

COUNCIL WORK MINUTES
JANUARY 14, 2015

The City Council held a meeting on Wednesday, January 14, 2015, at 6:12 p.m., in the Council Chambers, 10 North Main Street, Cedar City, Utah.

MEMBERS PRESENT: Mayor Maile Wilson; Councilmembers: Ron Adams; John Black; Paul Cozzens; Don Marchant; Fred Rowley.

STAFF PRESENT: City Manager Rick Holman; City Attorney Paul Bittmenn; City Engineer Kit Wareham; City Recorder, Renon Savage; Finance Director Jason Norris; Police Chief Robert D. Allinson; Fire Chief Mike Phillips; Leisure Services Director Dan Rodgerson; Economic Development Director Danny Stewart; Public Works Director Ryan Marshall; HR Specialist Natasha Hirschi.

OTHERS PRESENT: Jacob Miner, Brooks Brunson, Lois J. Reid, Melodie Jett, Thomas Jett, Zona Parry, Jeff Lowe, Kirk Lovell, Kelli Lovell, Nic Ludwig, Jon Jackson, Isaac Askeroth, Darin Adams, Dustin Orton, Jordan Smith, Jessica Sury, Julie Olmsted, JJ McGuire, Matt Allen, Megan Fletcher, Holly Coombs, Kerry Fain, Jessie Jones, Jennie Hendricks, Becki Bronson, John Spevak, Claudine Spevak, Kim Crews, Hallie Bronson, Mike Burton, Sara Funk, Curtis Neilson, Tom Scholes, Mark Gower, Ty March, Del Schlosser, Jody Edwards, Rob Dotson, Mike Berg.

CONSIDER ADOPTION OF UPDATED CEDAR CITY AFFORDABLE HOUSING PLAN – HEIDI MILLER/RICK HOLMAN: this item was discussed in the action meeting. Consent.

CONSIDER AN ORDINANCE EXTENDING THE ANGLE PARKING ALONG THE EAST SIDE OF 100 WEST – PAUL BITTMENN: Paul – In December we had a property owner come in, Dale Evans, he asked if we could extend angle parking on 100 West to the north. Engineering has brought up some issues.

Kit – we have put angle parking for some of our facilities and some private businesses, but in both cases the private business and city met the off-site parking requirements. Over at the park there was not a requirement for off-site so we resolved an issue. The other is Southwest Plumbing on 200 West; we put more parking in because the required amount was not meeting their needs. This is a case where this business does not meet the off-site parking requirements, I had Larry do an inventory, they need 35 spaces and have 5, but they get by using some of the neighbors parking and they also use the Downtown Parking Authority parking lot and are not part of the parking authority. I worry about precedence where the property owner has not done anything to provide parking off-site and the city has to move in and provide parking on the street and maintain and paint. I looked at a few options, find a way to bring him into the Parking Authority, they are over allocated, but if you bring them in and add the 100 East on-street bring into the parking authority then revenue is created to cover the maintenance. Rowley – east of his building who owns that? Kit – we don't know if he has a contract, but he does not own that.

Rowley – I feel bad that he doesn't want trucks to block his parking and we dump fees onto him. Paul – you don't have to do angle parking, you can do no long vehicle parking. Black – the visibility is a hazard, I like the idea to prohibit long truck parking. Cozzens – you are concerned with angle parking. Marchant – you can't see to come out of the street or parking lot, you can't see because of the angle parking. Rowley – on the other hand a little extra parking would help in that area. Cozzens – I like the angle parking, have we had accidents because of the angle parking. Chief – no, not that I am aware of by Southwest Plumbing, but we have had a few on Center Street by the University. Marchant – there is not much traffic by Southwest Plumbing. Adams – the difference on 100 West is that it is a feeder street, you don't have that by Southwest Plumbing. Rick – Kit makes a good point, we should approach the businesses to see if they would be willing to participate in the Parking Authority. Mayor – we will approach them and then bring it to the action meeting.

Mayor Wilson – Lois did you want to address the Council on the Airport fees?

Lois Reid - I gave Ryan the list, (see attached Exhibit "A") everyone works hard. The fees you try to put on us are arbitrary and capricious and unjust. We have looked at fuel flowage fee as suggested and projected next year. This year you collected \$46,000 from us in fees, we are being punished because of the FBO contract. If you get rid of that and use the fuel flowage fee you will be more fair and equitable, the fees are very discriminatory. I am the CEO of Upper Limits, Sean Reid is my son and business partner. I understand pricing I have done it for 13 years now. Flowage fee is much more equitable, and it will get rid of the \$3750 and \$200 fee for each rotor above 25. I know you have voted on this, but we dispute it.

Al Matheson – I have equipment on the Airport, I took my first flight in 1949, I have had a lot of involvement with the City and put the 1st, 2nd, 3rd, 4th and 5th hangar in Cedar City, running 12 airplanes in Cedar City, down to three. I have a lot of interest in the community. My observation is when you spread the fee across the board, you are chasing general aviation out of the area. I am paying a surcharge against a benefit I am not receiving. I am a sponsor of the Helicopter school. I believe the Council does not have the information to make the decisions you are making, I don't know where you are getting the information. Every machine out there pays a hefty tax, not in vehicles, it is a luxury tax. Every one of those helicopters are taxed at a luxury tax, the FAA takes every registration number, provides them to the State and to the City and they are verified and then are assessed a tax, \$4,000-\$5,000 per plane and it comes back to Cedar City's general fund and we get no benefit, the rotor heads do, but they also pay a higher tax. Cedar City has leases starting at a very low rate. When I got my last notice it was \$278, how can we lease the valuable property and then you raise it. The element missing is that the Airport is municipal property, the City is not a taxable entity and you can't tax me for the property on the Airport, so what has been done, the taxes are deferred to the State and the commercial assessment is made and it comes to the City. Each of my installations I am paying \$3,800 in property taxes that come back to the City. I have property, fuel and hangar and impact taxes on every building. There is no federal service, police service, or garbage pick-up. The point is not a complaint, the suggestion is that it appears that the

Council is unaware that the Airport is a tremendous asset; it is a benefit to everyone. Ask any person in the room or at large the most unfriendly airport in the State of Utah and they will say Cedar City. When the National Park was taking buses, this is not happening now, I was running 12 Airplanes clearing \$4,000 a week and we quit because of the problems in daily operation. I look at the rotor heads and saying this is Cedar City and we need those people. The average price of a license is \$40,000 and if you have employees buying houses, buying hamburgers is a benefit to the City and it exceeds the manipulation of driving them away. I think the lady could pull the plug and leave because of the arbitrary and capricious fees because of the funds that disappear in the City. If you earmark some of the fees and bring them back to the Airport you would not have a problem. The \$1,000,000 bonus from the FAA if you develop the airport in general aviation you would recover the fees. If you wish go out and count the airplanes on the ramp, people fly across Cedar City to fuel in Beaver because they don't want to pay the tax in Cedar City. It is \$230 for ½ tank that lasts 2 hours. I am willing to pay. I would like you to realize there is a benefit to the City and the City does not support the people out there. I would invite you to be more aviation friendly and you will recover the funds. The last thing you want to see is to have the rotor heads leave the city.

Scott Jolley – Councilman Black last week asked for an Economic Impact analysis. Black – I wanted that in the packet. Scott – it is numbers that I think are relevant. Scott Jolley – the Chambers position is the same, we aren't saying don't charge, we are saying don't charge arbitrarily. I took the time to do some research, See Exhibit "B". The conversation arose last week that if we do the fuel flowage we lose SkyWest, the EAS annual subsidy to SkyWest is \$2,273,395, I don't think they would walk away from that.

Jessica Sury – they donate thousands of dollars to the Summer Games and they jumped in when there was a missing child and helped, they jumped in and did that without asking. If we don't want those types of businesses here I don't want to be here.

Ryan – I have heard arbitrary costs, I don't think the costs are arbitrary. Economic benefit is something I have not looked at, my task is to look for the best interest of the Airport. I haven't had a chance to look at the letter from Lois. Unless you have specific questions I don't have anything.

Rowley – the businesses Scott mentioned are on their own property. The nature of what ULA does they need government property. That should not fall on our citizens. We just want you to pay what it costs to operate. I hope we will monitor that so if it is less then we lower the fee. Taxpayers should not subsidize ULA. We have met with Ryan so we can understand best we can to operate the Airport. I am comfortable with the vote I did. I love ULA, they have done wonderful things, but the citizenry cannot cover their costs. I don't believe it is arbitrary or capricious.

Black – we do support ULA, we are charged to have the Airport viable that is our attempt, it does not discount the good ULA does and the university and the students they train.

Lois Reid – we love Cedar City and do not expect Cedar City to subsidize us, but we don't want to be crushed. We are looking for property to build a heliport, we will be gone. It is a public airport paid by Federal funds. Rowley – but if the impact costs the citizenry it has to be covered. Lois – we are in agreement on that, but not in agreement on the way it is done. Rowley – your people have met with the Airport Board for months, this is what they gave us, and we reduced the fees. Black – it is not done, we will continue to study the fees and we will review and if it is right to change we will do that. Lois – the contract of the FBO is ending in June, I take offense that I am subsidizing the FBO being a female business owner. She is getting \$0.07 for every gallon of fuel I buy and the city is getting \$0.02. Mayor – we did not say we were subsidizing. Lois – Russ said a portion of my cents was going to Brenda and he said we were subsidizing Brenda. Ryan – I don't know, our fee is \$0.02, I don't know what she is added that is what we collected. We will renegotiate the contract. Lois – the fuel costs in Cedar City and we are not competitive. We want to be in Cedar, we love it here. We want to have a positive impact for the City. We want a fair resolution. Rowley – what would you say is a fair rate? Lois – we would rather have a flowage fee. Using our current enrolled students the City would make more money; we just want to get rid of the flat fees. Rowley – I thought you people proposed the flat fees in the beginning. Ryan – on the fuel flowage fee, 1 ½ years ago we were tasked at looking at this for future. The 5 year fee schedule plan was to raise that to \$0.09. We are looking at a direct hit on the airport, the fuel flowage fee is in there, \$.15 is the high. If you put it all in the fuel flowage fee it would be well over the \$.10 and people will fly over.

Jason – the FBO discussion keeps coming up, I have not looked at it, and maybe we should. Much of what has been said is inaccurate, or partially not true. Let's look at it. We are not discriminating at the Airport, SkyWest is the only operation that pays fees and no one got up and said that is not fair. Chuck Taylor - there are more fees being collected, I pay a \$30,000 through the fence agreement for Syberjet. Jason – yes, and FedEx and BLM also pay. We are trying to break even with the budget and fund capital projects. I met today with VP Dodds at the University and went through information. He wanted to emphasize that the City, Airport and University will be here long after the rest of us and Campus wants to be a partner. He recommended ULA meet with him and they would most likely help absorb the fee, they want to partner. We are not discriminating, we have a budget that has to balance and the elected officials are trying to do that. Everyone I have talked with wants ULA to be here and succeed. We have to have something help us with the Airport. The users have to pay at the Airport.

DISCUSS AMBULANCE SERVICE OPTIONS – MAYOR WILSON: Rowley – if the County goes private do they expect the private company go back ten years and pay the deficit?

Mayor – a few weeks ago the commissioner gave a few options, municipal ambulance service, each city responsible for the service with details to be worked out. The second option is having an ambulance board made up of members throughout the County, a 7 member board, open meetings, monthly reports to County and annual budget to include

\$150,000 annual repayment to the County. Rowley – for how long, until paid off. Mayor – governing board have no taxing ability, if it runs well they can dispose of without further comment. If they didn't cover the budget the cities pay the deficit. The privatization, based on figures presented to us the cost that the company, Gold Cross, they would pay for the ambulance service, equipment, building vehicles and licenses for approximately \$1.2 Million, of the \$2.1 million, they would sell all of it and it would not cover the deficit. We moved to have a board, leave it under the Sheriff's Dept., have a board under the ambulance and let the Sheriff implement changes and if they don't make it work the Commissioners can do what they want. The Commissioners wanted each city to go to their councils and get them to commit or not to cover the deficit. The amount presented would be \$187,015.82 for Cedar City, the County can raise or lower to cover the fees and negotiate each year up or down. Rowley – what is the primary reason to keep it with the Sheriff's office? Are we concerned the private entity not have coverage? Mayor – coverage, service, other communities say they rely heavily on police and fire and we don't have staffing to be first responders on all calls. It is not in writing. It says they will work with local city and fire to cover all areas. Cozzens – you can interpret that in many ways. Mayor – we are going off what other communities have said. Black – how is it working for St. George? Mayor – there have been challenges. I have been told from officials down there not to get rid of what you have because of quality of services. Rowley – when I was in Santa Clara, St. George wanted Santa Clara to contract for \$100,000 yearly, I said no, that is taxation without representation. This is what the commissioners are doing, the 10 year debt we should not pay. I can see fees going forward. Mayor – the Sheriff has come up with three cost saving proposals, none of which have been implemented so far, you have received those options. Rowley – if we don't do the \$300,000 deal they say we will do what we want. Mayor – either way the Commissioners have the ultimate decision. We all said we would talk with our Councils, but it is their decision. Rowley – do we have \$187,000 setting around?

Ty March, Operation Sargent for Sheriff's Office – we have 3 options and provide service to the County. Option 1 is the best option, we eliminate Gold Cross billing which is \$87,000 a year. Rowley – what would that cost the county to administer? Ty – there would be a one-time \$15,000 to set it up, the Sheriff Office and ambulance has the staff to do their own billing. Cozzens – part of the problem is people don't pay. Ty - If you take that in house, we have more of a vested interest to collect, would we work harder to collect the fees. Jody Edwards – that is my job. There is \$800,000 waiting to be collected, our staff should and could make those calls. We have that vested interest. Ty – this is the recommendation of the independent consultant. People are more apt to pay if you are understanding with them. Cozzens – how long has Gold Cross done the billing? Jody - 12 years. We got really busy. Cozzens – what was the collection rate before and after? Sheriff – we don't know. Ty – Hurricane and others do their own billing. We would have more accountability and control. Sheriff – we will work with people and have a payment plan. Ty – the Jail does billing, the staff is trained, they would take on the additional 7-10 bills a day. Rowley – what do they do already? Ty – inmate billing. Black – in the collection process, would we get into the financing business, or do it with an institution? Sheriff – not long term financing, but a couple months, the percentages go up. Ty - this option is with 4 paramedics. We will have 6 ambulances available at all

times, there is always an ambulance. We have 4 locations, Parowan, Cedar and Beryl and an agreement with New Harmony. Rowley – what happens when a skier breaks a leg? Ty – they run from Parowan, the Brian Head Marshals are EMT's. Black – is this how it is now, if an ambulance leaves another one comes in? yes. Sheriff – it is a busy service. Jody – about 2600 calls a year. Rick – explain the triage key. Ty – in 2007-08 they stopped a refusal fee, if you call 911 they can charge you a fee for responding if you refuse the ambulance. Private company does triage fee, if you call there is a \$200 fee, we are trying to get that down because there are people that abuse the system, and that is costing money. We recoup that, there is a triage fee; they can be called for assessment and man hours. We went to 991 refusal calls, non-transport calls. Rowley – if I fall down and am relaxing and he calls the ambulance do I have to pay? Sheriff – there is no fee for that call. Rowley – what if it is a husband and wife or grandmother. Or if I have someone call for me? Sheriff – if you request an ambulance you get that charge. Ty – we want it go be 500, which is \$100,000 savings on top of \$80,000. At nighttime we have a paramedic saving \$47,000.

Option 2 is what we run right now, but we would move a paramedic and EMT to the north end of the County for 12 hours, to go to Brian Head and north to Beaver, that reduces response time also. If they are paid to be there they will be there. Right now it is a volunteer. That is \$206,000 savings.

Option 3 is minimal coverage, what you would get with another service, 2 ambulances available but better than private, 2 paramedics and rescue unit. The saving is \$219,000. What happens when the Hospital calls for a transport, they require 2 paramedics? Sheriff – we are required to take those transports through our license.

The deficit is between \$250,000 - \$300,000 a year. Rowley – has anyone considered raising the rate until paid. Sheriff – that is regulated by the State. Ty – companies make up on equipment.

Option 1 \$187,000 savings, Option 2 - \$207,135, Option 3 \$219,101. Black – based on budgeting numbers this will not get to the \$250,000 deficit. Rowley – nothing matters if they say they just charge us \$300,000. Paul – they cannot just send us a bill and expect us to pay the bill. We would have to enter a contract, but without you voting on a contract we don't have to pay the bill.

Tracie Sullivan – I asked this question of Commissioner Brinkerhoff, he said if you don't have a deficit the first year you don't have to pay that year.

Mayor – there is confusion, we got the \$187,000 number, but if one community doesn't agree to pay what would be the impact of all the others, or if no one agrees will they automatically flip it to a private company. What we do needs to be decided by February 5th, they will ask each Mayor what their council has decided, we will ask you in two weeks if you agree to \$187,000. Paul – you can vote to do it, not to do it, but you can vote in an open meeting.

Rowley – why do you want this so badly? Sheriff – to provide good medical coverage, we have not heard anything good about going private. We are here to make sure the citizens have confident medical care, and we are willing to take that on.

Mayor – this will be on action meeting next meeting. Black – if they operate and come in at a deficit of \$30,000 the municipalities pay that difference. Rick – that is implied in the option they presented plus a payment towards the debt. If you say we are not interested in the debt incurred, but we want one of the options and if they operate in the red we will figure out our table on those numbers and present them to the Council. Mayor – the proposals from the commissioner, it indicates that would happen. Paul – why are you not in the general fund? Jody Edwards – we asked that 6 years ago.

Sheriff – an additional costs savings is a B-med transfer, behavior, those are typically a transport that we don't recoup costs on. Right now those costs are \$28,675. We have set up a vehicle that would allow us to transport those much cheaper; this was worked through with Dr. Rhodes. This will cost about \$10,000 versus \$46,000.

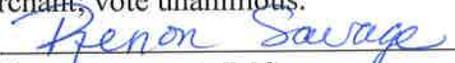
Rob Dotson, Enoch City Manager – none of those proposals covers the Sheriff at all, only the Board that administers and manages. Mayor – they thought it was to oversee the Sheriff, the Commissioners said the Board would run the ambulance, so the Chair of the Board which would be me. Sheriff – if there is a Board in place that meets to go over ambulance issues, I am very open and willing to work under their direction. Paul – if the group of Mayors runs the board, who oversees the employees. Jody – why take this from the Sheriff. Sheriff Gower – it is under our watch, we have response time down, we thought we were doing remarkable things. There are fiscal things that need attention. Mayor – we will put together recommendations to include a number of different things, I need something to take to the meeting on February 5th.

Tracie Sullivan – Commissioner Miller said if the Board voted to keep the ambulance under the Sheriff they would have to honor that. Mayor – that is different than what we were told. Black – even with the Board, are they still going to pay the Sheriff? Paul – who has the liability, payroll, workers comp? Sheriff – it is already in place under us. Mayor – we see this Board as an advisory board. We will put together a proposal and vote on it in our next meeting.

Jason – you can't vote it thorough without opening the budget.

EXECUTIVE SESSION – CHARACTER, PROFESSIONAL COMPETENCE OR PHYSICAL OR MENTAL HEALTH OF AN INDIVIDUAL:

ADJOURN: Councilmember Rowley moved to adjourn and move into the Executive Session at 7:53 p.m.; second by Councilmember Marchant; vote unanimous.


Renon Savage, MMC
City Recorder

Upper Limit Aviation Airport Fees Issue

1. We have always maintained that we are willing to pay our fair share of the airport costs. We want to be good stewards of the airport and help Cedar City. We have accomplished both of these tasks.
 - a. Last year we purchased 279,065 gallons of fuel, or \$1.56 Million in fuel costs.
2. We have had many, many meetings with City officials to resolve the issues surrounding the airport fees.
 - a. We have always made our position clear:
 - i. We are not opposed to fees. We are opposed to arbitrary and capricious fees that are in violation of grant assurances that the Cedar City Airport must abide by. Upon receiving federal funds, the Airport must not discriminate against any tenant, which is taking place with ULA.
 1. No other tenant has been charged additional fees.
 2. The City has made it clear that they do not wish to charge tenants additional fees. You cannot arbitrarily assign fees. You either set fees that don't discriminate or you don't set fees.
 - ii. The fees have not been justified.
 1. Provided no substantiation of the fees.
 - a. Last week in our meeting with City Officials including the Mayor, they admitted that the fees were too high and that \$3000 was more appropriate.
 - b. In the same meeting, the City agreed to provide justification for the fees.
 - iii. The fees that we have paid in fuel flowage have not been accounted for and City officials have admitted this.
 1. We paid .09 a gallon in fuel flowage (\$25,115.85) or \$2093 a month. This is in addition to the \$1750 we paid in a flat landing fee. That is a total of \$3843 per month. This is over \$800 more than what the city said was appropriate in our last meeting.
 2. The .07 that are going to the FBO was negotiated with the FBO and the City, not ULA. ULA should not be punished for a bad contract between the City and the FBO.
 - iv. The City has tried to not appear arbitrary or capricious by assessing the fees, not to ULA, but all rotor-wing flight schools.
 1. ULA tax, only one
 2. SUU is the flight school, not ULA
 - v. We have purposed assessing proper fuel flowage fees. This allows for proper assessment of fees because tenants will be assessed fees based on usage. This is not arbitrary and not capricious. This is what is common at other airports.
 1. Projected for 2015 - 840,000 gallons of fuel = 70,000/month
 - a. \$6300 per month in flowage fees to Cedar City from ULA at the current \$0.09 per gallon rate.

EXHIBIT "B"
CITY COUNCIL - JANUARY 14, 2015 - WORK

ECONOMIC IMPACT Analysis - Produced by Cedar City Area Chamber of Commerce

DWS Utah Median Household	\$ 57,067.00
DWS Utah Per Capita	\$ 35,891.00
DWS Iron County Median Household Income	\$ 41,804.00
DWS Iron County Per Capita Income	\$ 25,900.00
Difference in ULA DWS Median	\$ 9,696.00
Difference in ULA DWS per capita	\$ 25,600.00
ULA Median Income	\$ 51,500.00
ULA Median Income % + or - County	19%
ULA Median Income % + or - State	-11%
ULA Percapita Income % + or - County	50%
ULA Per Capita Income % + or - State	30%
Per employee Income Taxes	\$ 8,731.25
Mortgage (DTI 35%)	\$ 18,025.00
Total Spendable Income in Cedar	\$ 24,743.75
Potential Disposable Annual Income per employee	\$ 24,743.75
Potential Disposable ULA Employee Income Total	\$ 3,092,968.75
GOED Multiplier Effect of 4	\$ 12,371,875.00
City Annual Sales Tax with out Multiplier	\$ 30,929.69
City Annual Sales Tax with Multiplier	\$ 123,718.75
Alternative Data	
EAS Annual Subsidy to Skywest Delta Connection	\$ 2,273,395.00
Per day subsidy	\$ 6,228.48

According to DWS and Areavibe.com Cedar City Livability is 94 of 100 with 100 being the national average which is 1% higher than the state average

According to DWS and Areavibe.com Cedar City Cost of Living is 5.6% below the state average

Employers of Similar size

Metal Craft	175 FTE
Kolob Care & Rehab	125 FTE
Smead	125 FTE
Smith Food & Drug	112 FTE
Home Depot	105 FTE
Chartwells	169 FTE

If Taxable Income Is:	The Tax Is:
Not over \$9,075	10% of the taxable income
Over \$9,075 but not over \$36,900	\$907.50 plus 15% of the excess over \$9,075
Over \$36,900 but not over \$89,350	\$5,081.25 plus 25% of the excess over \$36,900
Over \$89,350 but not over \$186,350	\$18,193.75 plus 28% of the excess over \$89,350
Over \$186,350 but not over \$405,100	\$45,353.75 plus 33% of the excess over \$186,350
Over \$405,100 but not over \$406,750	\$117,541.25 plus 35% of the excess over \$405,100
Over \$406,750	\$118,118.75 plus 39.6% of the excess over \$406,750

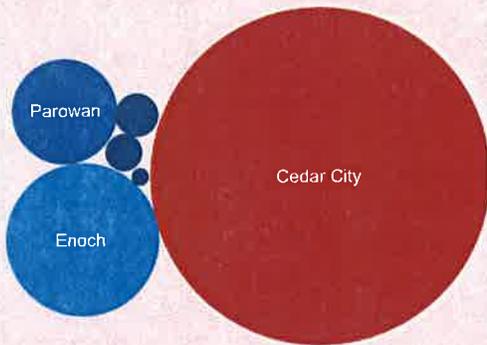
Iron County QUICK FACTS

Select Area
Iron County

POPULATION 2013

46,780

↑ 0.0%



CITIES & TOWNS

Brian Head	86
Cedar City	29,162
Enoch	6,005
Kanarrville	360
Paragonah	493
Parowan	2,829

UNEMPLOYMENT RATE 2013 5.4%

↓ -1.4 points



INCOME 2012

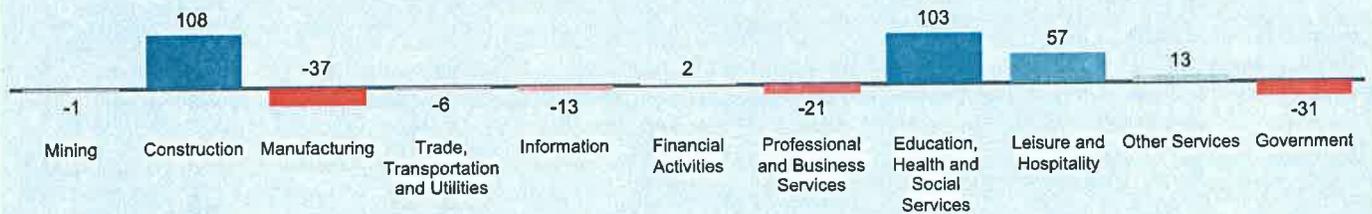
Median Household	\$41,804
Per Capita	\$25,900

NONFARM JOBS 2013 15,305

↑ 175

↑ 1.2%

Change by Industry



GROSS TAXABLE SALES 2013

↑ 8.3%

CONSTRUCTION PERMITTING 2013

213.0

\$52.6M

Dwelling Units

↑ 26.6%

Total Permit Values

↑ 47.7%

AVG MONTHLY WAGE 2013

\$2,371

Updated November 2014.

Note: Covered Agriculture figures not included in totals; City Population figures are only available for counties.

Sources: U.S. Census Bureau; Utah Department of Workforce Services, U.S. Bureau of Economic Analysis, Utah State Tax Commission, and Utah Bureau of Economic and Business Research.

State of Utah QUICK FACTS

Select Area
State of Utah

POPULATION 2013

2,900,872

↑ 1.6%

CITIES & TOWNS

UNEMPLOYMENT RATE 2013 4.4%

↓ -1.0 points



INCOME 2012

Median Household \$57,067

Per Capita \$35,891

NONFARM JOBS 2013 1,290,378

↑ 41,430

↑ 3.3%

Change by Industry



GROSS TAXABLE SALES 2013

↑ 3.9%

CONSTRUCTION PERMITTING 2013

14,906

\$5,084.2M

Dwelling Units

↑ 32.7%

Total Permit Values

↑ 29.2%

AVG MONTHLY WAGE 2013

\$3,422

Updated November 2014.

Note: Covered Agriculture figures not included in totals; City Population figures are only available for counties.

Sources: U.S. Census Bureau; Utah Department of Workforce Services, U.S. Bureau of Economic Analysis, Utah State Tax Commission, and Utah Bureau of Economic and Business Research.

