



FARR WEST CITY COUNCIL AGENDA

February 6, 2025 at 6:30 p.m.
City Council Chambers
1896 North 1800 West
Farr West, UT 84404

Notice is hereby given that the City Council of Farr West City will hold a work session at 5:30 p.m. and its regular meeting at 6:30 pm on Thursday, February 6, 2025 at the Farr West City Hall, 1896 North 1800 West, Farr West

5:30 p.m. – Work Session, Transportation Utility Fees

REGULAR MEETING

Call to Order – Mayor Ken Phippen

1. Opening Ceremony
 - a. Opening Prayer
 - b. Pledge of Allegiance
2. Comments/Reports/Introduction
 - a. Public Comments (*2 minutes*)
 - b. Report from the Planning Commission
3. Consent Items
 - a. Assignments and directions for Planning Commission
 - b. Consider approval of minutes dated January 16, 2025
 - c. Consider approval of bills dated January 31, 2025
4. Business Items
 - a. Consider approval of business licenses – DW Hauls LLC
The Iron Shop LLC
 - b. Consider approval of the amendment to the general plan for the northernmost parcel of the Farr West Landing property, parcel number 19-016-0058, to allow for the commercial zone
 - c. Consideration of city building cleaning services
 - d. Consider approval of the re-appointment of Planning Commission Members, Geneva Blanchard, Lou Best and appointment of Jason Anderson as a full member
 - e. Consider approval of the re-appointment of the Planning Commission Chair and Vice Chair
5. Mayor/Council Follow-up
 - a. Report on Assignments
6. Adjournment

In compliance with the American with Disabilities Act, individuals needing special accommodations (including auxiliary communicative aids and services) during this meeting should notify the City Recorder at 801-731-4187, at least three working days prior to the meeting. Notice of time, place and agenda of the meeting was emailed to each member of the City Council, posted in the City Hall, and posted on the Utah Public Meeting Notice Website on January 31, 2025.

Lindsay Afuvai
Recorder



Transportation Utility Fee Summary Report

January 2025



Prepared By:

J&A JONES &
ASSOCIATES
CONSULTING ENGINEERS

Transportation Utility Fee Study

Report Summary

January 2025

Executive Summary

The deterioration and poor condition of the roads in Farr West City, as well as insufficient funding specifically for street maintenance, has been a concern for many years. In May 2019, these concerns were again raised, and the idea of a transportation utility fee (TUF) was presented to the City Council. The Council authorized a study to be conducted. The study included a visual assessment and quantitative evaluation of the condition of all streets the City was responsible for maintaining. Because of a lawsuit with the city of Pleasant Grove at the time, the Farr West City Council asked that the study and implementation of the TUF be paused until a ruling on this lawsuit was reached. In 2023 the Utah Supreme Court ruled that the Transportation Utility Fee (TUF) in Pleasant Grove is a service fee, not an illegal tax. So, in 2024 Farr West City staff resumed the TUF study. The current remaining service life (RSL) of each street was determined. Funding needs were assessed, and potential funding options explored. The results of this study determined that in order to raise the overall street conditions (RSL) to the desired level of service and reduce the ever-increasing cost of delayed maintenance, a monthly utility fee would be adopted and implemented. Several funding scenarios were investigated and ultimately scenarios 5 (\$6/month) & 6 (\$7/month) are recommended to maintain or increase the city wide average RSL value of 8 years or higher. This transportation utility fee will be collected in addition to the funding received from the State and Local Option Sales Tax or any other revenue sources. The City should create and implement a Transportation Utility Fund Policy to ensure that the funds from this fee are only used to maintain existing roads.

Background & Purpose

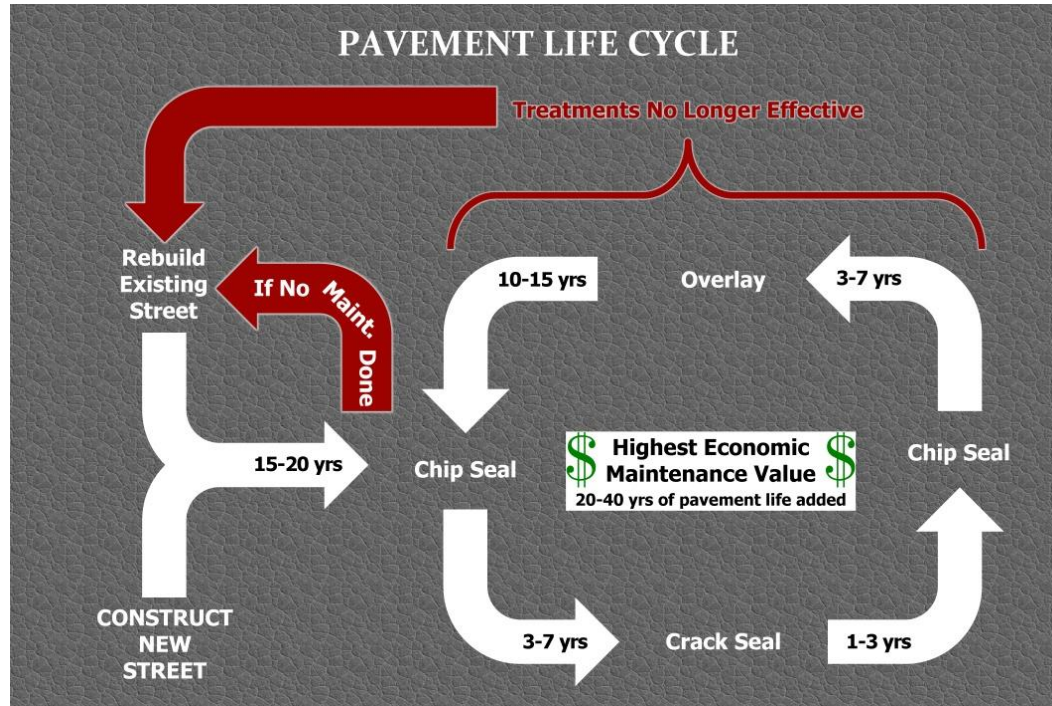
Streets are one of the most prominent services provided by a City and must be maintained to continue to provide the City's desired level of service. A new street is assumed to have an average design life of 20 years. There are many factors that affect the actual life provided by a road. Preventative maintenance in the early stages of a road's service life decreases maintenance costs by 40% - 60% and can extend the life of the road an additional 20-40 years. Essentially, spending \$1 dollar today on prevention saves \$6 - \$10 dollars on the cost of future maintenance and eventual rebuilding of the road. The City, however, has not had the funding necessary to meet the preventative maintenance needs on all roads throughout the City. Therefore, many roads have gone without or received very little preventative maintenance and have passed the point where preventative maintenance is as effective in extending the life of the road. These roads now require much more expensive treatments in order to meet an acceptable level of service. The continuation of this trend ultimately leads to deteriorated roads throughout the city and a very poor level of service. The maintenance costs to raise the level of service at that point becomes financially infeasible.

The purpose of this study is to quantify the current level of service of the City's street network system and to identify funding options and the amount needed in order to achieve a acceptable level of service.

Pavement Life Cycle

Image 1 below depicts the optimal life cycle of a typical street and the positive impacts that preventative maintenance can have on the overall life of the pavement. A typical road without preventative maintenance – chip seal, crack seal, and overlay; will last approximately 15-20 years before it needs to be rebuilt. This life, however, can be increased by 20-40 years with preventative maintenance.

Image 1 - Pavement Life Cycle



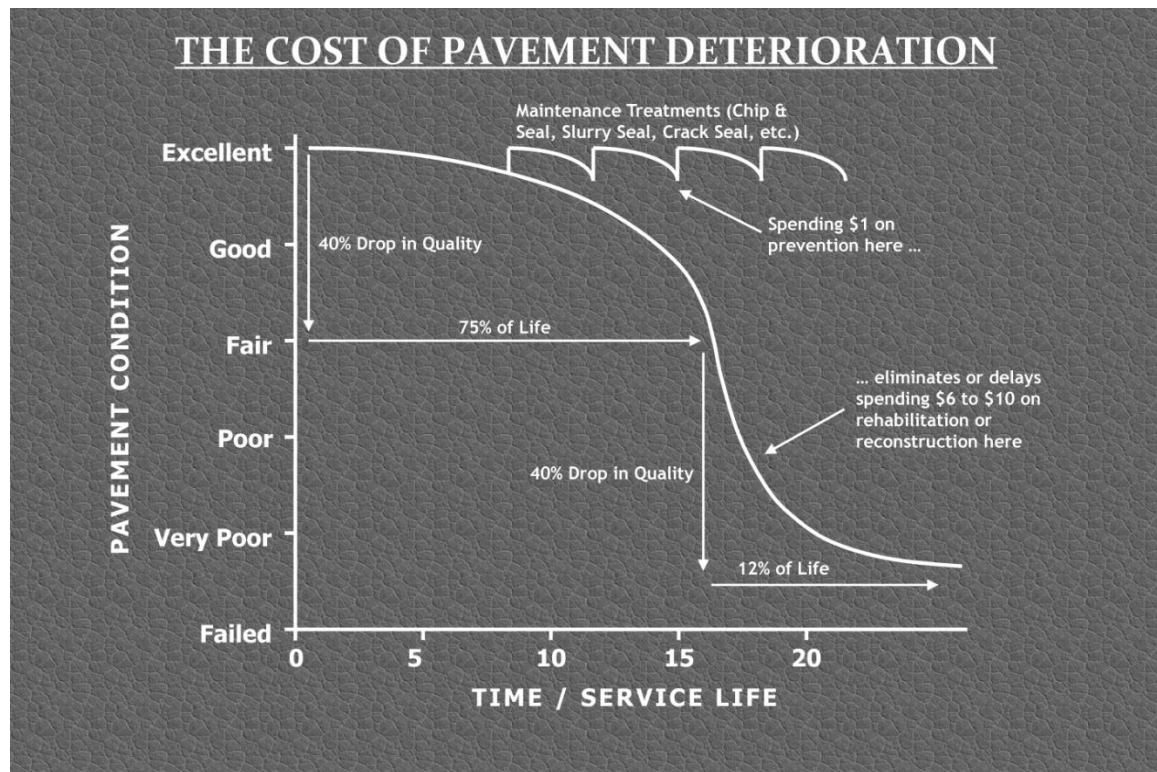
The Cost of Pavement Deterioration

When a road is initially constructed, in accordance with the City’s Development, Design, and Construction Standards, it is considered to be in excellent condition with a life of 20 years. With time and use this condition declines at a steady rate. Empirical data shows us that by the time 25%, or 5 years, of the road life has been expended, there has been a 40% decrease in the quality of the pavement, taking the condition of the road from excellent to fair. From this point, the road condition continues to decline with another 40% drop in quality by year 15. By year 15 of an average road’s 20-year life, there is only 12% of life remaining before the road fails and requires full reconstruction.

The deterioration of the pavement, however, can be slowed and life added, by completing preventative maintenance. It is more economical to preserve roads rather than delaying and reconstructing. Repairing the worst roads first is very expensive. If the City were to operate in this way, limited funding would only allow for very few roads to be maintained. Conversely, the philosophy of “keep the good roads good” places a higher priority on preventative maintenance.

Thus, impacting more roads and preserving the life of those roads. The roads with very low levels of service are still eventually addressed, but not at the expense of allowing the good roads to deteriorate without preventative maintenance treatments. Image 2 below illustrates the cost of pavement deterioration.

Image 2 - Cost of Pavement Deterioration



Funding Sources

At the time of the study, the following were the available funding sources:

Class C: This funding program was established by the Utah Legislature in 1937 as a means of providing assistance to counties and incorporated municipalities for the improvement of roads and streets throughout the state. The funds differ from ordinary local revenues inasmuch as they are subject to administrative direction by the State in accordance with legislative provision. The total amount received is based on the miles of roadway in the city. As new roads are built with new development, the amount of funding increases proportionally. The Utah Department of Transportation (UDOT) is the administrative authority on behalf of the State.

Fuel Tax: This funding is based off of the tax assessed on fuel used for motor vehicle operations on Utah public highways or waterways and on fuel used in aircraft. The tax amount is based on the number of gallons of fuel sold and not the fuel price. Funding is received from the State and is less volatile than sales and use tax revenues.

Prop 1 Local Option Sales Tax: This funding is based off of taxes collected for non-food sales within the State and fluctuates based on the status of the economy. Forty percent of the funds collected are distributed to cities to be used for local prioritized transportation related projects.

City's General Fund: This money comes from property tax and is allocated each year during the City's budgeting process. It is subject to the direction of the Mayor and City Council.

As shown in Table 1 below, at the time of this study, the funding was evaluated as follows:

Table 1 - Available Funding

Class C	\$280,000
General Fund	\$0.00
Fuel Tax	\$0.00
Prop 1 Local Option Sales Tax – Estimated	\$102,000
Total Annual Funding	\$382,000

Evaluation Process

The City evaluated all possible sources of additional funding for the amount needed to, at a minimum, maintain, and increase the City's overall streets remaining service life (RSL). The process to determine this Transportation Utility Fee (TUF) was completed through the following steps:

1. Assessing the current conditions of all City streets and obtaining the overall RSL.
2. Evaluating options for additional street maintenance funding.
3. Determining the cost of each type of preventative maintenance treatment that Farr West City prefers to use and the average increase in added life.
4. Analyzing various scenarios for additional roadway funding.
5. Determining and adopting final funding source.
6. Possibly implementing the adopted funding source, and how it would affect the overall RSL.

The details and process for each individual step are provided in the sections below.

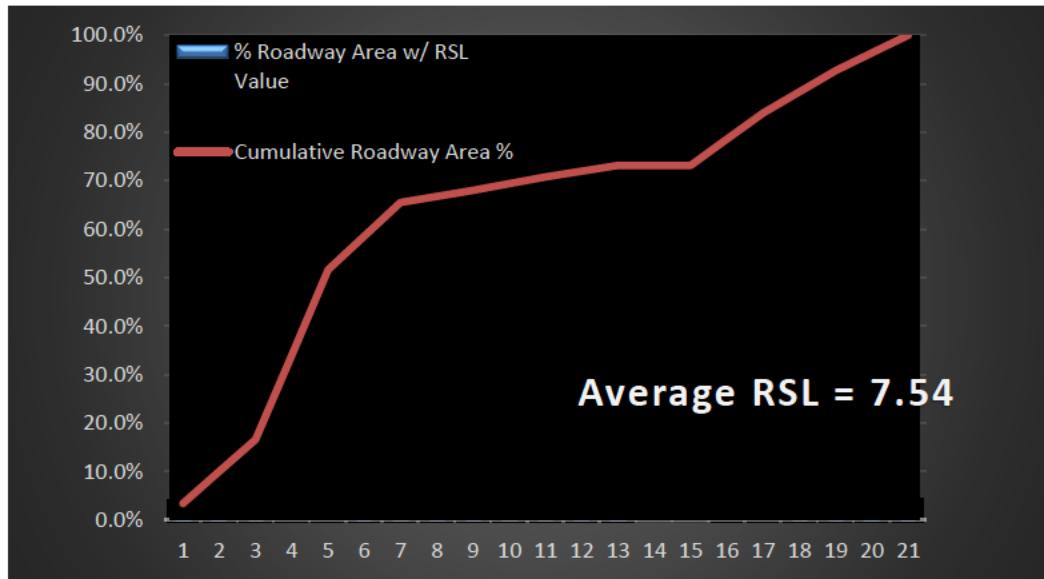
1. Assessing the Current Conditions

The City contracted with IWorQ Systems, a SAAS-Based Software Company located in Northern Utah, to visually evaluate and assess all streets and assign a rating based on both the assessment and IWorQ System's pre-determined algorithm. The algorithm prioritizes issues (fatigue, transverse, longitudinal, patching, edge, rutting, and roughness) and performs a weighted calculation that equates to the street's RSL rating (See Maps). Based on the rating, IWorQ Systems recommends a course of treatment to increase the rating and life of the road.

Current Assessment of Roadway

The initial evaluation in 2019 resulted in an average RSL of 7.99 or about 8 years of life remaining on all City streets. The 2024 update took the initial evaluation and updated it with the street maintenance the city has done since that time and updated the overall RSL number (See Map 1). As predicted from 2019, the city's average RSL went down to around 7.5 and about 64% of the streets with an RSL of 6 or less.

Image 3 – 2024 Updated Assessment



If current funding remains in place with no additional funding source provided, the current average RSL of 7.54 (7 ½ years of life remaining) will drop to approximately 3.91 (four years remaining) over the next 10 years and 51.8% of streets will have an RSL of 0 or be in failure.

2. Evaluating Options for Additional Street Maintenance Funding

The City's current funding for maintenance is not keeping up with the deterioration of the streets. Four funding options were considered:

Budget Cuts. This option would take the existing funding from the City's General Fund as a way to supplement the additional funding needed for street maintenance. The City's General Fund monies are used to pay for services or debt required by state statute, such as law enforcement, fire, bond payments, etc. A cut from the General Fund would constitute a cut in service levels from services such as recreation, parks, justice court, annual celebrations, etc, in order to compensate for the disparity.

Bonding. This option would be a one-time source of supplemental funding. It is the least desirable option as it places additional debt on the City and does not provide an ongoing revenue source. While bonding would allow the City to make significant

progress to increase the average RSL rating, it does not meet the on-going needs of yearly maintenance and repairs.

Property Tax. This source of income is one that is already in place and could be a tax write-off for residents. It would, however, require the City to increase the current property tax rate. These funds would become unrestricted monies that future City Councils could defer to other City needs. This option also does not provide an equitable nexus between the value of a home and the number of trips made on City streets.

Utility Fee. This option creates a new utility enterprise fund. It is based on the usage of the road as measured by total trips per day (or peak hour). The funds collected become guaranteed restricted monies that can only be used for transportation needs. This option will require the City to calculate the equivalent residential unit (ERU), for those properties that are not single family residential, and implement the monthly fee per ERU.

Calculating Equivalent Residential Unit (ERU). Using the ITE Trip Generation Manual, 11th Edition, to calculate the ERU for a single-family home, a rate of 9.43 trips per day was used. This rate represents the trips per unit on a weekday, with 100% of the trips being on local streets. 1 ERU = 9.43.

The ITE Trip Generation Manual, 11th Edition, was also used to calculate non-residential trips per day. To calculate the total number of trips, the applicable unit of measurement for the size of the property (or other evaluation factors given) was divided by the known size of the property and then multiplied by the rate. The total ERUs were then calculated by taking the total number of trips and dividing it by 1 ERU or 9.43 (See Table 2 for Example).

Once all ERUs were calculated, they were summed for a total of 7,462 ERUs. (Full Table in Appendix A)

Table 2 - Example Non-Residential Calculation

Item	Calculation	Number
Rate	ITE Trip Generation Manual, 11 th Edition	470.95
Unit of Measurement	Determined by how property is measured	1,000 sf
Known Measurement	Property Info from City or County Record	3,276 sf
Total Units	Known Measurement ÷ Unit of Measurement	3.28
Total Trips	Total Units * Rate	1,543
ERU	Total Trips ÷ 1 ERU or 9.43	163.4

3. Determining Cost of Preventative Maintenance Treatments & Funding Needs

The cost of each type of treatment was determined by taking a sample street that is 36' x 100' square feet, analyzing the work related to the treatment type, and determining the per square foot cost based on current construction rates and the number of added years each

treatment provides. Table 3 below lists the unit cost and number of added years for each type of treatment.

Table 3 - Cost of Treatments

Item	Description	Unit Cost [\$/sf]	RSL Added (years)
1	Crack Seal	\$0.11	2
2	Slurry/Mineral Bond	\$0.34	5
3	Mill & Overlay	\$1.81	15
4	Road Reconstruct	\$8.30	20

The collected data was then analyzed. Nine scenarios were used to evaluate the amount of funding needed to bring the average RSL to 10 or higher over a 10-year period of time (2024-2034). The analysis data included:

- Total Number of ERUs: 7,462
- Current Average RSL: 7.54
- Current Percentage of Streets in Failure (RSL = 0): 0%
- Total Available Funding: \$382,000 / year, See Table 1 *No inflation added over the 10-year period
- Current Construction Costs for Treatments: See Table 3.

4. Analyzing Various Scenarios for Additional Roadway Funding

The analysis resulted in the following and is also depicted in Appendix B.

Scenario 1: Do Nothing. This scenario is to leave things status quo. There is no additional revenue beyond the amount the City currently has available to fund towards streets. By year 10, the City will have funded \$3,820,000 in street maintenance, and the average RSL will drop to 3.91 and the streets in failure would increase to 52%.

Scenario 2: \$3 Monthly Fee / ERU. The total cost for each ERU will be \$36 annually and add \$268,645 to the current funding available for street maintenance. By year 10, the City will fund \$6,506,445 in street maintenance, and the average RSL drops to 6.38, and the percentage of streets in failure is 32%.

Scenario 3: \$4 Monthly Fee / ERU. The total cost for each ERU will be \$48 annually and add \$358,193 to the current funding available for street maintenance. By year 10, the City will fund \$7,401,927 in street maintenance, and the average RSL will be 6.42, and the percentage of streets in failure is 30%.

Scenario 4: \$5 Monthly Fee / ERU. The total cost for each ERU will be \$60 annually and add \$447,741 to the current funding available for street maintenance. By year 10, the City will fund \$8,297,409 in street maintenance, and the average RSL will be 7.67, and the percentage of streets in failure is 16%.

Scenario 5: \$6 Monthly Fee / ERU. The total cost for each ERU will be \$72 annually and add \$537,289 to the current funding available for street maintenance. By year 10, the City will fund \$9,192,890 in street maintenance, the average RSL increases to 8.39, and the percentage of streets in failure is 8%.

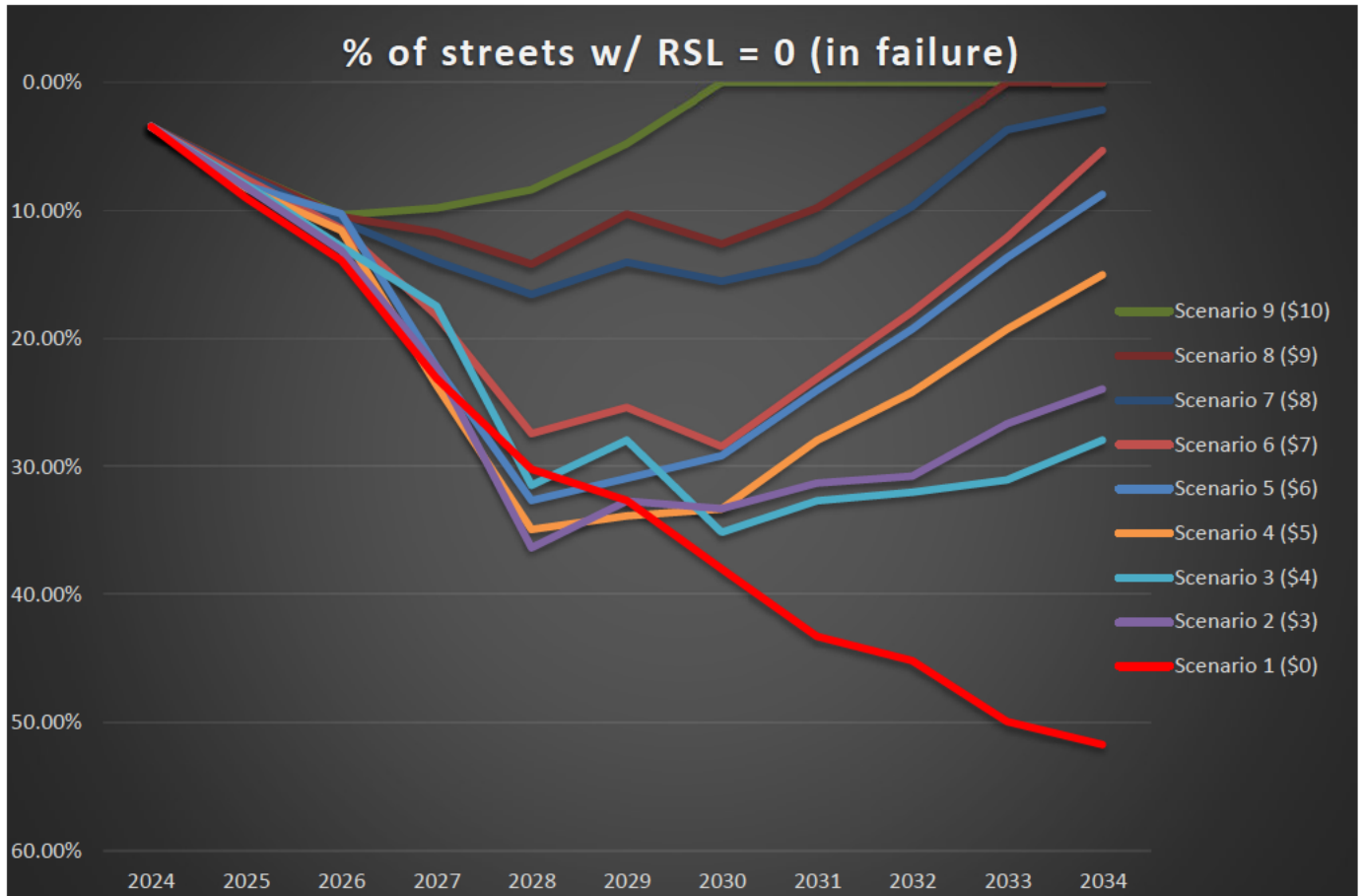
Scenario 6: \$7 Monthly Fee / ERU. The total cost for each ERU will be \$84 annually and add \$626,837 to the current funding available for street maintenance. By year 10, the City will fund \$10,088,372 in street maintenance, the average RSL increases to 9.09, and the percentage of streets in failure is 7%.

Scenario 7: \$8 Monthly Fee / ERU. The total cost for each ERU will be \$96 annually and add \$716,385 to the current funding available for street maintenance. By year 10, the City will fund \$10,983,854 in street maintenance, the average RSL increases to 9.06, and the percentage of streets in failure is 4%.

Scenario 8: \$9 Monthly Fee / ERU. The total cost for each ERU will be \$108 annually and add \$805,934 to the current funding available for street maintenance. By year 10, the City will fund \$11,879,335 in street maintenance, the average RSL increases to 10.75, with none of the streets in failure. This scenario is desirable as it both increases the average RSL and takes all roads out of failure.

Scenario 9: \$10 Monthly Fee / ERU. The total cost for each ERU will be \$120 annually and add \$895,482 to the current funding available for street maintenance. By year 10, the City will fund \$12,774,817 in street maintenance, the average RSL increases to 11.39, with none of the streets in failure. This scenario is desirable as it both increases the average RSL and takes all roads out of failure

Image 4 – 10-year RSL Projection



5. Determining and Adopting Final Funding Source

After researching all of the potential funding options and deciding what an acceptable city wide average RSL will be, the City Council can decide if it is in the best interest of the City to adopt a Transportation Utility Fee. A public hearing could be held to consider adoption of a Transportation Utility Fund and adoption of a Transportation Utility Fee.

6. Possible Implementation

If the city decided to adopt the TUF, and for example went with scenario 4, it would add \$467,755 to the yearly street maintenance project budget and fund \$8,497,549 over 10 years. The monies collected are restricted and can only be used for the sole purpose of the preservation, maintenance, and operations of City owned public roads. A review of the fund and the associated fee could take place at intervals the city would like to set. Funds originating from the Transportation Utility Fee shall be expended in accordance with the current remaining service life of roads and in accordance with the Transportation Utility Fund Policy that is recommended to be adopted.

Name		Service Address		ITE Land Use Trip Generation (per day)				Total Units	Total Trips	Total ERU's	FY 2025-2026	FY 2025-2026	FY 2025-2026	FY 2025-2026	FY 2020-2021	FY 2025-2026	FY 2025-2026	FY 2020-2021		
		Address	Street	Code	Description	Units	Rate ¹				Monthly Rate \$ / ERU	Monthly Rate \$ / ERU	Monthly Rate \$ / ERU	Monthly Rate \$ / ERU	Monthly Rate \$ / ERU	Monthly Rate \$ / ERU	Monthly Rate \$ / ERU			
--- Residential ---											Monthly Rate (\$ / ERU)		\$3.00	\$4.00	\$5.00	\$6.00	\$7.00	\$8.00	\$9.00	\$10.00
1	Single-Family Home	City-wide		210	Single-Family	Dwelling		9.43	2,431	22,924	2431	\$7,293.00	\$9,724.00	\$12,155.00	\$14,586.00	\$17,017.00	\$19,448.00	\$21,879.00	\$24,310.00	
Total Entities									2,431	Total ERU's	2,431	\$7,293.00	\$9,724.00	\$12,155.00	\$14,586.00	\$17,017.00	\$19,448.00	\$21,879.00	\$24,310.00	
--- Non-Residential ---											Monthly Rate (\$ / ERU)		\$3.00	\$4.00	\$5.00	\$6.00	\$7.00	\$8.00	\$9.00	\$10.00
Name		Service Address		ITE Land Use Trip Generation (per day)				Total Units	Total Trips (Avg Day)	Total ERU's	FY 2025-2026	FY 2025-2026	FY 2025-2026	FY 2025-2026	FY 2020-2021	FY 2025-2026	FY 2025-2026	FY 2020-2021		
		Address	Street	Code	Description	ITE Unit	QTY per ITE Unit				Rate ¹ (peak HR)	Rate ¹ (Avg. Day)	Monthly Rate \$ / ERU	Monthly Rate \$ / ERU	Monthly Rate \$ / ERU	Monthly Rate \$ / ERU	Monthly Rate \$ / ERU	Monthly Rate \$ / ERU	Monthly Rate \$ / ERU	Monthly Rate \$ / ERU
--- Industrial ---											Monthly Rate (\$ / ERU)		\$3.00	\$4.00	\$5.00	\$6.00	\$7.00	\$8.00	\$9.00	\$10.00
1	Northern Asphalt	3754 N	Higley Rd	180	Specialty Trade Contractor	1000 s.f.	3,500		9.82	3.50	34	3.6	\$10.93	\$14.58	\$18.22	\$21.87	\$25.51	\$29.16	\$32.80	\$36.45
2	Rush Truck Centers	1050 North	2000 West	942	Automobile Care Center	1000 s.f.	6,080	2.83	28.30	6.08	172	18.2	\$54.74	\$72.99	\$91.23	\$109.48	\$127.73	\$145.97	\$164.22	\$182.46
3	Gray Eagle LLC	3236 North	2000 West	151	Self Storage	1000 s.f.	98,010		1.65	98.01	162	17.1	\$51.45	\$68.60	\$85.75	\$102.89	\$120.04	\$137.19	\$154.34	\$171.49
4	R. Ray Ward Construction co	2389 North	2000 West	180	Specialty Trade Contractor	1000 s.f.	2,128		9.82	2.13	21	2.2	\$6.65	\$8.86	\$11.08	\$13.30	\$15.51	\$17.73	\$19.94	\$22.16
5	R. Ray Ward Construction co	2375 North	2000 West	180	Specialty Trade Contractor	1000 s.f.	1,064		9.82	1.06	10	1.1	\$3.32	\$4.43	\$5.54	\$6.65	\$7.76	\$8.86	\$9.97	\$11.08
6	Tramcor Corp.	908 North	2000 West	30	Intermodal Truck Terminal	1000 s.f.	8,700	1.89	18.90	8.70	164	17.4	\$52.31	\$69.75	\$87.18	\$104.62	\$122.06	\$139.50	\$156.93	\$174.37
7	Wasatch Valley Excavating	1859 North	2000 West	180	Specialty Trade Contractor	1000 s.f.	4,000		9.82	4.00	39	4.2	\$12.50	\$16.66	\$20.83	\$24.99	\$29.16	\$33.32	\$37.49	\$41.65
8	Brinkerhoff Excavating	3738 N	Higley Rd	180	Specialty Trade Contractor	1000 s.f.	1,136		9.82	1.14	11	1.2	\$3.55	\$4.73	\$5.91	\$7.10	\$8.28	\$9.46	\$10.65	\$11.83
9	Petersen Fabricating	1527 North	2000 West #1	140	Manufacturing	1000 s.f.	200,961		3.93	200.96	790	83.8	\$251.25	\$335.01	\$418.76	\$502.51	\$586.26	\$670.01	\$753.76	\$837.52
10	Old Dominion Freight Line Inc.	1780 West	2550 North	30	Intermodal Truck Terminal	1000 s.f.	13,520	1.89	18.90	13.52	256	27.1	\$81.29	\$108.39	\$135.49	\$162.58	\$189.68	\$216.78	\$243.88	\$270.97
11	Petersen Inc.	2100 West	1800 North	140	Manufacturing	1000 s.f.	292,000		3.93	292.00	1,148	121.7	\$365.08	\$486.77	\$608.46	\$730.15	\$851.85	\$973.54	\$1,095.23	\$1,216.92
12	Rocky Mountain Fence Inc	2202 North	2000 West	180	Specialty Trade Contractor	1000 s.f.	298		9.82	0.30	3	0.3	\$0.92	\$1.23	\$1.54	\$1.85	\$2.16	\$2.47	\$2.77	\$3.08
13	J.C.Electric Inc.	1957 North	2000 West	180	Specialty Trade Contractor	1000 s.f.	3,000		9.82	3.00	29	3.1	\$9.37	\$12.50	\$15.62	\$18.74	\$21.87	\$24.99	\$28.12	\$31.24
14	Diversified Const. Service Inc.	2950 North	2000 West	180	Specialty Trade Contractor	1000 s.f.	3,400		9.82	3.40	33	3.5	\$10.62	\$14.16	\$17.70	\$21.24	\$24.78	\$28.32	\$31.87	\$35.41
15	Rocky Mtn Medium Duty Trucks	3680 North	2000 West	943	Automobile Parts Sales	1000 s.f.	5,200		55.34	5.20	288	30.5	\$91.55	\$122.06	\$152.58	\$183.10	\$213.61	\$244.13	\$274.65	\$305.16
16	Rocky Mtn Medium Duty Truck Parts	3680 North	2000 West	943	Automobile Parts Sales	1000 s.f.	5,200		55.34	5.20	288	30.5	\$91.55	\$122.06	\$152.58	\$183.10	\$213.61	\$244.13	\$274.65	\$305.16
17	Hone Oil - Hoagies	2700 North	2000 West	945	Gasoline/Service Station with C-Market	1000 s.f.	901		1440.02	0.90	1,297	137.6	\$412.77	\$550.35	\$687.94	\$825.53	\$963.12	\$1,100.71	\$1,238.30	\$1,375.88
18	Hone Oil - Hoagies	2700 North	2000 West-Car	947	Self-Service Car Wash	Per 5 Stalls	3		108.00	0.60	65	6.9	\$20.62	\$27.49	\$34.36	\$41.23	\$48.10	\$54.97	\$61.85	\$68.72
19	Mountainland Commercial Park	3142 North	2000 West	880	Wholesale Market	1000 s.f.	16,000	1.76	17.60	16.00	282	29.9	\$89.59	\$119.45	\$149.31	\$179.17	\$209.03	\$238.90	\$268.76	\$298.62
20	Durk's Plumbing Supply Inc.	2908 North	2000 West	860	Wholesale Market	1000 s.f.	3,000		17.60	3.00	53	5.6	\$16.80	\$22.40	\$28.00	\$33.59	\$39.19	\$44.79	\$50.39	\$55.99
21	Rocky Mountain Truck Parts	3700 North	2000 West	943	Automobile Parts Sales	1000 s.f.	10,080		0.00	10.08	0	0.0	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
22	LaRose Paving	1406 North	2000 West	180	Specialty Trade Contractor	1000 s.f.	3,000		9.82	3.00	29	3.1	\$9.37	\$12.50	\$15.62	\$18.74	\$21.87	\$24.99	\$28.12	\$31.24
23	Hone Propane	3730 N	Higley Rd	880	Wholesale Market	1000 s.f.	480	1.76	17.60	0.48	8	0.9	\$2.69	\$3.58	\$4.48	\$5.38	\$6.27	\$7.17	\$8.06	\$8.96
24	Associated Food Stores	1825 West	2550 North	150	Warehousing	1000 s.f.	972,000		1.74	972.00	1,691	179.4	\$538.05	\$717.40	\$896.76	\$1,076.11	\$1,255.46	\$1,434.81	\$1,614.16	\$1,793.51
25	Valley Design Build	3092 North	2000 West	811	Construction Equipment Rental Store	1000 s.f.	3,630	0.99	9.90	3.63	36	3.8	\$11.43	\$15.24	\$19.05	\$22.87	\$26.68	\$30.49	\$34.30	\$38.11
26	Northwest Cascade, Inc.	2990 North	2000 West	811	Construction Equipment Rental Store	1000 s.f.	1,448	0.99	9.90	1.45	14	1.5	\$4.56	\$6.08	\$7.60	\$9.12	\$10.64	\$12.16	\$13.68	\$15.20
27	Perkins Hauling	2550 North	1559 West	30	Intermodal Truck Terminal	1000 s.f.	6,560	1.89	18.90	6.56	124	13.1	\$39.44	\$52.59	\$65.74	\$78.89	\$92.03	\$105.18	\$118.33	\$131.48
28	BCP Equipment	3092 North	2000 West	811	Construction Equipment Rental Store	1000 s.f.	3,630	0.99	9.90	3.63	36	3.8	\$11.43	\$15.24	\$19.05	\$22.87	\$26.68	\$30.49	\$34.30	\$38.11
29	Marsh Construction	3746 North	Higley Rd	180	Specialty Trade Contractor	1000 s.f.	5,820		9.82	5.82	57	6.1	\$18.18	\$24.24	\$30.30	\$36.36	\$42.42	\$48.49	\$54.55	\$60.61
Total Entities									29	Total ERU's	757	\$2,272.02	\$3,029.36	\$3,786.70	\$4,544.04	\$5,301.37	\$6,058.71	\$6,816.05	\$7,573.39	
--- Commercial ---											Monthly Rate (\$ / ERU)		\$3.00	\$4.00	\$5.00	\$6.00	\$7.00	\$8.00	\$9.00	\$10.00
1	Farr West Animal Hospital	1400 North	2000 West	640	Animal Hospital/Veterinary Clinic	1000 s.f.	5,514		21.50	5,514	119	12.6	\$37.72	\$50.29	\$62.86	\$75.43	\$88.00	\$100.57	\$113.15	\$125.72
2	Equity Lifestyle Properties	1111 North	2000 West	240	Mobile Home Park & Clubhouse	Dwelling Units	315		315,000	2,243	237.9		\$713.57	\$951.43	\$1,189.29	\$1,427.15	\$1,665.01	\$1,902.86	\$2,140.72	\$2,378.58
3	Fresenius Medical Care	1735 West	2700 North	720	Medical-Dental office building	1000 s.f.	3,317		34.80	3,317	115	12.2	\$36.72	\$48.96	\$61.20	\$73.45	\$85.69	\$97.93	\$110.17	\$122.41
4	Farr West Medical & Dental	2800 North	2000 West	720	Medical-Dental office building	1000 s.f.	22,444		34.80	22,444	781	82.8	\$2							



Farr West City Corporation

Transportation Utility Fee

Cost and Improvement Summary

Date: January 6, 2025



Definitions:

RSL -- This represents the "Remaining Service Life" of a road, measured in years.

ERU's = 7,796

ERU -- This represents an "Equivalent Residential Unit". In this case, 1 ERU equals 1 single family home.

Current Average RSL = 7.54

Current % of streets w/ RSL = 0 (in failure) = 3.4%

Current Funding & Street Condition:

Class C Roads

\$280,000

Prop. 1 (Local Option)

\$102,000

General Fund

\$0

Current Annual Funding

\$382,000

Scenario	Additional Revenue ^A			Total Revenue ^B		Street Condition ^C	
	Monthly Cost (\$/ERU)	Annual Cost (\$/ERU)	Total Annual Cost	Total Annual Cost	Total 10-yr Cost	Average RSL	% of streets w/ RSL = 0 (in failure)
1	\$0.00	\$0.00	\$0	\$382,000	\$3,820,000	3.91	52%
2	\$3.00	\$36.00	\$280,653	\$662,653	\$6,626,529	6.88	24%
3	\$4.00	\$48.00	\$374,204	\$756,204	\$7,562,039	6.80	28%
4	\$5.00	\$60.00	\$467,755	\$849,755	\$8,497,549	7.80	15%
5	\$6.00	\$72.00	\$561,306	\$943,306	\$9,433,058	8.43	9%
6	\$7.00	\$84.00	\$654,857	\$1,036,857	\$10,368,568	9.28	5%
7	\$8.00	\$96.00	\$748,408	\$1,130,408	\$11,304,078	9.26	2%
8	\$9.00	\$108.00	\$841,959	\$1,223,959	\$12,239,587	10.14	0%
9	\$10.00	\$120.00	\$935,510	\$1,317,510	\$13,175,097	10.27	0%

A -- The "Additional Revenue" represents additional funding beyond the amount that the City currently has available to fund towards streets. This is the amount in question. This correlates with the "Street Condition" representing the amount of improvement that would result from the corresponding "Additional Revenue" (e.g. If each residential home / ERU were charged \$10 per month, then the average RSL would increase from 8.21 to 11.80 over the next 10 years).

B -- The "Total Revenue" represents the current annual funding of \$382,000 per year plus the "Additional Revenue" proposed, summarizing the total amount spent on streets each year.

C -- The "Street Condition" represents the condition of the streets city-wide after the next 10 years, or the year 2034.



Farr West City Corporation

Transportation Utility Fee

10 Year Plan Summary (Scenario's 1-9)

Date: January 9th, 2025



SCENARIO 1 -- (\$0)		Total Annual Expenses = \$382,000									
Treatment Type	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	TOTAL
1 Crack Seal	\$105,186	\$17,755	\$35,663	\$9,782	\$27,360	\$12,617	\$531	\$9,117	-	-	\$218,011 6%
2 Chip Seal	\$37,710	\$49,481	\$60,773	\$20,438	\$93,232	\$70,999	\$70,786	\$9,762	\$12,072	\$4,036	\$429,289 11%
3 Mill & Overlay (M&O)	-	-	\$285,536	\$351,870	\$261,703	\$298,342	\$45,409	\$60,799	\$18,041	\$13,083	\$1,334,783 35%
4 Road Reconstruct (Rebuild)	\$238,953	\$314,655	-	-	-	-	\$265,323	\$302,233	\$352,183	\$364,883	\$1,838,229 48%
Total Cost =	\$381,849	\$381,891	\$381,972	\$382,090	\$382,295	\$381,958	\$382,049	\$381,911	\$382,295	\$382,002	\$3,820,312 100%

SCENARIO 2 -- (\$3)		Total Annual Expenses = \$650,645									
Treatment Type	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	TOTAL
1 Crack Seal	\$18,205	\$25,366	-	\$78,612	-	\$75,947	\$142,299	\$129,524	-	-	\$469,953 7%
2 Chip Seal	\$25,009	-	\$113,080	-	\$109,383	\$88,994	\$215,735	\$23,267	\$38,918	\$250,631	\$865,018 13%
3 Mill & Overlay (M&O)	\$260,973	\$66,046	-	\$118,160	\$593,248	\$497,923	\$304,337	\$118,321	\$622,785	\$412,071	\$2,953,863 45%
4 Road Reconstruct (Rebuild)	\$358,430	\$571,334	\$549,946	\$466,238	-	-	-	\$391,367	-	-	\$2,337,313 35%
Total Cost =	\$662,617	\$662,746	\$663,026	\$663,010	\$662,630	\$662,864	\$662,371	\$662,478	\$661,703	\$662,702	\$6,626,148 100%

SCENARIO 3 -- (\$4)		Total Annual Expenses = \$740,193									
Treatment Type	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	TOTAL
1 Crack Seal	\$12,137	\$67,360	-	\$47,560	-	\$32,580	\$73,909	-	\$5,001	-	\$238,548 3%
2 Chip Seal	\$37,514	-	\$94,154	-	\$12,913	\$105,313	\$307,632	\$177,123	\$80,893	\$281,621	\$1,097,163 15%
3 Mill & Overlay (M&O)	\$276,029	\$75,481	-	\$221,674	\$743,038	\$617,261	\$374,555	\$123,365	-	\$473,040	\$2,904,443 38%
4 Road Reconstruct (Rebuild)	\$430,115	\$612,987	\$661,569	\$487,686	-	-	-	\$456,383	\$670,884	-	\$3,319,624 44%
Total Cost =	\$755,795	\$755,828	\$755,723	\$756,920	\$755,950	\$755,154	\$756,097	\$756,871	\$756,778	\$754,662	\$7,559,778 100%

SCENARIO 4 -- (\$5)		Total Annual Expenses = \$829,741									
Treatment Type	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	TOTAL
1 Crack Seal	\$24,274	\$6,878	\$6,680	\$14,179	-	\$2,878	\$17,138	\$21,315	\$13,369	\$131,152	\$237,862 3%
2 Chip Seal	\$24,511	\$36,088	\$39,944	\$47,333	\$51,493	\$124,754	\$20,851	\$61,570	\$62,185	\$72,043	\$540,772 6%
3 Mill & Overlay (M&O)	\$120,449	-	\$172,014	\$787,545	\$797,613	\$721,891	\$811,609	\$766,971	\$773,832	\$645,391	\$5,597,316 66%
4 Road Reconstruct (Rebuild)	\$681,016	\$806,257	\$629,942	-	-	-	-	-	-	-	\$2,117,214 25%
Total Cost =	\$850,250	\$849,222	\$848,579	\$849,057	\$849,106	\$849,523	\$849,598	\$849,855	\$849,387	\$848,587	\$8,493,164 100%

Scenario 5 -- (\$6)		Total Annual Expenses = \$919,289									
Treatment Type	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	TOTAL
1 Crack Seal	\$24,274	\$5,502	\$2,821	\$14,586	-	\$2,858	\$2,736	\$32,348	\$13,966	\$136,963	\$236,055 3%
2 Chip Seal	\$24,511	\$65,615	\$53,406	\$55,611	\$49,687	\$140,291	\$8,304	\$105,143	\$78,454	\$56,811	\$637,834 7%
3 Mill & Overlay (M&O)	\$130,487	-	\$206,417	\$872,912	\$894,506	\$800,999	\$932,520	\$805,586	\$850,876	\$749,945	\$6,244,248 66%
4 Road Reconstruct (Rebuild)	\$764,650	\$872,544	\$680,146	-	-	-	-	-	-	-	\$2,317,339 25%
Total Cost =	\$943,921	\$943,660	\$942,790	\$943,109	\$944,193	\$944,148	\$943,560	\$943,078	\$943,296	\$943,719	\$9,435,476 100%

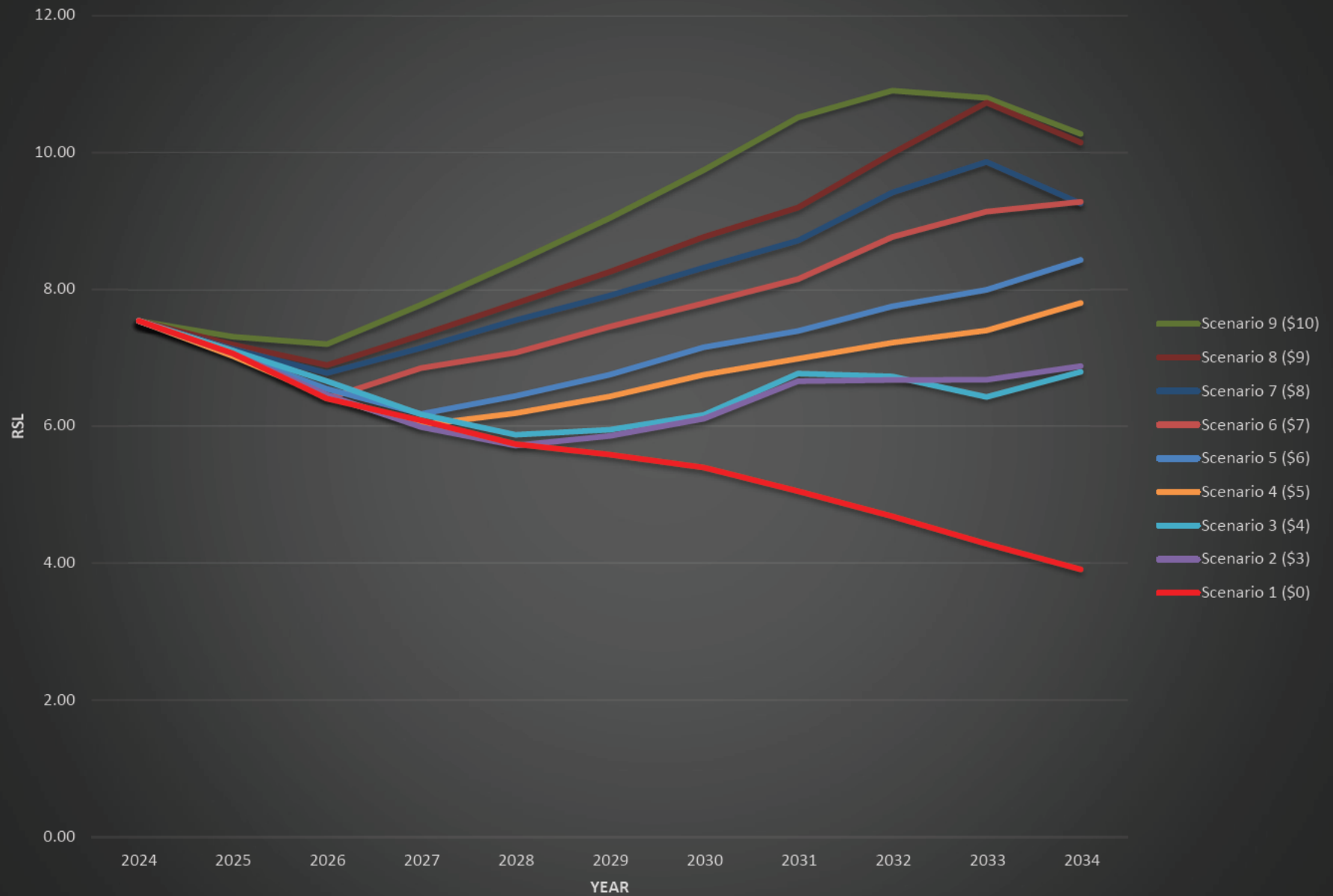
Scenario 6 -- (\$7)		Total Annual Expenses = \$1,008,837									
Treatment Type	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	TOTAL
1 Crack Seal	\$11,328	\$13,545	\$4,855	\$9,418	-	\$30,804	-	\$81,365	-	-	\$151,314 1%
2 Chip Seal	-	-	\$42,331	-	\$76,482	-	\$41,146	\$162,114	\$150,609	\$5,069	\$477,751 5%
3 Mill & Overlay (M&O)	\$260,973	\$181,175	\$989,583	\$1,026,627	\$960,466	\$1,005,124	\$995,335	\$791,730	\$886,298	\$1,030,832	\$8,128,143 78%
4 Road Reconstruct (Rebuild)	\$764,650	\$841,774	-	-	-	-	-	-	-	-	\$1,606,424 16%
Total Cost =	\$1,036,950	\$1,036,495	\$1,036,768	\$1,036,045	\$1,036,948	\$1,035,927	\$1,036,481	\$1,035,209	\$1,036,907	\$1,035,902	\$10,363,632 100%

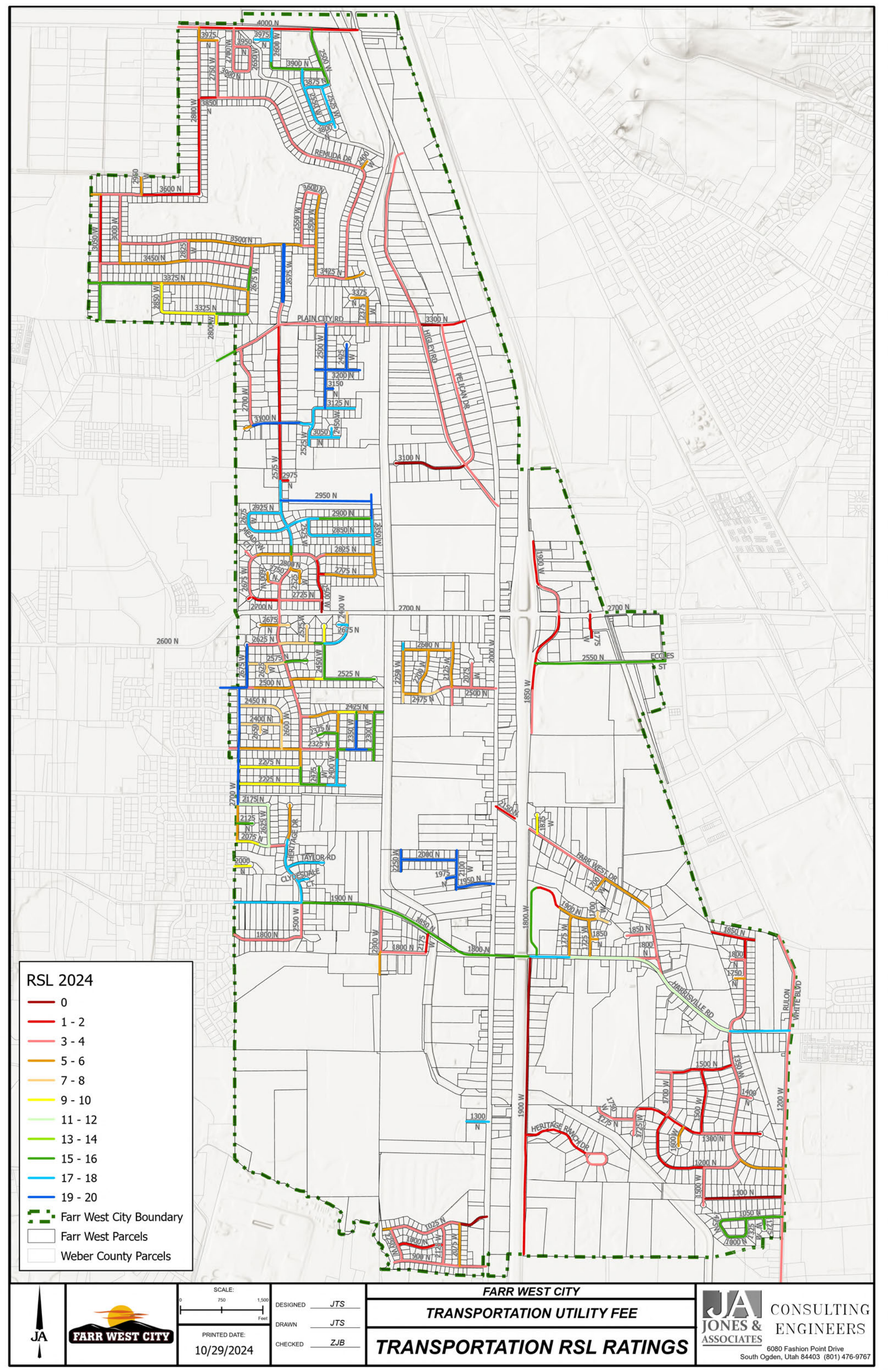
Scenario 7 -- (\$8)		Total Annual Expenses = \$1,098,385									
Treatment Type	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	TOTAL
1 Crack Seal	\$11,328	\$22,575	\$6,473	\$66,801	-	\$35,642	-	\$96,846	-	-	\$238,664 2%
2 Chip Seal	-	-	\$116,642	-	\$71,516	\$68,275	\$113,222	\$201,576	\$215,869	-	\$787,099 7%
3 Mill & Overlay (M&O)	\$258,464	\$243,408	\$1,006,866	\$1,063,847	\$1,058,780	\$1,026,697	\$1,016,598	\$832,395	\$914,153	\$39,329	\$7,460,536 66%
4 Road Reconstruct (Rebuild)	\$860,231	\$864,443	-	-	-	-	-	-	-	\$1,091,942	\$2,816,615 25%
Total Cost =	\$1,130,022	\$1,130,425	\$1,129,981	\$1,130,648	\$1,130,296	\$1,130,613	\$1,129,820	\$1,130,817	\$1,130,022	\$1,131,270	\$11,303,915 100%

Scenario 8 -- (\$9)		Total Annual Expenses = \$1,187,934									
Treatment Type	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	TOTAL
1 Crack Seal	\$21,037	\$28,861	\$6,473	\$62,141	\$1,142	\$50,970	-	\$112,622	-	-	\$283,246 2%
2 Chip Seal	-	-	\$100,327	-	\$99,327	\$76,859	\$90,458	\$208,355	\$437,731	\$24,252	\$1,037,307 8%
3 Mill & Overlay (M&O)	\$271,010	\$253,144	\$1,117,103	\$1,161,134	\$1,122,666	\$1,095,554	\$1,132,906	\$901,956	\$784,913	-	\$7,840,386 64%
4 Road Reconstruct (Rebuild)	\$931,917	\$941,590	-	-	-	-	-	-	-	\$1,198,909	\$3,072,416 25%
Total Cost =	\$1,223,964	\$1,223,596	\$1,223,902	\$1,223,275	\$1,223,134	\$1,223,382	\$1,223,363	\$1,222,933	\$1,222,644	\$1,223,161	\$12,233,355 100%

Scenario 9 -- (\$10)		Total Annual Expenses = \$1,277,482									
Treatment Type	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	TOTAL
1 Crack Seal	\$29,128	\$33,983	\$34,650	\$1,992	\$62,362	\$14,487	\$41,248	\$4,346	\$4,338	-	\$226,536 2%
2 Chip Seal	-	\$114,843	\$85,640	\$194,491	\$86,606	\$274,178	\$278,967	-	\$81,207	\$41,717	\$1,157,650 9%
3 Mill & Overlay (M&O)	\$356,329	\$177,662	\$1,197,165	\$1,120,677	\$1,168,961	\$1,029,130	\$997,631	\$1,312,575	\$451,214	-	\$7,811,343 59%
4 Road Reconstruct (Rebuild)	\$931,917	\$991,148	-	-	-	-	-	-	\$781,001	\$1,275,635	\$3,979,700 30%
Total Cost =	\$1,317,374	\$1,317,636	\$1,317,455	\$1,317,160	\$1,317,929	\$1,317,796	\$1,317,846	\$1,316,921	\$1,317,761	\$1,317,352	\$13,175,230 100%

Average RSL Over 10 Year Period





RSL 2024

- 0
- 1 - 2
- 3 - 4
- 5 - 6
- 7 - 8
- 9 - 10
- 11 - 12
- 13 - 14
- 15 - 16
- 17 - 18
- 19 - 20

- Farr West City Boundary
- Farr West Parcels
- Weber County Parcels



SCALE:
0 750 1,500
Feet

PRINTED DATE:
10/29/2024

DESIGNED JTS
DRAWN JTS
CHECKED ZJB

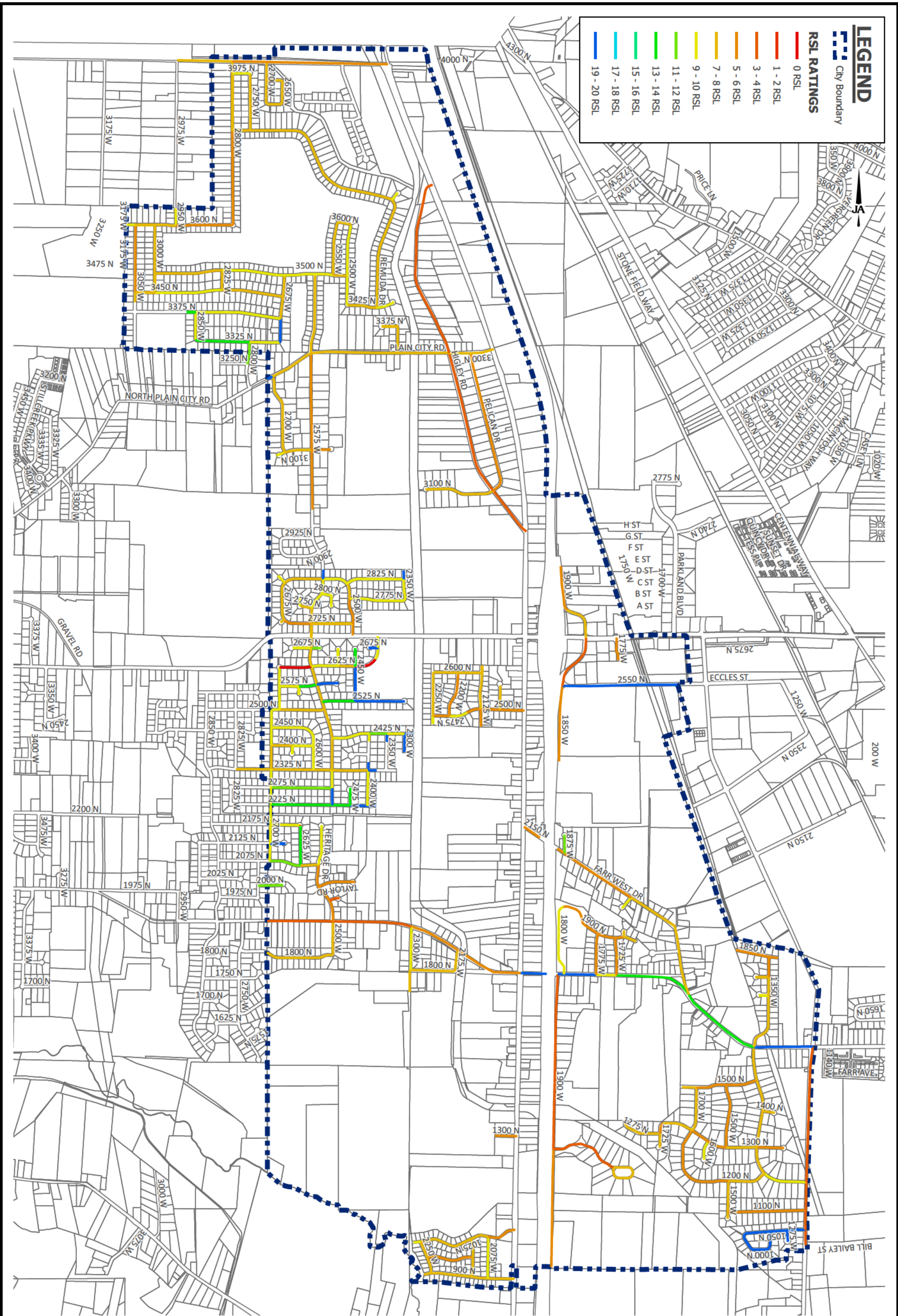
FARR WEST CITY

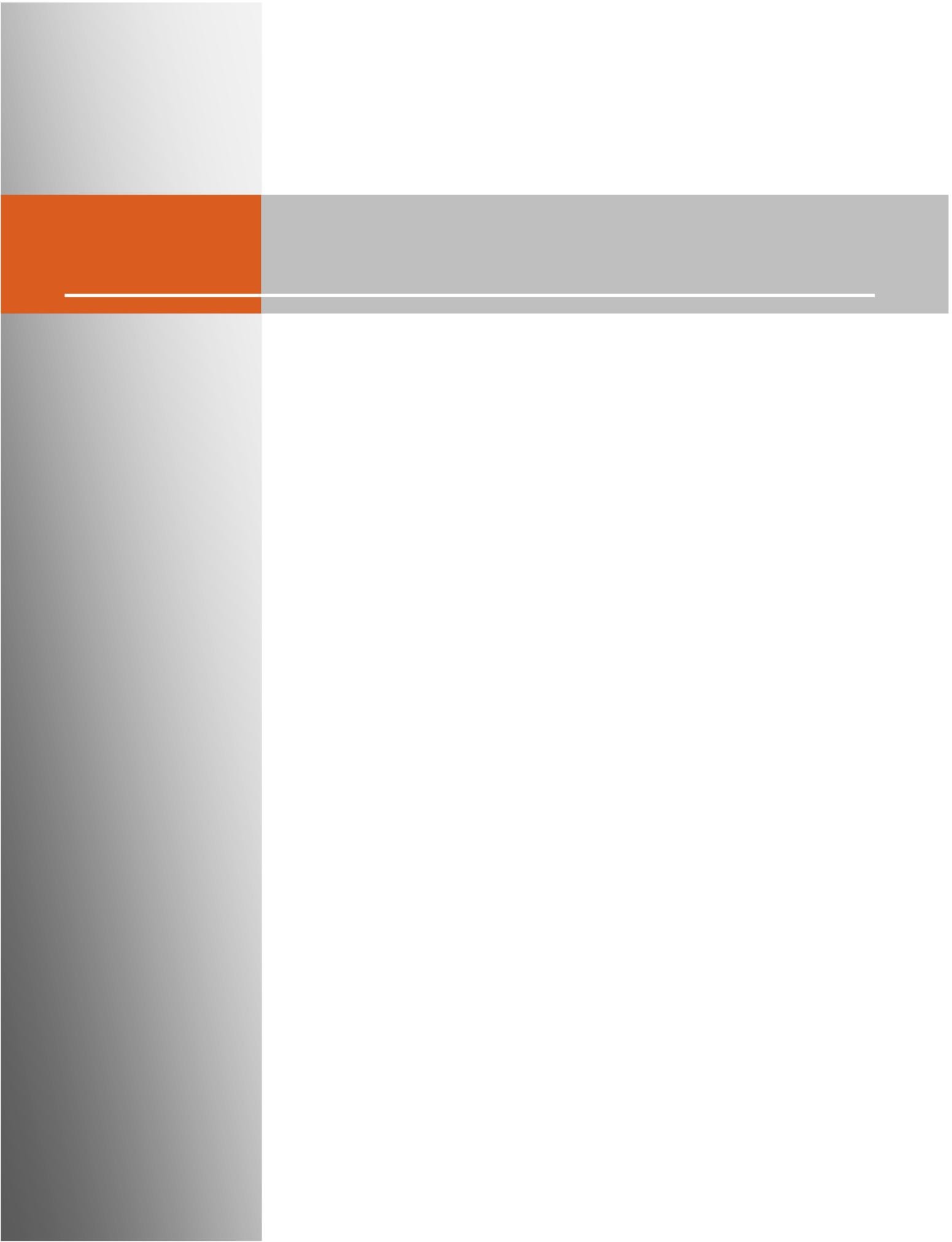
TRANSPORTATION UTILITY FEE

TRANSPORTATION RSL RATINGS

JA CONSULTING
JONES & ENGINEERS
ASSOCIATES

6080 Fashion Point Drive
South Ogden, Utah 84403 (801) 476-9767





Application for Residential Business License



Application date: 01/15/2025

Owner Name: DALLIN WEBSTER

Owner Address: 2866 N 2350 W City: Farr West State: UT Zip: 84404

Telephone: (385) 204-7497 Fax: N/A Email: office@dwhauls.com

Business Name: DW Hauls LLC DBA: N/A

State Sales Tax ID # N/A State License # 14533698 - 0160

If a daycare of preschool, number of own children: N/A; number of other children: N/A

Describe your type of business in detail: General transportation of machinery, cargo, pallets, landscape materials, etc.

Businesses that require Health Department inspection and permit: ANY business that is selling food, day cares, nursing and assisted livings.

Health Department Permit # N/A or check if not applicable ☒

*All daycares are required to undergo a fire inspection from Weber Fire District. Please **contact Jolene at Weber Fire District at 801-782-3580** to schedule the inspection. Proof of passed inspection must be submitted with the business license application before any approval is given.*

Please initial each box acknowledging you understand and comply with the ordinance requirements (Farr West City Ordinance, Chapter 5.16)

☒ Only persons who are bona fide residents of the premises shall be engaged in the business or occupation.

☒ The business shall not physically change or alter the exterior of the dwelling.

☒ No business signs or advertising will be on the premises.

☒ The business will not cause an increase in vehicular traffic.

☒ The business will not require additional off street parking beyond that normally required for residential uses.

☒ The business will meet all applicable safety, fire, building and health codes.

☒ The business will not produce noise, dust, odors, noxious fumes glare or other hazards to safety and health which are emitted from and may be discernible beyond the premises. Residential businesses may not create a public nuisance as defined by State law or this code.

☒ The business will not create a hazard by using flammable, explosive or other dangerous materials or by keeping or raising animals which are capable of inflicting harm or discomfort or endangering the health and safety of any person or property.

☒ Any nursery or daycare use of the dwelling shall comply with state laws governing such use.

☒ If the business is conducted within the living quarters of the home, it will not occupy more than 25% of the main floor area, or more than 400 square feet of the home. If conducted within the garage, it shall not occupy more than 33% of the garage area. *Businesses in accessory building may use the whole structure for business use.

Residential Business License Fee

\$30.00

***Residential businesses conducted entirely within the primary residence are not subject to the \$30.00 fee.**

Is this business conducted entirely within the primary residence? No

If no, is it conducted in a garage and/or accessory building? No

I, the applicant, am aware of and conform to all State and Federal Regulations. I have read and understand the Codes and Ordinances of Farr west City for Business License Regulations (Title 5).

Applicant signature: D Webb Date: 01/15/2025

For office use only:

Amount paid: 30.00 Date paid: Jan 15, 2025 Receipt Number: 9.002905
City Council Date: Feb 6, 2025 Approved: _____ Disapproved: _____
License number: _____ Date issued: _____

Application for Business License



Application date: Nov 14, 2024

Owner Name: David Edgell

Owner Address: [REDACTED]

Telephone: [REDACTED]

Business Name: The Iron Shop LLC DBA: The Iron Shop LLC

Business Address: 1741 N. 2000 W. #12 City: Farr West State: Utah Zip: 84404

Mailing Address: 2578 W 2275 N City: Farr West State: Utah Zip: 84404

Business Phone Number: 801-721-5438 Number of employees: 0

Manager Name: David Edgell Contact Phone: 801-721-5438

**If business is commercial or manufacturing/warehousing, please list square footage: _____

State Sales Tax ID # 13303344-003-STC State License # 9853694-0160

If a daycare of preschool, number of own children: —; number of other children: —

Describe your type of business in detail: We are a personal training studio and private gym facility.

Businesses that require Health Department inspection and permit: ANY business that is selling food, tattoo and piercing salons, tanning salons, day cares, nursing and assisted livings.

Health Department Permit # _____ or check if not applicable ☒

All new business licenses or change of ownership/tenant are required to undergo a fire inspection from Weber Fire District and a building code compliance inspection from Farr West City Building Department. Please contact Jolene at Weber Fire District at 801-782-3580 to schedule the fire inspection and the city office at 801-731-4187 for the building inspection. Proof of passed inspections must be submitted with the business license application before any approval is given.

BUSINESS LICENSE FEE SCHEDULE

COMMERCIAL

Small (under 10,000 sq ft)	Medium (10,000 to 50,000 sq ft)	Large (over 50,000 sq ft)
\$100.00	\$200.00	\$300.00

MANUFACTURING/WAREHOUSING

Small (under 10,000 sq ft)	Medium (10,000 to 50,000 sq ft)	Large (over 50,000 sq ft)
\$100.00	\$150.00	\$200.00

OTHER

Contractor	Professional	Interstate Commerce
\$100.00	\$50.00	\$50.00

ALCOHOL

Class "A" Beer	Class "B" Beer Restaurant	Class "C" Limited Restaurant	Class "D" Golf Course	Class "E" Full Service Restaurant
\$200.00	\$200.00	\$200.00	\$200.00	\$200.00

*If you are renewing an alcohol license:

Has the applicant been arrested or convicted of a felony or misdemeanor in the past 12 months? _____

Type of License Applying For: Commercial/Small License fee due: _____

I, the applicant, am aware of and conform to all State and Federal Regulations. I have read and understand the Codes and Ordinances of Farr West City for Business License Regulations (Title 5).

Applicant signature: [Signature] Date: Nov 14, 2024

For office use only:

Amount paid: \$100 Date paid: 1/31/25 Receipt Number: 9.002922
City Council Date: FEB 6, 2025 Approved: _____ Disapproved: _____
License number: _____ Date issued: _____