089	13,843	15,110
2028	6,633	10,583	1.596	4,078	0.002089	14,661	16,003
2029	7,025	11,208	1.596	4,319	0.002089	15,528	16,949
2030	7,440	11,871	1.596	4,574	0.002089	16,445	17,951
2031	7,668	12,234	1.596	4,714	0.002089	16,949	18,500
2032	7,902	12,609	1.596	4,859	0.002089	17,468	19,067
2033	8,144	12,995	1.596	5,008	0.002089	18,003	19,651
2034	8,394	13,393	1.596	5,161	0.002089	18,554	20,252
2035	8,651	13,803	1.596	5,319	0.002089	19,122	20,872
2036	8,916	14,226	1.596	5,482	0.002089	19,708	21,512
2037	9,189	14,661	1.596	5,650	0.002089	20,311	22,170

Year	Households	Residential Calls	Residential Ratio	Non-Residential Calls	Non-Residential Call Ratio per SF	Total Impact-Fee Eligible Calls	TOTAL CALLS
2038	9,470	15,110	1.596	5,823	0.002089	20,933	22,849
2039	9,760	15,573	1.596	6,001	0.002089	21,574	23,549
2040	10,059	16,050	1.596	6,185	0.002089	22,235	24,270

Fire: The increased fire calls for service originating in Santaquin 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.

TABLE 6: FIRE – PROJECTED GROWTH IN FIRE CALLS FOR SERVICE

Year	Households	Residential Calls	Adjusted Residential Ratio	Non-Residential Calls	Adjusted Non-Residential Call Ratio per SF	Total Impact-Fee Eligible Calls	TOTAL Calls
2019	3,956	551	0.1393	141	0.000121	692	703
2020	4,190	584	0.1393	149	0.000121	733	745
2021	4,437	618	0.1393	158	0.000121	776	789
2022	4,700	655	0.1393	167	0.000121	822	835
2023	4,977	693	0.1393	177	0.000121	871	885
2024	5,272	734	0.1393	188	0.000121	922	937
2025	5,583	778	0.1393	199	0.000121	977	992
2026	5,913	824	0.1393	211	0.000121	1,034	1,051
2027	6,263	872	0.1393	223	0.000121	1,096	1,113
2028	6,633	924	0.1393	236	0.000121	1,160	1,179
2029	7,025	979	0.1393	250	0.000121	1,229	1,248
2030	7,440	1,036	0.1393	265	0.000121	1,302	1,322
2031	7,668	1,068	0.1393	273	0.000121	1,341	1,363
2032	7,902	1,101	0.1393	282	0.000121	1,383	1,404
2033	8,144	1,135	0.1393	290	0.000121	1,425	1,447
2034	8,394	1,169	0.1393	299	0.000121	1,468	1,492
2035	8,651	1,205	0.1393	308	0.000121	1,513	1,537
2036	8,916	1,242	0.1393	318	0.000121	1,560	1,584
2037	9,189	1,280	0.1393	327	0.000121	1,608	1,633
2038	9,470	1,319	0.1393	337	0.000121	1,657	1,683
2039	9,760	1,360	0.1393	348	0.000121	1,707	1,734
2040	10,059	1,401	0.1393	358	0.000121	1,760	1,787

Existing Service Levels

Police. The existing police department has excess capacity sufficient to serve the needs of new development through 2030. Therefore, no new facilities are needed at this time in order to meet growth demands in the City at this time. At the proposed service level of 0.23 building square feet per call,[5] new residential and non-residential development will consume the 1,931 square feet of excess capacity in the existing building by 2030.

During 2019, the City averaged 1.596 police calls per residential dwelling unit and 0.00209 calls per square foot of nonresidential space. With 4,124 police building square feet, this results in an existing service level of 0.43 square feet of police facility space for every police call. The proposed service level is for 0.23 square feet per call calculated by dividing the total police building square feet (4,124) by the projected calls in 2030 (17,951).[6]

TABLE 7: EXISTING AND PROPOSED LEVEL OF SERVICE – POLICE

	TOTAL	Residential	Non-Residential
Police Calls 2019	9,545	6,312	2,432
Residential Dwelling Units or Non-Residential SF – 2019		3,956	1,164,601
Average Annual Calls per Residential Dwelling Unit or Nonresidential SF		1.596	0.00209
TOTAL Attributable Police Bldg SF	4,124	2,727	1,051
Existing LOS - SF per Call		0.43	0.43

Fire. The City intends to build a new fire station to meet the needs of new growth. At the proposed service level of 9.92 building square feet per call, and 10,423 square feet of existing fire building space, new residential and non-residential development will need a total of 13,114 square feet of space by 2030. The City currently has 3,450 square feet of excess capacity in its existing building. Therefore, it will need an additional 2,691 square feet of building space by 2030.

During 2019, the City averaged 0.139 fire calls per residential dwelling unit and 0.000121 calls per square feet of nonresidential space. With 10,423 square feet of fire building space, this results in an existing service level of 14.83 square feet of fire facility space for every fire call. The proposed service level is for 9.92 square feet per call calculated by dividing the total fire building square feet (10,423) by the projected calls in 2026 (1,051)[7] at which time a new station will be required.

[5] Calculated by dividing the 4,124 building square feet by the 17,951 police calls anticipated in 2030.
[6] Includes residential, non-residential and pass-thru traffic calls.
[7] Includes residential, non-residential and pass-thru traffic calls

TABLE 8: EXISTING LEVEL OF SERVICE – FIRE

	TOTAL	Residential	Non-Residential
Fire Calls 2019	703	551	141
Residential Dwelling Units or Non-Residential SF – 2019		3,956	1,164,601
Average Annual Calls per Residential Dwelling Unit or Nonresidential SF		0.139	0.000121
Total Attributable Fire Building SF	10,423	8,171	2,090
Existing LOS - SF per Call	14.83	14.83	14.83
Calls 2026	1,051	824	211
Proposed LOS - SF per Call 2026		9.92	9.92

Proposed Level of Service

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

Police. The police facilities are located in a shared building of 17,000 SF with 4,124 SF utilized by the police department. The actual cost of the existing city center is $2,300,000 of which $557,953 is attributable to police based on its proportionate use of the building space. New growth will need to buy into the excess capacity of the existing police facilities. The proposed level of service is 0.23 police building square feet per call based on the existing station reaching capacity in 2030.

TABLE 9: PROPOSED LEVEL OF SERVICE – POLICE

	TOTAL	Residential	Non-Residential
Police Calls 2019	9,545	6,312	2,432
Residential Dwelling Units or Non-Residential SF – 2019		3,956	1,164,601
Average Annual Calls per Residential Dwelling Unit or Nonresidential SF		1.596	0.00209
TOTAL Attributable Police Bldg SF	4,124	2,727	1,051
Existing LOS - SF per Call		0.43	0.43
2030 Calls	17,951	11,871	4,574
Proposed LOS - SF per Call		0.23	0.23

Fire. A new fire facility will be constructed to serve new growth. The cost of a new fire station is estimated at $6,000,000. The anticipated cost of the new fire station is $400 per square foot (including land and building).

The proposed level of service is 9.92 building square feet per call.

TABLE 10: PROPOSED LEVEL OF SERVICE – FIRE

	TOTAL	Residential	Non-Residential
Fire Calls 2019	703	551	141
Residential Dwelling Units or Non-Residential SF – 2019		3,956	1,164,601
Average Annual Calls per Residential Dwelling Unit or Nonresidential SF		0.139	0.000121
Total Attributable Fire Building SF	10,423	8,171	2,090
Existing LOS - SF per Call	14.83	14.83	14.83
Calls 2026	1,051	824	211
Proposed LOS - SF per Call 2026		9.92	9.92

The City plans to acquire a new fire truck within the next 6 years at an estimated cost of $1,300,000. The truck will have a 15-year life through 2038, which will serve 1,683 fire calls at that time.

Excess Capacity

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

Police. The existing police department has excess capacity sufficient to serve the needs of new development through 2030. Therefore, no new facilities are needed within the timeframe of this study in order to meet growth demands in the City. At the proposed service level of 0.23 building square feet per call (reached in 2030), new residential and non-residential development will need a total of 4,124 square feet of space by 2030, thereby using up all of the excess capacity in the existing building.

Fire. The existing fire department has excess capacity sufficient to serve the needs of new development through 2026, at which time the City plans to construct an additional fire station with approximately 15,000 square feet. At the proposed service level of 9.92 building square feet per call (reached in 2026), new residential and non-residential development will need a total of 13,114 square feet of space by 2030. With 10,423 square feet in the existing building, the City will need an additional 2,691 square feet by 2030.

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

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

Police. New development will consume the 4,124 square feet of excess capacity in the existing police station by 2030.

TABLE 11: FACILITIES NEEDED (POLICE BUILDING SQUARE FEET) TO MAINTAIN PROPOSED POLICE SERVICE LEVELS

Year	Total Calls for Service	Total Police SF Needed
2019	9,545	2,193
2020	10,109	2,322
2021	10,707	2,460
2022	11,339	2,605
2023	12,009	2,759
2024	12,719	2,922
2025	13,471	3,095
2026	14,267	3,278
2027	15,110	3,471
2028	16,003	3,677
2029	16,949	3,894
2030	17,951	4,124

Fire. Excess capacity in the existing fire stations is sufficient to serve the City through 2026 when a new fire station with 15,000 square feet will be built. This assumes a proposed level of service of 9.92 square feet per call.

TABLE 12: FACILITIES NEEDED (FIRE BUILDING SQUARE FEET) TO MAINTAIN PROPOSED FIRE SERVICE LEVELS

Year	Total Calls	Building SF Needed
2019	703	6,973
2020	745	7,385
2021	789	7,822
2022	835	8,284
2023	885	8,774
2024	937	9,292
2025	992	9,841
2026	1,051	10,423
2027	1,113	11,039
2028	1,179	11,691
2029	1,248	12,382
2030	1,322	13,114

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

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

Police. The City will meet the proposed growth demands by allowing new development to buy into the existing excess capacity of the police station. The existing station has 1,931 square feet of excess capacity with a total of 4,124 existing building square feet. By 2030, growth in Santaquin will consume the excess capacity of the existing police station. Total actual cost of the existing police station at the

time it was acquired was $2,300,000. The police department is allocated $557,953[8] of the total cost of the building based on its fair share ratio of building space.

Fire. The City will meet the proposed growth demands by building a new fire station. The existing station has 10,423 square feet of space, with 3,450 square feet of excess capacity. By 2026, Santaquin will have consumed this excess capacity. By 2030, the City will need 2,691 square feet of additional space.

Manner of Financing for Public Facilities

Utah Code 11-36a-302(2)

Impact fees will be used to fund the established growth-driven public safety services for police and fire services.

Credits Against Impact Fees

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 City 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 City 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 City.

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 City, impact fees may be modified for low-income housing, although alternate sources of funding must be identified.

Grants

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

Bonds

The City does not have any bonds outstanding for public safety and no bond credits are necessary at this time.

Transfer from General Fund

To the extent that the City is able to generate net revenues in its General Fund, it may choose to transfer all or a portion of the net revenues to the City's capital fund. It is most likely that, if net revenues should

[8] Calculated as follows: (4,124/17,951) * $2,300,000

be generated, they will be used to raise the existing service levels city-wise and not to offset the demands generated by new development, which is anticipated to be offset with impact fees.

Impact Fees
Because of the growth anticipated to occur in the City, 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 City may charge impact fees for public safety.

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

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.

SANTAQUIN CITY

PUBLIC SAFETY IMPACT FEE ANALYSIS

Zions Public Finance, Inc.
September 2020

Item # 17.

IMPACT FEE ANALYSIS
SANTAQUIN CITY

Executive Summary

Background

The Impact Fee Analysis (IFA) was prepared to meet the requirements of Utah Code §11-36a. Public safety includes both police (law enforcement) and fire capital facilities. Impact fees are a one-time fee charged to new development to help offset the capital costs associated with new growth in a community. Santaquin has determined that there is one city-wide service area for police and fire protection services in the City. Therefore, all development in the City will be charged the same public safety impact fee regardless of where the new development takes place.

Impacts to public safety from residential and non-residential growth are manifest in increased demand on police and fire services. The increased demand results in the need for more public safety facilities.

New Development and Growth

Projected growth is shown in the following table:

TABLE 1: GROWTH PROJECTIONS, 2019-2030

Year	Households	Non-Residential Square Feet
2019	3,956	1,164,601
2020	4,190	1,233,428
2021	4,437	1,306,322
2022	4,700	1,383,524
2023	4,977	1,465,289
2024	5,272	1,551,886
2025	5,583	1,643,601
2026	5,913	1,740,736
2027	6,263	1,843,611
2028	6,633	1,952,566
2029	7,025	2,067,961
2030	7,440	2,190,175

Source: Santaquin City, Utah County Assessor's Office, ZPFI

Police. This growth is anticipated to result in increased demand on police facilities, as evidenced by an increasing number of police calls for service, with police calls increasing from 9,545 calls in 2019 to an estimated 17,951 calls in 2030.

Fire. Residential and non-residential growth will result in the need for more fire facility space, as reflected by the growth in fire calls for service. Fire calls are projected to grow from 703 calls in 2019 to 1,322 calls in 2030.

Impact on Consumption of Existing Capacity

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

Police. The existing police department has excess capacity sufficient to serve the needs of new development through 2030. Therefore, no new facilities are needed within the timeframe of this study in order to meet growth demands in the City. At the proposed service level of 0.23 building square feet per call and 17,951 calls projected for 2030, new residential and non-residential development will need a total of 4,124 square feet of space by 2030, thereby using up all of the excess capacity in the police station.

Fire. The existing fire department has excess capacity sufficient to serve the needs of new development through 2026, at which time the City plans to construct an additional fire station with approximately 15,000 square feet. At the proposed service level of 9.92 building square feet per call and 1,322 calls projected for 2030, new residential and non-residential development will need a total of 13,114 square feet of space by 2030. With 10,423 square feet in the existing building, the City will need to construct an additional 2,691 square feet by 2030.

Impact on System Improvements by Anticipated Development Activity

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

Police. New development will consume the 4,124 square feet of excess capacity in the existing police station by 2030.

Fire. Excess capacity in the existing fire stations is sufficient to serve the City through 2026 when a new fire station with 15,000 square feet will be built. This assumes a proposed level of service of 9.92 square feet per call.

Proportionate Share Analysis

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

Police. The cost per call for police is $22.39 as shown below.

TABLE 2: POLICE COST PER CALL CALCULATION

Summary - Cost per Call	
Facilities	$31.08
Consultant Costs	$0.51
Fund Balance	($9.20)
TOTAL Cost per Call	**$22.39**

The cost per call is then applied to the number of calls per unit.

TABLE 3: MAXIMUM POLICE IMPACT FEE

	Calls per Unit/SF	Fee per Unit/SF
Residential	1.596	$35.72
Non-Residential	0.002088603	$0.05

Fire. The cost calculations for fire include construction costs associated with a new fire station.

TABLE 4: FIRE FACILITIES COST PER CALL

	Amount
Existing Fire Station	10,423
Future Fire Station	15,000
Capacity Calls for Service	1,051
Proposed LOS - SF per Call	9.92
Capacity Year	2026
Cost per SF of New Station	$400
Cost of New Station	$6,000,000
Cost per Call - Facilities	**$3,967.73**

When consultant costs and fund balance is included, the cost per call is $3,556.24.

TABLE 5: FIRE COST PER CALL

	Amount
Facilities	$3,967.73
Consultant Costs	$6.93
Fund Balance	($418.41)
TOTAL Cost per Call	**$3,556.24**

In addition, Santaquin plans on acquiring a new ladder truck in the next 6 years at a cost of $1,300,000. Only commercial development can be assessed an impact fee for fire vehicles that cost in excess of $500,000. After reducing the cost by the salvage value at the end of 15 years (useful life of the vehicle), the proportionate share to commercial development is $1,309.84 per call.

TABLE 6: FIRE VEHICLE CALCULATIONS

	Amount
Ladder truck	$1,300,000
Salvage value	$200,000
Life of vehicle in years	15
Capacity calls of vehicle	1,683
Commercial calls as % of all calls	20.1%
Cost attributable to commercial	$220,600
Commercial calls 2020-2036	168
Cost per commercial call	**$1,309.84**

The cost per call is then applied to the number of calls per unit.

TABLE 7: 2020 MAXIMUM FIRE FEES

FIRE	Calls per Unit/SF	Fee per Unit/SF	Vehicle Cost/SF	Per SF
Residential	0.1393	$495.43		
Non-Residential	0.000121057147	$0.43	$0.16	$0.59

Summary of Police and Fire Costs

Maximum police and fire costs are summarized in the table below:

TABLE 8: MAXIMUM PUBLIC SAFETY FEES

	Police	Fire	TOTAL
Residential	$35.72	$495.43	$531.15
Non-Residential	$0.05	$0.5891	$0.64

Utah Code Legal Requirements

Preparation of Impact Fee Analysis. Utah Code requires that "each local political subdivision… intending to impose an impact fee shall prepare a written analysis (Impact Fee Analysis or IFA) of each impact fee" (Utah Code 11-36a-303). This IFA follows all legal requirements as outlined below. Santaquin has retained Zions Public Finance, Inc. (ZPFI) to prepare this Impact Fee Analysis in accordance with legal requirements.

Section 11-36a-304 of the Utah Code outlines the requirements of an impact fee analysis which is required to identify the following:

> anticipated impact on or consumption of any existing capacity of a public facility by the anticipated development activity;
>
> anticipated impact on system improvements required by the anticipated development activity to maintain the established level of service for each public facility;
>
> how anticipated impacts are reasonably related to the anticipated development activity
>
> the proportionate share of:
>
> costs for existing capacity that will be recouped; and
>
> costs of impacts on system improvement that are reasonably related to the new development activity; and
>
> how the impact fee was calculated.

Further, 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:

the cost of each existing public facility that has excess capacity to serve the anticipated development resulting from the new development activity;

the cost of system improvements for each public facility;

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;

the relative extent to which development activity will contribute to financing the excess capacity of and system improvements for each existing public facility, by means such as user charges, special assessments, or payment from the proceeds of general taxes;

the relative extent to which development activity will contribute to the cost of existing public facilities and system improvements in the future;

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;

extraordinary costs, if any, in servicing the newly developed properties; and

the time-price differential inherent in fair comparisons of amounts paid at different times.

Calculating Impact Fees. Utah Code 11-36a-305 states that for purposes of calculating an impact fee, a local political subdivision or private entity may include the following:

construction contract price;

cost of acquiring land, improvements, materials, and fixtures;

cost for planning, surveying, and engineering fees for services provided for and directly related to the construction of the system improvements; and

for a political subdivision, debt service charges if the political subdivision might use impact fees as a revenue stream to pay the principal and interest on bonds, notes or other obligations issued to finance the costs of the system improvements.

Additionally, the Code states that each political subdivision or private entity shall base impact fee amounts on realistic estimates and the assumptions underlying those estimates shall be disclosed in the impact fee analysis.

Certification of Impact Fee Analysis. Utah Code 11-36a-306 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.

Impact Fee Enactment. Utah Code 11-36a-202 states that a local political subdivision or private entity wishing to impose impact fees shall pass an impact fee enactment in accordance with Section 11-36a-402. Additionally, an impact fee imposed by an impact fee enactment may not exceed the highest fee justified

by the impact fee analysts. An impact fee enactment may not take effect until 90 days after the day on which the impact fee enactment is approved.

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 Analysis (Utah Code 11-36a-503(1)). This notice must be posted on the Utah Public Notice website. The City has complied with this noticing requirement for the IFA by posting notice.

Impact Fee Analysis

Utah Code allows cities to include only public safety buildings and fire vehicles with a cost of $500,000 or more in the calculation of impact fees. This IFA is organized based on the legal requirements of Utah Code 11-36a-304.

Impact on Consumption of Existing Capacity

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

Demand Placed on Facilities by New Development Activity

Impacts on public safety facilities will come from both residential and non-residential growth. This growth is projected as follows:

TABLE 9: GROWTH PROJECTIONS, 2019-2030

Year	Households	Non-Residential Square Feet
2019	3,956	1,164,601
2020	4,190	1,233,428
2021	4,437	1,306,322
2022	4,700	1,383,524
2023	4,977	1,465,289
2024	5,272	1,551,886
2025	5,583	1,643,601
2026	5,913	1,740,736
2027	6,263	1,843,611
2028	6,633	1,952,566
2029	7,025	2,067,961
2030	7,440	2,190,175

Source: Santaquin City; Utah County Assessor's Office, ZPFI

Police: Both residential and nonresidential growth will create the need for more police facilities. This increased demand is evident through the increased calls for service.

TABLE 10: POLICE – PROJECTED GROWTH IN CALLS FOR SERVICE

Year	Households	Residential Calls	Residential Ratio	Non-Residential Calls	Non-Residential Call Ratio per SF	Total Impact-Fee Eligible Calls	TOTAL CALLS
2019	3,956	6,312	1.596	2,432	0.002089	8,745	9,545
2020	4,190	6,685	1.596	2,576	0.002089	9,261	10,109
2021	4,437	7,080	1.596	2,728	0.002089	9,809	10,707
2022	4,700	7,499	1.596	2,890	0.002089	10,388	11,339
2023	4,977	7,942	1.596	3,060	0.002089	11,002	12,009
2024	5,272	8,411	1.596	3,241	0.002089	11,653	12,719
2025	5,583	8,908	1.596	3,433	0.002089	12,341	13,471
2026	5,913	9,435	1.596	3,636	0.002089	13,071	14,267
2027	6,263	9,992	1.596	3,851	0.002089	13,843	15,110
2028	6,633	10,583	1.596	4,078	0.002089	14,661	16,003
2029	7,025	11,208	1.596	4,319	0.002089	15,528	16,949
2030	7,440	11,871	1.596	4,574	0.002089	16,445	17,951
2031	7,668	12,234	1.596	4,714	0.002089	16,949	18,500
2032	7,902	12,609	1.596	4,859	0.002089	17,468	19,067
2033	8,144	12,995	1.596	5,008	0.002089	18,003	19,651
2034	8,394	13,393	1.596	5,161	0.002089	18,554	20,252
2035	8,651	13,803	1.596	5,319	0.002089	19,122	20,872
2036	8,916	14,226	1.596	5,482	0.002089	19,708	21,512
2037	9,189	14,661	1.596	5,650	0.002089	20,311	22,170
2038	9,470	15,110	1.596	5,823	0.002089	20,933	22,849
2039	9,760	15,573	1.596	6,001	0.002089	21,574	23,549
2040	10,059	16,050	1.596	6,185	0.002089	22,235	24,270

Fire: Both residential and nonresidential growth will create the need for more fire facilities. This increased demand is evident through the increased calls for service.

TABLE 11: FIRE – PROJECTED GROWTH IN CALLS FOR SERVICE

Year	Households	Residential Calls	Adjusted Residential Ratio	Non-Residential Calls	Adjusted Non-Residential Call Ratio per SF	Total Impact-Fee Eligible Calls	TOTAL Calls
2019	3,956	551	0.1393	141	0.000121	692	703
2020	4,190	584	0.1393	149	0.000121	733	745
2021	4,437	618	0.1393	158	0.000121	776	789
2022	4,700	655	0.1393	167	0.000121	822	835
2023	4,977	693	0.1393	177	0.000121	871	885
2024	5,272	734	0.1393	188	0.000121	922	937

Year	Households	Residential Calls	Adjusted Residential Ratio	Non-Residential Calls	Adjusted Non-Residential Call Ratio per SF	Total Impact-Fee Eligible Calls	TOTAL Calls
2025	5,583	778	0.1393	199	0.000121	977	992
2026	5,913	824	0.1393	211	0.000121	1,034	1,051
2027	6,263	872	0.1393	223	0.000121	1,096	1,113
2028	6,633	924	0.1393	236	0.000121	1,160	1,179
2029	7,025	979	0.1393	250	0.000121	1,229	1,248
2030	7,440	1,036	0.1393	265	0.000121	1,302	1,322
2031	7,668	1,068	0.1393	273	0.000121	1,341	1,363
2032	7,902	1,101	0.1393	282	0.000121	1,383	1,404
2033	8,144	1,135	0.1393	290	0.000121	1,425	1,447
2034	8,394	1,169	0.1393	299	0.000121	1,468	1,492
2035	8,651	1,205	0.1393	308	0.000121	1,513	1,537
2036	8,916	1,242	0.1393	318	0.000121	1,560	1,584
2037	9,189	1,280	0.1393	327	0.000121	1,608	1,633
2038	9,470	1,319	0.1393	337	0.000121	1,657	1,683
2039	9,760	1,360	0.1393	348	0.000121	1,707	1,734
2040	10,059	1,401	0.1393	358	0.000121	1,760	1,787

Police. New development will consume all 4,124 square feet of the excess capacity in the existing police station by 2030.

TABLE 12: FACILITIES NEEDED (POLICE BUILDING SQUARE FEET) TO MAINTAIN PROPOSED POLICE SERVICE LEVELS

Year	Total Calls for Service	Total Police SF Needed
2019	9,545	2,193
2020	10,109	2,322
2021	10,707	2,460
2022	11,339	2,605
2023	12,009	2,759
2024	12,719	2,922
2025	13,471	3,095
2026	14,267	3,278
2027	15,110	3,471
2028	16,003	3,677
2029	16,949	3,894
2030	17,951	4,124

Fire. Excess capacity in the existing fire station (10,423 sf) is sufficient to serve the City through 2026 when a new fire station with 15,000 square feet will be built. This assumes a proposed level of service of 9.92 square feet per call.

TABLE 13: FACILITIES NEEDED (FIRE BUILDING SQUARE FEET) TO MAINTAIN PROPOSED FIRE SERVICE LEVELS

Year	Total Calls	Building SF Needed
2019	703	6,973
2020	745	7,385
2021	789	7,822
2022	835	8,284
2023	885	8,774
2024	937	9,292
2025	992	9,841
2026	1,051	10,423
2027	1,113	11,039
2028	1,179	11,691
2029	1,248	12,382
2030	1,322	13,114

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

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

Police. The City will meet the proposed growth demands by allowing new development to buy into the existing excess capacity of the police station. The existing station has 1,931 square feet of excess capacity with a total of 4,124 existing building square feet. By 2030, growth in Santaquin will consume the excess capacity of the existing police station. Total actual cost of the existing police station at the time it was acquired was $2,300,000. The police department is allocated $557,953[1] of the total cost of the building based on its fair share ratio of building space.

Fire. The City will meet the proposed growth demands by building a new fire station. The existing station has 10,423 square feet of space, with 3,450 square feet of excess capacity. By 2026, Santaquin will have consumed this excess capacity. And, by 2030, the City will need 2,691 square feet of additional space.

Relationship of Anticipated Impacts to Anticipated Development Activity

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

Additional public safety facilities are needed due to new development and growth. One way of measuring the increased demand for services is through the number of calls for service. As calls for service increase, public safety departments are forced to expand and need more space to house their activities.

Proportionate Share Analysis

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

The proportionate share analysis for police and fire includes the following steps:

[1] Calculated as follows: (4,124/17,951) * $2,300,000

1) Project increased population and nonresidential growth
2) Project increased calls for service, keeping the ratio of calls for service for residential units and nonresidential square feet constant with existing ratios
3) Project the need for increased building floor space or consumption of existing, excess capacity
4) Calculate the cost per call by dividing the cost of the public safety building square feet needed by the growth in calls
5) Allocate the cost per call to residential and nonresidential units based on the number of calls per residential unit and nonresidential square feet, respectively

Police. New development will buy into the existing, excess capacity in the police station. The total building cost was $2,300,000 and $557,953 is attributable to the police station square footage. Dividing by the total capacity calls in 2030 (17,951 calls) results in an average cost per call of $31.08.

TABLE 14: POLICE – BUY-IN TO EXCESS CAPACITY IN EXISTING STATION

	Amount
Existing Police Facility SF (portion of building)	4,124
Total SF of Civic Bldg	17,000
% of Building Space	0.24
Actual Cost of Existing Building	$2,300,000
Capacity Calls for Service 2030	17,951
Bldg Cost to Police Department	$557,952.94
Cost per SF of Existing Bldg	$135.29
Cost per Call – Facilities	**$31.08**

In addition, consultant costs[2] have been added to total costs and credits have been made for the impact fee fund balance.[3] The total cost per call is $22.39.

TABLE 15: POLICE – GROSS COST PER CALL

	Amount
Facilities	$31.08
Consultant Costs	$0.51
Fund Balance	($9.20)
TOTAL Cost per Call	**$22.39**

The cost per call is then multiplied by the number of calls per residential unit or per non-residential square foot to arrive at the total cost per residential unit and non-residential square foot for police facilities.

TABLE 16: POLICE COST PER RESIDENTIAL UNIT AND NONRESIDENTIAL SQUARE FOOT CALCULATION

	Calls per Unit/SF	Fee per Unit/SF
Residential	1.596	$35.72
Non-Residential	0.002088603	$0.05

[2] Consultant costs are $8,000 for the Public Safety Impact Fee Facilities Plan and Public Safety Impact Fee Analysis, divided equally between the police fees and the fire fees.

[3] Based on information provided by Santaquin City, the total impact fee fund balance is $241,647.18 for fire and $72,180.33 for police.

Fire. In order to maintain the current level of service for all users, new development will need to pay for its fair share of the construction of a new fire station.

TABLE 17: FIRE FACILITY COSTS PER CALL

	Amount
Existing Fire Station	10,423
Future Fire Station	15,000
Capacity Calls for Service	1,051
Proposed LOS - SF per Call	9.92
Capacity Year	2026
Cost per SF of New Station	$400
Cost of New Station	$6,000,000
Cost per Call - Facilities	**$3,967.73**

In addition, consultant costs and the impact fee fund balance, as discussed previously, have been added to total costs per call. The gross cost per call, before bond credits is $3,556.24.

TABLE 18: FIRE GROSS COSTS PER CALL

	Amount
Facilities	$3,967.73
Consultant Costs	$6.93
Fund Balance	($418.41)
TOTAL Cost per Call	**$3,556.24**

Santaquin plans on acquiring a new ladder truck in the next 6 years at a cost of $1,300,000. Only commercial development can be assessed an impact fee for fire vehicles that cost in excess of $500,000. After reducing the cost by the salvage value at the end of 15 years (useful life of the vehicle), the proportionate share to commercial development is $1,309.84 per call.

TABLE 19: FIRE VEHICLE CALCULATIONS

	Amount
Ladder Truck	$1,300,000
Salvage value	$200,000
Life of vehicle in years	15
Capacity calls of vehicle	1,683
Commercial calls as % of all calls	20.1%
Cost attributable to commercial	$220,600
Commercial calls 2020-2036	168
Cost per commercial call	**$1,309.84**

The cost per call is then applied to the number of calls per unit.

TABLE 20: 2020 MAXIMUM FIRE FEES

FIRE - 2020	Calls per Unit/SF	Fee per Unit/SF	Vehicle Cost	Per SF
Residential	0.1393	$495.43		
Non-Residential	0.000121057	$0.43	$0.16	$0.59

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;
    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.

ORDINANCE 10-03-2020

AN ORDINANCE AMENDING THE CITY TRANSPORTATION IMPACT FEE FACILITIES PLAN AND TRANSPORTATION IMPACT FEE ANALYSIS; ADOPTING PUBLIC SAFTEY IMPACT FEES; ADOPTING CERTAIN POLICIES RELATED TO IMPACT FEES; AND ESTABLISHING A SERVICE AREA FOR PURPOSES OF IMPACT FEES.

WHEREAS, Santaquin City (the *"City"*) is a political subdivision of the State of Utah, authorized and organized under applicable provisions of Utah law; and

WHEREAS, the City has legal authority, pursuant to Title 11, Chapter 36a of the Utah Code Annotated, as amended (*"Impact Fees Act"* or *"Act"*), to impose development impact fees as a condition of development approval, which impact fees are used to defray capital infrastructure costs attributable to new development activity; and

WHEREAS, the City has previously enacted and imposed impact fees for public facilities, as defined in Utah Law, Title 11, Chapter 36a, Section 102, and as more particularly set forth in the Santaquin City Fee Schedule; and

WHEREAS, the City desires to amend its previously adopted Transportation Impact Fees in accordance with applicable provisions of the Impact Fees Act in order to appropriately assign capital infrastructure costs to development in an equitable and proportionate manner as more particularly provided herein; and

WHEREAS, the City properly noticed its intent to amend the Transportation Impact Fees Facilities Plan and the Transportation Impact Fee Analysis as required by law and the City has, through its consultants, completed the Transportation Impact Fee Facilities Plan and Impact Fee Analysis in accordance with applicable provisions of the Impact Fees Act, which Transportation Impact Fee Facilities Plan and Impact Fee Analysis are more particularly described and adopted herein; and

WHEREAS, the City has provided the required notice and held a public hearing before the City Council regarding the proposed Transportation Impact Fees, Transportation Impact Fee Facilities Plan and Transportation Impact Fee Analysis in accordance with applicable provisions of the Impact Fees Act; and

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF CITY, STATE OF UTAH, AS FOLLOWS:

SECTION I. PURPOSE

This Transportation Impact Fees Ordinance establishes the City's Transportation Impact Fees policies and procedures and is promulgated pursuant to Title 11, Chapter 36a, Part 4, Enactment of Impact Fees, and other requirements of the Impact Fees Act. This Ordinance adopts Transportation Impact Fees for related facilities within the City Service Area as defined herein, provides a schedule of Transportation Impact Fees for development activity, and sets forth direction for challenging, modifying and appealing Transportation Impact Fees. This Ordinance does not replace, supersede, or modify any ordinance regarding impact fees unrelated to Transportation facilities and

improvements. This Ordinance may be referred to and cited as the “Transportation Impact Fees Ordinance.”

SECTION II. STATUTORY AUTHORITY AND RESTRICTIONS

1. *Impact Fees Act Authority.* The City is authorized to impose impact fees subject to and in accordance with applicable provisions of the Impact Fees Act. Impact fees may only be established for public facilities as defined in Section 11-36a-102 that have a life expectancy of 10 or more years and are owned or operated by or on behalf of a local political subdivision. Public facilities for which impact fees may be imposed includes Transportation facilities.

2. *Impact Fees Act Restrictions*. Pursuant to Section 11-36a-202 of the Impact Fees Act, the City may not impose an impact fee to: (1) cure deficiencies in public facilities serving existing development; (2) raise the established level of service of a public facility serving existing development; (3) recoup more than the local political subdivision’s costs actually incurred for excess capacity in an existing system improvement; or (4) include 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.

SECTION III. SERVICE AREA

The Impact Fees Act requires the City to establish one or more service areas within which the City will calculate and impose a particular impact fee. The service area within which the proposed Transportation Impact Fees will be imposed is described in Santaquin City Code (S.C.C.) § 9-2-4.

SECTION IV. IMPACT FEE FACILITIES PLAN (IFFP)

1. *Impact Fee Facilities Plan Required.* Pursuant to Section 11-36a-301 of the Impact Fees Act, before imposing or amending an impact fee, the City is required to prepare an impact fee facilities plan to determine the public facilities required to serve development resulting from new development activity. The impact fee facilities plan shall identify the demands placed upon existing public facilities by new development activity and the proposed means by which the City will meet those demands.

2. *Transportation Impact Fee Facilities Plan.* The City has, through its consultants, researched and analyzed the factors set forth in Section 11-36a-302 of the Impact Fees Act and has caused to be prepared a Transportation Impact Fee Facilities Plan (“IFFP”), as more particularly set forth in **Exhibit A,** attached hereto and incorporated herein by this reference. The Transportation IFFP has been prepared based on reasonable growth assumptions for the City and general demand characteristics of current and future users of Transportation facilities within the City. The City Council finds that the Transportation IFFP identifies the impact on system improvements created by development activity and estimates the proportionate share of the costs of impacts on system improvements that are reasonably related to new development activity. As shown in the Transportation IFFP, the City has considered all revenue sources to finance the impacts on system improvements, including grants, bonds, interfund loans, impact fees, and anticipated or accepted

dedications of system improvements. The Transportation IFFP establishes that impact fees are necessary to maintain a proposed level of service that complies with applicable provisions of Section 11-36a-302 of the Impact Fees Act.

3. *Plan Certification*. The Transportation IFFP includes a written certification in accordance with Section 11-36a-306 of the Impact Fees Act.

4. *Adoption of Transportation Impact Fee Facilities Plan.* The Transportation IFFP as set forth in **Exhibit A,** is hereby adopted in its entirety by the City in accordance with applicable provisions of the Impact Fees Act.

SECTION V. WRITTEN IMPACT FEE ANALYSIS (IFA)

1. *Written Impact Fee Analysis Required.* Pursuant to Section 11-36a-303 of the Impact Fees Act, each local political subdivision intending to impose an impact fee shall prepare a written analysis of each impact fee to be imposed and a summary of the impact fee analysis designed to be understood by a lay person. The impact fee analysis shall identify the anticipated impact on or consumption of any existing capacity of a public facility by the anticipated development activity; identify the anticipated impact on system improvements required by the anticipated development activity to maintain the established level of service for each public facility; demonstrate how the anticipated impacts are reasonably related to the anticipated development activity; estimate the proportionate share of the costs for existing capacity that will be recouped and the costs of impacts on system improvements that are reasonably related to the new development activity; and identify how the impact fee is calculated.

2. *Transportation Impact Fee Analysis.* The City has, through its consultants, researched and analyzed the factors set forth in Section 11-36a-304 of the Impact Fees Act, including the proportionate share analysis required therein, and has caused to be prepared a Transportation Impact Fee Analysis ("IFA"), as more particularly set forth in **Exhibit B,** attached hereto and incorporated herein by this reference. The City Council finds that the Transportation IFA identifies the impacts upon public facilities required by the development activity and demonstrates how those impacts on system improvements are reasonably related to the development activity, estimates the proportionate share of the costs of impacts on system improvements that are reasonably related to the development activity, and identifies how the Transportation Impact Fees are calculated.

3. *Analysis Certification*. The Transportation IFA includes a written certification in accordance with Section 11-36a-306 of the Impact Fees Act.

4. *Adoption of Transportation Impact Fee Analysis.* The Transportation IFA as set forth in **Exhibit B,** is hereby adopted in its entirety by the City in accordance with applicable provisions of the Impact Fees Act.

SECTION VI. IMPACT FEE SCHEDULE AND FORMULA

1. *Impact Fee Schedule or Formula Required.* Pursuant to Section 11-36a-402 of the Impact Fees Act, the City is required to provide a schedule of impact fees for each

type of development activity that specifies the amount of the impact fee to be imposed for each type of system improvement or the formula that the City will use to calculate each impact fee.

2 *Maximum Transportation Impact Fee Schedule*. Based on the Transportation IFA, the maximum Transportation Impact Fees which the City may impose on development activity within the defined Service Area is based on the following formula and specified fees:

Single-Family Detached Housing = $768.60/Unit

Fees for all other uses (*e.g. Residential, Commercial, etc.),* please refer to the Transportation Impact Fee Analysis (Exhibit B) Table 14 on pages 11 and 12.

In accordance with Section 11-36a-402 of the Impact Fees Act, the City is authorized to adjust the standard impact fee at the time the fee is charged to respond to: (i) unusual circumstances found in specific cases; (ii) a request for a prompt and individualized impact fee review for the development activity of the state, a school district, or a charter school and an offset or credit for a public facility for which an impact fee has been or will be collected; to ensure that the impact fees are imposed fairly; or (iii) a developer's studies and data which show how specific adjustments of the fee are applicable to the intended use(s).

3. *Developer Credits.* In accordance with Section 11-36a-402 of the Impact Fees Act, a developer may be allowed a credit against Transportation Impact Fees or proportionate reimbursement of Transportation Impact Fees if the developer dedicates land for a system improvement, builds and dedicates some or all of a system improvement; or dedicates a public facility that the City and the developer agree will reduce the need for a system improvement; *provided* that the system improvement is: (i) identified in the City's Transportation IFFP; and (ii) is required by the City as a condition of approving the development activity. To the extent required in Section 11-36a-402, the City shall provide a credit against Transportation Impact Fees for any dedication of land for, improvement to, or new construction of, any system improvements provided by the developer if the facilities are system improvements, as defined herein and included in the Transportation IFFP; or are dedicated to the public and offset the need for an identified system improvement.

SECTION VII. CALCULATION OF IMPACT FEES

1. *Impact Fee Calculations.* Pursuant to Section 11-36a-305, in calculating the proposed Transportation Impact Fees, the City has based such amounts calculated on realistic estimates and the assumptions underlying such estimates are more particularly disclosed in the Transportation IFA set forth in **Exhibit B.**

2. *Previously Incurred Costs.* To the extent that new growth and development will be served by previously constructed improvements, the City's Transportation Impact Fees may include public facility costs and outstanding bond costs related to the Transportation improvements previously incurred by the City. These costs may

include all projects included in the Transportation IFFP, which are under construction or completed but have not been utilized to their capacity, as evidenced by outstanding debt obligations. Any future debt obligations determined to be necessitated by growth activity will also be included to offset the costs of future capital projects.

SECTION VIII. NOTICE AND HEARING

1. *Notice.* All noticing requirements set forth in the Impact Fees Act, including, but not limited to, provisions of Title 11, Chapter 36a, Part 5, have been provided. Copies of the Transportation IFFP and Transportation IFA, together with a summary designed to be understood by a lay person, and this Impact Fee Ordinance, have been made available to the public by placing said materials, in the Santaquin City Library and the Community Development Offices located in Santaquin City Hall at least ten (10) days before the public hearing. Notice has also been provided in accordance with applicable provisions of *Utah Code Ann*. § 10-9a-205.

2 *Hearing.* The City Council held a public hearing regarding the Transportation IFFP, the Transportation IFA, and this Transportation Impact Fee Ordinance, on October 6, 2020, and a copy of the Ordinance was available in its substantially final form at the City Recorder's Office in the Santaquin City Hall before the date of the hearing, all in conformity with the requirements of *Utah Code Ann*. § 10-9a-205 and applicable noticing provisions of the Impact Fees Act.

Section IX. Miscellaneous Provisions

1. Contrary Provisions Repealed. Any and all other provisions of the Santaquin City Code that are contrary to the provisions of this Ordinance are hereby repealed.

2. Codification, Inclusion in the Code, and Scrivener's Errors. It is the intent of the City Council that the provisions of this ordinance be made part of the Santaquin City Code as adopted, that sections of this ordinance may be re-numbered or re-lettered, that the word ordinance may be changed to section, chapter, or other such appropriate word or phrase in order to accomplish such intent regardless of whether such inclusion in a code is accomplished. Sections of the ordinance may be re-numbered or re-lettered. Typographical errors which do not affect the intent of this ordinance may be authorized by the City without need of public hearing by its filing a corrected or re-codified copy of the same with the City Recorder.

3. Severability. If any section, phrase, sentence, or portion of this ordinance is for any reason held invalid or unconstitutional by any court of competent jurisdiction, such portion shall be deemed a separate, distinct, and independent provision, and such holding shall not affect the validity of the remaining portions thereof.

4. Other Impact Fees Not Repealed. Except as otherwise specifically provided herein, this Transportation Impact Fee Ordinance shall not repeal, modify or affect any impact fee of the City in existence as of the effective date of this Ordinance.

Section X. Effective Date.

The City Recorder shall deposit a copy of this ordinance in the official records of the City on October 6, 2020, and before 5:00 p.m. on that day, shall place a copy of this ordinance in three places within the City. This ordinance shall become effective at 5:00 p.m. on October 7, 2020.

PASSED AND APPROVED this 6th day of October, 2020.

By: _____
Mayor Kirk F. Hunsaker

ATTEST:

By_____
K. Aaron Shirley, City Recorder

Voting	
Council Member Nick Miller	___
Council Member Betsy Montoya	___
Council Member Lynn Mecham	___
Council Member David Hathaway	___
Council Member Jennifer Bowman	___

STATE OF UTAH)
) ss.
COUNTY OF UTAH)

I, K. AARON SHIRLEY, City Recorder of Santaquin City, Utah, do hereby certify and declare that the above and foregoing is a true, full, and correct copy of an ordinance passed by the City Council of Santaquin City, Utah, on the 6th day of October, 2020, entitled

"AN ORDINANCE ADOPTING A TRANSPORTATION IMPACT FEE FACILITIES PLAN AND A TRANSPORTATION IMPACT FEE ANALYSIS; ADOPTING TRANSPORTATION IMPACT FEES; ADOPTING CERTAIN POLICIES RELATED TO IMPACT FEES; AND ESTABLISHING A SERVICE AREA FOR PURPOSES OF IMPACT FEES."

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the Corporate Seal of Santaquin City Utah this 6th day of October, 2020.

_____
K. AARON SHIRLEY
Santaquin City Recorder

(SEAL)

AFFIDAVIT OF POSTING

STATE OF UTAH)
) ss.
COUNTY OF UTAH)

I, **K. AARON SHIRLEY**, City Recorder of Santaquin City, Utah, do hereby certify and declare that I posted in three (3) public places the ordinance, which is attached hereto on the 7th day of October, 2020.

The three places are as follows:
1. Zions Bank
2. Post Office
3. City Office

I further certify that copies of the ordinance so posted were true and correct copies of said ordinance.

_____
K. AARON SHIRLEY
Santaquin City Recorder

The foregoing instrument was acknowledged before me this ___ day of _____, 20__, by K. AARON SHIRLEY.

My Commission Expires:

_____
Notary Public

Residing at: Utah County

Master Transportation Plan

Prepared for

Santaquin City
275 West Main Street
Santaquin, UT 84655

Prepared by

Parametrix
4179 Riverboat Road, Suite 130
Salt Lake City, UT 84123
T. 801.307.3400 F. 1.855.542.6353
www.parametrix.com

April 2020 | 344-8144-001

CITATION

Parametrix. 2020. Master Transportation Plan. Prepared by Parametrix, Salt Lake City, UT. April 2020.

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APPENDICES

A Additional Information

ACRONYMS

AASHTO	American Association of State Highway and Transportation Officials
ACS	American Community Survey
AADT	Average Annual Daily Traffic
CFP	Capital Facilities Plan
LOS	Level of Service
MAG	Mountainland Association of Governments
MPH	Miles Per Hour
MUTCD	Manual on Uniform Traffic Control Devices
TAZs	Traffic Analysis Zones
TRB	Transportation Research Board
UDOT	Utah Department of Transportation
UTA	Utah Transit Authority
WFRC	Wasatch Front Regional Council

1. INTRODUCTION

The purpose of the Santaquin City Master Transportation Plan is to create a transportation plan that upholds Santaquin's ethos as "a community prospering in country living" while effectively managing an increasing need for transportation infrastructure. Santaquin has seen steady growth in the past decade and is projected to more than triple in population by 2050. This growth will ultimately exceed the capacity of the City's existing transportation system. This plan responds to future demands on the City's transportation system while retaining safe and active streets for non-motorized travel.

This plan has been organized into five sections which cover the components of the transportation plan. The first section reviews Santaquin City's existing conditions and compares Santaquin to identified peer cities. This is followed by a section which summarizes short-term recommendations to improve the quality of transportation in Santaquin. Section three attempts to look at the future transportation conditions that Santaquin City will likely encounter. The fourth section presents the Master Transportation Plan and makes transportation implementation recommendations. Section five proposes funding and a Capital Facilities Plan.

A map of the proposed Santaquin Master Transportation Plan streets is shown in Figure 1 below.

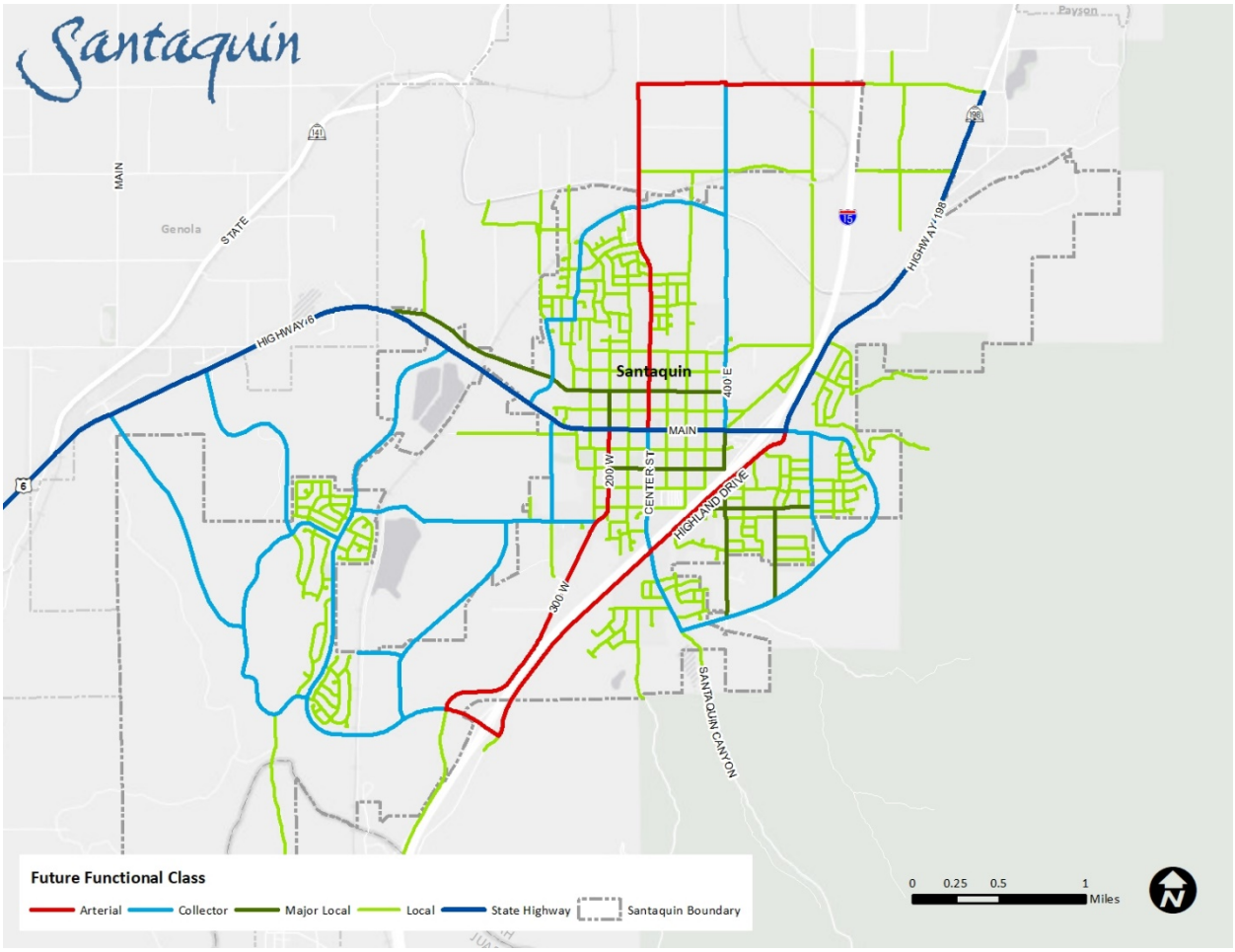


Figure 1. Santaquin Master Transportation Plan Map

1.1 Planning Process

Santaquin City contracted with Parametrix to update their existing, 2014 Transportation Master Plan. Major efforts to create this plan began in January of 2019. Parametrix relied on its master transportation planning experience, as well as the existing plan, to guide the update.

Coordination between city staff and Parametrix was key to the process. Frequent internal coordination meetings occurred as well as email and phone communication. This coordination was to ensure that the development of the plan was on course and on schedule. The meetings hosted key discussions on all aspects of the plan including: population and employment forecasts, street alignments and cross sections, maintenance and plan phasing.

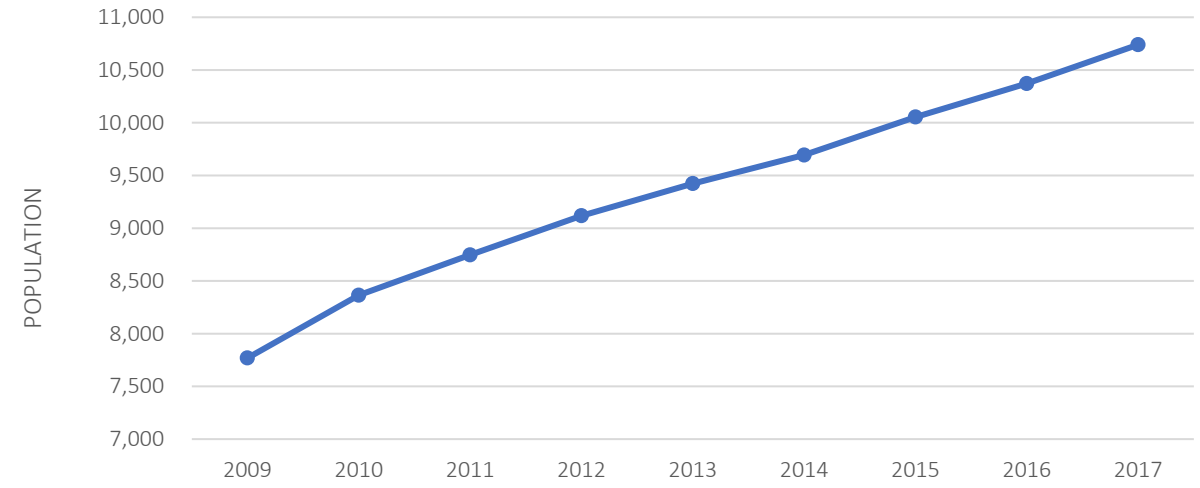
2. EXISTING CONDITIONS

2.1 Santaquin City

Santaquin's General Plan, adopted 2007, states it is a "community prospering in country living - Agriculture, Equestrian, Recreation." Santaquin is bisected by Interstate 15, running north/south and is also split east/west by U.S. 6 and S.R. 198. These two large transportation facilities connect Santaquin with the rest of Utah County. One freeway interchange, connecting U.S. 6 to I-15 is wholly within Santaquin's boundaries. Another interchange is just outside the City to the south.

2.2 Demographics

Located south of Utah Lake in Utah County, Santaquin City has experienced a steady population growth over the past 10 years. Figure 2 shows Santaquin's growth since 2009. Incorporated in 1932, Santaquin City began with a population of 1,115.



Source: U.S. Census, ACS 5-Year Estimates

Figure 2. Santaquin City Population

The household characteristics of Santaquin are unique from the county and the state. Compared to the state, Santaquin has an above average household size of 3.99 and a younger than average median age of 23.6. Dependency ratios are an age-population ratio for those typically too young (0-14, child dependency) or too old (65 and over, older adult dependency) to be in the labor force and are used as an indication of what portion of the population is dependent. In other words, higher dependency ratios indicate a higher percentage of the overall population that is not working, and thereby dependent. The older adult dependency ratio for Santaquin is less than the county and state, while the child dependency ratio is significantly higher. However, Santaquin trails both Utah County and Utah in terms of share of the population with a bachelor's degree or higher. These household characteristics all point to a young population of large families.

Table 1. Household Characteristics

Household Characteristic	Santaquin	Utah County	State of Utah
Average Household Size	3.99	3.61	3.14
Median Age	23.6	24.5	30.5
Aged Dependency Ratio	10.6	12.4	17.3
Child Dependency Ratio	78.5	59.3	51.3
Bachelor's degree or higher	23.8%	39.4%	32.5%

Source: US Census, 2017 ACS 5-Year Estimates

Economically speaking, Santaquin is above average as compared to Utah County and the state. Table 2 shows several economic characteristics for Santaquin as well as county and state comparisons. Santaquin is doing very well with more workers, lower unemployment, higher median income and a lower poverty rate than both county and state averages.

Table 2. Economic Characteristics

Economic Indicator	Santaquin	Utah County	State of Utah
In Labor Force	72.0%	67.9%	67.9%
Unemployed	3.4%	4.3%	4.4%
Median Household Income	$69,712	$67,042	$ 65,325
People whose income in the past 12 months is below the poverty level	8.3%	11.8%	11.0%

Source: US Census, 2017 ACS 5-Year Estimates

2.3 Peer City Analysis

To contextualize Santaquin City for the purpose of this plan, a peer city analysis was conducted. Peer cities were chosen based on similarities to Santaquin in population size and geographic proximity to a major interstate highway. Based on these criteria, Mapleton, Pleasant View, Tremonton, West Point and Woods Cross were chosen (see Figure 3). These cities were then compared to Santaquin utilizing the most currently available 2017 American Community Survey (ACS) data on median age, place of work (relative to place of residence), mode of travel to work, and travel time to work.

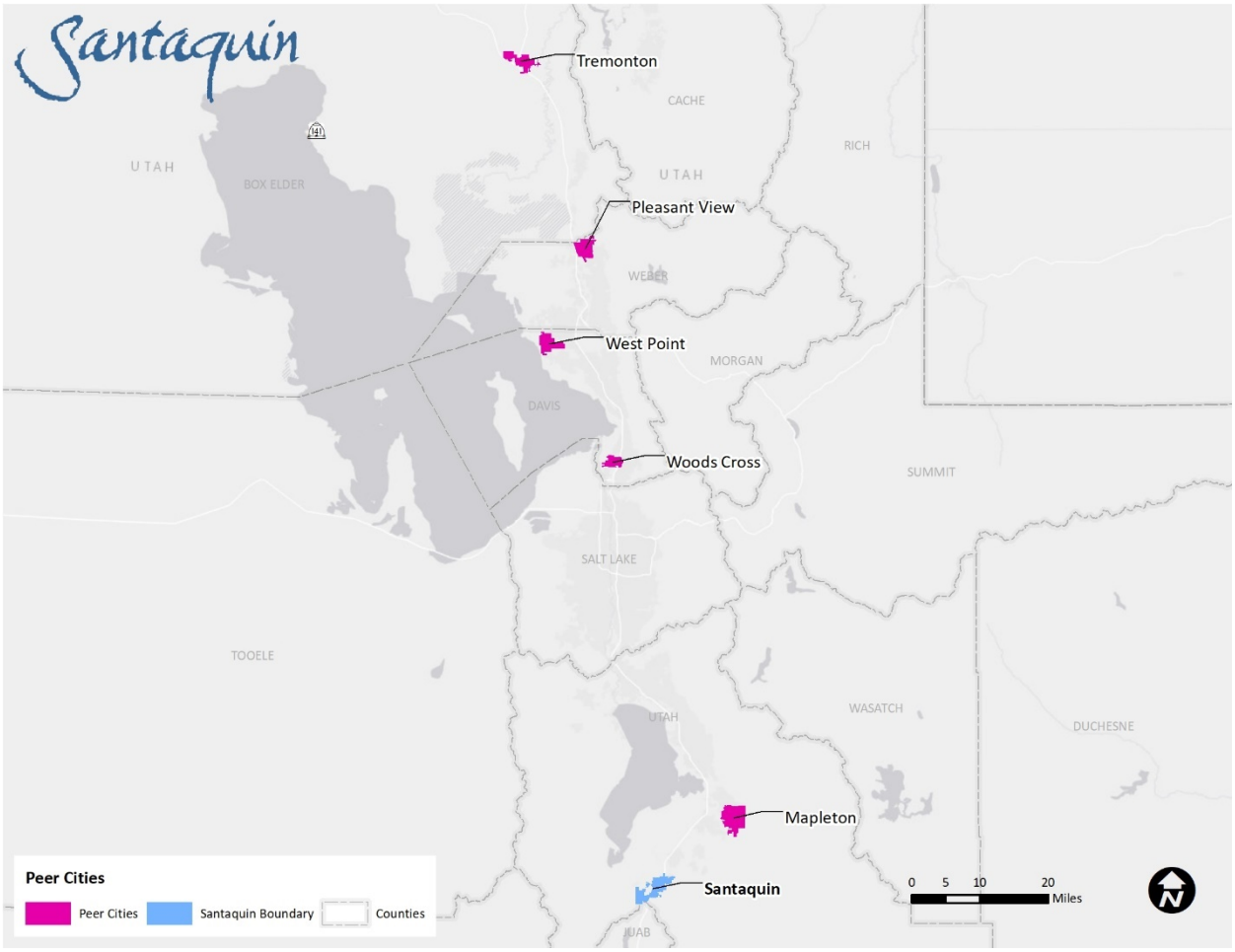
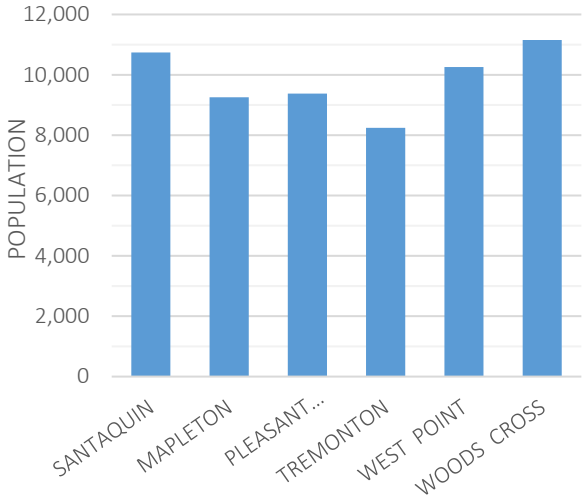


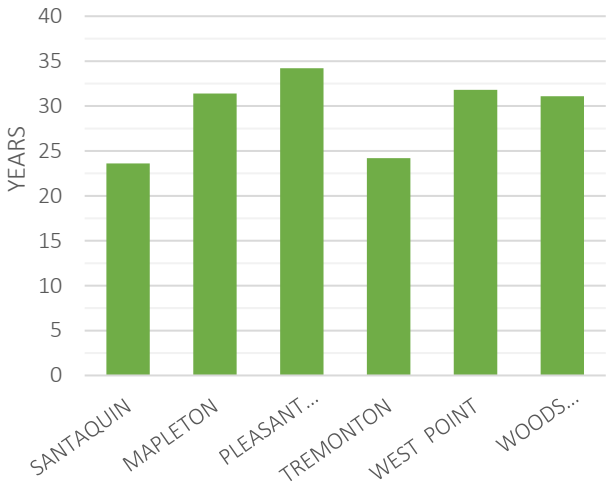
Figure 3. Peer City Locations

Santaquin has the second largest population out of the comparison group, with approximately 10,740 residents in 2017 (see Figure 4), according to the ACS. Santaquin has a median age of 23.6 years old, which is the youngest compared to the group, which has a maximum of 34.2 and a mean of 29.4 (see Figure 5).



Source: US Census, 2017 ACS 5-Year Estimates

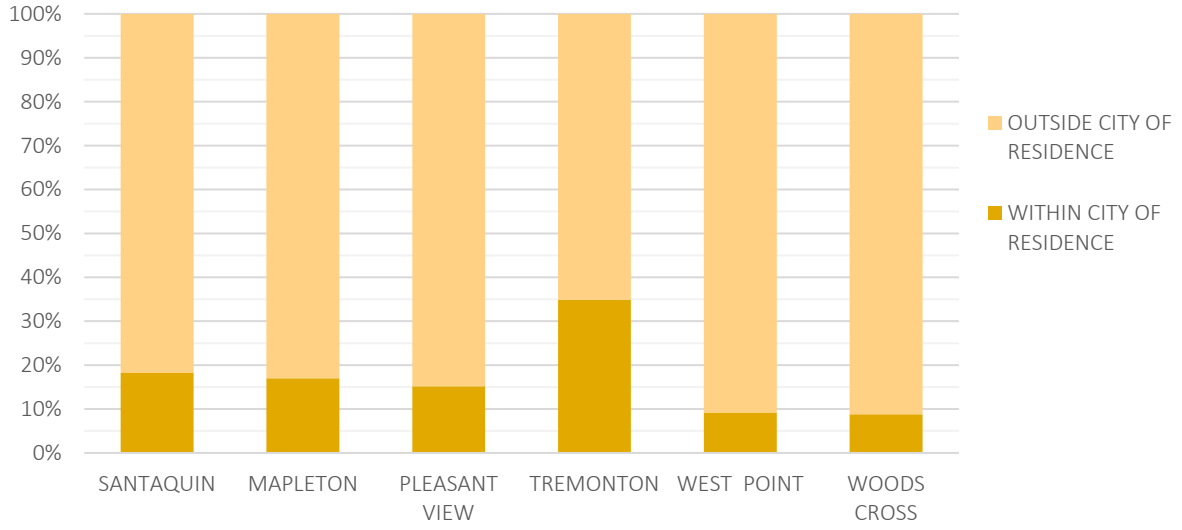
Figure 4. Peer City Population



Source: US Census, 2017 ACS 5-Year Estimates

Figure 5. Peer City Median Age

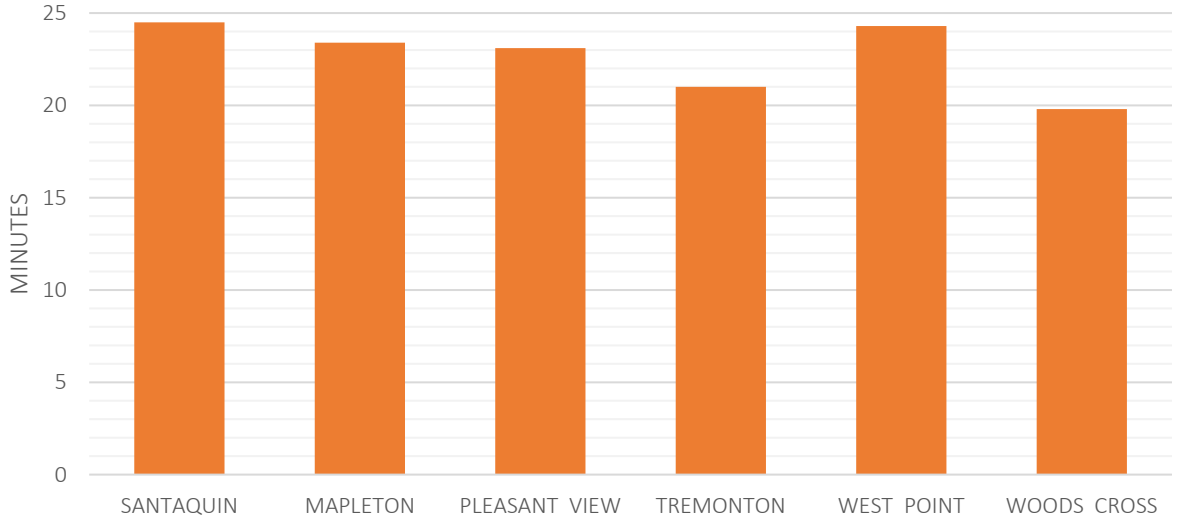
Approximately 18% of Santaquin residents work in Santaquin, while the remainder leaves the City to work. This is higher than in Mapleton, Pleasant View, West Point and Woods Cross, but much lower than Tremonton (see Figure 6). The higher rates in Tremonton can largely be explained by its relative isolation from a major metropolitan area.



Source: US Census, 2017 ACS 5-Year Estimates

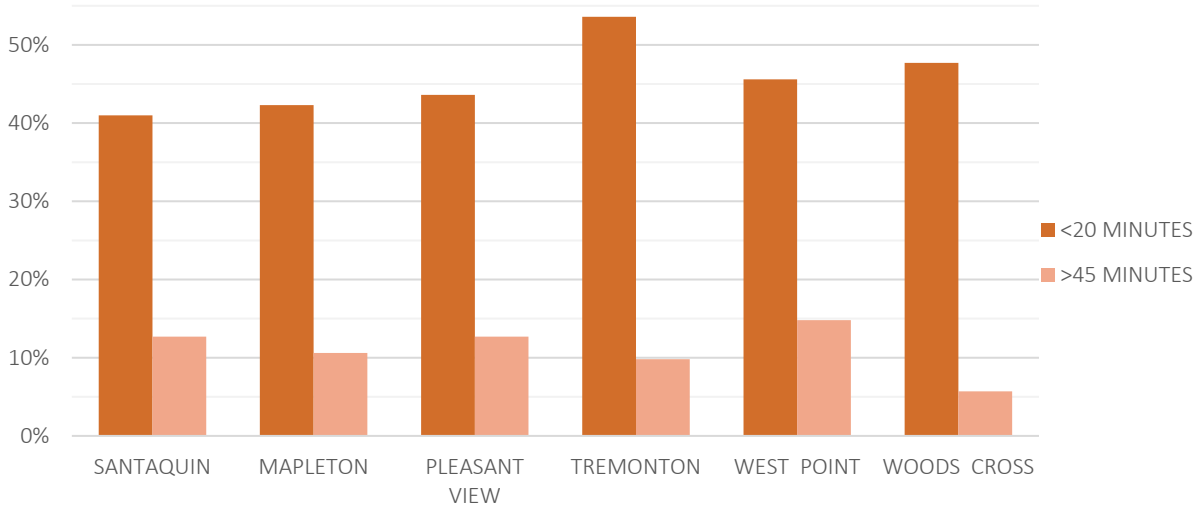
Figure 6. Peer City Place of Work

41% of Santaquin commuters have a travel time to work of less than 20 minutes, which is lower than the group. In Santaquin, the mean travel time to work is 24.5 minutes and the highest out of the peer city group (see Figure 7), 13% of residents having a commute of over 45 minutes (see Figure 8).



Source: US Census, 2017 ACS 5-Year Estimates

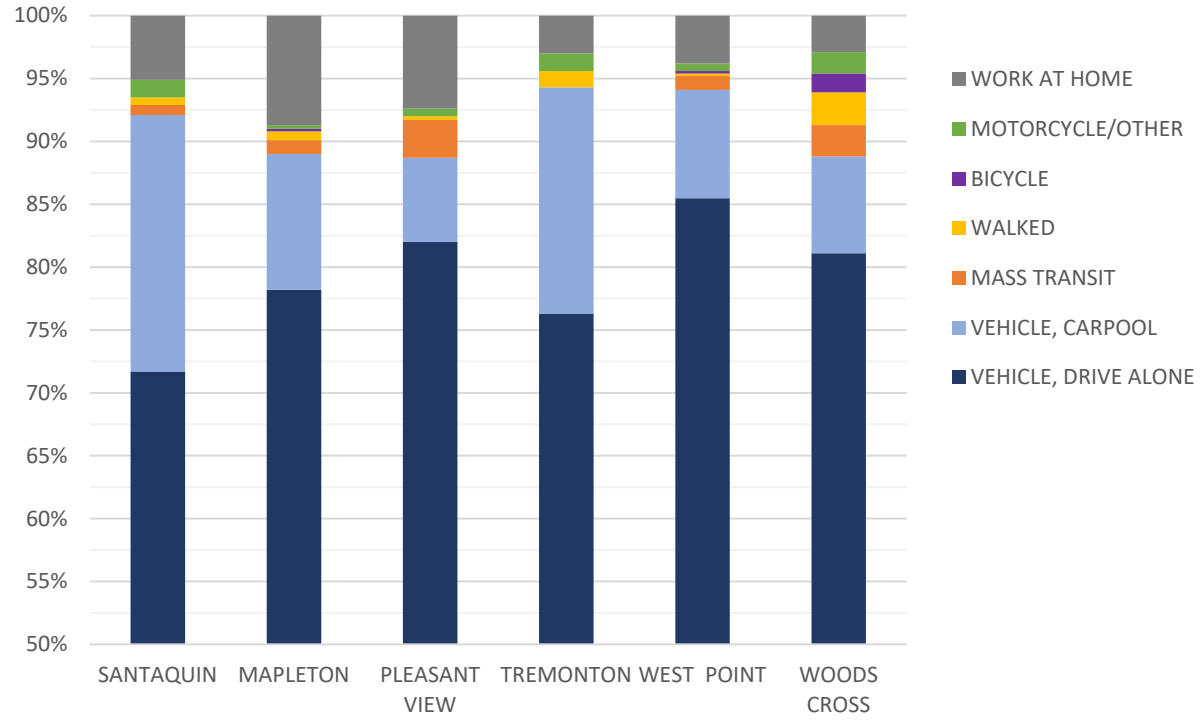
Figure 7. Peer City Mean Commute Duration (Minutes)



Source: US Census, 2017 ACS 5-Year Estimates

Figure 8. Peer City Commute Duration

The method by which residents get to work is shown in Figure 9. In Santaquin 71.7% of people drive alone to work, which is below average for the group. For carpooling the rate for Santaquin residents is 20%, which is higher than all other peer cities. No one reported using a bicycle as a means to travel to work, while 0.6% walk and 0.8% use public transportation. 5.1% work from home, which is about average for the group. This auto-dominated mode split can largely be explained by long distances to major employment centers and a lack of regular and extensive public transit service.



Source: US Census, 2017 ACS 5-Year Estimates

Figure 9. Peer City Mode of Transportation to Work

2.4 Existing Land Use

The existing land use of Santaquin is typical of a small, bedroom community, with a commercial core along Main Street, emanating with a residential grid. Southern and eastern Santaquin consists of new and developing residential neighborhoods, with characteristics typical to the suburban norm in the area.

Transportation planning depends on estimating 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 traffic analysis zones (TAZs). The TAZs are geographically smaller than a municipality and are similar in size to census block groups. Traffic analysis zones are defined by the Wasatch Front Regional Council (WFRC) and Mountainland Association of Governments (MAG). The existing land use by TAZ was used to generate 2014 population and employment numbers for each TAZ within Santaquin City by city staff. Figure 10 shows the TAZs within Santaquin.

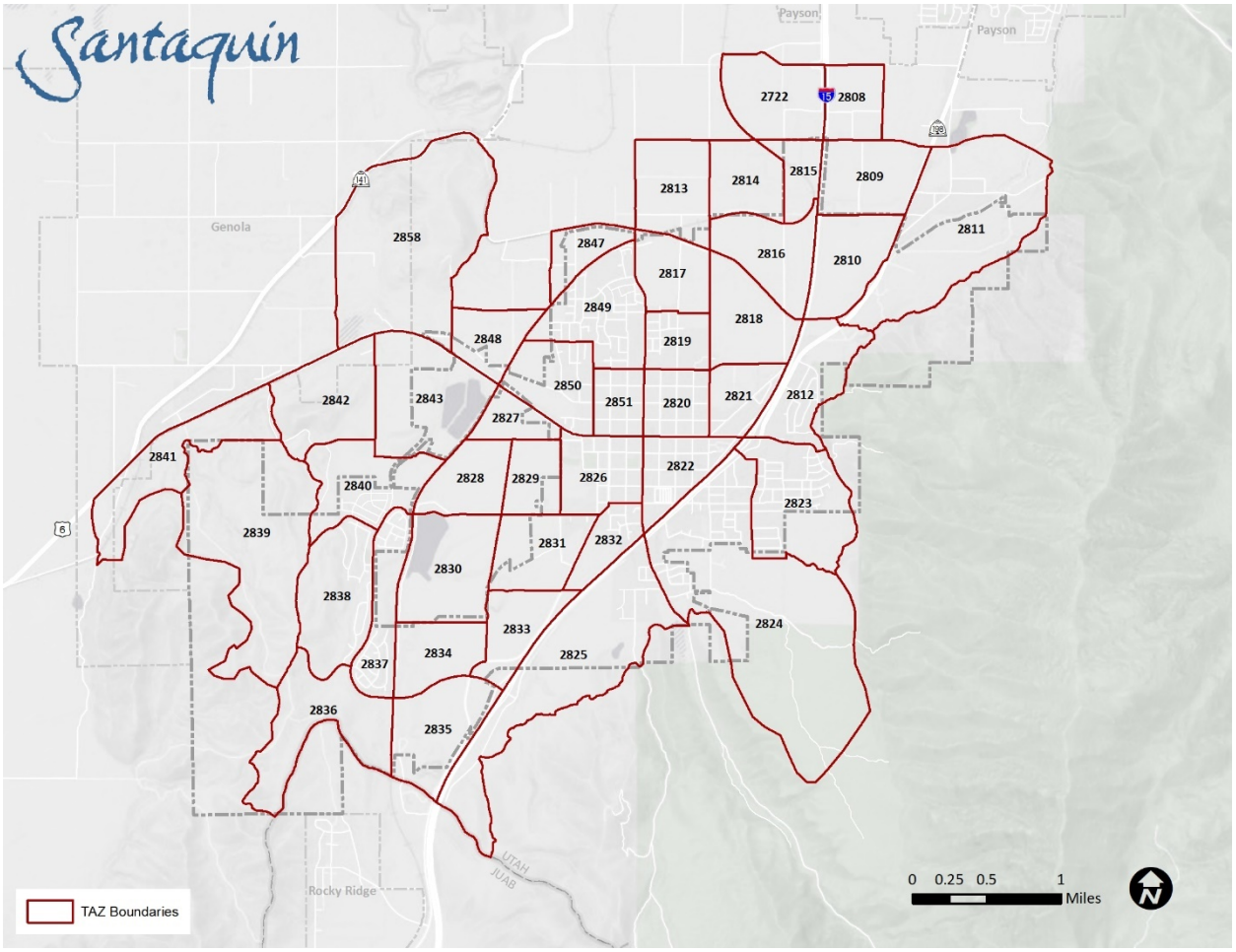


Figure 10. Santaquin Area Traffic Analysis Zones (TAZs)

Figure 11 shows the current number of households by TAZ. The highest number of households are found in the central and southwestern portions of the City. Adjacent to the Main Street corridor are smaller lot, single family land uses. In the southwestern portion of the City, the new and growing Summit Ridge development creates many households.

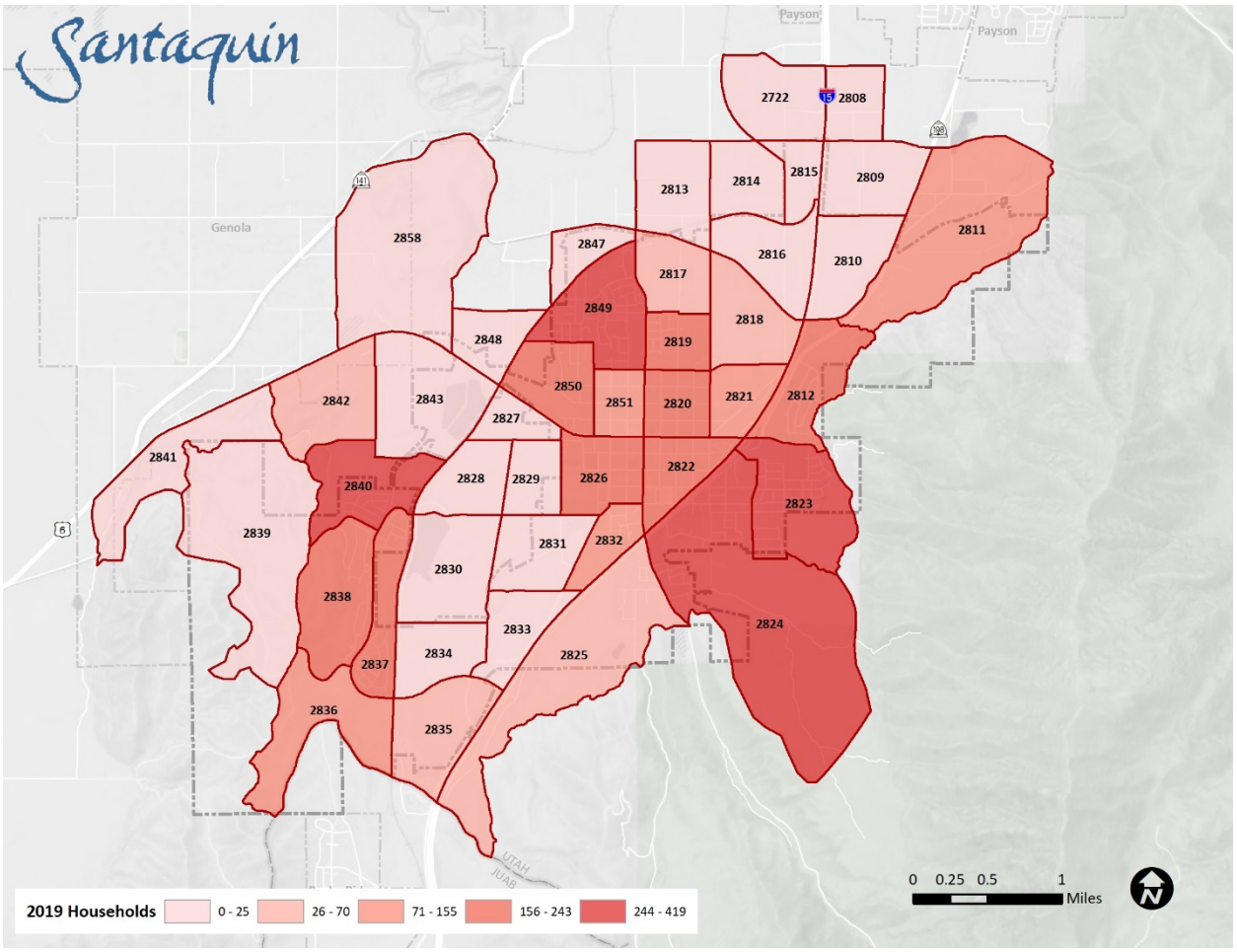


Figure 11. Households by TAZ

Figure 12 shows the employment, as a number of jobs, in Santaquin by TAZ. Here you will notice employment is concentrated along Main Street in the central portion of the City. Away from the Main Street corridor there are very low concentrations of employment, as these areas are residential in composition. While TAZ 2823 shows a large amount of employment this is misleading, in that the jobs are concentrated near the I-15 interchange and the remainder of the area has residential single family land uses.

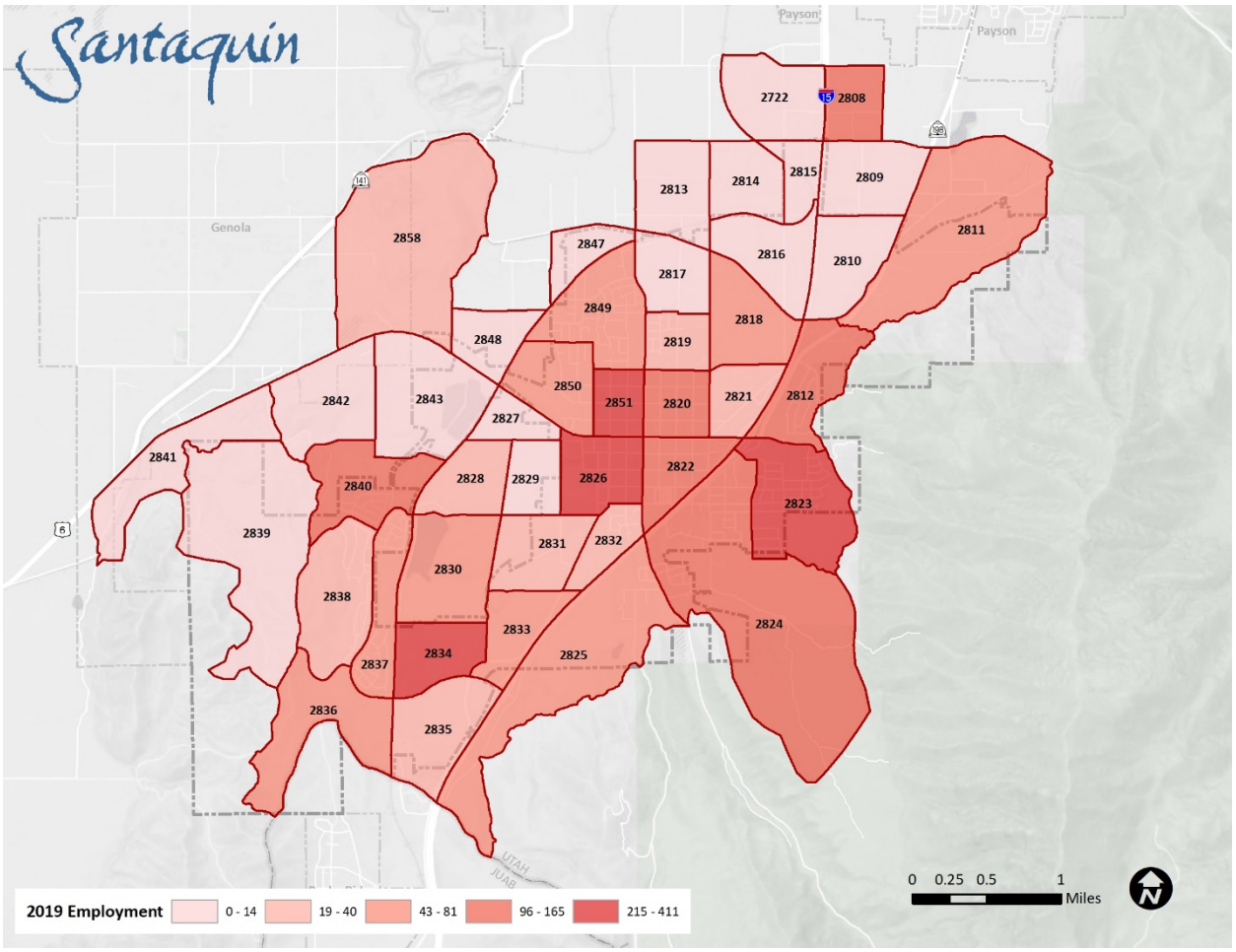


Figure 12. Employment by TAZ

Figure 13 shows the current official zoning map for Santaquin. Zoning mainly echoes the existing land uses in the City. A central commercial core along the Main Street corridor is sandwiched with residential zones. Future aspirations are evidenced by commercial and residential zones to the south over currently undeveloped land.

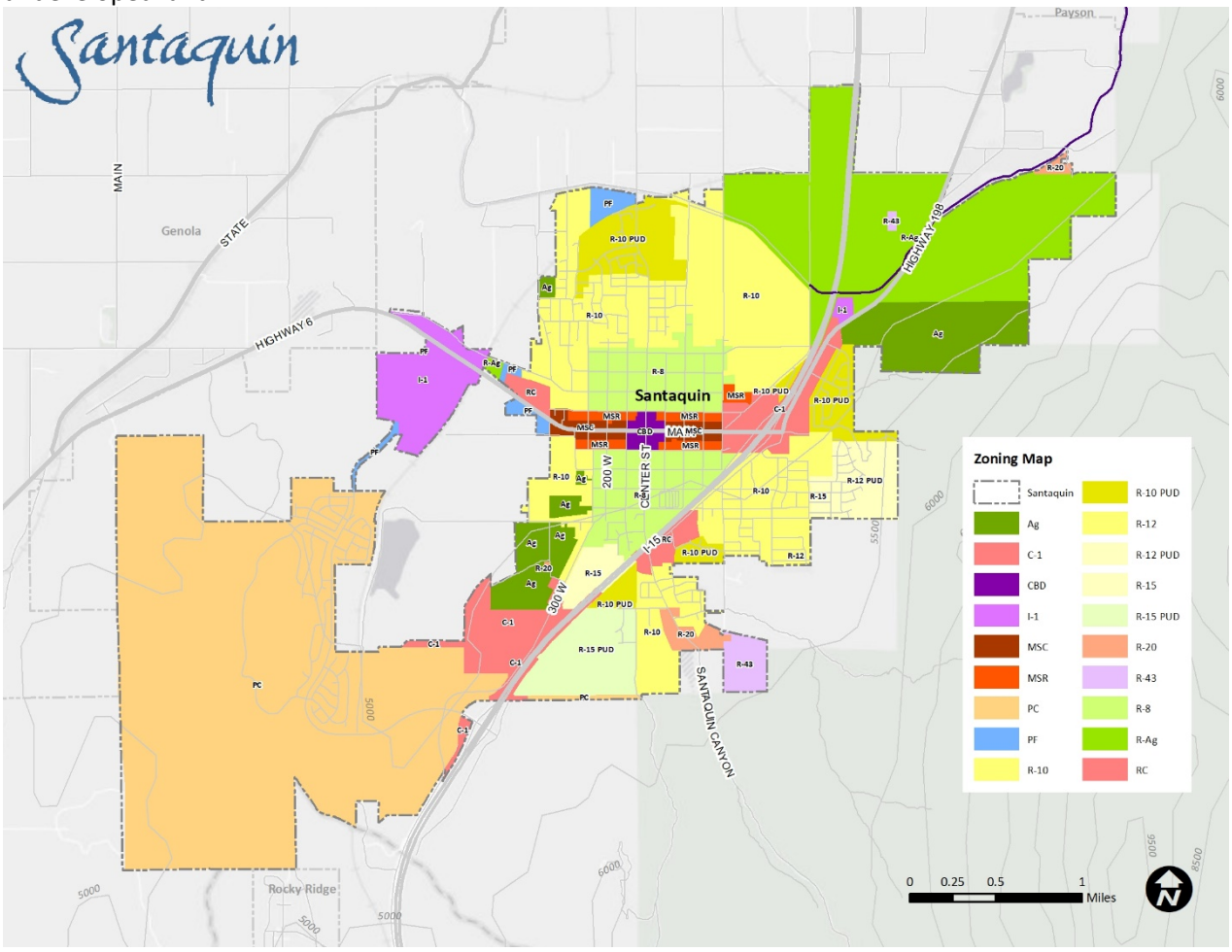


Figure 13. Santaquin City Zoning Map

2.5 Street Inventory

To assess the current conditions of the Santaquin City street network, two inventories were performed: a major street inventory and a pavement quality inventory. Routes included in the major street inventory were those functionally classified as collector streets or arterial streets. Functional classification is a system of categorizing roads based on their size and traffic capacity. “Collector” roads are medium-sized roads that connect smaller residential roads to “arterial” roads which provide regional access. A discussion of Functional Classification is included in the Plan Recommendations section of this report. Some roads included in the major street inventory were under construction; however, they were identified as their constructed functional class on future street network maps. Observations for this inventory included: pavement width, number of travel lanes, a street cross section, as well as the presence and condition of sidewalks. The pavement quality inventory assessed pavement conditions on all publicly accessible streets.

The Santaquin street network is mainly comprised of unstriped roads. Although roadway striping is a good practice for a community, it is not uncommon for two-lane roads not to have a center delineating stripe. Areas with striped lanes mostly emanate from the I-15 interchanges. Three and five lane sections of road are limited to Main Street/U.S. 6, Summit Ridge Parkway, and S.R. 198. (See Figure 14).

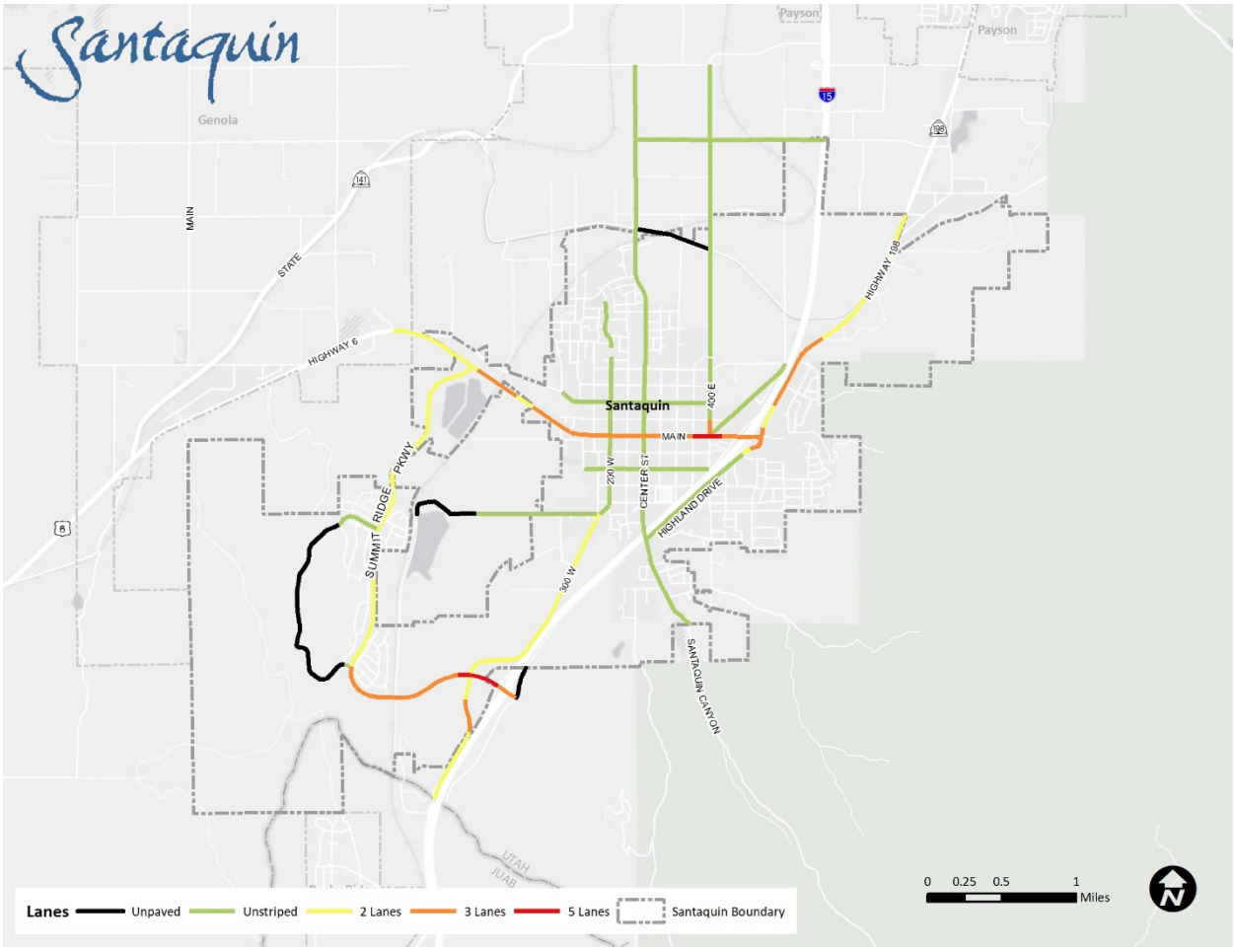


Figure 14. Street Network, 2013

The pavement width varies greatly, from 20 feet on local roads, to greater than 60 feet on roads such as Main Street and Summit Ridge Parkway (Figure 15). With the growth in the area and the development that goes along with it, there are some roads that are as yet unpaved but will be paved as buildings come.

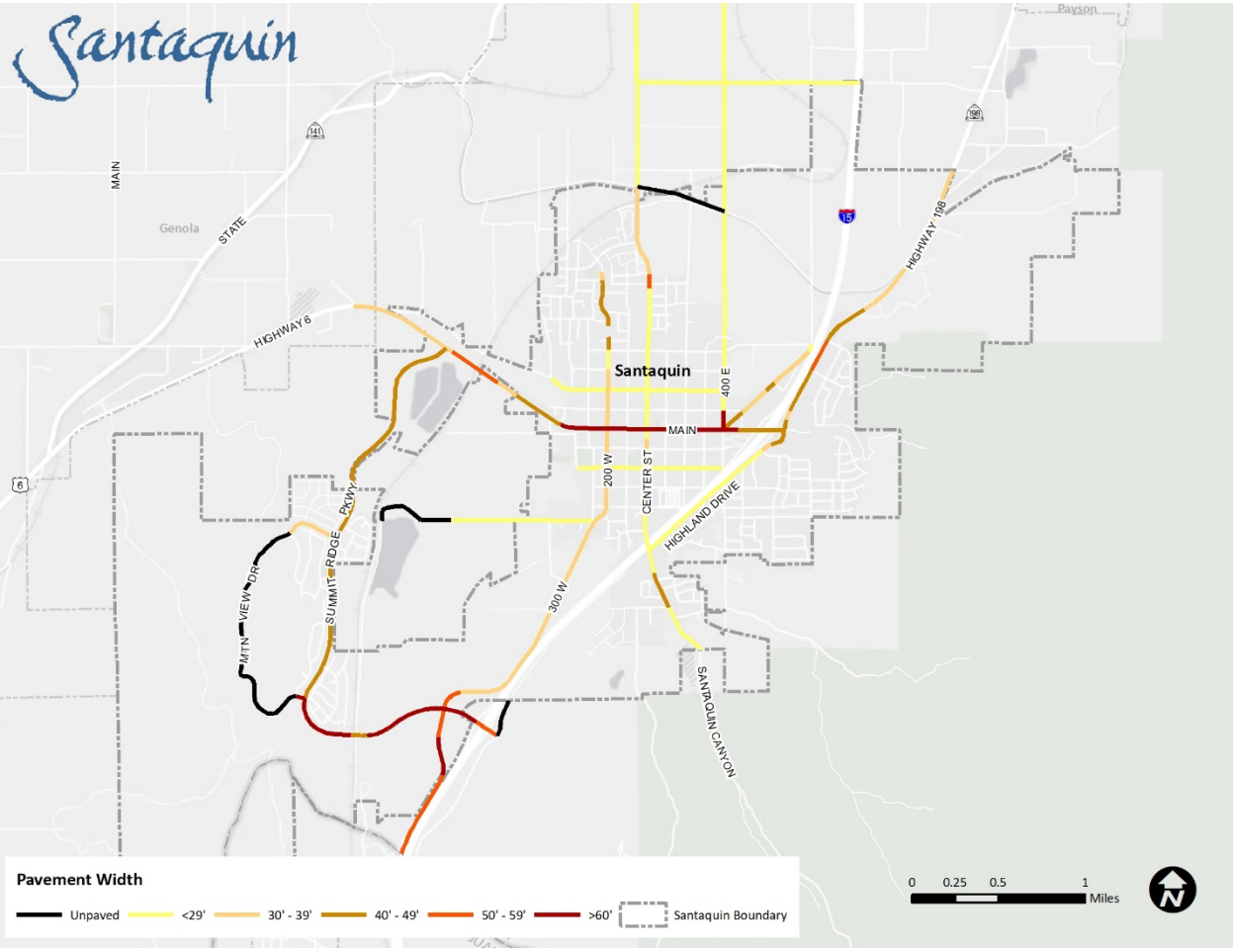


Figure 15. Pavement Width, 2013

A detailed inventory of the streets currently in Santaquin City can be found in the Street Inventory Appendix.

2.6 Pavement Quality

A pavement quality inventory of all publicly accessible city streets was performed to quantify the scale of needed maintenance. Pavement quality conditions in Santaquin run the gamut from fresh asphalt to unpaved roads. Certain residential developments to the north of town have roads that appear to be structurally deficient due to the poor ride quality and general unevenness of the roadway. It should be noted that Main Street/U.S. 6, I-15, and S.R. 198 are maintained by Utah Department of Transportation (UDOT) and were not inventoried. This inventory utilized a one to five scale to assist in identifying maintenance deficiencies that can be used as part of a larger pavement maintenance program. For example, structurally deficient roads would require an expensive reconstruction while new asphalt may require only on-going striping and minor crack sealing activities.

- **Level 1: Unpaved**. These streets are included on city maps but are currently unpaved.
- **Level 2: Dense Cracking or Structurally Deficient**. Parametrix never tested the structure of the roadbeds, however, the driving experience paired with comments from the City suggest that some roads in Santaquin are structurally deficient. The density of cracking at this level is roughly three or more cracks in any given square yard of roadway. Cracking at this density, as well as pavement irregularity, are potential signs of structurally deficient roads. This cracking is often accompanied with potholes. Many of these roads have received layers of chip seal preservation. This blend of tar and aggregate creates a smoother roadbed but does not address the underlying pavement cracking issue. Level 2 roads may also feature chip seal that has been worn through, exposing the underlying pavement. Figure 16 contains examples of paving types that were classified as Level 2.

Figure 16. Level 2 Examples

- **Level 3: Moderate Cracking or Intact Chip Seal**. Pavement that was identified as Level 3 has slightly less dense cracking than Level 2. Generally at this level, fewer than three cracks exist in any given square yard of pavement surface. Also, chip sealed roads that are intact are given this classification as they have not started to wear through. Figure 17 contains examples of paving types that were classified as Level 3.

Figure 17. Level 3 Examples

- **Level 4: Light Cracking**. Level 4 pavement has cracking that is less dense than Level 3. Any given square yard may contain one or no cracks at all. Blocks at this level contain several cracks but

they generally have a density of less than one crack per yard. Figure 18 contains an example of paving that was classified as Level 4.

Figure 18. Level 4 Example

- **Level 5: New Pavement or Very Sparse Cracking**: Level 5 pavement has recently been laid and has few current maintenance needs. Cracks at this level are very sparse and only one to two occur in any given block. Figure 19 contains an example of cracking at this density.

Figure 19. Level 5 Example

Pavement quality in Santaquin City would benefit from a consistent system of maintenance. The details of a pavement management system will be explored in greater detail in the Short-Term Recommendations chapter of this report. Approximately half of the road length in Santaquin falls into the Level 4 to 5 range. The Summit Ridge development area has pavement in the best overall condition. Meanwhile, neighborhood streets to the northwest tend to be the poorest. Certain roads and connections currently displayed on city maps remain as yet unpaved. Figure 20 displays the current pavement quality conditions in Santaquin. Table 3 contains a length summary of roads inventoried.

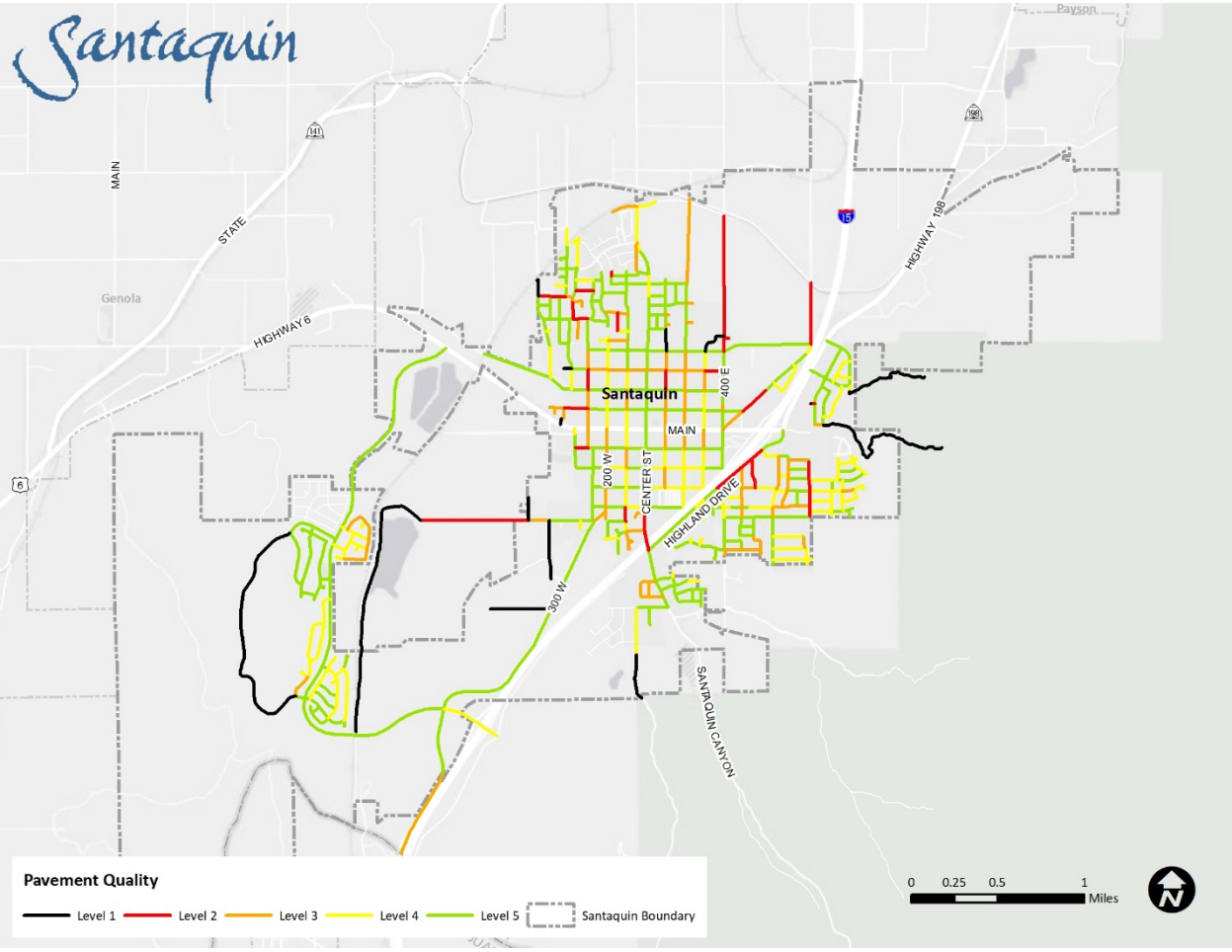


Figure 20. Pavement Quality, 2014

Table 3. Roads Inventoried

Pavement Quality Level	Length (miles)	Percent (%) of Total
1	4.58	7%
2	4.31	7%
3	8.85	14%
4	12.02	20%
5	31.37	51%
Total	**61.13**	

2.7 Pedestrian Facilities

The sidewalk network can best be described as 'sparse' and consistent with a rural community. Main Street and the more modern subdivisions - to the north, east and southwest - have good coverage. As development continues in these areas a more comprehensive sidewalk network will result. The older areas, adjacent to Main and Center Streets, have sporadic sidewalk coverage; often in need of upgrade. While these areas lack modern sidewalks, the low traffic volumes and ample shoulders within the right-

of-way do not currently inhibit pedestrian access for a youthful population. The original town center features a rectilinear street grid, similar to other Utah communities. A street grid, unlike contemporary meandering road layouts, improves a community's walkability through enabling a diversity of shorter route options for pedestrians.

Pedestrian crosswalks are limited to areas near Santaquin Elementary, Orchard Hills Elementary, and The Church of Jesus Christ of Latter-day Saints Meetinghouse at 250 South and 580 East. Signalized intersections with crossing signals include: Main Street and 200 West, Main Street and 400 East, and Main Street and Highland Drive. As Santaquin continues to develop, the need for quality pedestrian infrastructure will become more acute. The process of upgrading existing roadways is an excellent opportunity to improve the pedestrian infrastructure network. (See Figure 21). Ensuring that new roads adhere to a more rectilinear street network will build on the walkable legacy established by past generations.

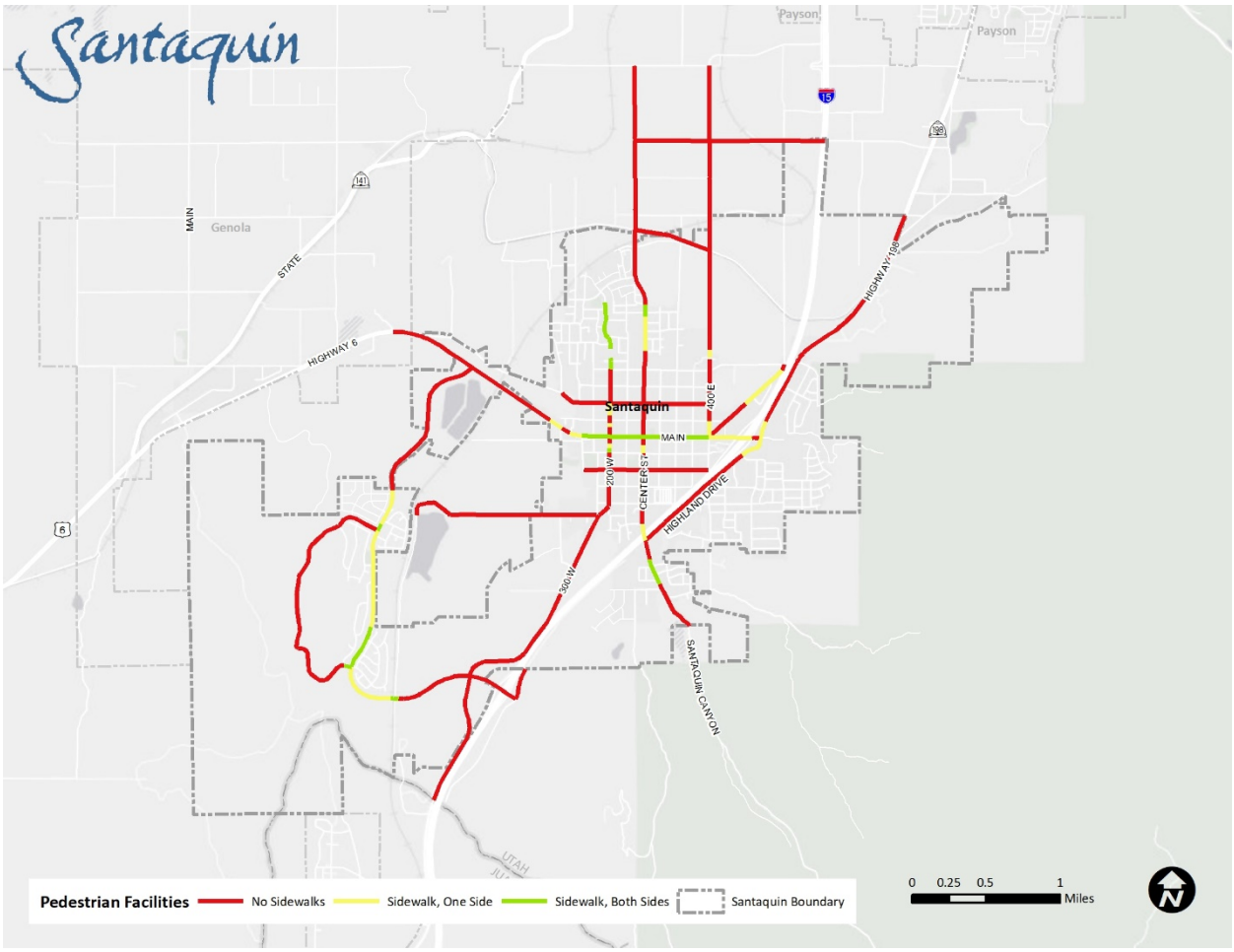


Figure 21. Current Pedestrian Facilities along Major Roads

2.8 Public Transportation

Utah Transit Agency (UTA) currently offers one bus route in Santaquin, the Santaquin/Payson/Spanish Fork to Provo Central Station, route 805. This route offers weekday 30 minute AM peak service northbound and 30 minute PM peak service southbound. As the route's name suggests, it brings commuters from Santaquin, Payson and Spanish Fork to Provo and Orem (Utah Valley University) weekday mornings and back again in the evenings. The route stops at three locations along U.S. 6: 500 West, Center Street, and 400 East (see Figure 22).

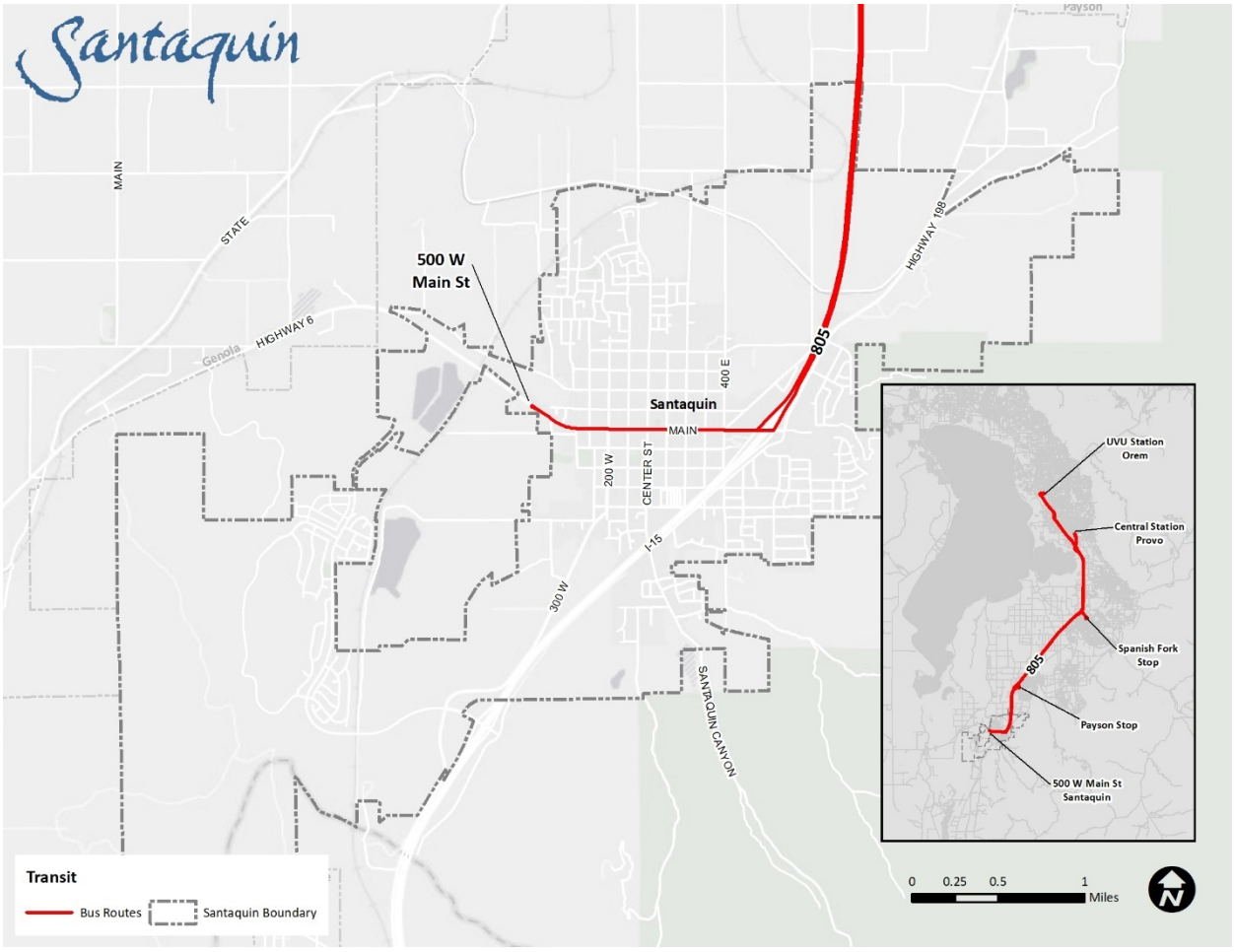


Figure 22. Route 805, Santaquin/Payson/Spanish Fork to Provo Central Station

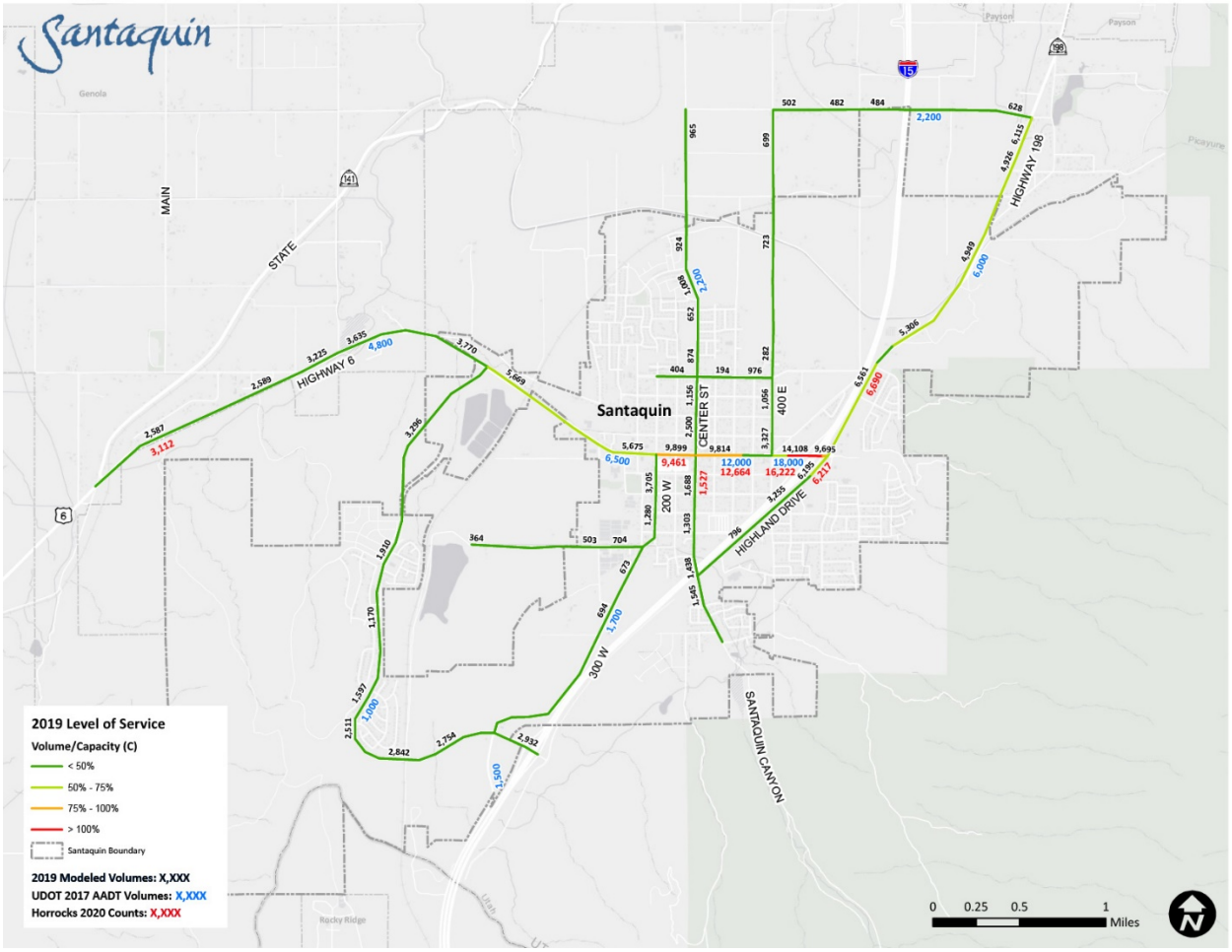
Table 4. Route 805 Schedule

Northbound to Provo Station/UVU					Southbound to Santaquin				
500 W & Main St (Santaquin)	800 S & 1270 W (Payson)	1000 N & 600 E (Spanish Fork)	Provo FrontRunner	Utah Valley University	Utah Valley University	Provo FrontRunner	1000 N & 600 E (Spanish Fork)	800 S & 1270 W (Payson)	500 W & Main St (Santaquin)
5:00 AM	5:08 AM	5:21 AM	5:35 AM		2:34 PM	2:53 PM	3:06 PM	3:23 PM	3:33 PM
6:00	6:08	6:21	6:35		3:34	3:53	4:06	4:23	4:33
6:30	6:39	6:53	7:08	7:20	4:04	4:23	4:33	4:53	5:03
7:00	7:09	7:23	7:38	7:50	4:34	4:53	5:06	5:23	5:33
7:30	7:39	7:53	8:08	8:20	5:04	5:23	5:36	5:53	6:03
8:00	8:09	8:23	8:38	8:50	5:34	5:53	6:06	6:23	6:33
8:30	8:39	8:53	9:08	9:20	6:04	6:23	6:36	6:53	7:03

2.9 Level of Service

Level of Service (LOS) is a measure used to rate the quality of traffic service. LOS is determined by categorizing traffic flow and assigning quality levels of traffic based on performance measures such as speed, travel lanes, truck traffic, etc. Utah's Unified Transportation Plan states that "level of service (LOS) standards for urban areas are typically 'D' or better while LOS standards for rural areas are typically 'C' or better." In keeping with a desire to uphold a rural feel within Santaquin, the City has opted to maintain LOS C. Level of service standards are defined in the American Association of State Highway and Transportation Officials (AASHTO), A Policy on Geometric Design of Highways and Streets, 2011 (6th Edition) where LOS C is defined by traffic levels which represent "stable flow." This level can be measured by methods included in the Transportation Research Board (TRB), Highway Capacity Manual HCM2010, October 2010.

Currently LOS C or better is maintained throughout Santaquin City, with the exception of U.S. 6 adjacent to the interchange. The traffic volumes in Santaquin are modest, with Average Daily Traffic (ADT) only rising above 10,000 on the eastern portion of Main Street. Figure 23 shows modeled 2019 traffic volumes, 2017 UDOT Average Annual Daily Traffic (AADT) data (where available), 2020 traffic counts provided by the city (where available), and the volume to capacity ratio for a LOS C standard.



Source: UDOT 2017 ADT & 2019 Travel Demand Model.

Figure 23. Current Daily Traffic Volumes on Major Roads

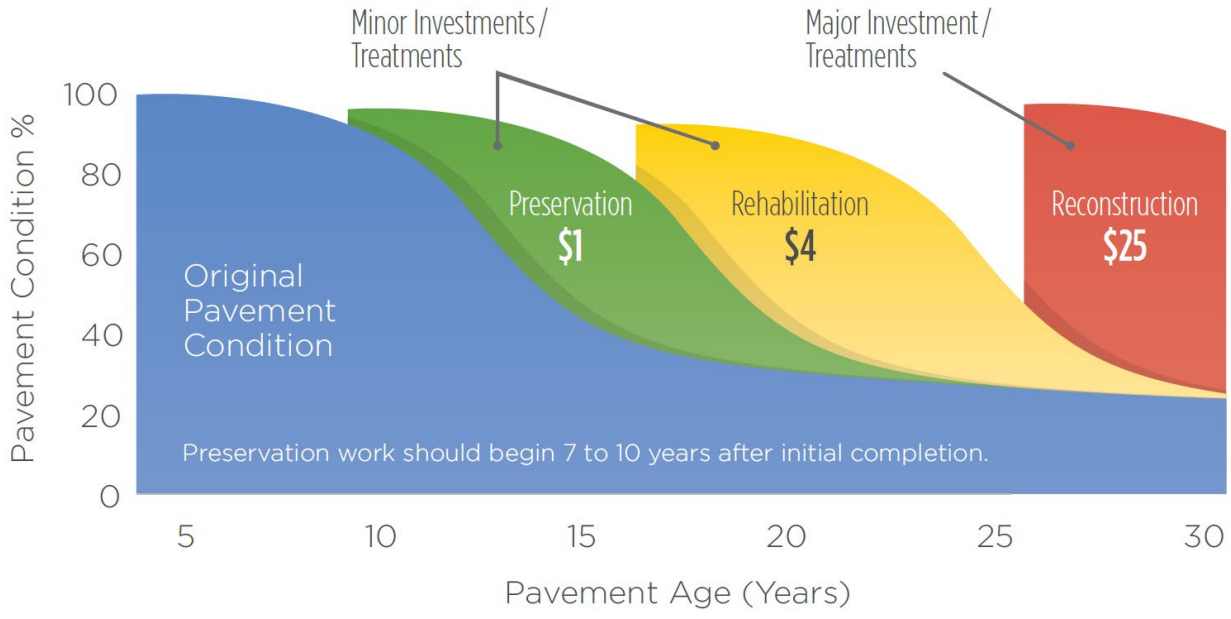
3. SHORT-TERM RECOMMENDATIONS

3.1 Pavement Quality

Understanding the quality of existing pavement can help municipalities prepare for future maintenance expenses. Any holistic capital facilities plan should consider these expenses. Some cities utilize an "impact fee" charged to new development which can help fund new transportation infrastructure required by the new development. Developer impact fees, however, can only be used for new construction or upgrading existing facilities to maintain current LOS conditions; they cannot be used for pavement maintenance.

Most cities in Utah rely on the state gas tax and other user fees distributed in the form of B&C road funds from UDOT to perform roadway maintenance activities. With the increase in more fuel efficient vehicles, many communities have found that B&C road funds are insufficient to keep pace with maintenance expenses. Some communities have turned to general fund money or tax increases as a means of supporting ongoing roadway maintenance. Recently, Provo City has looked towards a concept called transportation utility fees as a means to avoid larger tax increases on some properties due to large amounts of property held by tax exempt property owners. Transportation utility fees have been very successful in Provo.

It is recommended that Santaquin implement a routine pavement maintenance program. Proactive, routine maintenance before pavement quality significantly deteriorates helps delay the need for a much more expensive, total reconstruction. UDOT describes this approach as the "good roads cost less" approach to maintenance. Figure 24 demonstrates this principle.



Source: Utah Unified Transportation Plan 2015-2040.

Figure 24. "Good Roads Cost Less" Pavement Maintenance Methodology

Currently, maintaining pavement on the worst roads—a "worst, first" approach—consumes funds that could be better spent on routine maintenance of roads in better condition. Table 5 displays Santaquin's infrastructure using the categorizing methodology described in the Existing Conditions chapter.

Table 5. Lane Miles by Pavement Quality Level

Level	Length (in lane miles)	Percent (%) of Total
1 – Unpaved	12.1	9%
2 – Poor	8.6	7%
3 – Fair	17.7	14%
4 – Good	24.78	19%
5 – Excellent	65.22	51%
Total	**128.4**	

Annual costs to maintain these lane miles depend largely on the extent of damage to the pavement. The more damaged a road is, the more expensive it is to maintain. Table 6 compares the estimated annual maintenance costs of a "worst, first" strategy to the costs after Santaquin has invested in addressing the root cause of pavement cracking. Under the current strategy, we assumed that annually, Level 2 roads (poor condition) cost approximately $25,000 per lane mile to maintain. Level 3 and 4 roads annually cost approximately $4,000 and $3,000 per lane mile to maintain, respectively. Level 5 roads annually cost approximately $1,000 per lane mile to maintain. If the City undertakes the significant investment to improve the pavement quality overall, costs per lane mile would be reduced. The consistent maintenance strategy assumes that all paved roads are brought up to a 3 or 4 quality level and require annual maintenance of $3,000 to $4,000 per lane mile.

Table 6. Annual Pavement Maintenance Program Estimated Costs

Worst, First Maintenance Strategy Annual Cost	Consistent Maintenance Strategy Annual Cost
$466,000-$583,000	$363,000-$454,000

Source: Parametrix estimates, based on Figure 24 and the pavement quality inventory.

According to the 2017 UDOT B & C Funds Allocation Summary, Santaquin received approximately $446,252.76 in B&C road maintenance funding in 2017. Santaquin City will need to catch-up on deficient maintenance but, once caught up it appears as if annual B&C road funds may be sufficient to keep pace with annual maintenance needs, if performed on an ongoing basis. B&C road funds are distributed annually based on a statewide formula that considers population and roadway mileage. It is reasonable to anticipate that Santaquin's share of B&C road funds will continue to rise with the increase in traffic volumes and population growth in both Santaquin City and statewide. A more consistent maintenance program would reduce the frequency of total pavement reconstruction projects and lower the overall maintenance cost to be closer to the annual B&C roadway revenue. The Utah State University's Local Technical Assistance Program (LTAP) Center provides pavement preservation resources to cities, and can help Santaquin develop a pavement preservation plan, for a nominal fee.

3.2 Maintenance

Various maintenance activities are important to optimize the function of the roadway network. While this maintenance can be expensive, the roadway system is one of the largest assets of the City and this

asset requires ongoing maintenance. Annual maintenance activities will include ongoing improvements to pavement markings and signage which meets standards outlined in the Manual on Uniform Traffic Control Devices (MUTCD). Other annual maintenance costs may include snow removal, litter removal, pothole repair, lawn care and landscaping, culvert and drainage improvements, and similar efforts that will require ongoing vigilance. Additionally, the City should develop a plan, schedule and budget to address crack sealing and minor pavement overlays on an annual basis so that all roads are maintained on a systematic schedule of performing treatments every three to seven years, depending on a variety of factors. A steady maintenance program should cost approximately $3,000 per lane mile per year. With this in mind, such a program would cost approximately $363,000-$454,000 annually.

3.3 Hot Spot Analysis: Traffic Safety

In total 554 crashes occurred within Santaquin City limits between 2014 and 2018 (Figure 25). Of these crashes, 270 occurred on I-15 and associated ramps. The largest concentration of crashes occurred around the Santaquin Main Street interchange, with three fatalities, nine serious injuries, and 28 minor injuries.

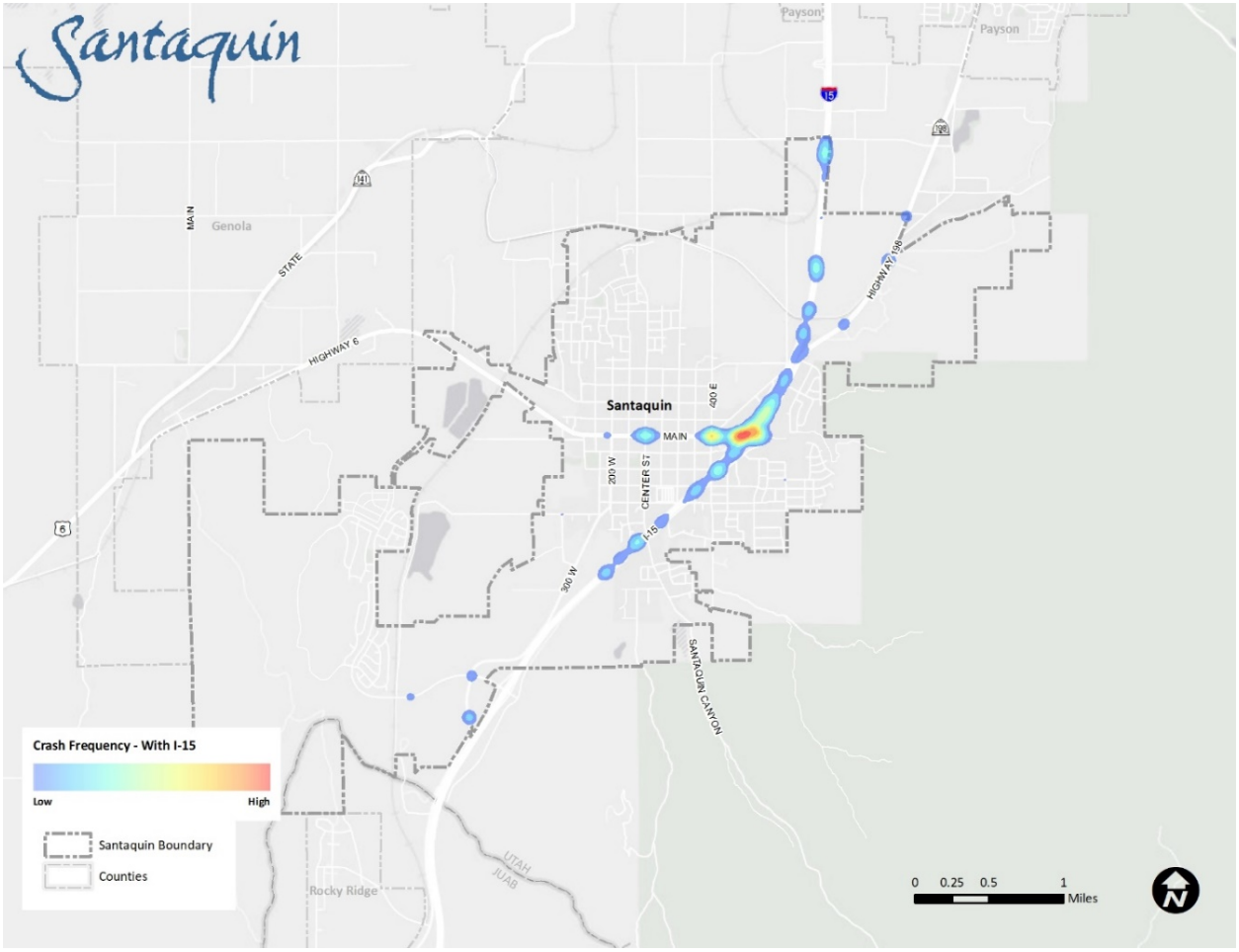


Figure 25. Santaquin Crash Frequency 2014-2018

Figure 26 shows crashes occurring on roads in Santaquin excluding I-15 and associated interchanges. There were 270 crashes were reported from 2014-2018, with two fatalities, three serious injuries, and 19 minor injuries reported from these crashes (Figure 27). Large crash hotspots include multiple areas along Main Street, four significant clusters on Highway 198, and two hotspots in south Santaquin near the intersection of Summit Ridge Parkway and Old Highway 91.

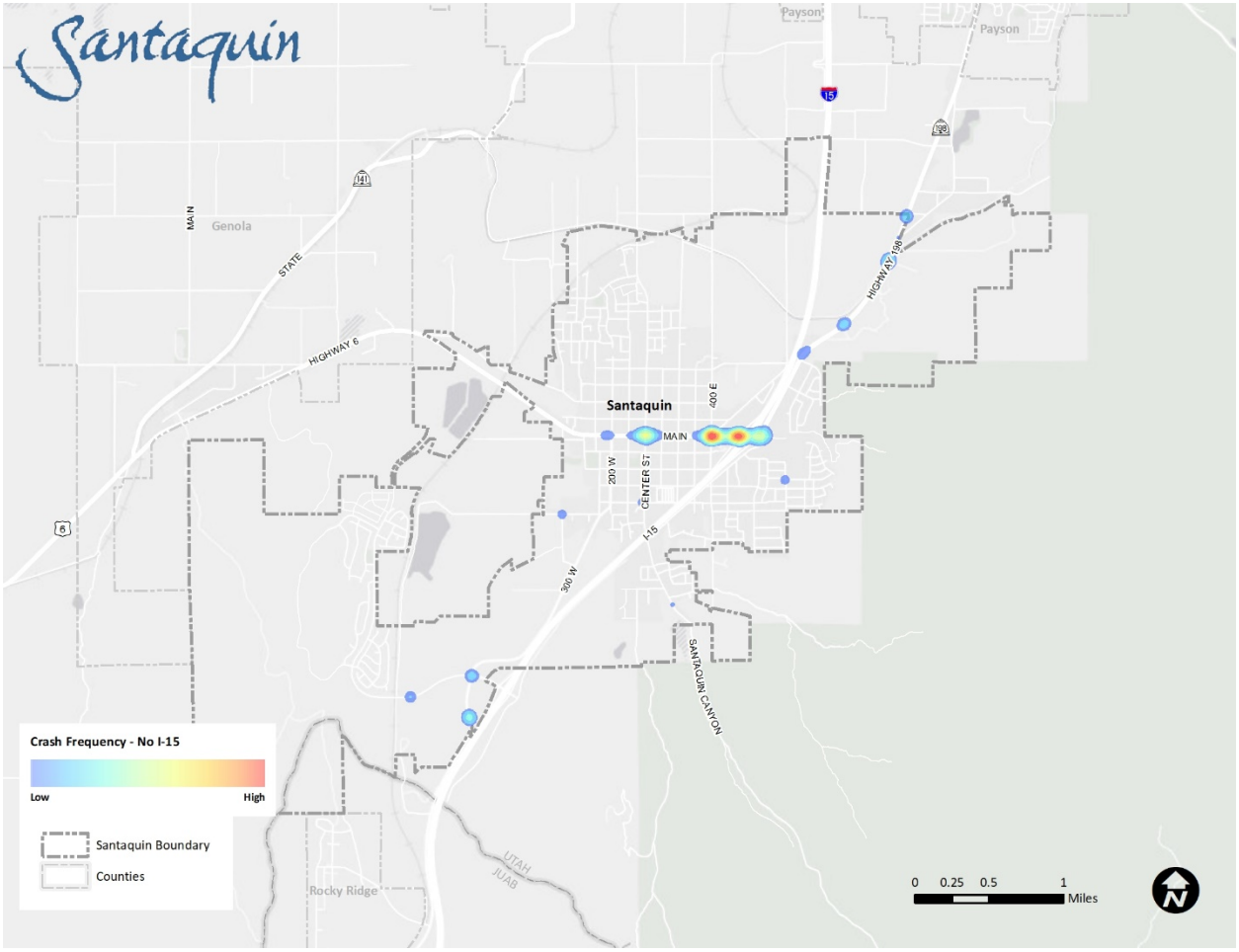


Figure 26. Santaquin Crash Frequency (excluding I-15) 2014-2018

Crash type analysis on Santaquin Main Street revealed different crash characteristics by intersection. At the signalized intersection of 400 East Main Street (Figure 27), most crashes were front to rear (rear-end) crashes, with crashes from a side angle reported as the second most common. Crashes recorded at the intersection of Center Street and Main Street (Figure 28) were most commonly from an angle, with the second most common crash type reported as rear-end crashes.

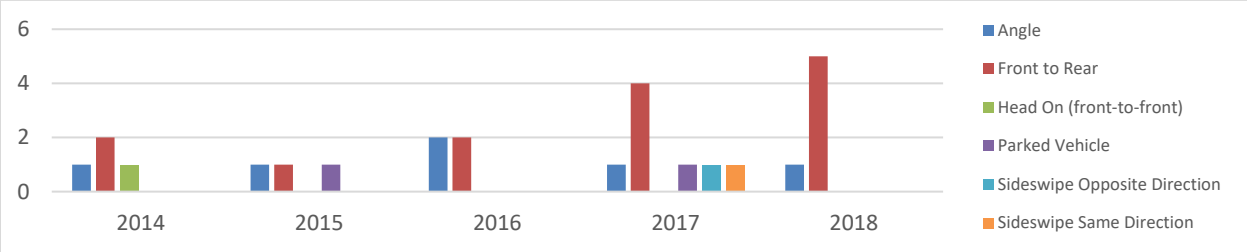


Figure 27. Crash types at 400 E. Main St. from 2014-2018

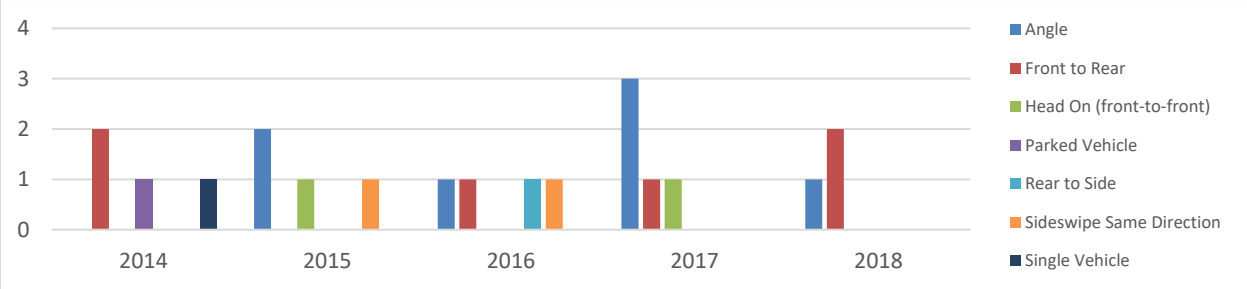


Figure 28. Crash types at the intersection of Center St. and Main St. from 2014-2018

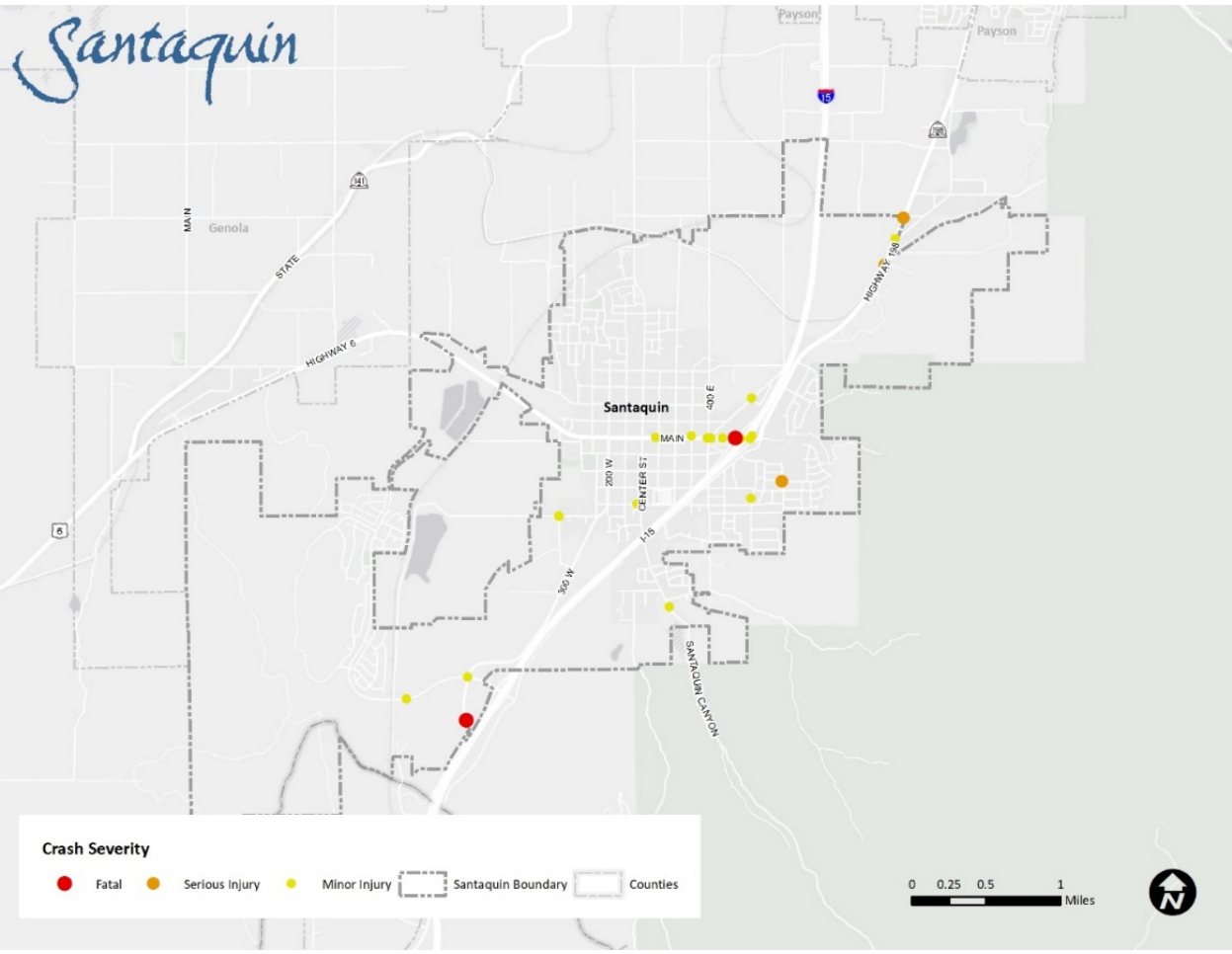


Figure 29. Santaquin Crashes by Severity 2014-2018

4. FUTURE CONDITIONS

4.1 Land Use

MAG estimates population, household size, and employment for Utah County municipalities out to the year 2050. In Santaquin, MAG estimates the 2050 population to grow by 158% to 35,950. Santaquin City expects its population to grow by 243% to 47,775 by 2050. This discrepancy is attributable to adjustments made by Santaquin City to household size, increasing from MAG's assumption of 2.8 to 3.9, which the City feels is more representative of their community. Estimates provided by Santaquin City were utilized for the purposes of this plan, primarily to adjust TAZ level demographic information.

Table 7 shows projections for population, households, and employment from MAG and Santaquin City. Santaquin City is expecting more households, jobs, and population than MAG estimations predict. For detailed tables with information at the TAZ level see the TAZ Projections Appendix.

Table 7. Demographic Projections

	Current MAG	Santaquin Revisions	MAG Projections		Santaquin Projections	
	2019	**2019**	**2030**	**2050**	**2030**	**2050**
Population	13,897	13,897	18,286	35,950	26,135	47,775
Households	3,956	3,956	5,580	12,039	6,701	12,250
Employment	2,554	2,554	5,101	11,948	5,626	12,163

The number of estimated 2050 households by TAZ is shown in Figure 30. The highest concentrations of households are projected in the developing Summit Ridge area and east of I-15. Employment is expected to concentrate along the Main Street corridor and along I-15 around the southern and central interchanges, as well as a concentrated area along I-15 at the northern city boundary. Figure 31 shows projected 2050 employment by TAZ.

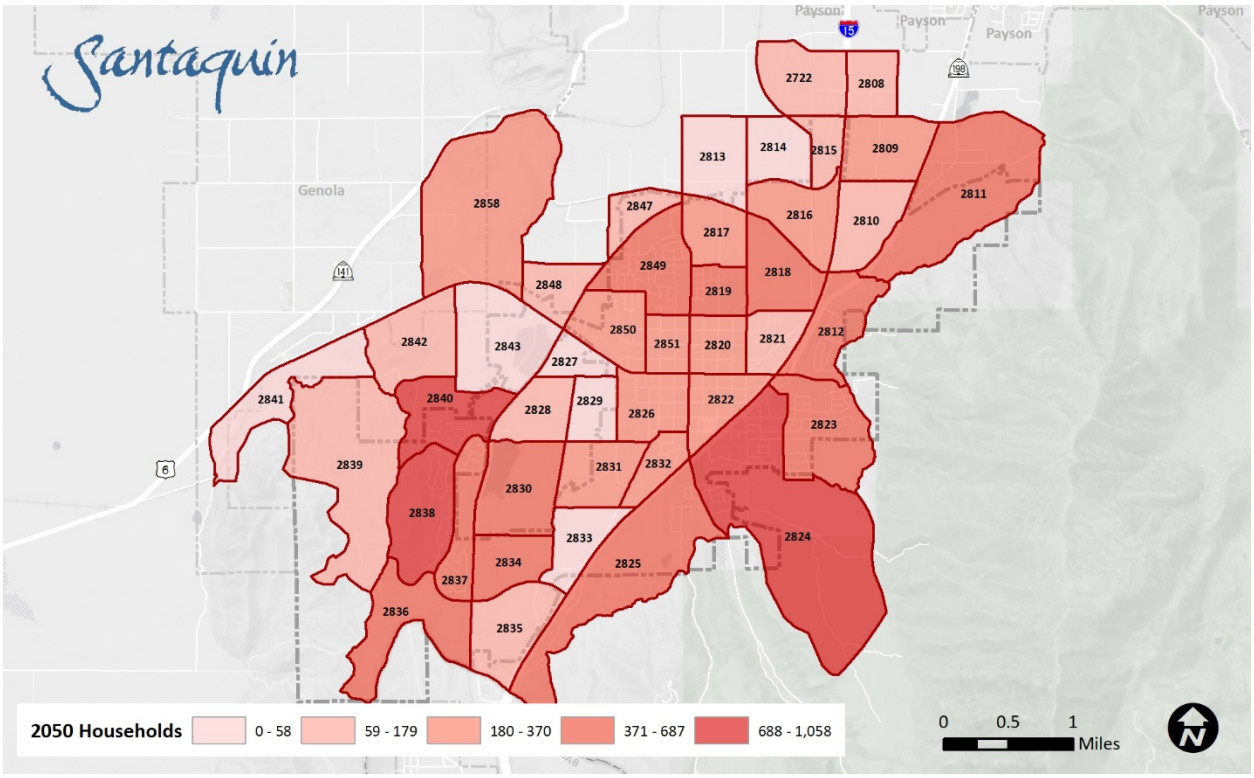


Figure 30. 2050 Households by TAZ, Santaquin Forecast

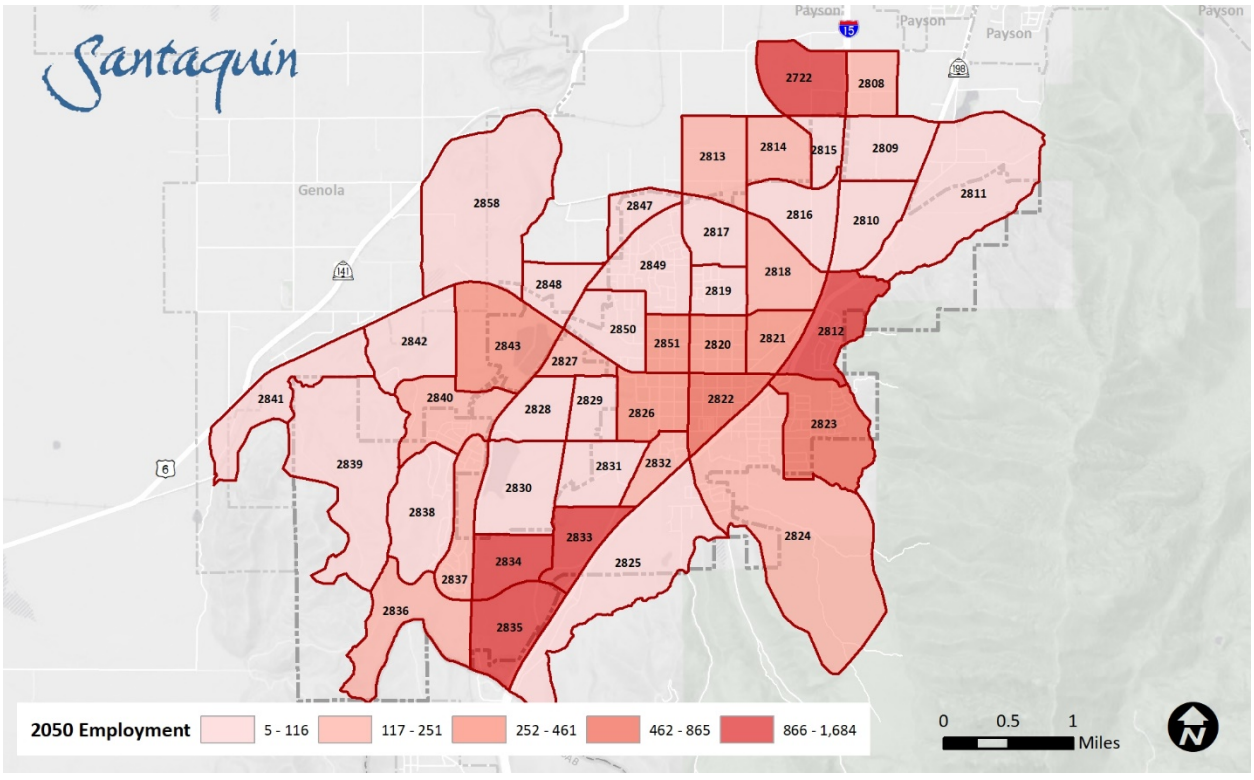


Figure 31. 2050 Employment by TAZ, Santaquin Forecast

4.1.1 2019 to 2030 Projected Growth

Looking at population and employment growth over the next 10 years is insightful, as impact fee analysis is based on growth and projects within this time frame. Figure 32 and Figure 33 below illustrate the projected growth in households and employment from 2019 to 2030. The highest growth areas for households in this time period are in the southern portion of the City, particularly in the Summit Ridge development. Other relatively high growth areas are north of 400 North. The highest growth in employment occurs just north of Main Street and west of I-15 where a grocery store and a high school will be located. Other relatively high growth areas for employment are in the southern portion of the City along I-15.

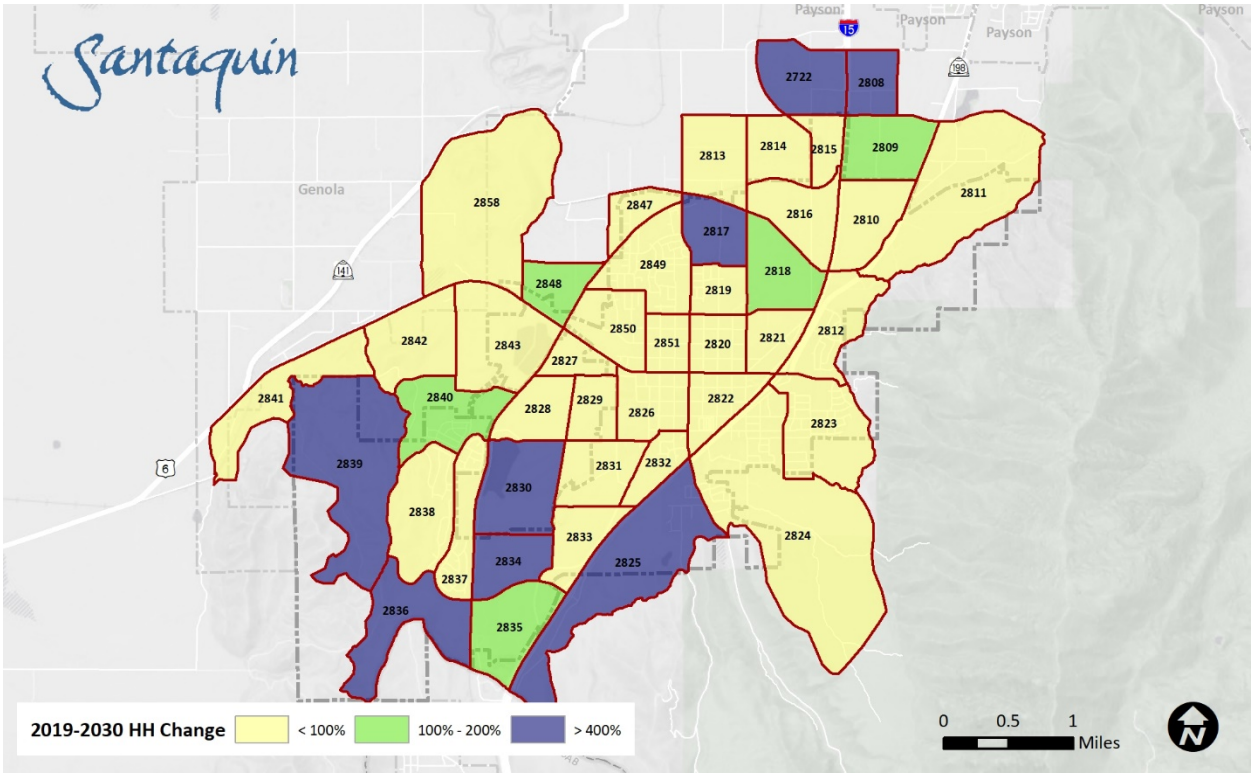


Figure 32. 2019 to 2030 Projected Growth Households

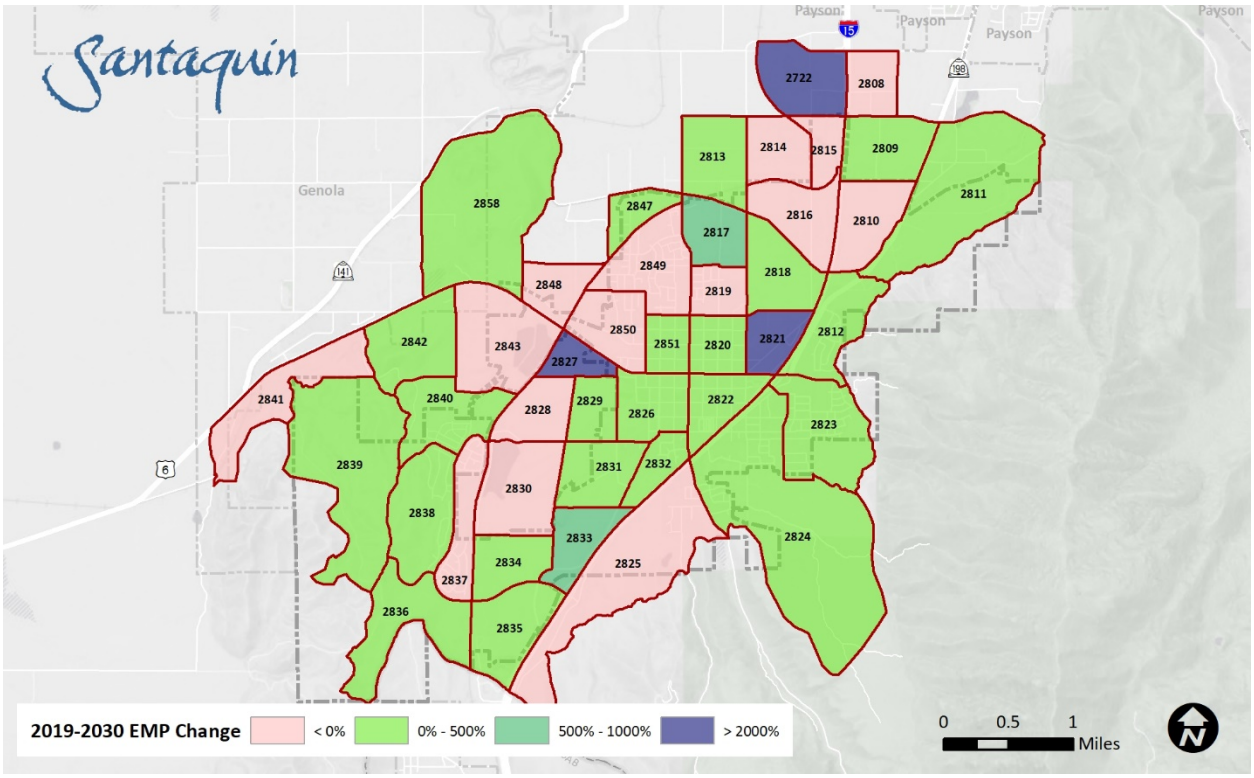


Figure 33. 2019 to 2030 Projected Growth Employment=

4.1.2 Future Land Use Plan

Santaquin's future land use plan (see Figure 34), found in their General Plan adopted in 2007, shows preservation of a Main Street commercial core, with medium density housing to the north and south. Agriculture preservation is prevalent in the northern portion of the City, with some additional preservation to the southwest. Business park developments are located along the western portion of the Main Street corridor. A new commercial development is planned adjacent to the future FrontRunner commuter rail station in the south. Low-density residential uses are found in the southwestern and southeastern portions of the City.

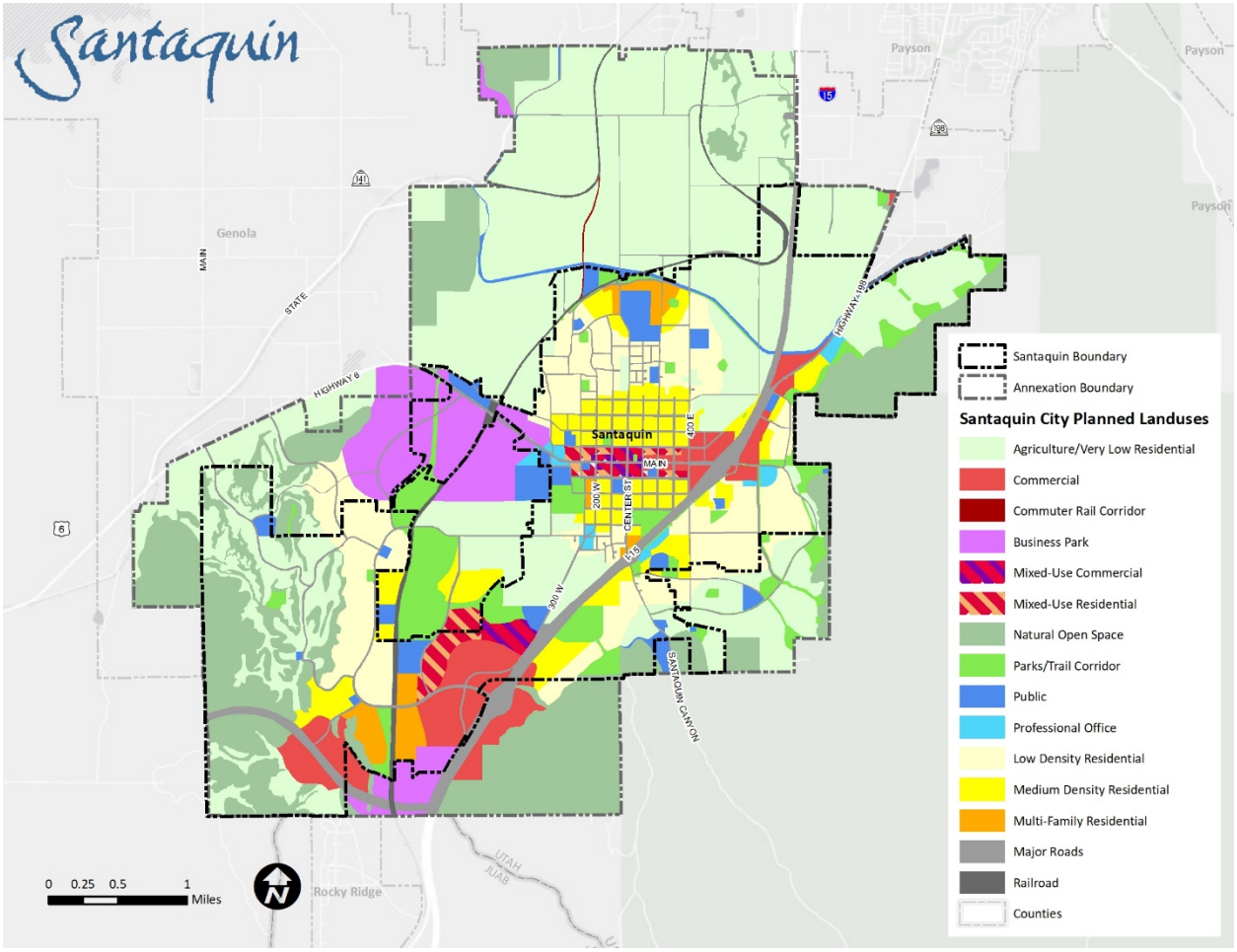


Figure 34. Future Land Use Plan

4.1.3 Future Annexation

Santaquin currently has plans to make large annexations to the north and south (see Figure 35). Covering approximately 6,234 acres, the annexation areas will nearly double Santaquin's existing land area. To the north the annexation area begins at Santaquin's northwestern corner and extends northeast to I-15. To the south the annexation area will append portions of Juab County as well as an area southeast of the Main street corridor.

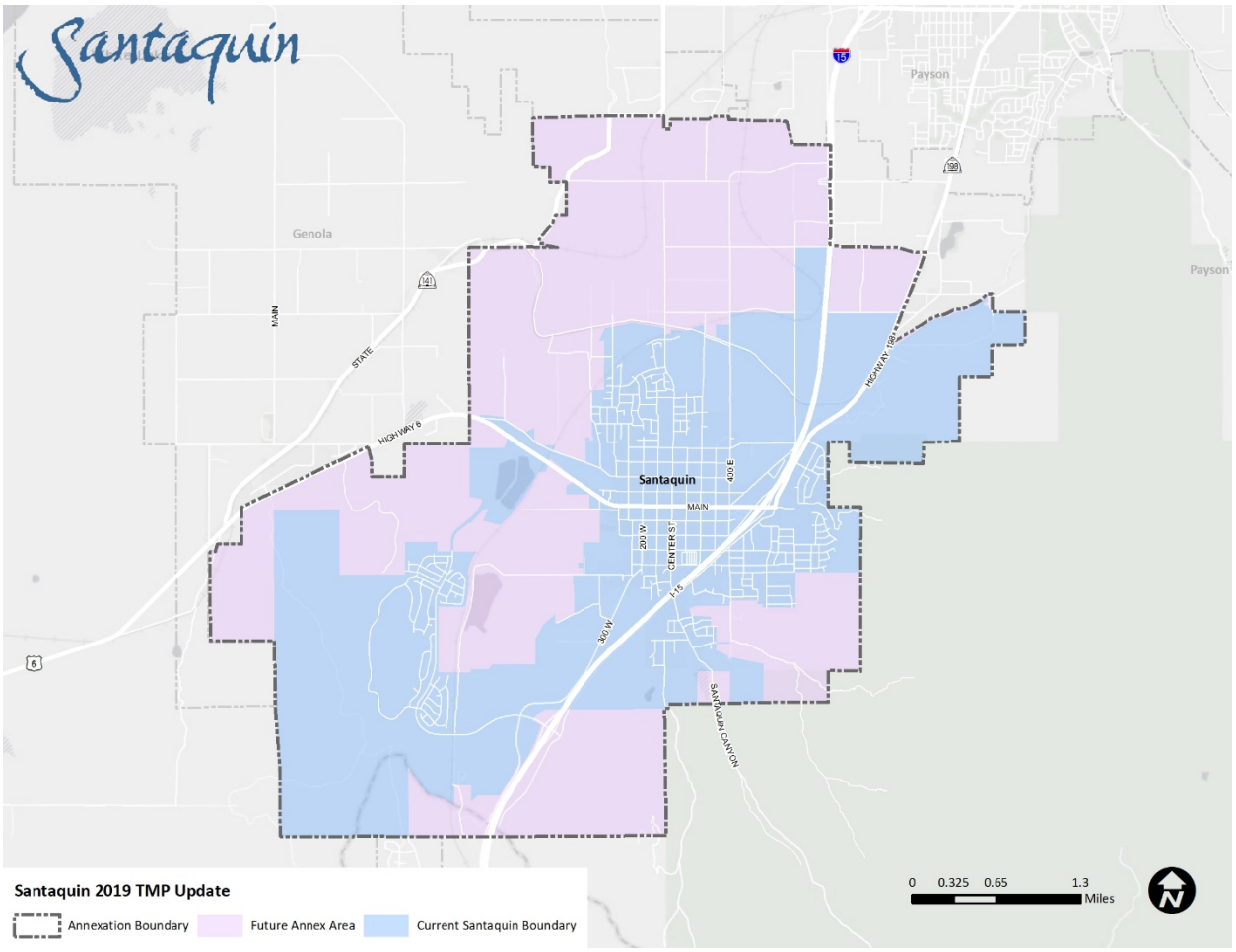
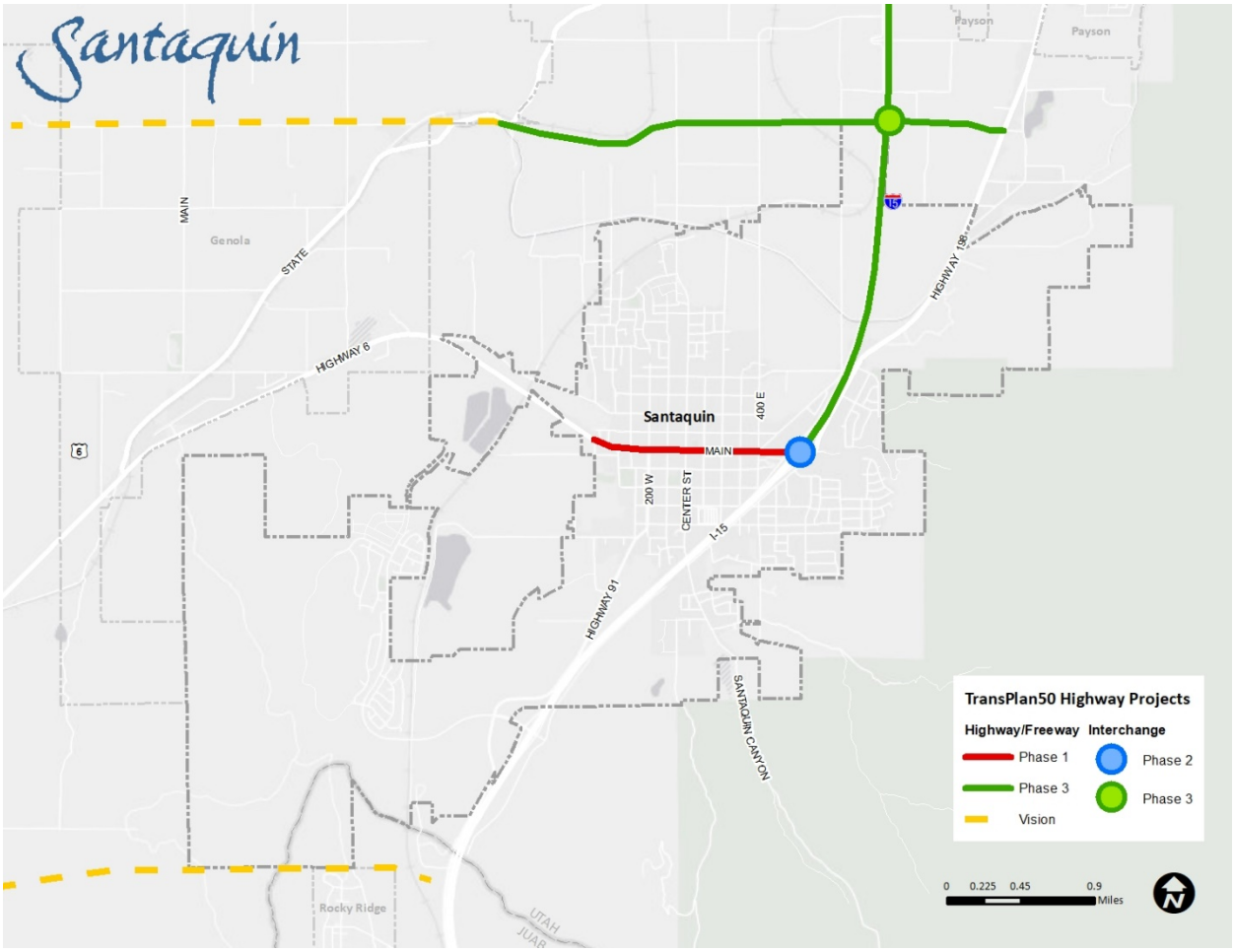


Figure 35. Future Annexation Areas

4.2 Regional Plans

The forecasting and planning undertaken by Santaquin City is complimented region-wide by agencies which perform regional planning such as the MAG, UDOT, and UTA.

TransPlan50 is the regional transportation plan for urbanized Utah County, produced by MAG. The plan consists of a coordinated system of capital-intensive roadway projects, transit improvements, and pedestrian/bicycle facilities programs over the next thirty years. Phased TransPlan50 projects in Santaquin include: Main Street widening (5-lanes) to 500 West, Summit Ridge Parkway extension to U.S. 6 (completed), I-15/Santaquin Main Street interchange reconstruction, I-15 widening (6-lanes) south to Santaquin Main Street, new interchange at I-15 and 12400 South, and widening (5-Lanes) and extension of 12400 South to Mountain Road. Additionally, there are two vision projects with impacts to Santaquin: Saratoga Springs to Santaquin proposed freeway, and Santaquin to Elberta proposed freeway.



Source: MAG, TransPlan50

Figure 36. TransPlan50 Projects in Santaquin

4.3 Travel Demand Modeling

Future traffic conditions were forecasted using the WFRC – MAG regional travel demand model version 8.3. The model base year was 2019 and future conditions were forecast through 2050, with base year and future year socioeconomic data for Santaquin City updated as part of the calibration process. For the 2050 model run, socioeconomic data for Santaquin City was generated with input by city staff, while MAG projections were used for the surrounding areas. The existing network in the model accurately reflected the current network, however changes to the socioeconomic data were needed. This data was reviewed and updated by city staff (detailed in the appendix).

4.3.1 Future Volumes

Once the base model was calibrated to best reflect current conditions, future population, household and employment data were used with a future roadway network to model future 2030 and 2050 travel volumes. Figure 37 and Figure 38 show projected volumes and percent of capacity utilized for 2030 and 2050 respectively.

The 2030 model (Figure 37) projects three roads will approach or exceed 100% capacity at a Level of Service C. These roads include Main Street around the I-15 interchange and around the Summit Ridge Parkway intersection, 200 West just south of the Main Street intersection, and 400 East just north of the Main Street intersection.

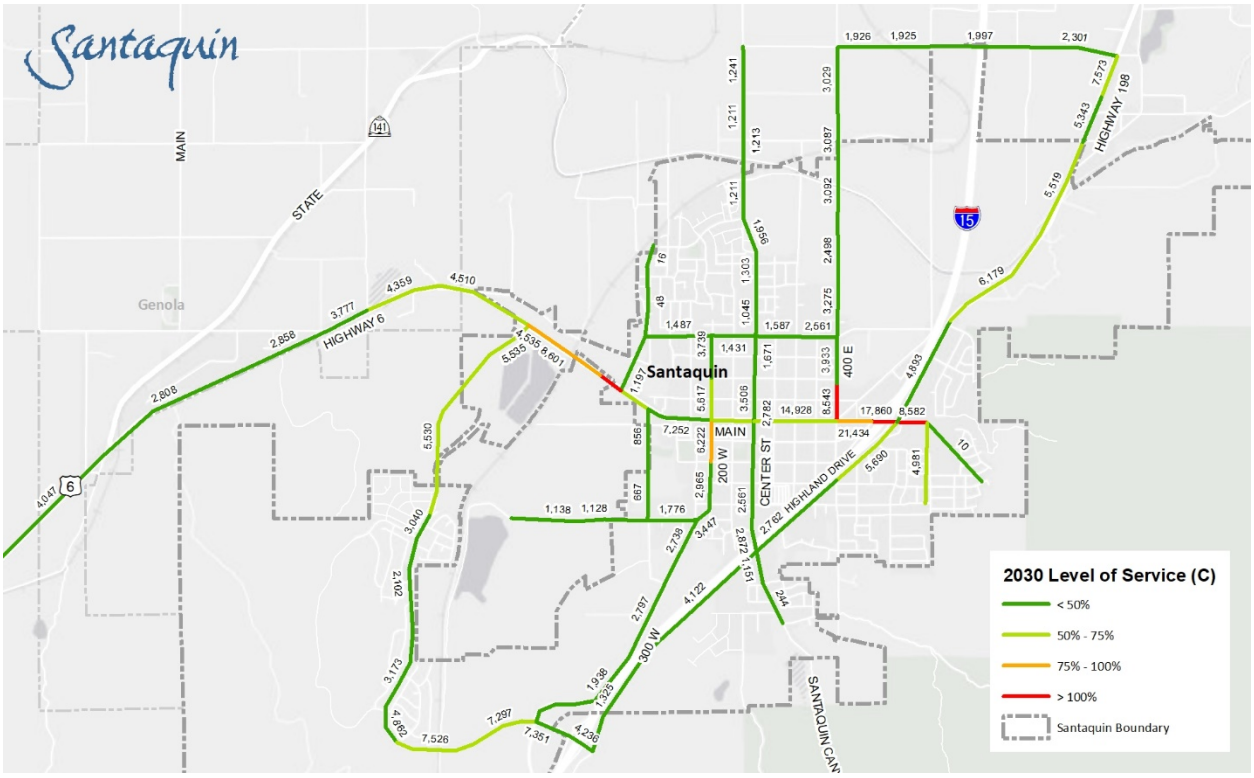


Figure 37. 2030 Level of Service/Travel Volumes, Daily

The 2050 model projects that many roads in Santaquin will approach or exceed 100% capacity at a Level of Service C. These roads are as follows (Figure 38):

- Main Street at the I-15 interchange
- Highland Drive at the central I-15 interchange
- Highway 198, central and on the north end near the future interchange
- 400 East near the Main Street intersection
- 300 West in south Santaquin
- Summit Ridge Parkway in south Santaquin
- 200 West/500 South from Main Street to Summit Ridge Parkway

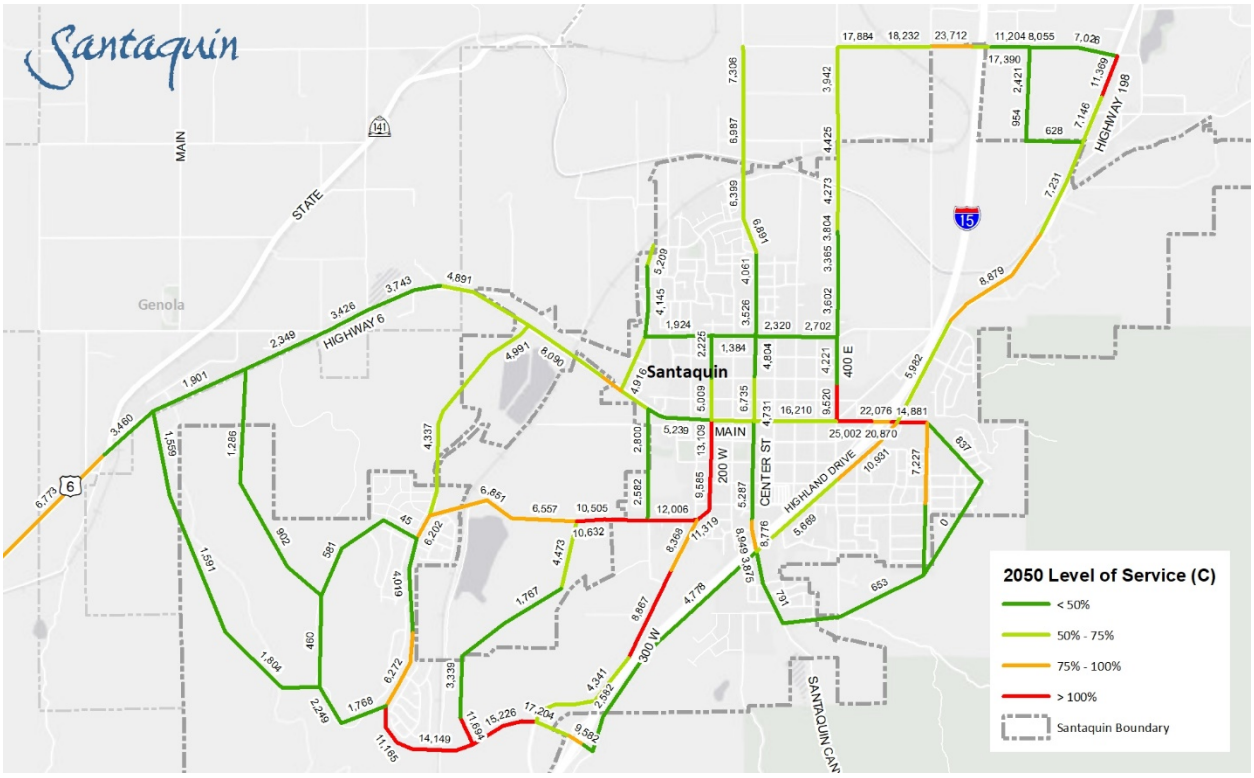


Figure 38. 2050 Level of Service/Travel Volumes, Daily

5. PLAN RECOMMENDATIONS

5.1 Functional Classification

A Functional Classification of streets is used to group roadways into classes according to the character of traffic they are intended to serve. The classes are based upon the degree of mobility (speed and trip length) and land access that they permit. 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 39 summarizes the hierarchy of the functional classification of streets based upon mobility and access, and Figure 40 shows a map of the Santaquin future (2050) network by functional classification.

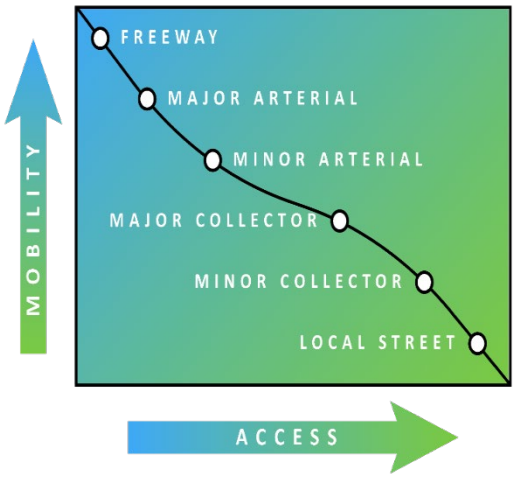


Figure 39. Mobility vs. Access

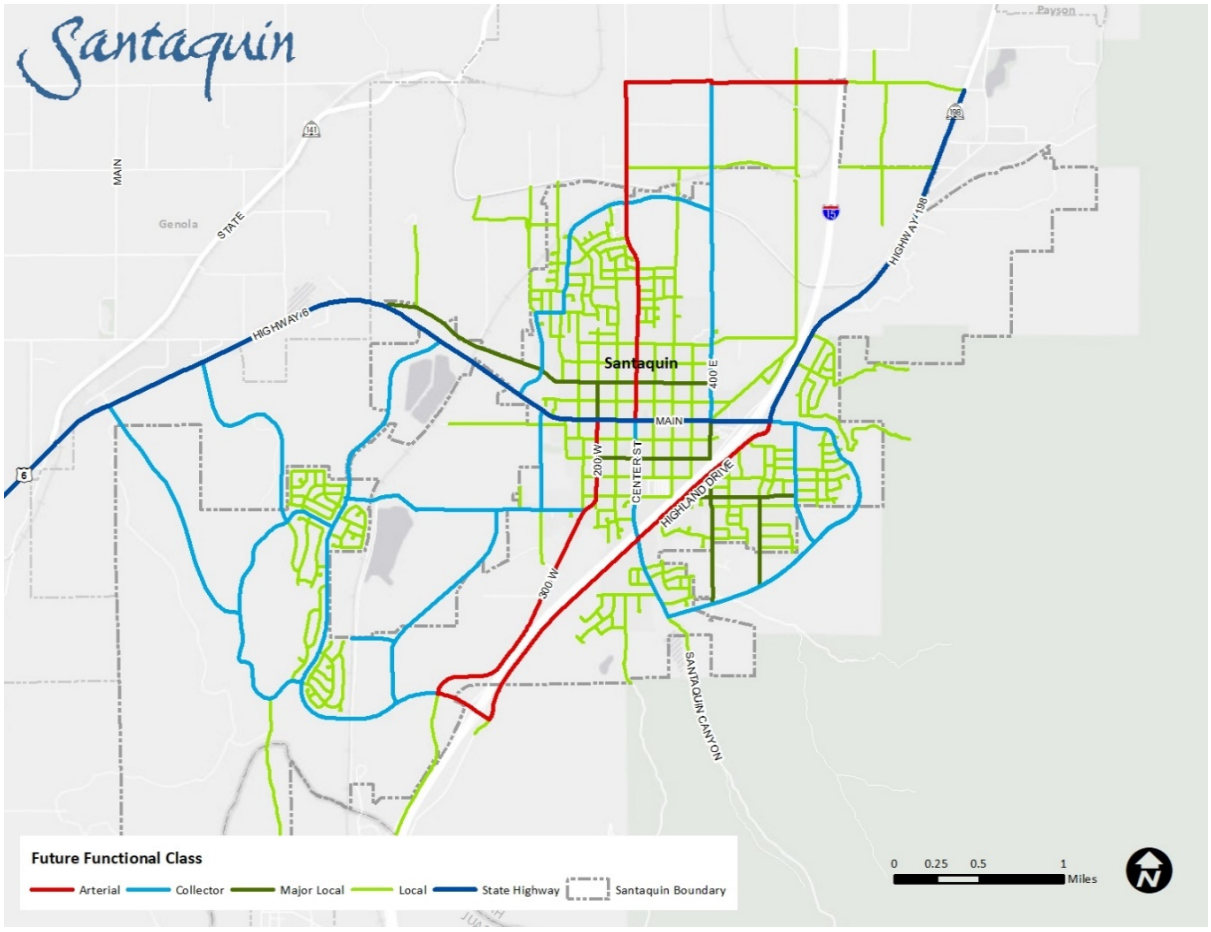


Figure 40. Map of Future Network by Functional Classification

Table 8 provides general characteristics for the traffic operations of each functional classification. The definitions outlined include speed, average trip length, accident rate, and access control. Access control refers to the number of intersections, driveways, etc., interrupting the roadway.

Table 8. Functional Classification Summary

Functional Group	Speed (miles per hour [mph])	Average Trip Length (miles)	Expected Accident Rate (accidents per million vehicle miles)	Access Control
Arterial	45+	3-15	3 to 5	Significant
Collector	25-45	1-5	2 to 4	Moderate
Major Local/Local	<30	<0.5	Varies	None

5.1.1 Local

Local streets are designed to offer access from residences to the roadway network. Local streets serve many driveways and provide a collection point to collector or arterial roadways. Local streets should be designed to minimize speed and 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 provide 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.

- The 26-foot Rural Private Lane is the smallest cross-section. It consists of 13-foot lanes with no sidewalks or park strips and drainage gutters.
- The 55-foot Local street contains 29 feet of road width, park strips and sidewalks, 9 feet for parking on one side, and mountable curbs.
- The 56-foot Rural Local Street features 24 feet of pavement, no curbs, and 16 feet of space preserved on either side of the street for anticipated future improvements.

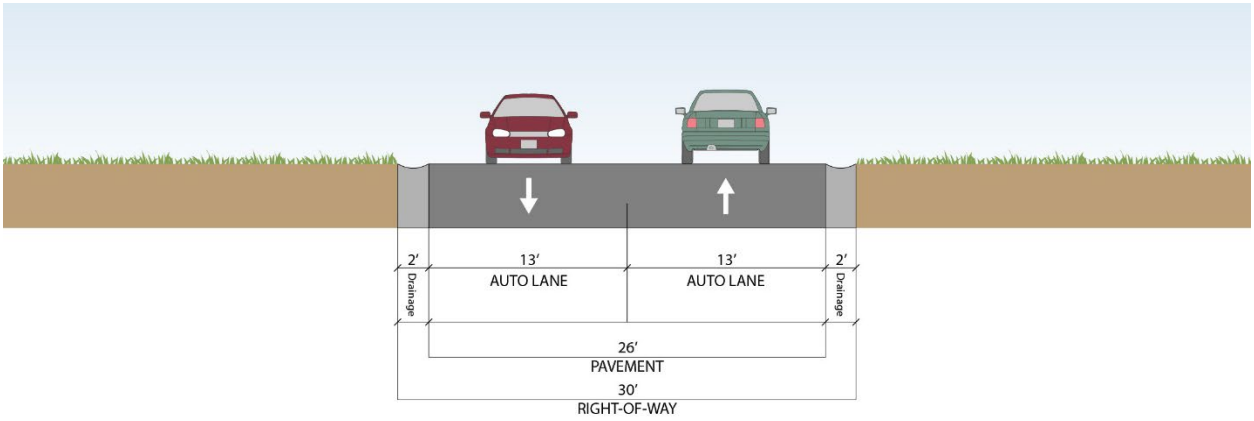


Figure 41. 26-Foot Rural Private Lane

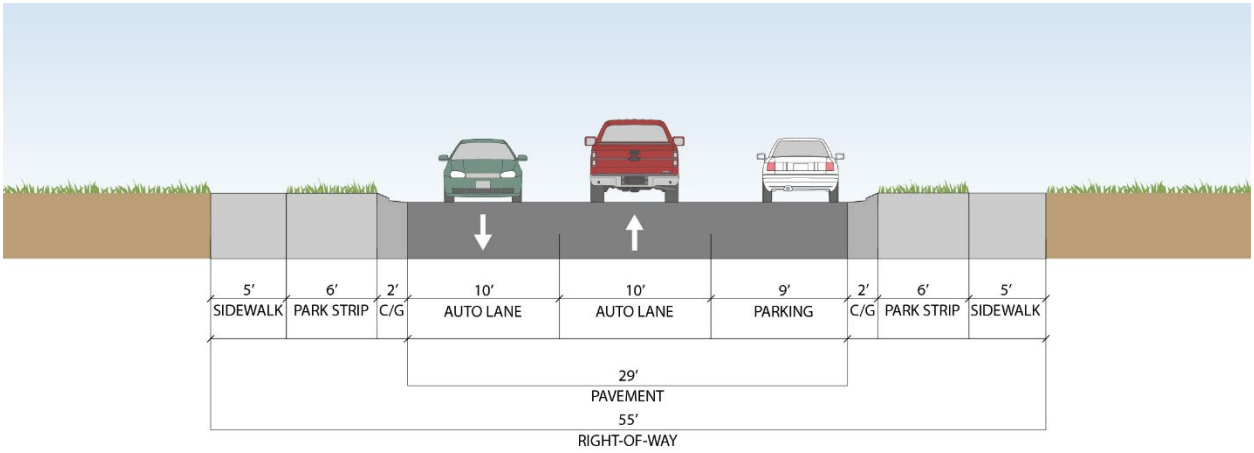


Figure 42. 55-Foot Local – 2-Lane/Parking One Side

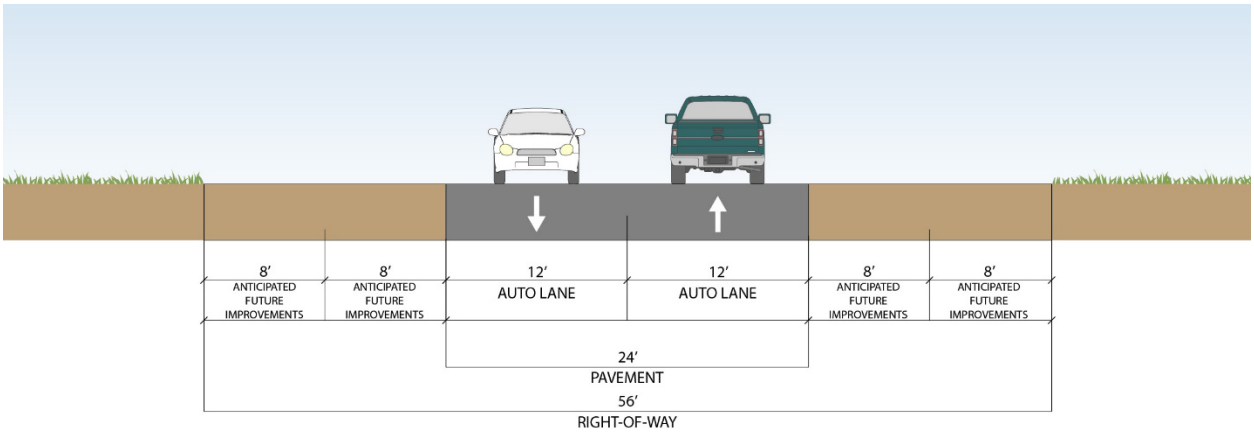


Figure 43. 56-Foot Rural Local

5.1.2 Major Local

Major local streets have the same general characteristics as local streets, only with wider rights of way to accommodate slightly higher density land uses and to accommodate parking.

- The 62-foot Major Local cross section is designed to accommodate slightly higher density residential, neighborhood commercial, school, church and institutional land uses. This cross section features ten-foot lanes, eight-foot parking lanes, mountable curbs, park strips and sidewalks. The city requires high-back curb and gutter around city parks, schools, churches, and industrial uses. The eight-foot parking lanes could also be restriped for bike lanes when deemed appropriate by city staff.

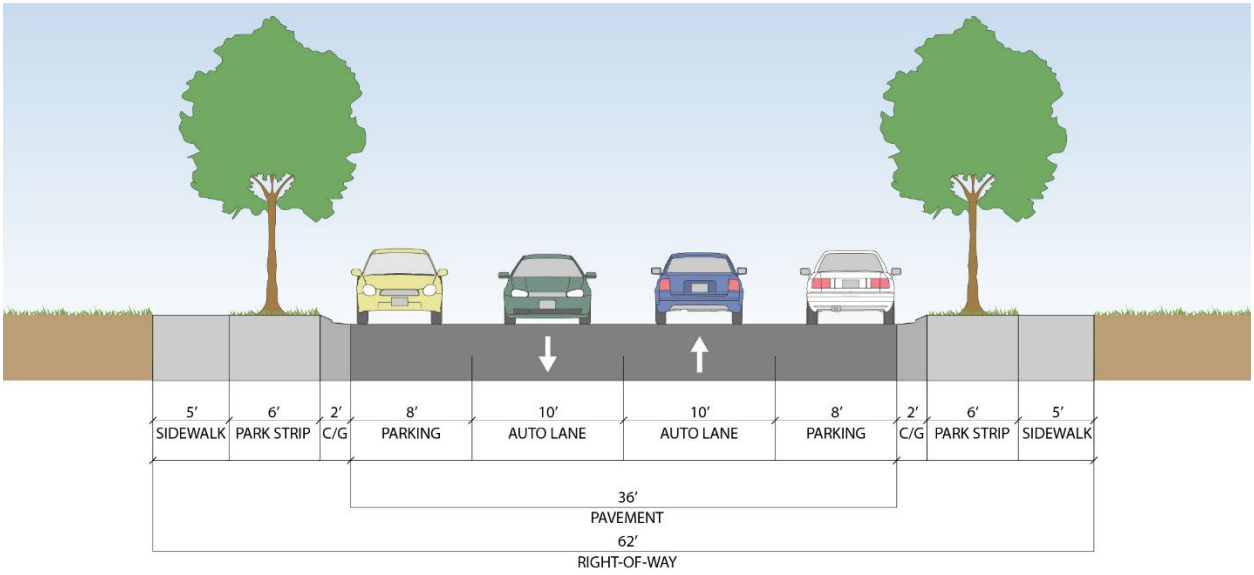


Figure 44. 62-Foot Major Local

5.1.3 Collector

Collector streets connect users from local neighborhood streets to arterial streets and other collectors.

- The 60-foot Collector cross section has 11-foot travel lanes in each direction and a 12-foot center turn lane within a 60-foot right-of-way. This cross-section features high-back curb and gutter, park strips, and sidewalks on either side.

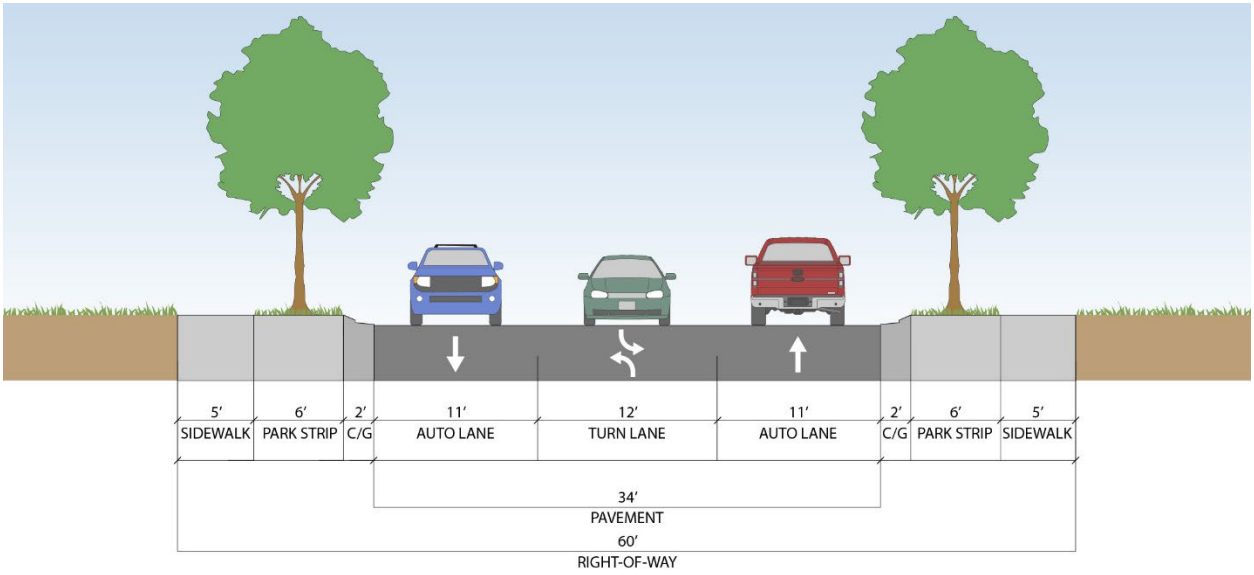


Figure 45. 60-Foot Collector

5.1.4 Arterial

Arterial streets balance regional travel and local access by connecting local and collector streets to regional transportation options such as freeways and highways.

- The 90-foot arterial cross section has two travel lanes in each direction and a center turn lane.
- The 99-foot Center Street cross section has two travel lanes in each direction and a center turn lane, but also has gravel shoulders on either side.
- Future arterial Highland Drive has a 68-foot right of way with barrier curbs, two 11-foot travel lanes, a 10-foot center turn lane, a 9-foot right turn lane, a 5-foot park strip, and a 10-foot meandering trail.

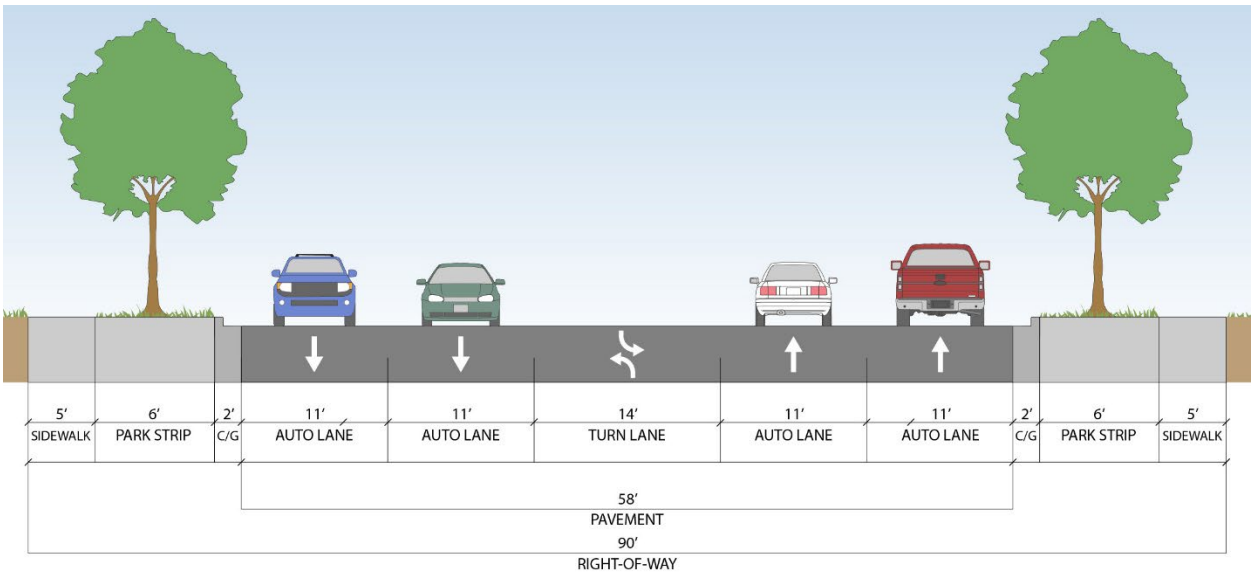


Figure 46. 90-Foot Arterial

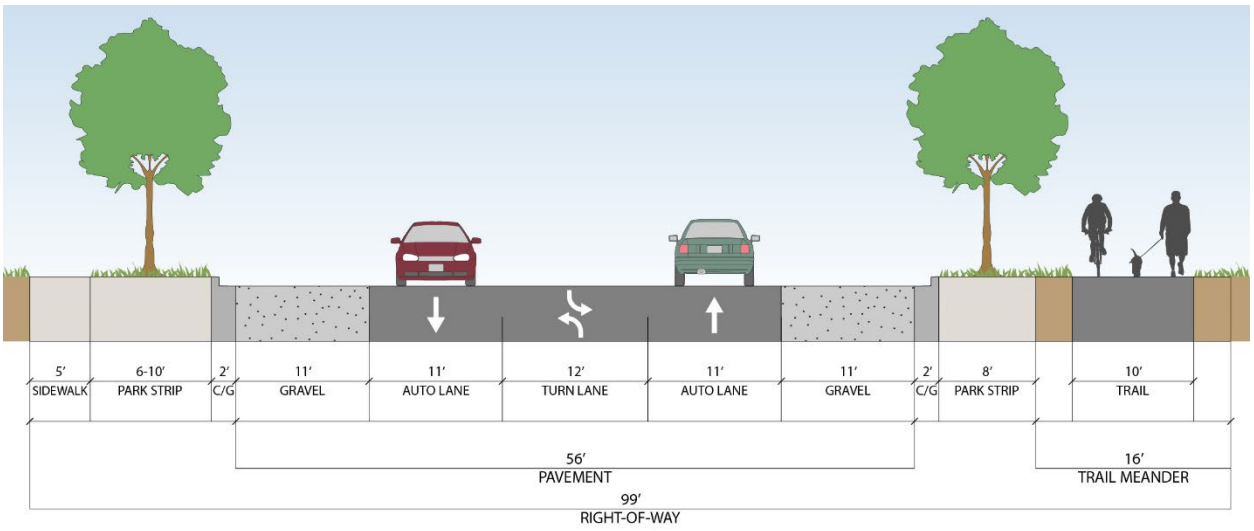


Figure 47. Center Street

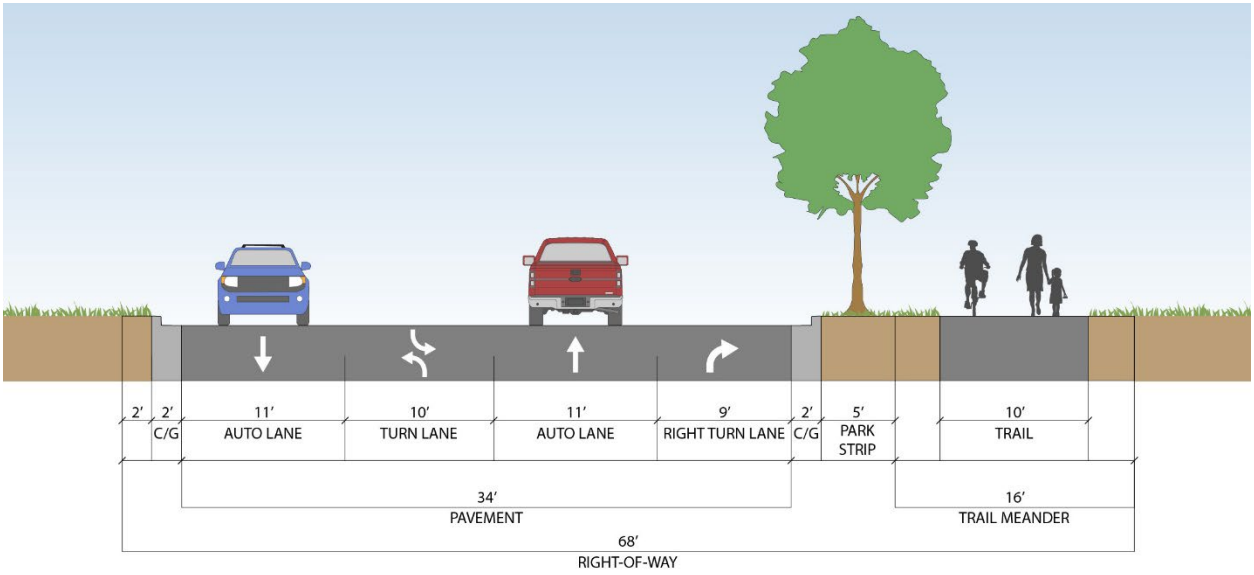


Figure 48. Highland Drive

5.1.5 State Highways

State highways within Santaquin City boundaries will adhere to UDOT's own design standards and not those described above. However, Santaquin does have an agreement with UDOT pertaining to U.S. 6 that allows for the City's 99-foot arterial cross-section to be utilized between 500 West and I-15.

- The 99-foot Main Street cross-section contains two 11-foot auto lanes in each direction, a 12-foot center turn lane, 8 feet of parking on either side, barrier curbs, park strips, and sidewalks.

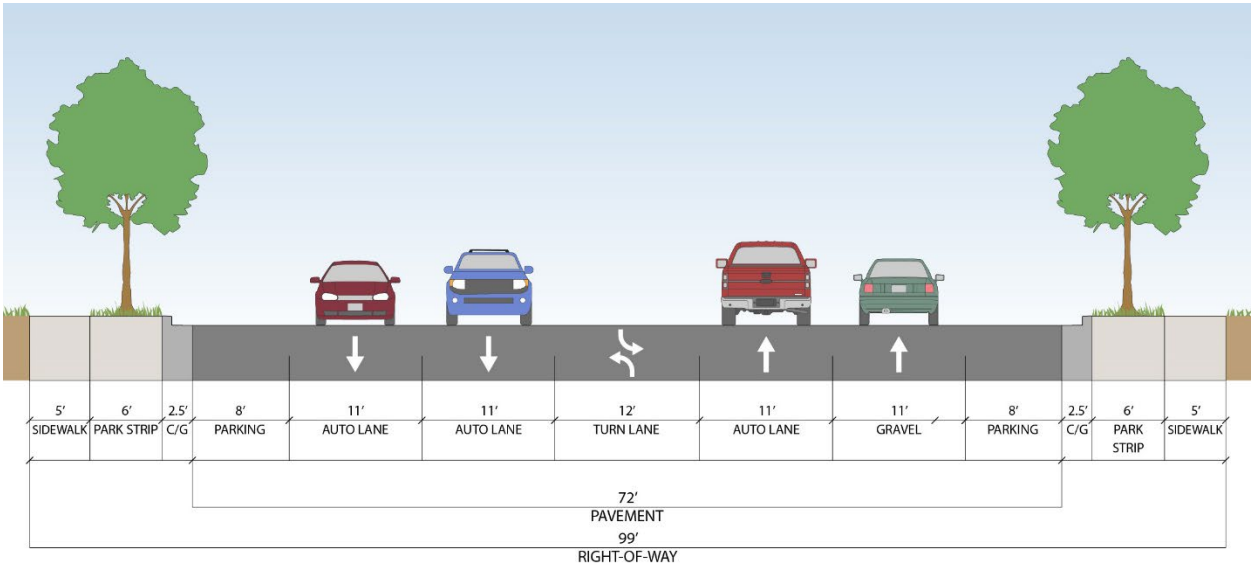


Figure 49. Main Street

5.2 Transportation Guidelines

5.2.1 Traffic Control

The need for traffic control devices will increase as traffic volume and the road network throughout Santaquin continues to grow. Per the MUTCD, “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.” There are eight different traffic signal warrants the MUTCD states that need to 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. The evaluation of new traffic control devices should be made as need arises, verified by a warrant analysis and accompanied by traffic engineering study if deemed necessary by the City engineer. Potential future needed traffic signals based on anticipated conditions are shown in Figure 50.

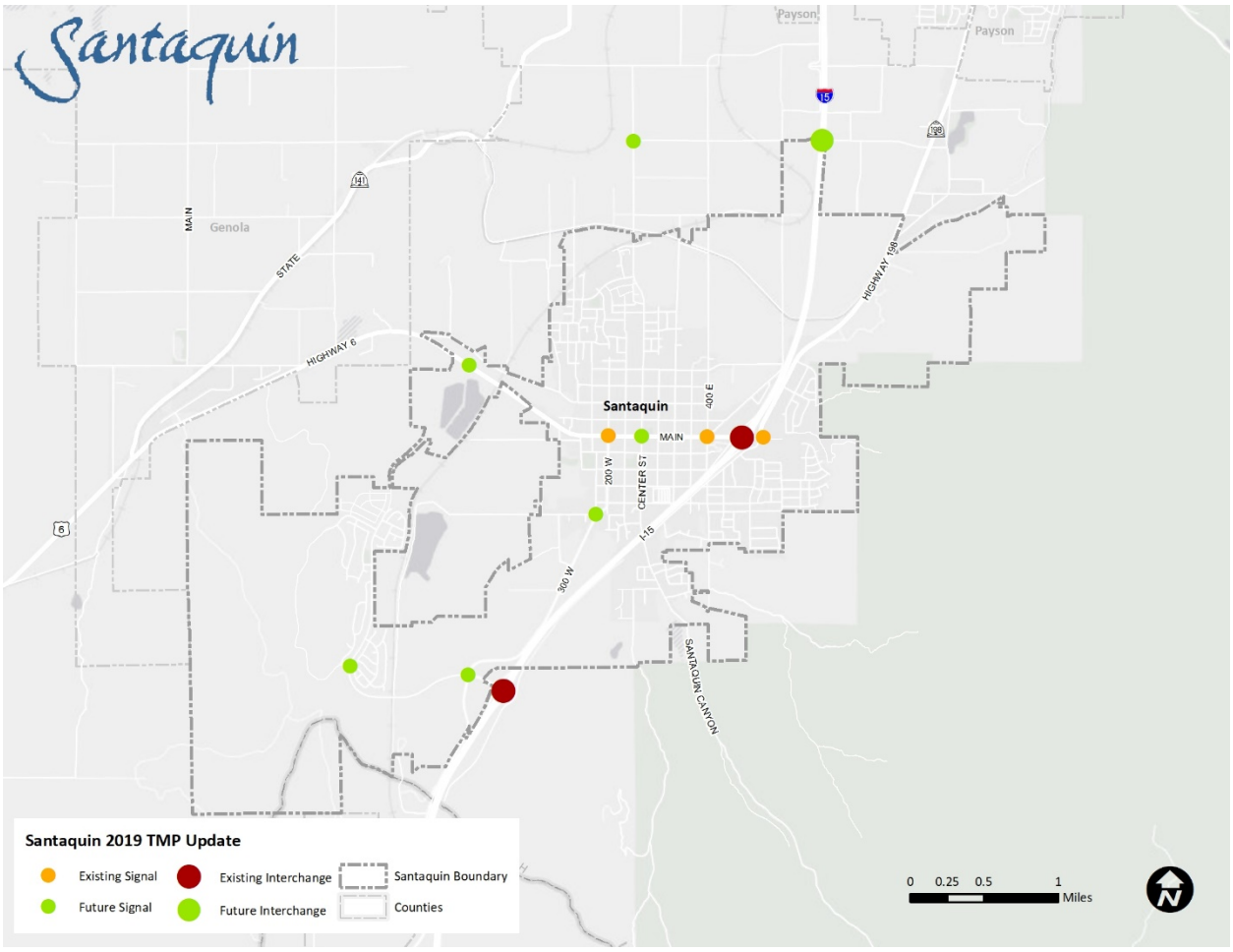


Figure 50. Existing and Potential Traffic Signals

5.2.2 Access Spacing

Access spacing standards allow drivers to process one decision at a time. Through proper spacing, drivers may monitor upcoming conflict points and react accordingly to each conflict. 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. For state highways, UDOT Administrative Rule R930-6 defines the driveway, public street and signal spacing.

The Santaquin Master Transportation Plan has summarized the allowable access spacing on all non-UDOT streets in Santaquin City. 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 provided that 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 Santaquin City access spacing standards.

Table 9. Spacing Categories

	Minimum Signal Spacing (feet)	Minimum Public Street Spacing (feet)	Minimum Private Access Spacing (feet)
Arterial Streets	2640	660	250
Collector Streets	1320	300	150
Major Local Streets	1320	300	150
Local Streets	N.A.	150	No Minimum

5.2.3 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 may also allow cars to make high speed turns and create increased crossing distances for pedestrians. A network of intersections with short curb radii would be of greatest benefit to pedestrians, but would hinder movement of fire trucks; thus creating a hazardous environment. Therefore, curb radii standards are needed in order to accommodate all types of users. Current Santaquin standards provide for a 26-foot back of curb corner radii for all streets. Recommended back of curb corner radii for each street classification is shown in Table 10.

Table 10. Back of Curb Radii by Street Intersection

Right-of-Way		Right-of-Way			
		Local	Major Local	Collector	Arterial
	Arterial	30’	30’	40’	40’
	Collector	30’	30’	40’	40’
	Major Local	25’	30’	30’	30’
	Local	25’	25’	30’	30’

The above radii may be adjusted based on traffic volumes, intensity of large vehicle uses and the needs of specific lane uses/truck routing. Changes to curb radii are subject to the discretion of the City engineer.

5.2.4 Future Bicycle Infrastructure

Currently there are two official planning documents which plan for bicycle infrastructure in the Santaquin area, MAG's TransPlan50 and the Southern Utah County Active Transportation Plan. MAG's plan includes the extension of bike facilities on Santaquin Main Street, the Highland Drive Trail and the Highline Canal Trail. The Southern County Active Transportation Plan also include facilities on 100 South, Center Street, 400 East, and a multi-use path along the eastern foothills. The planned bicycle infrastructure from these plans are shown in Figure 51.

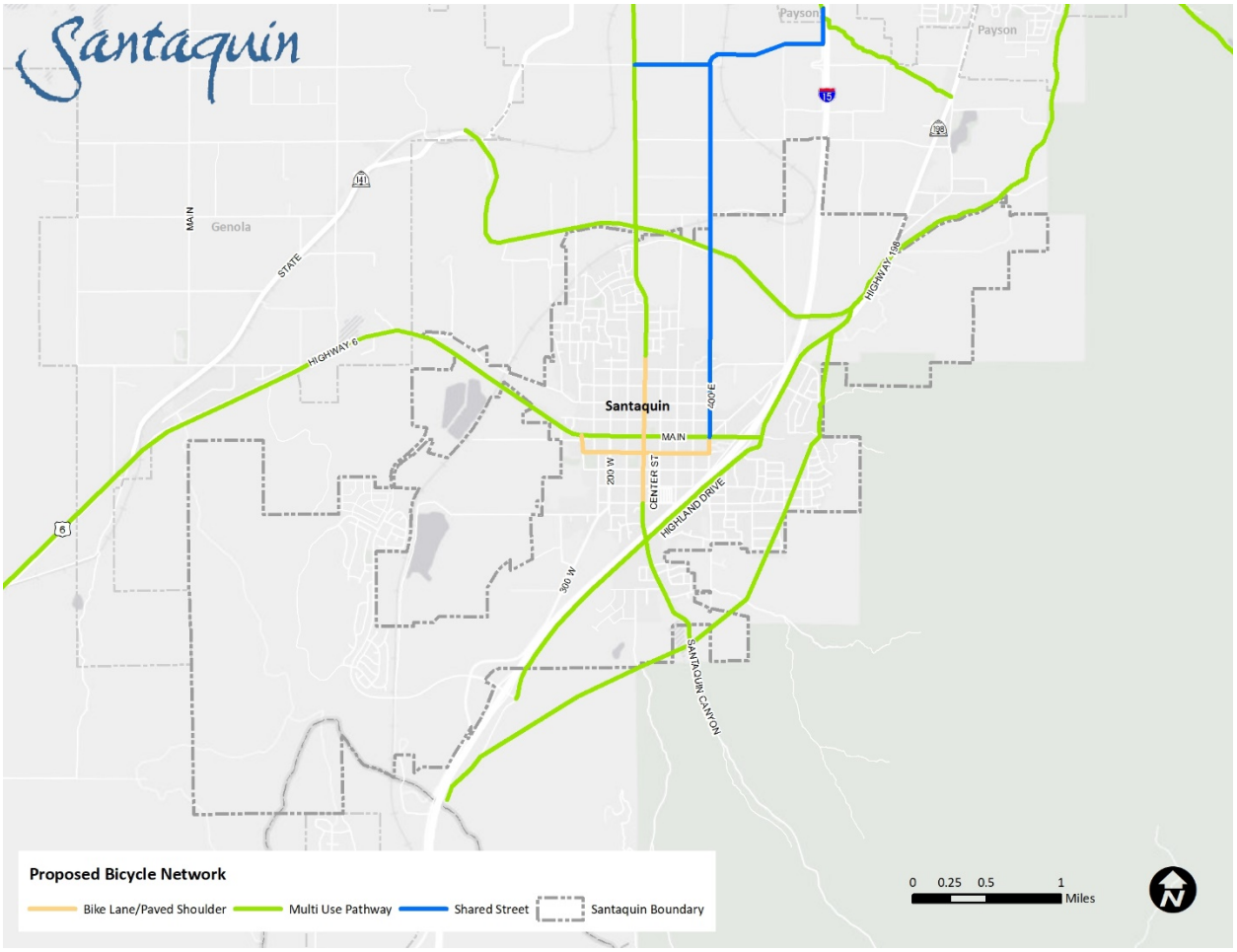


Figure 51. Planned Bicycle Infrastructure

5.2.5 Future Transit

Given Santaquin's geographic location and low population density, robust public transportation routing in Santaquin does not currently make sense. Current service provides transportation from Santaquin to job centers to the north, but as non-residential land uses develop, transit service that circulates people

within the City will begin to be more feasible. Transportation planning at the regional level has considered the extension of FrontRunner commuter rail south from Provo into Santaquin, and was a project in MAG's previous 2040 Regional Transportation Plan. Recently, in MAG's new TransPlan50 Regional Transportation Plan, commuter rail expansion is only planned to Payson. Figure 52 below shows the FrontRunner alignment and station location from MAG's 2040 RTP.

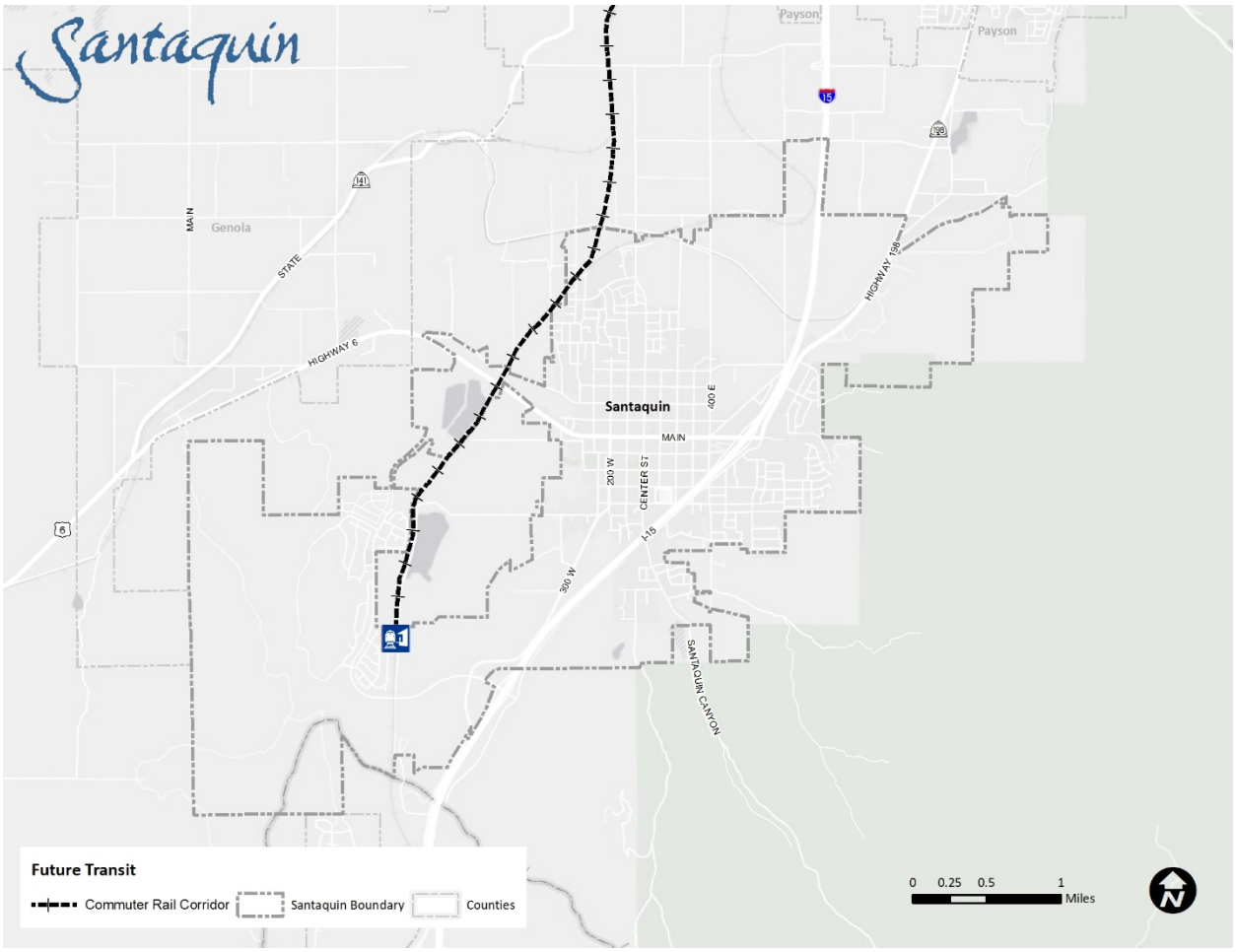


Figure 52. Potential Future FrontRunner

6. CAPITAL FACILITIES PLAN

The Capital Facilities Plan (CFP) identifies projects that are anticipated to be needed by a particular time and calculate a planning level cost estimate for each improvement. The recommended improvements are separated into Phase I (10 years, 2030), Phase II (20 years, 2040), and Phase III (30 years, 2050). These improvements are for collector streets and above. The CFP only includes projects that increase the capacity of the road network.

Figure 53, located below, is a map of the planned improvements by phase. Table 11 lists the projects by phase and includes the project length, improvement type, corresponding cross-section, and cost.

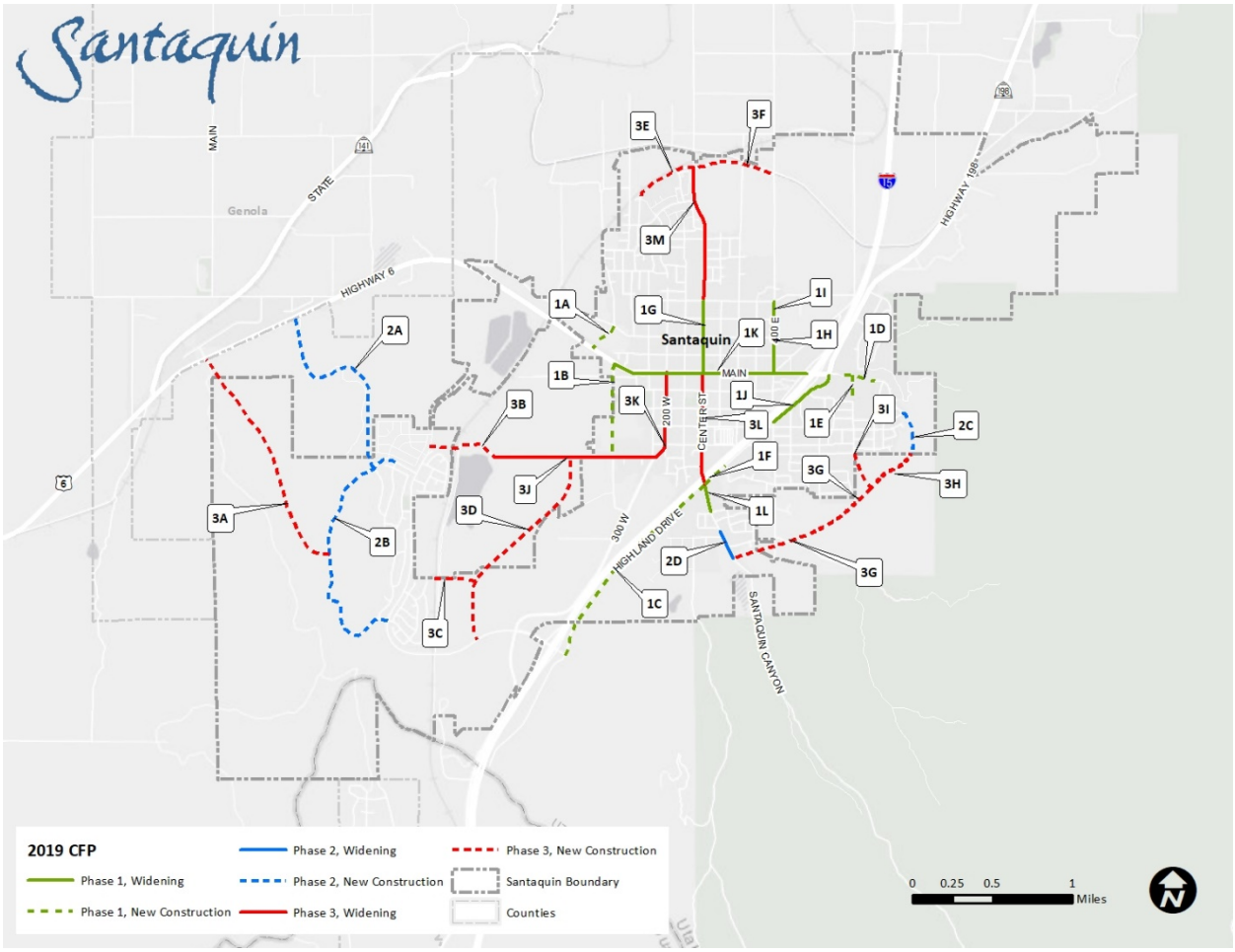


Figure 53. Capitol Facilities Plan by Phase

Table 11. Capital Facilities Plan

Phase 1

ID	NAME	FROM	TO	LENGTH (MI)	IMPROVEMENT TYPE	CROSS-SECTION	TOTAL COST (ROUNDED)
1A	600 West	Lark Road	U.S. 6	0.20	New Construction	3-Lane Collector	**$960,000**
1B	500 West	U.S. 6	500 South	0.59	New Construction	3-Lane Collector	**$2,890,000**
1C	Highland Drive 1	Center Street	Summit Ridge Parkway	1.41	New Construction	Highland	**$6,320,000**
1D	East Main Street	HWY 198/ Highland Drive	1000 East	0.19	New Construction	3-Lane Collector	**$940,000**
1E	900 East 1	Main Street	150 South	0.16	New Construction	Major Local	**$790,000**
1F	Highland Drive 2	Canyon Road	120 East	0.18	Reconstruction	Highland	**$850,000**
1G	Center Street 1	400 North	U.S. 6	0.46	Widening	Center Street	**$4,050,000**
1H	400 East 1	200 North	U.S. 6	0.23	Widening	3-Lane Collector	**$600,000**
1I	400 East 2	400 North	200 North	0.22	Widening	3-Lane Collector	**$1,360,000**
1J	Highland Drive 3	400 East	Main Street	0.47	Widening	Highland	**$2,580,000**
1K	US-6	I-15	500 West	1.20	Widening	Main Street	**$9,900,000**
1L	Santaquin Canyon	I-15	780 South	0.17	Widening	3-Lane Collector	**$1,600,000**

Phase 2

ID	NAME	FROM	TO	LENGTH (MI)	IMPROVEMENT TYPE	CROSS-SECTION	TOTAL COST (ROUNDED)
2A	West Road 1	U.S. 6	Mountain View Dr	1.34	New Construction	Major Local	**$6,530,000**
2B	Mountain View Drive	Summit Trails	Summit Ridge Parkway	1.67	New Construction	Major Local	**$8,000,000**
2C	East Boundary Road 1	250 South	City Boundary	0.28	New Construction	Major Local	**$1,360,000**
2D	Santaquin Canyon	880 South	East City Boundary	0.19	Widening	3-Lane Collector	**$1,860,000**

Phase 3

ID	NAME	FROM	TO	LENGTH (MI)	IMPROVEMENT TYPE	CROSS-SECTION	TOTAL COST (ROUNDED)
3A	West Road 2	U.S. 6	Mountain View Dr	1.50	New Construction	Major Local	**$7,180,000**
3B	500 South 1	Summit Ridge Parkway	Summit Creek Reservoir	0.45	New Construction	3-Lane Collector	**$3,120,000**
3C	Commuter Rail Connector	Harvest View Drive	Commuter Rail Station	0.26	New Construction	Major Local	**$1,250,000**
3D	Road A1	Summit Ridge Parkway	500 South	1.39	New Construction	Major Local	**$6,700,000**
3E	Ginger Gold Road	320 West	Center Street	0.40	New Construction	Major Local	**$1,940,000**
3F	Ginger Gold Road	Center Street	400 East	0.52	New Construction	Major Local	**$2,550,000**
3G	East Boundary Road 2	Canyon Road	900 East	0.99	New Construction	Major Local	**$8,700,000**
3H	East Boundary Road 3	900 East	Oak Summit Drive	0.33	New Construction	Major Local	**$1,590,000**
3I	900 East 2	450 South	East Boundary Road	0.25	New Construction	Major Local	**$1,210,000**
3J	500 South 2	Summit Creek Reservoir	Highway 91	0.99	Widening	3-Lane Collector	**$6,890,000**
3K	200 West	U.S. 6	500 South	0.56	Widening	3-Lane Collector	**$2,770,000**
3L	Center Street 2	U.S. 6	Highland Drive	0.70	Widening	Center Street	**$15,480,000**
3M	Center Street 3	Ginger Gold Road	400 North	0.84	Widening	Center Street	**$10,230,000**

Appendix A

Additional Information

TAZ Projections

Roadway Cost Estimates

TAZ Projections

TAZ Projections

	MAG Projections						Santaquin Adjusted Values					
	Households			Employment			Households			Employment		
TAZ ID	2020	2030	2050	2020	2030	2050	2020	2030	2050	2020	2030	2050
2721	12	12	42	93	52	133	12	12	42	93	52	133
2722	7	64	173	13	813	1255	7	64	173	13	813	1255
2807	42	79	157	5	8	13	42	79	157	5	8	13
2808	9	63	169	96	57	241	9	63	169	96	57	241
2809	10	20	244	8	9	20	10	20	244	8	9	20
2810	4	5	88	8	8	63	4	5	88	8	8	63
2811	145	283	552	52	61	70	145	283	552	52	61	70
2812	209	239	256	157	753	1267	209	239	467	157	753	1267
2813	4	4	36	13	32	247	4	4	36	13	32	247
2814	14	23	33	14	5	147	14	23	33	14	5	147
2815	3	3	80	2	2	60	3	3	80	2	2	60
2816	6	7	237	8	8	92	6	7	237	8	8	92
2817	40	131	250	7	13	25	40	311	250	7	13	25
2818	63	155	442	48	83	42	63	155	442	48	83	42
2819	181	253	424	30	27	95	181	253	424	30	27	95
2820	229	243	328	129	212	461	229	243	328	129	212	461
2821	96	100	114	19	58	397	96	100	114	19	397	397
2822	243	252	346	165	322	809	243	252	346	165	322	809
2823	294	370	466	411	620	865	294	370	466	411	620	865
2824	353	422	983	104	152	156	353	422	983	104	152	156
2825	70	137	525	43	13	116	70	479	525	43	13	116
2826	196	206	290	251	284	446	196	280	290	251	284	446
2827	1	1	0	3	113	251	1	1	0	3	113	251
2828	0	17	133	23	5	23	0	17	133	23	5	23
2829	18	26	58	6	27	9	18	26	58	6	27	9
2830	20	118	560	81	11	46	20	118	560	81	11	46
2831	20	28	344	20	21	34	20	28	344	20	21	34
2832	108	108	229	38	66	179	108	108	229	38	66	179
2833	0	0	2	61	452	1621	0	0	2	61	452	1621
2834	4	33	488	215	860	1618	4	33	488	215	860	1618
2835	31	78	163	26	30	1684	31	78	163	26	30	1684
2836	86	218	447	60	134	224	86	558	447	60	134	224
2837	228	316	666	71	36	173	228	316	666	71	36	173
2838	238	345	817	40	173	67	238	345	817	40	173	67
2839	1	7	102	0	1	8	1	7	102	0	1	8

2840	301	607	1058	125	141	198	301	607	1058	125	141	198
2841	7	7	13	4	4	5	7	7	13	4	4	5
2842	52	77	93	7	8	37	52	77	93	7	8	37
2843	1	1	8	7	7	327	1	1	8	7	7	327
2844	1	1	91	12	11	19	1	1	91	12	11	19
2845	3	4	80	38	101	181	3	4	80	38	101	181
2846	0	3	307	10	9	215	0	3	307	10	9	215
2847	1	1	93	9	16	29	1	1	93	9	16	29
2848	1	2	179	5	5	46	1	2	179	5	5	46
2849	419	493	687	46	46	57	419	641	687	46	46	57
2850	191	211	370	47	46	64	191	227	370	47	46	64
2851	155	164	254	237	295	325	155	185	254	237	295	325

Roadway Cost Estimates

500/600 West				ID: 1A
From:	To:			
Lark Rd	US 6			
New 3-Lane Collector		Length of Project (Mi):		0.20
Description	Unit	Quantity	Unit Cost	Estimated Cost
ROADWAY				
SURVEY	LUMP	1	3.0%	$14,500
MOBILIZATION	LUMP	1	5.0%	$24,100
BONDING	LUMP	1	2.5%	$12,100
TRAFFIC CONTROL	LUMP	1	0.2%	$1,000
SWPPP & BMPs	LUMP	1	1.0%	$4,900
DUST AND DEBRIS CONTROL	LUMP	1	0.5%	$2,500
UTILITY RELOCATIONS	LUMP			$0
REMOVALS	LUMP			$0
CLEARING AND GRUBBING	ACRE	1.45	$1,000.00	$1,449
3-LANE COLLECTOR	MI	0.20	$1,388,000	$276,459
STORM DRAIN SYSTEM	MI	0.20	$450,000	$89,630
LANDSCAPING & FINISH ITEMS	LF	1100	$100.00	$110,000
PERMANENT SIGNING	LF	1100	$4.00	$4,400
			SUBTOTAL	$541,038
			CONTINGENCY (40%)	$216,415
			ROADWAY SUBTOTAL	**$757,453**
DESIGN/OTHER				
ENGINEERING			9%	$68,171
CONSTRUCTION ENGINEERING/MGMT			11%	$83,320
			DESIGN SUBTOTAL	**$151,491**
RIGHT-OF-WAY				
UNDEVELOPED	ACRE	1.45	$25,000	$36,214
DEVELOPED	ACRE		$900,000	
RESIDENTIAL RELOCATIONS	EACH			
BUSINESS RELOCATIONS	EACH			
ROW ACQUISTION (MAPS, APPRAISALS, ETC)	LUMP		15%	$5,432
			RIGHT-OF-WAY SUBTOTAL	**$41,646**
			PROJECT SUBTOTAL	$950,590

Highland Drive				ID: 1C
From:	To:			
Center Street	Summit Ridge Rkwy			
New construction - Highland Dr Cross Section		Length of Project (Mi):		1.41
Description	Unit	Quantity	Unit Cost	Estimated Cost
ROADWAY				
SURVEY	LUMP	1	3.0%	$94,500
MOBILIZATION	LUMP	1	5.0%	$157,500
BONDING	LUMP	1	2.5%	$78,800
TRAFFIC CONTROL	LUMP	1	0.1%	$3,200
SWPPP & BMPs	LUMP	1	1.0%	$31,500
DUST AND DEBRIS CONTROL	LUMP	1	0.5%	$15,800
UTILITY RELOCATIONS	LUMP			$0
REMOVALS	LUMP	1	1.0%	$31,500
CLEARING AND GRUBBING	ACRE	11.59	$1,000.00	$11,590
HIGHLAND DRIVE CROSS SECTION	MI	1.41	$1,226,600	$1,724,712
STORM DRAIN SYSTEM	MI	1.41	$450,000	$632,741
LANDSCAPING & FINISH ITEMS	LF	7500	$100.00	$750,000
PERMANENT SIGNING	LF	7500	$4.00	$30,000
			SUBTOTAL	$3,561,843
			CONTINGENCY (40%)	$1,424,737
			ROADWAY SUBTOTAL	**$4,986,581**
DESIGN/OTHER				
ENGINEERING			9%	$448,792
CONSTRUCTION ENGINEERING/MGMT			11%	$548,524
			DESIGN SUBTOTAL	**$997,316**
RIGHT-OF-WAY				
UNDEVELOPED	ACRE	11.59	$25,000	$289,740
DEVELOPED	ACRE		$900,000	
RESIDENTIAL RELOCATIONS	EACH			
BUSINESS RELOCATIONS	EACH			
ROW ACQUISTION (MAPS, APPRAISALS, ETC)	LUMP		15%	$43,461
			RIGHT-OF-WAY SUBTOTAL	**$333,201**
			PROJECT SUBTOTAL	$6,317,098

500 West				ID: 1B
From:	To:			
US 6	500 South			
New 3-Lane Collector		Length of Project (Mi):		0.59
Description	Unit	Quantity	Unit Cost	Estimated Cost
ROADWAY				
SURVEY	LUMP	1	3.0%	$42,600
MOBILIZATION	LUMP	1	5.0%	$70,900
BONDING	LUMP	1	2.5%	$35,500
TRAFFIC CONTROL	LUMP	1	0.1%	$1,500
SWPPP & BMPs	LUMP	1	1.0%	$14,200
DUST AND DEBRIS CONTROL	LUMP	1	0.5%	$7,100
UTILITY RELOCATIONS	LUMP			$0
REMOVALS	LUMP	1	4.0%	$56,800
CLEARING AND GRUBBING	ACRE	4.28	$1,000.00	$4,277
3-LANE COLLECTOR	MI	0.59	$1,388,000	$816,184
STORM DRAIN SYSTEM	MI	0.59	$450,000	$264,613
LANDSCAPING & FINISH ITEMS	LF	3200	$100.00	$320,000
PERMANENT SIGNING	LF	3200	$4.00	$12,800
			SUBTOTAL	$1,646,474
			CONTINGENCY (40%)	$658,590
			ROADWAY SUBTOTAL	**$2,305,063**
DESIGN/OTHER				
ENGINEERING			9%	$207,456
CONSTRUCTION ENGINEERING/MGMT			11%	$253,557
			DESIGN SUBTOTAL	**$461,013**
RIGHT-OF-WAY				
UNDEVELOPED	ACRE	4.28	$25,000	$106,914
DEVELOPED	ACRE		$900,000	
RESIDENTIAL RELOCATIONS	EACH			
BUSINESS RELOCATIONS	EACH			
ROW ACQUISTION (MAPS, APPRAISALS, ETC)	LUMP		15%	$16,037
			RIGHT-OF-WAY SUBTOTAL	**$122,952**
			PROJECT SUBTOTAL	$2,889,028

Main Street				ID: 1D
From:	To:			
Maverik	Oak Summit Drive			
New 3-Lane Collector		Length of Project (Mi):		0.19
Description	Unit	Quantity	Unit Cost	Estimated Cost
ROADWAY				
SURVEY	LUMP	1	3.0%	$14,300
MOBILIZATION	LUMP	1	5.0%	$23,700
BONDING	LUMP	1	2.5%	$11,900
TRAFFIC CONTROL	LUMP	1	0.3%	$1,500
SWPPP & BMPs	LUMP	1	1.0%	$4,800
DUST AND DEBRIS CONTROL	LUMP	1	0.5%	$2,400
UTILITY RELOCATIONS	LUMP			$0
REMOVALS	LUMP			$0
CLEARING AND GRUBBING	ACRE	1.42	$1,000.00	$1,416
3-LANE COLLECTOR	MI	0.19	$1,388,000	$270,219
STORM DRAIN SYSTEM	MI	0.19	$450,000	$87,607
LANDSCAPING & FINISH ITEMS	LF	1100	$100.00	$110,000
PERMANENT SIGNING	LF	1100	$4.00	$4,400
			SUBTOTAL	$532,241
			CONTINGENCY (40%)	$212,897
			ROADWAY SUBTOTAL	**$745,138**
DESIGN/OTHER				
ENGINEERING			9%	$67,062
CONSTRUCTION ENGINEERING/MGMT			11%	$81,965
			DESIGN SUBTOTAL	**$149,028**
RIGHT-OF-WAY				
UNDEVELOPED	ACRE	1.42	$25,000	$35,397
DEVELOPED	ACRE		$900,000	
RESIDENTIAL RELOCATIONS	EACH			
BUSINESS RELOCATIONS	EACH			
ROW ACQUISTION (MAPS, APPRAISALS, ETC)	LUMP		15%	$5,310
			RIGHT-OF-WAY SUBTOTAL	**$40,706**
			PROJECT SUBTOTAL	$934,872

900 East			ID: 1E	
From:	To:			
Main Street	150 South			
New Major Local		Length of Project (Mi):		0.16
Description	Unit	Quantity	Unit Cost	Estimated Cost
ROADWAY				
SURVEY	LUMP	1	3.0%	$12,000
MOBILIZATION	LUMP	1	5.0%	$19,900
BONDING	LUMP	1	2.5%	$10,000
TRAFFIC CONTROL	LUMP	1	0.3%	$1,200
SWPPP & BMPs	LUMP	1	1.0%	$4,000
DUST AND DEBRIS CONTROL	LUMP	1	0.5%	$2,000
UTILITY RELOCATIONS	LUMP			$0
REMOVALS	LUMP			$0
CLEARING AND GRUBBING	ACRE	1.21	$1,000.00	$1,213
MAJOR LOCAL	MI	0.16	$1,425,900	$230,100
STORM DRAIN SYSTEM	MI	0.16	$450,000	$72,617
LANDSCAPING & FINISH ITEMS	LF	900	$100.00	$90,000
PERMANENT SIGNING	LF	900	$4.00	$3,600
			SUBTOTAL	$446,630
			CONTINGENCY (40%)	$178,652
			ROADWAY SUBTOTAL	**$625,283**
DESIGN/OTHER				
ENGINEERING			9%	$56,275
CONSTRUCTION ENGINEERING/MGMT			11%	$68,781
			DESIGN SUBTOTAL	**$125,057**
RIGHT-OF-WAY				
UNDEVELOPED	ACRE	1.21	$25,000	$30,318
DEVELOPED	ACRE		$900,000	
RESIDENTIAL RELOCATIONS	EACH			
BUSINESS RELOCATIONS	EACH			
ROW ACQUISTION (MAPS, APPRAISALS, ETC)	LUMP		15%	$4,548
			RIGHT-OF-WAY SUBTOTAL	**$34,866**
			PROJECT SUBTOTAL	$785,205

Center Street			ID: 1G	
From:	To:			
400 North	US 6			
Widening - Center St Cross Section		Length of Project (Mi):		0.46
Description	Unit	Quantity	Unit Cost	Estimated Cost
ROADWAY				
SURVEY	LUMP	1	3.0%	$40,100
MOBILIZATION	LUMP	1	5.0%	$66,800
BONDING	LUMP	1	2.5%	$33,400
TRAFFIC CONTROL	LUMP	1	1.5%	$20,100
SWPPP & BMPs	LUMP	1	1.0%	$13,400
DUST AND DEBRIS CONTROL	LUMP	1	0.5%	$6,700
UTILITY RELOCATIONS	LUMP	1	6.0%	$80,200
REMOVALS	LUMP	1	7.0%	$93,600
CLEARING AND GRUBBING	ACRE	1.2	$1,000.00	$1,164
CENTER STREET CROSS SECTION	MI	0.46	$1,900,500	$868,874
STORM DRAIN SYSTEM	MI	0.46	$450,000	$205,732
LANDSCAPING & FINISH ITEMS	LF	2500	$100.00	$250,000
PERMANENT SIGNING	LF	2500	$4.00	$10,000
			SUBTOTAL	$1,690,070
			CONTINGENCY (40%)	$676,028
			ROADWAY SUBTOTAL	**$2,366,098**
DESIGN/OTHER				
ENGINEERING			9%	$212,949
CONSTRUCTION ENGINEERING/MGMT			11%	$260,271
			DESIGN SUBTOTAL	**$473,220**
RIGHT-OF-WAY				
UNDEVELOPED	ACRE		$25,000	$0
DEVELOPED	ACRE	1.2	$900,000	$1,047,362
RESIDENTIAL RELOCATIONS	EACH			
BUSINESS RELOCATIONS	EACH			
ROW ACQUISTION (MAPS, APPRAISALS, ETC)	LUMP		15%	$157,104
			RIGHT-OF-WAY SUBTOTAL	**$1,204,467**
			PROJECT SUBTOTAL	$4,043,784

Highland Drive			ID: 1F	
From:	To:			
Center Street	120 East			
Reconstruction - Highland Dr Cross Section		Length of Project (Mi):		0.18
Description	Unit	Quantity	Unit Cost	Estimated Cost
ROADWAY				
SURVEY	LUMP	1	3.0%	$12,000
MOBILIZATION	LUMP	1	5.0%	$20,000
BONDING	LUMP	1	2.5%	$10,000
TRAFFIC CONTROL	LUMP	1	1.5%	$6,000
SWPPP & BMPs	LUMP	1	1.0%	$4,000
DUST AND DEBRIS CONTROL	LUMP	1	0.5%	$2,000
UTILITY RELOCATIONS	LUMP	1	6.0%	$24,000
REMOVALS	LUMP	1	6.0%	$24,000
CLEARING AND GRUBBING	ACRE	1.45	$1,000.00	$1,447
HIGHLAND DRIVE CROSS SECTION	MI	0.18	$1,226,600	$215,406
STORM DRAIN SYSTEM	MI	0.18	$450,000	$79,025
LANDSCAPING & FINISH ITEMS	LF	1000	$100.00	$100,000
PERMANENT SIGNING	LF	1000	$4.00	$4,000
			SUBTOTAL	$501,879
			CONTINGENCY (40%)	$200,751
			ROADWAY SUBTOTAL	**$702,630**
DESIGN/OTHER				
ENGINEERING			9%	$63,237
CONSTRUCTION ENGINEERING/MGMT			11%	$77,289
			DESIGN SUBTOTAL	**$140,526**
RIGHT-OF-WAY				
UNDEVELOPED	ACRE		$25,000	$0
DEVELOPED	ACRE		$900,000	
RESIDENTIAL RELOCATIONS	EACH			
BUSINESS RELOCATIONS	EACH			
ROW ACQUISTION (MAPS, APPRAISALS, ETC)	LUMP		15%	$0
			RIGHT-OF-WAY SUBTOTAL	**$0**
			PROJECT SUBTOTAL	$843,156

400 East			ID: 1H	
From:	To:			
200 North	US 6			
Widening to 3-Lane Collector		Length of Project (Mi):		0.23
Description	Unit	Quantity	Unit Cost	Estimated Cost
ROADWAY				
SURVEY	LUMP	1	3.0%	$8,700
MOBILIZATION	LUMP	1	5.0%	$14,500
BONDING	LUMP	1	2.5%	$7,300
TRAFFIC CONTROL	LUMP	1	0.2%	$600
SWPPP & BMPs	LUMP	1	1.0%	$2,900
DUST AND DEBRIS CONTROL	LUMP	1	0.5%	$1,500
UTILITY RELOCATIONS	LUMP	1	6.0%	$17,400
REMOVALS	LUMP	1	4.0%	$11,600
CLEARING AND GRUBBING	ACRE	0.51	$2,000.00	$1,019
3-LANE COLLECTOR	MI	0.12	$1,388,000	$162,120
STORM DRAIN SYSTEM	MI	0.12	$450,000	$52,560
LANDSCAPING & FINISH ITEMS	LF	700	$100.00	$70,000
PERMANENT SIGNING	LF	700	$4.00	$2,800
			SUBTOTAL	$353,000
			CONTINGENCY (40%)	$141,200
			ROADWAY SUBTOTAL	**$494,199**
DESIGN/OTHER				
ENGINEERING			9%	$44,478
CONSTRUCTION ENGINEERING/MGMT			11%	$54,362
			DESIGN SUBTOTAL	**$98,840**
RIGHT-OF-WAY				
UNDEVELOPED	ACRE		$25,000	$0
DEVELOPED	ACRE		$900,000	
RESIDENTIAL RELOCATIONS	EACH			
BUSINESS RELOCATIONS	EACH			
ROW ACQUISTION (MAPS, APPRAISALS, ETC)	LUMP		15%	$0
			RIGHT-OF-WAY SUBTOTAL	**$0**
			PROJECT SUBTOTAL	$593,039

400 East			ID: 1I	
From:	To:			
400 North	200 North			
New 3-Lane Collector		Length of Project (Mi):		0.22
Description	Unit	Quantity	Unit Cost	Estimated Cost
ROADWAY				
SURVEY	LUMP	1	3.0%	$15,900
MOBILIZATION	LUMP	1	5.0%	$26,400
BONDING	LUMP	1	2.5%	$13,200
TRAFFIC CONTROL	LUMP	1	0.2%	$1,100
SWPPP & BMPs	LUMP	1	1.0%	$5,300
DUST AND DEBRIS CONTROL	LUMP	1	0.5%	$2,700
UTILITY RELOCATIONS	LUMP	1	6.0%	$31,700
REMOVALS	LUMP	1	4.0%	$21,100
CLEARING AND GRUBBING	ACRE	0.95	$2,000.00	$1,903
3-LANE COLLECTOR	MI	0.22	$1,388,000	$302,641
STORM DRAIN SYSTEM	MI	0.22	$450,000	$98,118
LANDSCAPING & FINISH ITEMS	LF	1200	$100.00	$120,000
PERMANENT SIGNING	LF	1200	$4.00	$4,800
			SUBTOTAL	$644,862
			CONTINGENCY (40%)	$257,945
			ROADWAY SUBTOTAL	**$902,807**
DESIGN/OTHER				
ENGINEERING			9%	$81,253
CONSTRUCTION ENGINEERING/MGMT			11%	$99,309
			DESIGN SUBTOTAL	**$180,561**
RIGHT-OF-WAY				
UNDEVELOPED	ACRE		$25,000	$0
DEVELOPED	ACRE	0.26	$900,000	$237,863
RESIDENTIAL RELOCATIONS	EACH			
BUSINESS RELOCATIONS	EACH			
ROW ACQUISTION (MAPS, APPRAISALS, ETC)	LUMP		15%	$35,679
			RIGHT-OF-WAY SUBTOTAL	**$273,542**
			PROJECT SUBTOTAL	$1,356,911

West Road 1			ID: 2A	
From:	To:			
US 6	Mountain View Dr			
New Major Local		Length of Project (Mi):		1.34
Description	Unit	Quantity	Unit Cost	Estimated Cost
ROADWAY				
SURVEY	LUMP	1	3.0%	$97,700
MOBILIZATION	LUMP	1	5.0%	$162,800
BONDING	LUMP	1	2.5%	$81,400
TRAFFIC CONTROL	LUMP	1	0.1%	$3,300
SWPPP & BMPs	LUMP	1	1.0%	$32,600
DUST AND DEBRIS CONTROL	LUMP	1	0.5%	$16,300
UTILITY RELOCATIONS	LUMP			$0
REMOVALS	LUMP	1	2.0%	$65,200
CLEARING AND GRUBBING	ACRE	10.04	$1,000.00	$10,044
MAJOR LOCAL	MI	1.34	$1,425,900	$1,905,764
STORM DRAIN SYSTEM	MI	1.34	$450,000	$601,440
LANDSCAPING & FINISH ITEMS	LF	7100	$100.00	$710,000
PERMANENT SIGNING	LF	7100	$4.00	$28,400
			SUBTOTAL	$3,714,948
			CONTINGENCY (40%)	$1,485,979
			ROADWAY SUBTOTAL	**$5,200,928**
DESIGN/OTHER				
ENGINEERING			9%	$468,083
CONSTRUCTION ENGINEERING/MGMT			11%	$572,102
			DESIGN SUBTOTAL	**$1,040,186**
RIGHT-OF-WAY				
UNDEVELOPED	ACRE	10.04	$25,000	$251,106
DEVELOPED	ACRE		$900,000	
RESIDENTIAL RELOCATIONS	EACH			
BUSINESS RELOCATIONS	EACH			
ROW ACQUISTION (MAPS, APPRAISALS, ETC)	LUMP		15%	$37,666
			RIGHT-OF-WAY SUBTOTAL	**$288,772**
			PROJECT SUBTOTAL	$6,529,886

Highland Drive			ID: 1J	
From:	To:			
400 East	Main Street			
Widening - Highland Dr Cross Section		Length of Project (Mi):		0.47
Description	Unit	Quantity	Unit Cost	Estimated Cost
ROADWAY				
SURVEY	LUMP	1	3.0%	$36,700
MOBILIZATION	LUMP	1	5.0%	$61,200
BONDING	LUMP	1	2.5%	$30,600
TRAFFIC CONTROL	LUMP	1	1.5%	$18,400
SWPPP & BMPs	LUMP	1	1.0%	$12,300
DUST AND DEBRIS CONTROL	LUMP	1	0.5%	$6,200
UTILITY RELOCATIONS	LUMP	1	6.0%	$73,400
REMOVALS	LUMP	1	6.0%	$73,400
CLEARING AND GRUBBING	ACRE	3.85	$1,000.00	$3,851
HIGHLAND DRIVE CROSS SECTION	MI	0.47	$1,226,600	$573,022
STORM DRAIN SYSTEM	MI	0.47	$450,000	$210,223
LANDSCAPING & FINISH ITEMS	LF	2500	$100.00	$250,000
PERMANENT SIGNING	LF	2500	$4.00	$10,000
SIGNAL MODIFICATIONS	EACH	1	$175,000.00	$175,000
			SUBTOTAL	$1,534,296
			CONTINGENCY (40%)	$613,718
			ROADWAY SUBTOTAL	**$2,148,014**
DESIGN/OTHER				
ENGINEERING			9%	$193,321
CONSTRUCTION ENGINEERING/MGMT			11%	$236,282
			DESIGN SUBTOTAL	**$429,603**
RIGHT-OF-WAY				
UNDEVELOPED	ACRE		$25,000	$0
DEVELOPED	ACRE		$900,000	
RESIDENTIAL RELOCATIONS	EACH			
BUSINESS RELOCATIONS	EACH			
ROW ACQUISTION (MAPS, APPRAISALS, ETC)	LUMP		15%	$0
			RIGHT-OF-WAY SUBTOTAL	**$0**
			PROJECT SUBTOTAL	$2,577,617

MountainView Dr			ID: 2B	
From:	To:			
Summit Ridge Pkwy (No.)	Summit Ridge Pkwy (So.)			
New Major Local		Length of Project (Mi):		1.67
Description	Unit	Quantity	Unit Cost	Estimated Cost
ROADWAY				
SURVEY	LUMP	1	3.0%	$121,600
MOBILIZATION	LUMP	1	5.0%	$202,600
BONDING	LUMP	1	2.5%	$101,300
TRAFFIC CONTROL	LUMP	1	0.1%	$4,100
SWPPP & BMPs	LUMP	1	1.0%	$40,600
DUST AND DEBRIS CONTROL	LUMP	1	0.5%	$20,300
UTILITY RELOCATIONS	LUMP			$0
REMOVALS	LUMP	1	0.1%	$4,100
CLEARING AND GRUBBING	ACRE	12.52	$1,000.00	$12,515
MAJOR LOCAL	MI	1.67	$1,425,900	$2,374,635
STORM DRAIN SYSTEM	MI	1.67	$450,000	$749,412
LANDSCAPING & FINISH ITEMS	LF	8800	$100.00	$880,000
PERMANENT SIGNING	LF	8800	$4.00	$35,200
			SUBTOTAL	$4,546,362
			CONTINGENCY (40%)	$1,818,545
			ROADWAY SUBTOTAL	**$6,364,907**
DESIGN/OTHER				
ENGINEERING			9%	$572,842
CONSTRUCTION ENGINEERING/MGMT			11%	$700,140
			DESIGN SUBTOTAL	**$1,272,981**
RIGHT-OF-WAY				
UNDEVELOPED	ACRE	12.52	$25,000	$312,886
DEVELOPED	ACRE		$900,000	
RESIDENTIAL RELOCATIONS	EACH			
BUSINESS RELOCATIONS	EACH			
ROW ACQUISTION (MAPS, APPRAISALS, ETC)	LUMP		15%	$46,933
			RIGHT-OF-WAY SUBTOTAL	**$359,818**
			PROJECT SUBTOTAL	$7,997,707

East Boundary Road			ID: 2C	
From:	To:			
250 South	City Boundary			
New Major Local		Length of Project (Mi):		0.28
Description	Unit	Quantity	Unit Cost	Estimated Cost
ROADWAY				
SURVEY	LUMP	1	3.0%	$20,700
MOBILIZATION	LUMP	1	5.0%	$34,500
BONDING	LUMP	1	2.5%	$17,300
TRAFFIC CONTROL	LUMP	1	0.1%	$700
SWPPP & BMPs	LUMP	1	1.0%	$6,900
DUST AND DEBRIS CONTROL	LUMP	1	0.5%	$3,500
UTILITY RELOCATIONS	LUMP			$0
REMOVALS	LUMP	1	0.1%	$700
CLEARING AND GRUBBING	ACRE	2.12	$1,000.00	$2,124
MAJOR LOCAL	MI	0.28	$1,425,900	$402,942
STORM DRAIN SYSTEM	MI	0.28	$450,000	$127,165
LANDSCAPING & FINISH ITEMS	LF	1500	$100.00	$150,000
PERMANENT SIGNING	LF	1500	$4.00	$6,000
			SUBTOTAL	$772,531
			CONTINGENCY (40%)	$309,012
			ROADWAY SUBTOTAL	**$1,081,543**
DESIGN/OTHER				
ENGINEERING			9%	$97,339
CONSTRUCTION ENGINEERING/MGMT			11%	$118,970
			DESIGN SUBTOTAL	**$216,309**
RIGHT-OF-WAY				
UNDEVELOPED	ACRE	2.12	$25,000	$53,092
DEVELOPED	ACRE		$900,000	
RESIDENTIAL RELOCATIONS	EACH			
BUSINESS RELOCATIONS	EACH			
ROW ACQUISTION (MAPS, APPRAISALS, ETC)	LUMP		15%	$7,964
			RIGHT-OF-WAY SUBTOTAL	**$61,056**
			PROJECT SUBTOTAL	$1,358,907

Santaquin Canyon			ID: 2E	
From:	To:			
I-15	780 South			
Widening to 3-Lane Collector		Length of Project (Mi):		0.17
Description	Unit	Quantity	Unit Cost	Estimated Cost
ROADWAY				
SURVEY	LUMP	1	3.0%	$12,700
MOBILIZATION	LUMP	1	5.0%	$21,100
BONDING	LUMP	1	2.5%	$10,600
TRAFFIC CONTROL	LUMP	1	0.2%	$900
SWPPP & BMPs	LUMP	1	1.0%	$4,300
DUST AND DEBRIS CONTROL	LUMP	1	0.5%	$2,200
UTILITY RELOCATIONS	LUMP			$0
REMOVALS	LUMP	1	4.0%	$16,900
CLEARING AND GRUBBING	ACRE	0.75	$1,000.00	$751
3-LANE COLLECTOR	MI	0.17	$1,388,000	$238,815
STORM DRAIN SYSTEM	MI	0.17	$450,000	$77,426
LANDSCAPING & FINISH ITEMS	LF	1000	$100.00	$100,000
PERMANENT SIGNING	LF	1000	$4.00	$4,000
			SUBTOTAL	$489,692
			CONTINGENCY (40%)	$195,877
			ROADWAY SUBTOTAL	**$685,568**
DESIGN/OTHER				
ENGINEERING			9%	$61,701
CONSTRUCTION ENGINEERING/MGMT			11%	$75,413
			DESIGN SUBTOTAL	**$137,114**
RIGHT-OF-WAY				
UNDEVELOPED	ACRE		$25,000	$0
DEVELOPED	ACRE	0.75	$900,000	$675,715
RESIDENTIAL RELOCATIONS	EACH			
BUSINESS RELOCATIONS	EACH			
ROW ACQUISTION (MAPS, APPRAISALS, ETC)	LUMP		15%	$101,357
			RIGHT-OF-WAY SUBTOTAL	**$777,072**
			PROJECT SUBTOTAL	$1,599,754

Highway 91			ID: 2D	
From:	To:			
500 South	Summit Ridge Development			
Widening to 3-Lane Collector		Length of Project (Mi):		1.15
Description	Unit	Quantity	Unit Cost	Estimated Cost
ROADWAY				
SURVEY	LUMP	1	3.0%	$82,400
MOBILIZATION	LUMP	1	5.0%	$137,300
BONDING	LUMP	1	2.5%	$68,700
TRAFFIC CONTROL	LUMP	1	0.2%	$5,500
SWPPP & BMPs	LUMP	1	1.0%	$27,500
DUST AND DEBRIS CONTROL	LUMP	1	0.5%	$13,800
UTILITY RELOCATIONS	LUMP	1	6.0%	$164,700
REMOVALS	LUMP	1	4.0%	$109,800
CLEARING AND GRUBBING	ACRE	5.00	$1,000.00	$4,998
3-LANE COLLECTOR	MI	1.15	$1,388,000	$1,589,904
STORM DRAIN SYSTEM	MI	1.15	$450,000	$515,459
LANDSCAPING & FINISH ITEMS	LF	6100	$100.00	$610,000
PERMANENT SIGNING	LF	6100	$4.00	$24,400
			SUBTOTAL	$3,354,461
			CONTINGENCY (40%)	$1,341,784
			ROADWAY SUBTOTAL	**$4,696,246**
DESIGN/OTHER				
ENGINEERING			9%	$422,662
CONSTRUCTION ENGINEERING/MGMT			11%	$516,587
			DESIGN SUBTOTAL	**$939,249**
RIGHT-OF-WAY				
UNDEVELOPED	ACRE		$25,000	$0
DEVELOPED	ACRE		$900,000	$0
RESIDENTIAL RELOCATIONS	EACH			
BUSINESS RELOCATIONS	EACH			
ROW ACQUISTION (MAPS, APPRAISALS, ETC)	LUMP		15%	$0
			RIGHT-OF-WAY SUBTOTAL	**$0**
			PROJECT SUBTOTAL	$5,635,495

Santaquin Canyon			ID: 2F	
From:	To:			
880 South	East City Boundary			
Widening to 3-Lane Collector		Length of Project (Mi):		0.19
Description	Unit	Quantity	Unit Cost	Estimated Cost
ROADWAY				
SURVEY	LUMP	1	3.0%	$13,500
MOBILIZATION	LUMP	1	5.0%	$22,500
BONDING	LUMP	1	2.5%	$11,300
TRAFFIC CONTROL	LUMP	1	0.2%	$900
SWPPP & BMPs	LUMP	1	1.0%	$4,500
DUST AND DEBRIS CONTROL	LUMP	1	0.5%	$2,300
UTILITY RELOCATIONS	LUMP	1	6.0%	$27,000
REMOVALS	LUMP	1	4.0%	$18,000
CLEARING AND GRUBBING	ACRE	0.91	$1,000.00	$906
3-LANE COLLECTOR	MI	0.19	$1,388,000	$259,378
STORM DRAIN SYSTEM	MI	0.19	$450,000	$84,092
LANDSCAPING & FINISH ITEMS	LF	1000	$100.00	$100,000
PERMANENT SIGNING	LF	1000	$4.00	$4,000
			SUBTOTAL	$548,377
			CONTINGENCY (40%)	$219,351
			ROADWAY SUBTOTAL	**$767,727**
DESIGN/OTHER				
ENGINEERING			9%	$69,095
CONSTRUCTION ENGINEERING/MGMT			11%	$84,450
			DESIGN SUBTOTAL	**$153,545**
RIGHT-OF-WAY				
UNDEVELOPED	ACRE		$25,000	$0
DEVELOPED	ACRE	0.91	$900,000	$815,441
RESIDENTIAL RELOCATIONS	EACH			
BUSINESS RELOCATIONS	EACH			
ROW ACQUISTION (MAPS, APPRAISALS, ETC)	LUMP		15%	$122,316
			RIGHT-OF-WAY SUBTOTAL	**$937,758**
			PROJECT SUBTOTAL	$1,859,031

West Road 2			ID: 3A	
From:	To:			
US 6	Mountain View Dr			
New Major Local			Length of Project (Mi):	1.50
Description	Unit	Quantity	Unit Cost	Estimated Cost
ROADWAY				
SURVEY	LUMP	1	3.0%	$109,200
MOBILIZATION	LUMP	1	5.0%	$181,900
BONDING	LUMP	1	2.5%	$91,000
TRAFFIC CONTROL	LUMP	1	0.1%	$3,700
SWPPP & BMPs	LUMP	1	1.0%	$36,400
DUST AND DEBRIS CONTROL	LUMP	1	0.5%	$18,200
UTILITY RELOCATIONS	LUMP			$0
REMOVALS	LUMP			$0
CLEARING AND GRUBBING	ACRE	11.24	$1,000.00	$11,237
MAJOR LOCAL	MI	1.50	$1,425,900	$2,131,983
STORM DRAIN SYSTEM	MI	1.50	$450,000	$672,833
LANDSCAPING & FINISH ITEMS	LF	7900	$100.00	$790,000
PERMANENT SIGNING	LF	7900	$4.00	$31,600
			SUBTOTAL	$4,078,052
			CONTINGENCY (40%)	$1,631,221
			ROADWAY SUBTOTAL	**$5,709,273**
DESIGN/OTHER				
ENGINEERING			9%	$513,835
CONSTRUCTION ENGINEERING/MGMT			11%	$628,020
			DESIGN SUBTOTAL	**$1,141,855**
RIGHT-OF-WAY				
UNDEVELOPED	ACRE	11.24	$25,000	$280,913
DEVELOPED	ACRE		$900,000	
RESIDENTIAL RELOCATIONS	EACH			
BUSINESS RELOCATIONS	EACH			
ROW ACQUISTION (MAPS, APPRAISALS, ETC)	LUMP		15%	$42,137
			RIGHT-OF-WAY SUBTOTAL	**$323,050**
			PROJECT SUBTOTAL	$7,174,178

Commuter Rail Connector			ID: 3C	
From:	To:			
Road A1	Commuter Rail Station			
New Major Local			Length of Project (Mi):	0.26
Description	Unit	Quantity	Unit Cost	Estimated Cost
ROADWAY				
SURVEY	LUMP	1	3.0%	$19,000
MOBILIZATION	LUMP	1	5.0%	$31,700
BONDING	LUMP	1	2.5%	$15,900
TRAFFIC CONTROL	LUMP	1	0.1%	$700
SWPPP & BMPs	LUMP	1	1.0%	$6,400
DUST AND DEBRIS CONTROL	LUMP	1	0.5%	$3,200
UTILITY RELOCATIONS	LUMP			$0
REMOVALS	LUMP			$0
CLEARING AND GRUBBING	ACRE	1.94	$1,000.00	$1,942
MAJOR LOCAL	MI	0.26	$1,425,900	$368,468
STORM DRAIN SYSTEM	MI	0.26	$450,000	$116,285
LANDSCAPING & FINISH ITEMS	LF	1400	$100.00	$140,000
PERMANENT SIGNING	LF	1400	$4.00	$5,600
			SUBTOTAL	$709,195
			CONTINGENCY (40%)	$283,678
			ROADWAY SUBTOTAL	**$992,873**
DESIGN/OTHER				
ENGINEERING			9%	$89,359
CONSTRUCTION ENGINEERING/MGMT			11%	$109,216
			DESIGN SUBTOTAL	**$198,575**
RIGHT-OF-WAY				
UNDEVELOPED	ACRE	1.94	$25,000	$48,550
DEVELOPED	ACRE		$900,000	
RESIDENTIAL RELOCATIONS	EACH			
BUSINESS RELOCATIONS	EACH			
ROW ACQUISTION (MAPS, APPRAISALS, ETC)	LUMP		15%	$7,282
			RIGHT-OF-WAY SUBTOTAL	**$55,832**
			PROJECT SUBTOTAL	$1,247,280

500 South			ID: 3B	
From:	To:			
300 West	Summit Creek Reservoir			
New 3-Lane Collector			Length of Project (Mi):	0.45
Description	Unit	Quantity	Unit Cost	Estimated Cost
ROADWAY				
SURVEY	LUMP	1	3.0%	$47,700
MOBILIZATION	LUMP	1	5.0%	$79,400
BONDING	LUMP	1	2.5%	$39,700
TRAFFIC CONTROL	LUMP	1	0.1%	$1,600
SWPPP & BMPs	LUMP	1	1.0%	$15,900
DUST AND DEBRIS CONTROL	LUMP	1	0.5%	$8,000
UTILITY RELOCATIONS	LUMP			$0
REMOVALS	LUMP	1	1.0%	$15,900
CLEARING AND GRUBBING	ACRE	3.30	$1,000.00	$3,301
3-LANE COLLECTOR	MI	0.45	$1,388,000	$630,056
STORM DRAIN SYSTEM	MI	0.45	$450,000	$204,269
LANDSCAPING & FINISH ITEMS	LF	2400	$100.00	$240,000
PERMANENT SIGNING	LF	2400	$4.00	$9,600
RAILROAD CROSSING	EACH	1	$500,000.00	$500,000
			SUBTOTAL	$1,795,426
			CONTINGENCY (40%)	$718,171
			ROADWAY SUBTOTAL	**$2,513,597**
DESIGN/OTHER				
ENGINEERING			9%	$226,224
CONSTRUCTION ENGINEERING/MGMT			11%	$276,496
			DESIGN SUBTOTAL	**$502,719**
RIGHT-OF-WAY				
UNDEVELOPED	ACRE	3.30	$25,000	$82,533
DEVELOPED	ACRE		$900,000	
RESIDENTIAL RELOCATIONS	EACH			
BUSINESS RELOCATIONS	EACH			
ROW ACQUISTION (MAPS, APPRAISALS, ETC)	LUMP		15%	$12,380
			RIGHT-OF-WAY SUBTOTAL	**$94,913**
			PROJECT SUBTOTAL	$3,111,229

Road A1			ID: 3D	
From:	To:			
Summit Ridge	500 South			
New Major Local			Length of Project (Mi):	1.39
Description	Unit	Quantity	Unit Cost	Estimated Cost
ROADWAY				
SURVEY	LUMP	1	3.0%	$101,900
MOBILIZATION	LUMP	1	5.0%	$169,800
BONDING	LUMP	1	2.5%	$84,900
TRAFFIC CONTROL	LUMP	1	0.1%	$3,400
SWPPP & BMPs	LUMP	1	1.0%	$34,000
DUST AND DEBRIS CONTROL	LUMP	1	0.5%	$17,000
UTILITY RELOCATIONS	LUMP			$0
REMOVALS	LUMP			$0
CLEARING AND GRUBBING	ACRE	10.48	$1,000.00	$10,479
MAJOR LOCAL	MI	1.39	$1,425,900	$1,988,341
STORM DRAIN SYSTEM	MI	1.39	$450,000	$627,501
LANDSCAPING & FINISH ITEMS	LF	7400	$100.00	$740,000
PERMANENT SIGNING	LF	7400	$4.00	$29,600
			SUBTOTAL	$3,806,921
			CONTINGENCY (40%)	$1,522,768
			ROADWAY SUBTOTAL	**$5,329,689**
DESIGN/OTHER				
ENGINEERING			9%	$479,672
CONSTRUCTION ENGINEERING/MGMT			11%	$586,266
			DESIGN SUBTOTAL	**$1,065,938**
RIGHT-OF-WAY				
UNDEVELOPED	ACRE	10.48	$25,000	$261,987
DEVELOPED	ACRE		$900,000	
RESIDENTIAL RELOCATIONS	EACH			
BUSINESS RELOCATIONS	EACH			
ROW ACQUISTION (MAPS, APPRAISALS, ETC)	LUMP		15%	$39,298
			RIGHT-OF-WAY SUBTOTAL	**$301,285**
			PROJECT SUBTOTAL	$6,696,912

Ginger Gold Rd			ID: 3E	
From:	To:			
13000 South	Center Street			
New Major Local			Length of Project (Mi):	0.40
Description	Unit	Quantity	Unit Cost	Estimated Cost
ROADWAY				
SURVEY	LUMP	1	3.0%	$29,000
MOBILIZATION	LUMP	1	5.0%	$48,200
BONDING	LUMP	1	2.5%	$24,100
TRAFFIC CONTROL	LUMP	1	0.1%	$1,000
SWPPP & BMPs	LUMP	1	1.0%	$9,700
DUST AND DEBRIS CONTROL	LUMP	1	0.5%	$4,900
UTILITY RELOCATIONS	LUMP			$0
REMOVALS	LUMP	1	2.0%	$19,300
CLEARING AND GRUBBING	ACRE	2.97	$1,000.00	$2,975
MAJOR LOCAL	MI	0.40	$1,425,900	$564,444
STORM DRAIN SYSTEM	MI	0.40	$450,000	$178,133
LANDSCAPING & FINISH ITEMS	LF	2100	$100.00	$210,000
PERMANENT SIGNING	LF	2100	$4.00	$8,400
			SUBTOTAL	$1,100,152
			CONTINGENCY (40%)	$440,061
			ROADWAY SUBTOTAL	**$1,540,212**
DESIGN/OTHER				
ENGINEERING			9%	$138,619
CONSTRUCTION ENGINEERING/MGMT			11%	$169,423
			DESIGN SUBTOTAL	**$308,042**
RIGHT-OF-WAY				
UNDEVELOPED	ACRE	2.97	$25,000	$74,372
DEVELOPED	ACRE		$900,000	
RESIDENTIAL RELOCATIONS	EACH			
BUSINESS RELOCATIONS	EACH			
ROW ACQUISTION (MAPS, APPRAISALS, ETC)	LUMP		15%	$11,156
			RIGHT-OF-WAY SUBTOTAL	**$85,528**
			PROJECT SUBTOTAL	$1,933,783

East Boundary Road			ID: 3G	
From:	To:			
Santaquin Canyon	900 East			
New Major Local			Length of Project (Mi):	0.99
Description	Unit	Quantity	Unit Cost	Estimated Cost
ROADWAY				
SURVEY	LUMP	1	3.0%	$72,500
MOBILIZATION	LUMP	1	5.0%	$120,700
BONDING	LUMP	1	2.5%	$60,400
TRAFFIC CONTROL	LUMP	1	0.1%	$2,500
SWPPP & BMPs	LUMP	1	1.0%	$24,200
DUST AND DEBRIS CONTROL	LUMP	1	0.5%	$12,100
UTILITY RELOCATIONS	LUMP	1	4.0%	$96,600
REMOVALS	LUMP	1	8.0%	$193,100
CLEARING AND GRUBBING	ACRE	7.43	$1,000.00	$7,431
MAJOR LOCAL	MI	0.99	$1,425,900	$1,409,968
STORM DRAIN SYSTEM	MI	0.99	$450,000	$444,972
LANDSCAPING & FINISH ITEMS	LF	5300	$100.00	$530,000
PERMANENT SIGNING	LF	5300	$4.00	$21,200
			SUBTOTAL	$2,995,672
			CONTINGENCY (40%)	$1,198,269
			ROADWAY SUBTOTAL	**$4,193,940**
DESIGN/OTHER				
ENGINEERING			9%	$377,455
CONSTRUCTION ENGINEERING/MGMT			11%	$461,333
			DESIGN SUBTOTAL	**$838,788**
RIGHT-OF-WAY				
UNDEVELOPED	ACRE	7.43	$25,000	$185,780
DEVELOPED	ACRE		$900,000	
RESIDENTIAL RELOCATIONS	EACH	1	$3,000,000	$3,000,000
BUSINESS RELOCATIONS	EACH			
ROW ACQUISTION (MAPS, APPRAISALS, ETC)	LUMP		15%	$477,867
			RIGHT-OF-WAY SUBTOTAL	**$3,663,647**
			PROJECT SUBTOTAL	$8,696,375

Ginger Gold Rd			ID: 3F	
From:	To:			
Center Street	400 East			
New Major Local			Length of Project (Mi):	0.52
Description	Unit	Quantity	Unit Cost	Estimated Cost
ROADWAY				
SURVEY	LUMP	1	3.0%	$38,300
MOBILIZATION	LUMP	1	5.0%	$63,700
BONDING	LUMP	1	2.5%	$31,900
TRAFFIC CONTROL	LUMP	1	0.1%	$1,300
SWPPP & BMPs	LUMP	1	1.0%	$12,800
DUST AND DEBRIS CONTROL	LUMP	1	0.5%	$6,400
UTILITY RELOCATIONS	LUMP			$0
REMOVALS	LUMP	1	1.5%	$19,200
CLEARING AND GRUBBING	ACRE	3.92	$1,000.00	$3,920
MAJOR LOCAL	MI	0.52	$1,425,900	$743,781
STORM DRAIN SYSTEM	MI	0.52	$450,000	$234,730
LANDSCAPING & FINISH ITEMS	LF	2800	$100.00	$280,000
PERMANENT SIGNING	LF	2800	$4.00	$11,200
			SUBTOTAL	$1,447,231
			CONTINGENCY (40%)	$578,892
			ROADWAY SUBTOTAL	**$2,026,123**
DESIGN/OTHER				
ENGINEERING			9%	$182,351
CONSTRUCTION ENGINEERING/MGMT			11%	$222,874
			DESIGN SUBTOTAL	**$405,225**
RIGHT-OF-WAY				
UNDEVELOPED	ACRE	3.92	$25,000	$98,002
DEVELOPED	ACRE		$900,000	
RESIDENTIAL RELOCATIONS	EACH			
BUSINESS RELOCATIONS	EACH			
ROW ACQUISTION (MAPS, APPRAISALS, ETC)	LUMP		15%	$14,700
			RIGHT-OF-WAY SUBTOTAL	**$112,702**
			PROJECT SUBTOTAL	$2,544,050

East Boundary Road			ID: 3H	
From:	To:			
900 East	City Boundary			
New Major Local			Length of Project (Mi):	0.33
Description	Unit	Quantity	Unit Cost	Estimated Cost
ROADWAY				
SURVEY	LUMP	1	3.0%	$24,100
MOBILIZATION	LUMP	1	5.0%	$40,200
BONDING	LUMP	1	2.5%	$20,100
TRAFFIC CONTROL	LUMP	1	0.1%	$900
SWPPP & BMPs	LUMP	1	1.0%	$8,100
DUST AND DEBRIS CONTROL	LUMP	1	0.5%	$4,100
UTILITY RELOCATIONS	LUMP			$0
REMOVALS	LUMP			$0
CLEARING AND GRUBBING	ACRE	2.45	$1,000.00	$2,455
MAJOR LOCAL	MI	0.33	$1,425,900	$465,767
STORM DRAIN SYSTEM	MI	0.33	$450,000	$146,992
LANDSCAPING & FINISH ITEMS	LF	1800	$100.00	$180,000
PERMANENT SIGNING	LF	1800	$4.00	$7,200
			SUBTOTAL	$899,914
			CONTINGENCY (40%)	$359,966
			ROADWAY SUBTOTAL	**$1,259,879**
DESIGN/OTHER				
ENGINEERING			9%	$113,389
CONSTRUCTION ENGINEERING/MGMT			11%	$138,587
			DESIGN SUBTOTAL	**$251,976**
RIGHT-OF-WAY				
UNDEVELOPED	ACRE	2.45	$25,000	$61,370
DEVELOPED	ACRE		$900,000	
RESIDENTIAL RELOCATIONS	EACH			
BUSINESS RELOCATIONS	EACH			
ROW ACQUISTION (MAPS, APPRAISALS, ETC)	LUMP		15%	$9,206
			RIGHT-OF-WAY SUBTOTAL	**$70,576**
			PROJECT SUBTOTAL	$1,582,431

900 East			ID: 3I	
From:	To:			
450 South	East South Boundary			
New Major Local		Length of Project (Mi):		0.25
Description	Unit	Quantity	Unit Cost	Estimated Cost
ROADWAY				
SURVEY	LUMP	1	3.0%	$18,400
MOBILIZATION	LUMP	1	5.0%	$30,600
BONDING	LUMP	1	2.5%	$15,300
TRAFFIC CONTROL	LUMP	1	0.1%	$700
SWPPP & BMPs	LUMP	1	1.0%	$6,200
DUST AND DEBRIS CONTROL	LUMP	1	0.5%	$3,100
UTILITY RELOCATIONS	LUMP			$0
REMOVALS	LUMP			$0
CLEARING AND GRUBBING	ACRE	1.85	$1,000.00	$1,853
MAJOR LOCAL	MI	0.25	$1,425,900	$351,613
STORM DRAIN SYSTEM	MI	0.25	$450,000	$110,966
LANDSCAPING & FINISH ITEMS	LF	1400	$100.00	$140,000
PERMANENT SIGNING	LF	1400	$4.00	$5,600
			SUBTOTAL	$684,331
			CONTINGENCY (40%)	$273,733
			ROADWAY SUBTOTAL	**$958,064**
DESIGN/OTHER				
ENGINEERING			9%	$86,226
CONSTRUCTION ENGINEERING/MGMT			11%	$105,387
			DESIGN SUBTOTAL	**$191,613**
RIGHT-OF-WAY				
UNDEVELOPED	ACRE	1.85	$25,000	$46,329
DEVELOPED	ACRE		$900,000	
RESIDENTIAL RELOCATIONS	EACH			
BUSINESS RELOCATIONS	EACH			
ROW ACQUISTION (MAPS, APPRAISALS, ETC)	LUMP		15%	$6,949
			RIGHT-OF-WAY SUBTOTAL	**$53,278**
			PROJECT SUBTOTAL	$1,202,955

200 West			ID: 3K	
From:	To:			
US 6	500 South			
Widening to 3-Lane Collector		Length of Project (Mi):		0.56
Description	Unit	Quantity	Unit Cost	Estimated Cost
ROADWAY				
SURVEY	LUMP	1	3.0%	$40,400
MOBILIZATION	LUMP	1	5.0%	$67,300
BONDING	LUMP	1	2.5%	$33,700
TRAFFIC CONTROL	LUMP	1	0.2%	$2,700
SWPPP & BMPs	LUMP	1	1.0%	$13,500
DUST AND DEBRIS CONTROL	LUMP	1	0.5%	$6,800
UTILITY RELOCATIONS	LUMP	1	4.0%	$53,800
REMOVALS	LUMP	1	6.0%	$80,700
CLEARING AND GRUBBING	ACRE	2.31	$1,000	$2,309
3-LANE COLLECTOR	MI	0.56	$1,388,000	$777,727
STORM DRAIN SYSTEM	MI	0.56	$450,000	$252,145
LANDSCAPING & FINISH ITEMS	LF	3000	$100.00	$300,000
PERMANENT SIGNING	LF	3000	$4.00	$12,000
			SUBTOTAL	$1,643,081
			CONTINGENCY (40%)	$657,232
			ROADWAY SUBTOTAL	**$2,300,313**
DESIGN/OTHER				
ENGINEERING			9%	$207,028
CONSTRUCTION ENGINEERING/MGMT			11%	$253,034
			DESIGN SUBTOTAL	**$460,063**
RIGHT-OF-WAY				
UNDEVELOPED	ACRE		$25,000	$0
DEVELOPED	ACRE	0.00	$900,000	$0
RESIDENTIAL RELOCATIONS	EACH			
BUSINESS RELOCATIONS	EACH			
ROW ACQUISTION (MAPS, APPRAISALS, ETC)	LUMP		15%	$0
			RIGHT-OF-WAY SUBTOTAL	**$0**
			PROJECT SUBTOTAL	$2,760,376

500 South			ID: 3J	
From:	To:			
Summit Creek Reservoir	Highway 91			
Widening to 3-Lane Collector		Length of Project (Mi):		0.99
Description	Unit	Quantity	Unit Cost	Estimated Cost
ROADWAY				
SURVEY	LUMP	1	3.0%	$71,600
MOBILIZATION	LUMP	1	5.0%	$119,300
BONDING	LUMP	1	2.5%	$59,700
TRAFFIC CONTROL	LUMP	1	0.2%	$4,800
SWPPP & BMPs	LUMP	1	1.0%	$23,900
DUST AND DEBRIS CONTROL	LUMP	1	0.5%	$12,000
UTILITY RELOCATIONS	LUMP	1	8.0%	$190,900
REMOVALS	LUMP	1	5.0%	$119,300
CLEARING AND GRUBBING	ACRE	4.81	$2,000.00	$9,629
3-LANE COLLECTOR	MI	0.99	$1,388,000	$1,378,296
STORM DRAIN SYSTEM	MI	0.99	$450,000	$446,854
LANDSCAPING & FINISH ITEMS	LF	5300	$100.00	$530,000
PERMANENT SIGNING	LF	5300	$4.00	$21,200
			SUBTOTAL	$2,987,480
			CONTINGENCY (40%)	$1,194,992
			ROADWAY SUBTOTAL	**$4,182,472**
DESIGN/OTHER				
ENGINEERING			9%	$376,422
CONSTRUCTION ENGINEERING/MGMT			11%	$460,072
			DESIGN SUBTOTAL	**$836,494**
RIGHT-OF-WAY				
UNDEVELOPED	ACRE		$25,000	$0
DEVELOPED	ACRE	1.81	$900,000	$1,624,924
RESIDENTIAL RELOCATIONS	EACH			
BUSINESS RELOCATIONS	EACH			
ROW ACQUISTION (MAPS, APPRAISALS, ETC)	LUMP		15%	$243,739
			RIGHT-OF-WAY SUBTOTAL	**$1,868,662**
			PROJECT SUBTOTAL	$6,887,628

Center Street			ID: 3L	
From:	To:			
US 6	I-15			
Widening - Center St Cross Section		Length of Project (Mi):		0.70
Description	Unit	Quantity	Unit Cost	Estimated Cost
ROADWAY				
SURVEY	LUMP	1	3.0%	$162,300
MOBILIZATION	LUMP	1	5.0%	$270,500
BONDING	LUMP	1	2.5%	$135,300
TRAFFIC CONTROL	LUMP	1	2.0%	$108,200
SWPPP & BMPs	LUMP	1	1.0%	$54,100
DUST AND DEBRIS CONTROL	LUMP	1	0.5%	$27,100
UTILITY RELOCATIONS	LUMP	1	6.0%	$324,600
REMOVALS	LUMP	1	12.0%	$649,100
CLEARING AND GRUBBING	ACRE	3.0	$1,000.00	$2,972
CENTER STREET CROSS SECTION	MI	0.70	$1,900,500	$1,331,182
NEW BRIDGE/BRIDGE WIDENING	SQ FT	22500	$150	$3,375,000
STORM DRAIN SYSTEM	MI	0.70	$450,000	$315,197
LANDSCAPING & FINISH ITEMS	LF	3700	$100.00	$370,000
PERMANENT SIGNING	LF	3700	$4.00	$14,800
			SUBTOTAL	$7,140,351
			CONTINGENCY (40%)	$2,856,140
			ROADWAY SUBTOTAL	**$9,996,492**
DESIGN/OTHER				
ENGINEERING			9%	$899,684
CONSTRUCTION ENGINEERING/MGMT			15%	$1,499,474
			DESIGN SUBTOTAL	**$2,399,158**
RIGHT-OF-WAY				
UNDEVELOPED	ACRE		$25,000	$0
DEVELOPED	ACRE	3.0	$900,000	$2,674,400
RESIDENTIAL RELOCATIONS	EACH			
BUSINESS RELOCATIONS	EACH			
ROW ACQUISTION (MAPS, APPRAISALS, ETC)	LUMP		15%	$401,160
			RIGHT-OF-WAY SUBTOTAL	**$3,075,560**
			PROJECT SUBTOTAL	$15,471,209

Center Street				ID: 3M
From:	To:			
Ginger Gold Road	400 North			
Widening - Center St Cross Section			Length of Project (Mi):	0.84
Description	Unit	Quantity	Unit Cost	Estimated Cost
ROADWAY				
SURVEY	LUMP	1	3.0%	$73,500
MOBILIZATION	LUMP	1	5.0%	$122,400
BONDING	LUMP	1	2.5%	$61,200
TRAFFIC CONTROL	LUMP	1	2.0%	$49,000
SWPPP & BMPs	LUMP	1	1.0%	$24,500
DUST AND DEBRIS CONTROL	LUMP	1	0.5%	$12,300
UTILITY RELOCATIONS	LUMP	1	6.0%	$146,900
REMOVALS	LUMP	1	4.0%	$98,000
CLEARING AND GRUBBING	ACRE	4.8	$1,000	$4,787
CENTER STREET CROSS SECTION	MI	0.84	$1,900,500	$1,596,798
STORM DRAIN SYSTEM	MI	0.84	$450,000	$378,090
LANDSCAPING & FINISH ITEMS	LF	4500	$100.00	$450,000
PERMANENT SIGNING	LF	4500	$4.00	$18,000
			SUBTOTAL	$3,035,474
			CONTINGENCY (40%)	$1,214,190
			ROADWAY SUBTOTAL	**$4,249,664**
DESIGN/OTHER				
ENGINEERING			9%	$382,470
CONSTRUCTION ENGINEERING/MGMT			15%	$637,450
			DESIGN SUBTOTAL	**$1,019,919**
RIGHT-OF-WAY				
UNDEVELOPED	ACRE		$25,000	$0
DEVELOPED	ACRE	4.8	$900,000	$4,307,929
RESIDENTIAL RELOCATIONS	EACH			
BUSINESS RELOCATIONS	EACH			
ROW ACQUISTION (MAPS, APPRAISALS, ETC)	LUMP		15%	$646,189
			RIGHT-OF-WAY SUBTOTAL	**$4,954,119**
			PROJECT SUBTOTAL	$10,223,702

Santaquin City

Transportation Impact Fees

July 29, 2020

ZIONS PUBLIC FINANCE, INC.

Transportation Impact Fee Analysis

Summary

This Impact Fee Analysis (IFA) is based on the information provided in the City's Roadway Impact Fee Facilities Plan ("IFFP") dated May 2020 prepared by Parametrix.

Projected Growth. The IFFP projects that new development in Santaquin is projected to grow by an estimated 54,011[1] average daily trips (ADTs) between 2019 and 2030. This growth will use up excess capacity on existing roads and will require the expansion of existing roads or development of new roads in order to maintain the existing levels of service.

Service Levels. The IFFP states that "Santaquin City's current and proposed transportation LOS is to provide adequate lane mile and intersection capacity to maintain Level of Service C according to the Mountain Land Association of Government's (MAG) Travel Demand model."[2]

Service Areas. Santaquin City ("City") includes one roadway service area as recommended by the City's engineers in the IFFP.

Excess Capacity. Santaquin City's IFFP identifies 5 roads with current excess capacity. The actual cost of these facilities is $2,792,346. During the next 10 years, the IFFP estimates that new development will consume excess capacity with an actual cost of $751,196.32.

New Construction. Santaquin City's IFFP identifies a total of 9 projects necessitated by new development at a total cost of $21,961,531. However, new development within the next ten years will only consume capacity to account for $9,223,069 of the total cost. This number had been adjusted to reflect the reduction for pass-thru traffic for which impact fees cannot be charged.

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

TABLE 1: PROPORTIONATE SHARE ANALYSIS

Summary of Cost per Trip	Cost per Average Daily Trip (ADT)
Buy-In to Excess Capacity	$13.91
New Construction	$170.76
Consultant Cost	$0.71
Fund Balance Credit	($9.31)
Cost per ADT	**$176.07**

The cost per ADT is $176.07.

The City has one outstanding bond for roadway improvements – a $4.3 million 2018 Excise Tax Revenue Bond. The portion of this bond that is paying for improvements to benefit existing development must be

[1] Parametrix, Santaquin City Transportation Impact Fee Facilities Plan, p. 8.
[2] Parametrix, Santaquin City Transportation Impact Fee Facilities Plan, p. 1.

credited so that new development does not pay for any deficiencies in the current system. Impact fees should be available to offset the portion of the bond attributable to facilities serving new development.

TABLE 2: ROADWAY BOND CREDITS

2018 Road Tax Bond	Bond Payments	ADTS	% Cost to Existing	Cost per ADT	NPV of Credits
2019	$478,032	58,827	39.4%	$3.20	$21.31
2020	$489,627	62,416	39.4%	$3.09	$18.85
2021	$485,619	66,223	39.4%	$2.89	$16.42
2022	$481,473	70,263	39.4%	$2.70	$14.11
2023	$480,187	74,549	39.4%	$2.54	$11.91
2024	$479,761	79,097	39.4%	$2.39	$9.79
2025	$482,191	83,922	39.4%	$2.26	$7.74
2026	$485,477	89,041	39.4%	$2.15	$5.75
2027	$490,617	94,473	39.4%	$2.05	$3.80
2028	$497,608	100,236	39.4%	$1.96	$1.89
TOTAL (Principal & Interest)	**$4,850,593**				

**NPV = net present value discounted at a rate of 3.5%*

The credits have been averaged through 2026 for ease of collection. This results in a maximum cost per trip of $162.84. This cost per trip (with the credits included) is then applied to standards set by the Institute of Transportation Engineers (ITE) to evaluate the number of average daily trips per development type.

The City may choose to combine many of the categories listed by ITE in order to avoid large differences in fees charged to retail developments of different types.

The City may choose to enact any fee up to the maximum fees shown below.

TABLE 3: MAXIMUM TRANSPORTATION IMPACT FEES

ITE Code	ITE Land Use	Unit	Impact Fee per Unit, 2019-2026
130	Industrial Park 130	1000 Sq. Feet Gross Floor Area	$274.38
140	General Manufacturing	1000 Sq. Feet Gross Floor Area	$319.98
150	Warehousing	1000 Sq. Feet Gross Floor Area	$141.67
151	Mini-Warehouse	1000 Sq. Feet Gross Floor Area	$122.94
210	Single-Family Detached Housing	Dwelling Unit	$768.60
220	Multi-Family (2 stories or less - typically townhomes)	Dwelling Unit	$595.99
221	Multi-Family (3-9 stories)	Dwelling Unit	$442.92
240	Mobile Home Park	Occupied Dwelling Unit	$528.41
254	Assisted Living Center	Bed	$211.69

ITE Code	ITE Land Use	Unit	Impact Fee per Unit, 2019-2026
310	Hotel	Room	$680.66
444	Movie Theater	1000 Sq. Feet Gross Floor Area	$6,358.01
520	Elementary School	Students	$153.88
522	Middle School / Junior High School	Students	$173.42
530	High School	Students	$165.28
534	Private School (K-8)	Students	$334.63
560	Church**	1000 Sq. Feet Gross Floor Area	$2,249.61
565	Day Care Center	1000 Sq. Feet Gross Floor Area	$3,877.17
590	Library	1000 Sq. Feet Gross Floor Area	$5,866.24
610	Hospital	1000 Sq. Feet Gross Floor Area	$872.81
710	General Office Building	1000 Sq. Feet Gross Floor Area	$793.02
720	Medical-Dental Office Building	1000 Sq. Feet Gross Floor Area	$2,833.38
770	Business Park	1000 Sq. Feet Gross Floor Area	$1,012.85
812	Building Material and Lumber Store	1000 Sq. Feet Gross Floor Area	$1,469.61
817	Nursery (Garden Center)	1000 Sq. Feet Gross Floor Area	$5,544.64
820	Shopping Center / Strip Mall	1000 Sq. Feet Gross Leasable Area	$2,028.55
840	Automobile Sales (New)	1000 Sq. Feet Gross Floor Area	$2,266.71
841	Automobile Sales (Used)	1000 Sq. Feet Gross Floor Area	$2,203.20
848	Tire Store	1000 Sq. Feet Gross Floor Area	$1,671.89
850	Supermarket	1000 Sq. Feet Gross Floor Area	$5,564.11
851	Convenience Market	1000 Sq. Feet Gross Floor Area	$30,411.40
912	Drive-in Bank	1000 Sq. Feet Gross Floor Area	$5,293.82
932	Restaurant, Sit-Down (High Turnover)	1000 Sq. Feet Gross Floor Area	$5,206.14
933	Fast Food without Drive-Through Window	1000 Sq. Feet Gross Floor Area	$16,068.13
934	Restaurant with Drive Through Window	1000 Sq. Feet Gross Floor Area	$19,172.14
942	Auto Care Center***	1000 Sq. Feet Gross Leasable Area	$1,931.26
944	Gasoline/Service Station	Fueling Position	$8,122.83
945	Gasoline/Service Station with Convenience Store	1000 Sq. Feet Gross Leasable Area	$51,587.81
947	Self Service Car Wash	Wash Stall	$8,793.25

In some cases, the City may need to adjust fees for a specific development type. This could occur when traffic counts for a specific business type are substantially different from the ITE numbers shown in the table below. A more appropriate fee for the specific development would be calculated by multiplying the revised trip numbers by the average cost per trip of $176.07.

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

Santaquin City is projected to grow by 12,238 people and 2,745 households between 2019 and 2030. This residential growth represents an 88 percent increase in population and a 69 percent increase in households. At the same time employment is projected to grow by 145 percent.[3]

Development activity in Santaquin is based on both residential and nonresidential growth. Growth projections are then used by Parametrix as inputs in the Travel Demand Model to forecast trip generation. Growth projections are for an increase of 54,011 average daily trips between 2019 and 2030.

TABLE 4: GROWTH IN ADTS

Year	ADTs
2019	58,827
2020	62,416
2021	66,223
2022	70,263
2023	74,549
2024	79,097

[3] Parametrix, Santaquin City Impact Fee Facilities Plan, p. 3

Year	ADTs
2025	83,922
2026	89,041
2027	94,473
2028	100,236
2029	106,350
2030	112,838
Growth in ADTs, 2019-2030	**54,011**

Source: Parametrix

Santaquin City's IFFP identifies 5 roads with current excess capacity for which impact fees should be charged as a "buy-in" component.

TABLE 5: BUY-IN TO EXCESS CAPACITY BY NEW DEVELOPMENT

Street	From	To	Project Cost
Center Street	450 North	550 North	$14,100
Highland Drive	500 East	300 East	$7,500
Canyon	400 South	900 South	$71,400
Highland Drive	Canyon	300 East	$11,350
Summit Ridge	Stone Way	Main Street	$2,687,996
Total			**$2,792,346**

Source: Parametrix, Santaquin City Transportation Impact Fee Facilities Plan, p. 8

However, new development is only responsible for its fair share of capacity use of those roads. Therefore, the engineers have discounted the actual cost of the roads to account for pass-through traffic, as well as the proportionate share of capacity used by new development within the next 10 years.

TABLE 6: PROPORTIONATE SHARE TO NEW DEVELOPMENT, 2019-20030

Street	Pass Through	2019 Vol	2030 Vol	CAP	10-Yr Share	Buy-In Cost
Center Street	4%	874	1,045	8,200	2%	$281.39
Highland Drive	0%	3,255	5,690	8,200	30%	$2,227.13
Canyon	0%	1,438	2,872	7,500	19%	$13,651.68
Highland Drive	0%	796	2,762	8,200	24%	$2,721.23
Summit Ridge	0%	3,296	5,530	8,200	27%	$732,314.88
TOTAL						**$751,196.32**

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)

Santaquin City's IFFP identifies a total of 9 projects necessitated by new development at a total cost of $21,961,531. However, new development within the next 10 years will only be responsible for $9,223,069 of the total costs. This is due to reductions for pass-through trips which must be shared by the community as a whole. There will also be excess capacity on many of these roads in 2030; therefore, new development can only be expected to pay for the actual portion of the road needs that it generates and not for the excess capacity.

TABLE 7: NEW CONSTRUCTION WITHIN THE NEXT 10 YEARS

ID	Name	From	To	Length (Mi)	Total Cost
1A	500/600 West	Lark Rd	US 6	0.20	$950,590
1B	500 West	US 6	500 South	0.59	$2,889,028
1C	Highland Drive	Center Street	Summit Ridge Rkwy	1.41	$6,317,098
1D	Main Street	Maverik	Oak Summit Drive	0.19	$934,872
1E	900 East	Main Street	150 South	0.16	$785,205
1H	400 East	200 North	US 6	0.23	$593,039
1I	400 East	400 North	200 North	0.22	$1,356,911
1J	Highland Drive	400 East	Main Street	0.47	$2,577,617
1K	Main Street	I-15	500 West		$670,230
	TOTAL				**$21,961,531**

After reductions for pass-through traffic and excess capacity beyond that required by new development over the next 10 years, the total cost attributable to new development is $9,223,069.

TABLE 8: NEW CONSTRUCTION COSTS ATTRIBUTABLE TO NEW DEVELOPMENT WITHIN THE NEXT 10 YEARS

ID	Name	% Pass-through	% Added Capacity Required to Accommodate New Development	IF Eligible Cost
1A	500/600 West	**5%**	13%	$126,904
1B	500 West	**39%**	6%	$176,893
1C	Highland Drive	**4%**	47%	$2,937,821
1D	Main Street	**0%**	100%	$934,872
1E	900 East	**0%**	66%	$521,481
1H	400 East	**4%**	96%	$568,725
1I	400 East	**4%**	96%	$1,301,278
1J	Highland Drive	**4%**	96%	$2,471,935
1K	Main Street	**22%**	27%	$183,161
	TOTAL			**$9,223,069**

Average daily trip demand citywide is projected to grow by 54,011 trips over the 10-year period. 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.

Buy-In Calculation for Excess Capacity

The IFFP identifies $751,196.32 of actual costs of excess capacity that will be consumed by new development over the next 10 years.

TABLE 8: PROPORTIONATE SHARE CALCULATION - EXCESS CAPACITY

Description	Amount
Actual Cost of Existing Excess Capacity Consumed by New Growth	$751,196.32
Growth in ADTs - 2019-2030	54,011
Cost per ADT	**$13.91**

New Construction Cost Calculation

In order to maintain a LOS D, Santaquin City will need to construct additional facilities, as identified previously. New construction costs are calculated as follows:

TABLE 9: PROPORTIONATE SHARE CALCULATION – NEW CONSTRUCTION

Description	Amount
Cost of New Construction Attributable to Growth, 2019-2030	$9,223,069
Growth in ADTs - 2019-2030	54,011
Cost per ADT	**$170.76**

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 10: PROPORTIONATE SHARE CALCULATION – CONSULTING COSTS

Consultant Costs	Amount
Parametrix	$32,933
ZPFI	$5,300
Total Consultant Costs	$38,233
Cost per Trip	**$0.71**

Santaquin City has a balance of $502,662.36 in its transportation impact fee fund as of June 2020. Therefore, the following credit needs to be made against the impact fee fund balance.

TABLE 11: PROPORTIONATE SHARE CALCULATION - IMPACT FEE CREDITS

Description	Amount
Fund Balance	$502,662.36
Growth in Trips, 2019-2030	54,011
Credit per Trip	**($9.31)**

Summary of Impact Fees

TABLE 12: SUMMARY OF GROSS IMPACT FEE

Summary of Cost per ADT	Amount
Buy-In to Excess Capacity	$13.91
New Construction	$170.76
Consultant Cost	$0.71
Fund Balance Credit	($9.31)
Gross Cost per ADT	**$176.07**

Credits for Outstanding Bonds

The City has one outstanding bond for roadway improvements – a $4.3 million 2018 Excise Tax Revenue Bond. The portion of this bond that is paying for improvements to benefit existing development must be credited so that new development does not pay for any deficiencies in the current system.

TABLE 13: ROADWAY BOND CREDITS

2018 Road Tax Bond	Bond Payments	ADTS	% Cost to Existing	Cost per ADT	NPV* of Credits
2019	$478,032	58,827	39.4%	$3.20	$21.31
2020	$489,627	62,416	39.4%	$3.09	$18.85
2021	$485,619	66,223	39.4%	$2.89	$16.42
2022	$481,473	70,263	39.4%	$2.70	$14.11
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2024	$479,761	79,097	39.4%	$2.39	$9.79
2025	$482,191	83,922	39.4%	$2.26	$7.74
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2027	$490,617	94,473	39.4%	$2.05	$3.80
2028	$497,608	100,236	39.4%	$1.96	$1.89
TOTAL (Principal & Interest)	**$4,850,593**				

**NPV = net present value discounted at a rate of 3.5%*

The credits have been averaged between 2019 and 2026 for ease of collection. This results in a maximum cost per trip of $162.84 between 2019 and 2026. This cost per trip (which includes credits) is then applied to standards set by the Institute of Transportation Engineers (ITE) to evaluate the number of average daily trips per development type.

The City may choose to combine many of the categories listed by ITE in order to avoid large differences in fees charged to retail developments of different types.

The City may choose to enact any fee up to the maximum fees shown below.

TABLE 14: MAXIMUM TRANSPORTATION IMPACT FEES

ITE Code	ITE Land Use	Unit	Impact Fee per Unit, 2019-2026
130	Industrial Park 130	1000 Sq. Feet Gross Floor Area	$274.38
140	General Manufacturing	1000 Sq. Feet Gross Floor Area	$319.98
150	Warehousing	1000 Sq. Feet Gross Floor Area	$141.67
151	Mini-Warehouse	1000 Sq. Feet Gross Floor Area	$122.94
210	Single-Family Detached Housing	Dwelling Unit	$768.60
220	Multi-Family (2 stories or less - typically townhomes)	Dwelling Unit	$595.99
221	Multi-Family (3-9 stories)	Dwelling Unit	$442.92
240	Mobile Home Park	Occupied Dwelling Unit	$528.41
254	Assisted Living Center	Bed	$211.69
310	Hotel	Room	$680.66
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520	Elementary School	Students	$153.88
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534	Private School (K-8)	Students	$334.63
560	Church**	1000 Sq. Feet Gross Floor Area	$2,249.61
565	Day Care Center	1000 Sq. Feet Gross Floor Area	$3,877.17
590	Library	1000 Sq. Feet Gross Floor Area	$5,866.24
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710	General Office Building	1000 Sq. Feet Gross Floor Area	$793.02
720	Medical-Dental Office Building	1000 Sq. Feet Gross Floor Area	$2,833.38
770	Business Park	1000 Sq. Feet Gross Floor Area	$1,012.85
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817	Nursery (Garden Center)	1000 Sq. Feet Gross Floor Area	$5,544.64
820	Shopping Center / Strip Mall	1000 Sq. Feet Gross Leasable Area	$2,028.55
840	Automobile Sales (New)	1000 Sq. Feet Gross Floor Area	$2,266.71
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848	Tire Store	1000 Sq. Feet Gross Floor Area	$1,671.89
850	Supermarket	1000 Sq. Feet Gross Floor Area	$5,564.11
851	Convenience Market	1000 Sq. Feet Gross Floor Area	$30,411.40
912	Drive-in Bank	1000 Sq. Feet Gross Floor Area	$5,293.82
932	Restaurant, Sit-Down (High Turnover)	1000 Sq. Feet Gross Floor Area	$5,206.14

ITE Code	ITE Land Use	Unit	Impact Fee per Unit, 2019-2026
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942	Auto Care Center***	1000 Sq. Feet Gross Leasable Area	$1,931.26
944	Gasoline/Service Station	Fueling Position	$8,122.83
945	Gasoline/Service Station with Convenience Store	1000 Sq. Feet Gross Leasable Area	$51,587.81
947	Self Service Car Wash	Wash Stall	$8,793.25

In some cases, the City may need to adjust fees for a specific development type. This could occur when traffic counts for a specific business type are substantially different from the ITE numbers shown in the table below. A more appropriate fee for the specific development would be calculated by multiplying the revised trip numbers by the average cost per trip of $162.84.

Calculation of Other Credits

The City may choose to credit certain development types, including affordable housing, but these credits are at the discretion of the City. Further, a City may choose to allow a developer to put in a transportation facility listed in the IFFP and reduce impact fees accordingly. Again, this is at the discretion of the City.

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.

ORDINANCE NO. 10-04-2020

AN ORDINANCE REPEALING LANGUAGE THAT PROHIBITS PLANNING COMMISSION MEMBERS FROM SERVING MORE THAN TWO CONSECUTIVE TERMS PROVIDING FOR CODIFICATION, CORRECTION OF SCRIVENER'S ERRORS, SEVERABILITY, AND AN EFFECTIVE DATE FOR THE ORDINANCE.

WHEREAS, the City of Santaquin is a fourth class city of the state of Utah; and

WHEREAS, the City Council has specific authority pursuant to Title 10, Chapter 9a Utah Code Ann. (1953 as amended) to adopt a zoning plan including an ordinance and map which divide the municipality into districts or zones and within such districts to regulate the erection, construction, reconstruction, alteration, repair and uses of buildings and structures and the uses of land; and

WHEREAS, the state legislature has granted general welfare power to the City Council, independent, apart from, and in addition to, its specific grants of legislative authority, which enables the city to pass ordinances which are reasonably and appropriately related to the objectives of that power, i.e. providing for the public safety, health, morals, and welfare; and

WHEREAS, the City Council desires to allow Planning Commission members to serve more than two consecutive terms.

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

Section I. Amendments

Title 2 Chapter 1 Section 3 is created as follows: (underlined text is added, stricken text is deleted)

2-1-3: TERMS OF MEMBERS:

A. Length: The terms of the members shall be three (3) years commencing at twelve o'clock (12:00) midnight on January ~~3~~1 in the year in which they are appointed. The terms of the appointment shall be staggered at intervals, providing for not more than three (3) members having terms expire in the same year, to provide for uniformity in policy and personnel.

~~B. Consecutive Terms: No member of the commission shall serve for more than two (2) consecutive terms, except that a member may, at the request of the mayor, continue to serve until his successor has been appointed and approved.~~

~~C~~B. Shortened Terms Due To Vacancies: Vacancies for the term of any member whose term is not completed due to resignation, ineligibility, or dismissal, shall be filled for the unexpired portion of the term in the manner otherwise provided in this chapter. (Ord. 01-02-2007, 1-24-2007, eff. 1-25-2007)

Section II. Severability
If any part of this ordinance or the application thereof to any person or circumstances shall, for any reason, be adjudged by a court of competent jurisdiction to be unconstitutional or invalid, such judgment shall not affect, impair of invalidate the remainder of this ordinance or the application thereof to other persons and circumstances, but shall be confined to its operation to the section, subdivision, sentence or part of the section and the persons and circumstances directly involved in the controversy in which such judgment shall have been rendered. It is hereby declared to be the intent of the City Council that this section would have been adopted if such invalid section, provisions, subdivision, sentence or part of a section or application had not been included.

Section III. Contrary Provisions Repealed
Any and all other provisions of the Santaquin City Code that are contrary to the provisions of this Ordinance are hereby repealed.

Section IV. Codification, Inclusion in the Code, and Scrivener's Errors
It is the intent of the City Council that the provisions of this ordinance be made part of the Santaquin City Code as adopted, that sections of this ordinance may be re-numbered or re-lettered, and that the word ordinance may be changed to section, chapter, or other such appropriate word or phrase in order to accomplish such intent regardless of whether such inclusion in a code is accomplished. Typographical errors which do not affect the intent of this ordinance may be authorized by the City without need of public hearing by its filing a corrected or re-codified copy of the same with the City Recorder.

Section V. Posting and Effective Date
This ordinance shall become effective at 5:00 p.m. on Wednesday, October 7th, 2020. Prior to that time, the City Recorder shall deposit a copy of this ordinance in the official records of the City and place a copy of this ordinance in three places within the City.

PASSED AND ADOPTED this 6th day of October 2020.

_____
Kirk Hunsaker, Mayor

Councilmember Nick Miller	Voted ___
Councilmember Elizabeth Montoya	Voted ___
Councilmember Lynn Mecham	Voted ___
Councilmember Jennifer Bowman	Voted ___
Councilmember David Hathaway	Voted ___

ATTEST:

_____
K. Aaron Shirley, City Recorder

STATE OF UTAH)
) ss.
COUNTY OF UTAH)

I, K. AARON SHIRLEY, City Recorder of Santaquin City, Utah, do hereby certify and declare that the above and foregoing is a true, full, and correct copy of an ordinance passed by the City Council of Santaquin City, Utah, on the 6th day of October, 2020, entitled

"AN ORDINANCE REPEALING LANGUAGE THAT PROHIBITS PLANNING COMMISSION MEMBERS FROM SERVING MORE THAN TWO CONSECUTIVE TERMS PROVIDING FOR CODIFICATION, CORRECTION OF SCRIVENER'S ERRORS, SEVERABILITY, AND AN EFFECTIVE DATE FOR THE ORDINANCE."

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the Corporate Seal of Santaquin City Utah this 6th day of October, 2020.

_____
K. AARON SHIRLEY
Santaquin City Recorder

(SEAL)

AFFIDAVIT OF POSTING

STATE OF UTAH)
) ss.
COUNTY OF UTAH)

I, K. AARON SHIRLEY, City Recorder of Santaquin City, Utah, do hereby certify and declare that I posted in three (3) public places the ordinance, which is attached hereto on the 6th day of October, 2020.

The three places are as follows:

1. Zions Bank
2. Post Office
3. City Office

I further certify that copies of the ordinance so posted were true and correct copies of said ordinance.

_____
K. AARON SHIRLEY
Santaquin City Recorder

The foregoing instrument was acknowledged before me this ___ day of _____, 20__, by K. AARON SHIRLEY.

_____
Notary Public