

## SOUTH WEBER CITY COUNCIL AGENDA

**PUBLIC NOTICE** is hereby given that the **City Council of SOUTH WEBER CITY** will meet in a public meeting on **Tuesday, 17 October 2017** at **City Hall, 1600 E. South Weber Dr.**, commencing at **5:00 p.m.**

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### **COUNCIL MEETING:**

**5:00 p.m.** APPROVAL OF AGENDA  
DECLARATION OF CONFLICT OF INTEREST

**5:05 p.m.**

**1. CONSENT AGENDA:**

◆ **RES 17-39** Appoint General Election Poll Workers

**2. ACTIVE AGENDA:**

- a. **RES 17-38** Consideration for Adoption of a Resolution of the City Council of South Weber City, Utah authorizing the Issuance and Sale of not more than \$3,500,000 Aggregate Principal Amount of Water Revenue Refunding Bonds, Series 2017 and Related Matters
- b. Parks and Recreation Needs Assessment – Martin Jensen
- c. Old Fort Road Property Acquisition
- d. Award Transportation Capital Facilities Plan and Impact Fee Facilities Plan consultant services agreement
- e. Award Park & Ride Snow Removal Service Contract
- f. Award Street Striping quote

**7:45 p.m.**

- 3. PUBLIC COMMENT:** Please keep public comments to 3 minutes or less per person (no action to be taken)

**7:50 p.m.**

**4. REPORTS:**

- a. Mayor – on designated committee responsibilities
- b. City Council – on designated committee responsibilities
- c. City Manager – on current events and future agenda items
- d. Planning Commission Liaison – meeting and current development update

**8:00 p.m.**

**5. ADJOURN**

THE UNDERSIGNED DULY APPOINTED CITY RECORDER FOR THE MUNICIPALITY OF SOUTH WEBER CITY HEREBY CERTIFIES THAT A COPY OF THE FOREGOING NOTICE WAS MAILED, EMAILED, OR POSTED TO:

CITY OFFICE BUILDING

EACH MEMBER OF THE GOVERNING BODY

UTAH PUBLIC NOTICE WEBSITE

CITY WEBSITE [www.southwebercity.com](http://www.southwebercity.com)

THOSE LISTED ON THE AGENDA

[www.pmn.utah.gov](http://www.pmn.utah.gov)

**DATE: October 13, 2017**

**CITY RECORDER: Mark McRae**

IN COMPLIANCE WITH THE AMERICANS WITH DISABILITIES ACT, INDIVIDUALS NEEDING SPECIAL ACCOMMODATIONS DURING THIS MEETING SHOULD NOTIFY THE CITY RECORDER, 1600 EAST SOUTH WEBER DRIVE, SOUTH WEBER, UTAH 84405 (801-479-3177) AT LEAST TWO DAYS PRIOR TO THE MEETING.

\*Agenda times are approximate and may be moved in order, sequence and time to meet the needs of the Council\*

# RESOLUTION 17-39

## A RESOLUTION OF THE SOUTH WEBER CITY COUNCIL APPOINTING POLL WORKERS FOR 2017 MUNICIPAL GENERAL ELECTION

**WHEREAS**, pursuant to Utah Code Annotated 20A-5-602(1), the City Council shall appoint poll workers for the Municipal Election.

**NOW THEREFORE, BE IT RESOLVED**, by the City Council of South Weber City, Utah, that the following be appointed as poll workers and the Council authorizes the replacement of any of these poll workers if the need should arise:

Kim Egginton  
Deborah Worthen  
Tracy Goertzen  
Katherine Adamson

**PASSED AND ADOPTED** by the City Council on this 17<sup>th</sup> day of October 2017.

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TAMARA P. LONG, Mayor  
South Weber City

ATTEST:

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Elyse Greiner, City Recorder

Roll call vote is as follows:

Mr. Taylor	yes	no
Mr. Hyer	yes	no
Mrs. Sjoblom	yes	no
Mr. Casas	yes	no
Mr. Winsor	yes	no

South Weber City, Utah

October 17, 2017

The City Council (the "Council") of the South Weber City, Utah, met in regular public session at the regular meeting place of the Council in South Weber, Utah, on Tuesday, October 17, 2017, at the hour of 6:00 p.m., with the following members of the Council being present:

Tamara Long	Mayor
Scott Casas	Councilmember
Kent T. Hyer	Councilmember
Jo Sjoblom	Councilmember
Merv Taylor	Councilmember

Also present:

Tom Smith	City Manager
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Absent:

After the meeting had been duly called to order and after other matters not pertinent to this resolution had been discussed, the City Recorder presented to the Council a Certificate of Compliance with Open Meeting Law with respect to this October 17, 2017, meeting, a copy of which is attached hereto as Exhibit A.

The following resolution was then introduced in written form, was fully discussed, and pursuant to motion duly made by Councilmember \_\_\_\_\_ and seconded by Councilmember \_\_\_\_\_, was adopted by the following vote:

AYE:

NAY:

The resolution is as follows:

RESOLUTION NO. 17-38

A RESOLUTION OF THE CITY COUNCIL OF SOUTH WEBER CITY, UTAH (THE “ISSUER”), AUTHORIZING THE ISSUANCE AND SALE OF NOT MORE THAN \$3,500,000 AGGREGATE PRINCIPAL AMOUNT OF WATER REVENUE REFUNDING BONDS, SERIES 2017; FIXING THE MAXIMUM AGGREGATE PRINCIPAL AMOUNT OF THE BONDS, THE MAXIMUM NUMBER OF YEARS OVER WHICH THE BONDS MAY MATURE, THE MAXIMUM INTEREST RATE WHICH THE BONDS MAY BEAR, AND THE MAXIMUM DISCOUNT FROM PAR AT WHICH THE BONDS MAY BE SOLD; DELEGATING TO CERTAIN OFFICERS OF THE ISSUER THE AUTHORITY TO APPROVE THE FINAL TERMS AND PROVISIONS OF THE BONDS WITHIN THE PARAMETERS SET FORTH HEREIN; PROVIDING FOR THE PUBLICATION OF A NOTICE OF BONDS TO BE ISSUED; PROVIDING FOR THE RUNNING OF A CONTEST PERIOD AND SETTING OF A PUBLIC HEARING DATE; AUTHORIZING AND APPROVING THE EXECUTION OF AN INDENTURE, A PRELIMINARY OFFICIAL STATEMENT, AN OFFICIAL STATEMENT, A BOND PURCHASE AGREEMENT, AND OTHER DOCUMENTS REQUIRED IN CONNECTION THEREWITH; AUTHORIZING THE TAKING OF ALL OTHER ACTIONS NECESSARY TO THE CONSUMMATION OF THE TRANSACTIONS CONTEMPLATED BY THIS RESOLUTION; AND RELATED MATTERS.

WHEREAS, the City Council (the “Council”) of the Issuer desires to (a) refund certain outstanding water revenue bonds of the Issuer, (b) fund any necessary debt service reserve funds, and (c) pay costs of issuance with respect to the Series 2017 Bonds herein described; and

WHEREAS, to accomplish the purposes set forth in the preceding recital, and subject to the limitations set forth herein, the Issuer desires to issue its Water Revenue Refunding Bonds, Series 2017 (the “Series 2017 Bonds”) (to be issued from time to time as one or more series and with such other series or title designation(s) as may be determined by the Issuer), pursuant to (a) the Utah Refunding Bond Act, Title 11, Chapter 27, Utah Code Annotated 1953, as amended (the “Act”), (b) this Resolution, and (c) a General Indenture of Trust (the “General Indenture”), and a Supplemental Indenture (the “Supplemental Indenture” and together with the General Indenture, the “Indenture”), with such Indenture in substantially the form presented to the meeting at which this Resolution was adopted and which is attached hereto as Exhibit B; and

WHEREAS, the Act provides that an issuing entity may give notice of its intent to issue bonds under the Refunding Bond Act; and

WHEREAS, there has been presented to the Council at this meeting a form of a bond purchase agreement (the “Bond Purchase Agreement”), in substantially the form attached hereto as Exhibit C to be entered into between the Issuer and the underwriter or

the purchaser (the “Underwriter/Purchaser”) selected by the Issuer for any portion of the Series 2017 Bonds; and

WHEREAS, in the event that the Designated Officers (defined below) determine that it is in the best interests of the Issuer to publicly offer all or a portion of the Series 2017 Bonds, the Issuer desires to authorize the use and distribution of one or more of a Preliminary Official Statement (the “Preliminary Official Statement”) in substantially the form attached hereto as Exhibit D, and to approve one or more of a final Official Statement (the “Official Statement”) in substantially the form as the Preliminary Official Statement, and other documents relating thereto; and

WHEREAS, in order to allow the Issuer flexibility in setting the pricing date of the Series 2017 Bonds to optimize debt service costs to the Issuer, the Council desires to grant to any one of the [Mayor or Mayor pro tem (collectively, the “Mayor”) or the City Manager] (collectively, the “Designated Officers”), the authority to (a) determine whether all or a portion of the Series 2017 Bonds should be sold pursuant to a private placement or a public offering; (b) approve the principal amounts, interest rates, terms, maturities, redemption features, and purchase price at which the Series 2017 Bonds shall be sold; and (c) make any changes with respect thereto from those terms which were before the Council at the time of adoption of this Resolution, provided such terms do not exceed the parameters set forth for such terms in this Resolution (the “Parameters”).

NOW, THEREFORE, it is hereby resolved by the City Council of South Weber City, Utah, as follows:

Section 1. For the purpose of (a) refunding the Refunded Bonds, (b) funding a deposit to a debt service reserve fund, if necessary, and (c) paying costs of issuance of the Series 2017 Bonds, the Issuer hereby authorizes the issuance of the Series 2017 Bonds which shall be designated “South Weber City, Utah Water Revenue Refunding Bonds, Series 2017” (to be issued from time to time as one or more series and with such other series or title designation(s) as may be determined by the Issuer) in the aggregate principal amount of not to exceed \$3,500,000. The Series 2017 Bonds shall mature in not more than twenty-four (24) years from their date or dates, shall be sold at a price not less than ninety-eight percent (98%) of the total principal amount thereof, shall bear interest at a rate or rates of not to exceed five percent (5.00%) per annum, as shall be approved by the Designated Officers, all within the Parameters set forth herein.

Section 2. The Designated Officers are hereby authorized to specify and agree as to the method of sale, the final principal amounts, terms, discounts, maturities, interest rates, redemption features, and purchase price with respect to the Series 2017 Bonds for and on behalf of the Issuer, provided that such terms are within the Parameters set by this Resolution. The selection of the method of sale, the selection of the Underwriter/Purchaser and the determination of the final terms and redemption provisions for the Series 2017 Bonds by the Designated Officers shall be evidenced by the execution of the Bond Purchase Agreement if the Series 2017 Bonds are sold at a private or negotiated underwriting sale in substantially the form attached hereto as Exhibit C. The form of the Bond Purchase Agreement are hereby authorized, approved and confirmed.

Section 3. The Indenture and the Bond Purchase Agreement in substantially the forms presented to this meeting and attached hereto as Exhibits B and C, respectively, are hereby authorized, approved, and confirmed. The Mayor and City Recorder are hereby authorized to execute and deliver the Indenture and the Designated Officers are hereby authorized to execute and deliver the Bond Purchase Agreement in substantially the forms and with substantially the content as the forms presented at this meeting for and on behalf of the Issuer, with final terms as may be established by the Designated Officers within the Parameters set forth herein, and with such alterations, changes or additions as may be necessary or as may be authorized by Section 5 hereof. The Designated Officers are hereby authorized to select the Underwriter/Purchaser.

Section 4. Should the Designated Officers determine to have the Series 2017 Bonds underwritten, the Issuer hereby authorizes the utilization of the Preliminary Official Statement in the form attached hereto as Exhibit D in the marketing of the Series 2017 Bonds and hereby approves the Official Statement in substantially the same form as the Preliminary Official Statement. The Mayor is hereby authorized to execute the Official Statement evidencing its approval by the Issuer.

Section 5. The Designated Officers or other appropriate officials of the Issuer are authorized to make any alterations, changes or additions to the Indenture, the Preliminary Official Statement, the Official Statement, the Series 2017 Bonds, the Bond Purchase Agreement, or any other document herein authorized and approved which may be necessary to conform the same to the final terms of the Series 2017 Bonds (within the Parameters set by this Resolution), to conform to any applicable bond insurance or reserve instrument or to remove the same, to correct errors or omissions therein, to complete the same, to remove ambiguities therefrom, or to conform the same to other provisions of said instruments, to the provisions of this Resolution or any resolution adopted by the Council or the provisions of the laws of the State of Utah or the United States.

Section 6. The form, terms, and provisions of the Series 2017 Bonds and the provisions for the signatures, authentication, payment, registration, transfer, exchange, redemption, and number shall be as set forth in the Indenture. The Mayor and the City Recorder are hereby authorized and directed to execute and seal the Series 2017 Bonds and to deliver said Series 2017 Bonds to the Trustee for authentication. The signatures of the Mayor and the City Recorder may be by facsimile or manual execution.

Section 7. The Designated Officers or other appropriate officials of the Issuer are hereby authorized and directed to execute and deliver to the Trustee the written order of the Issuer for authentication and delivery of the Series 2017 Bonds in accordance with the provisions of the Indenture.

Section 8. Upon their issuance, the Series 2017 Bonds will constitute special limited obligations of the Issuer payable solely from and to the extent of the sources set forth in the Series 2017 Bonds and the Indenture. No provision of this Resolution, the Indenture, the Series 2017 Bonds, or any other instrument, shall be construed as creating a general obligation of the Issuer, or of creating a general obligation of the State of Utah or any political subdivision thereof, or as incurring or creating a charge upon the general credit of the Issuer or its taxing powers.

Section 9. The Designated Officers and other appropriate officials of the Issuer, and each of them, are hereby authorized and directed to execute and deliver for and on behalf of the Issuer any or all additional certificates, documents and other papers (including, without limitation, any escrow agreement or reserve instrument agreement permitted under the Indenture and tax compliance procedures) and to perform all other acts they may deem necessary or appropriate in order to implement and carry out the matters authorized in this Resolution and the documents authorized and approved herein.

Section 10. After the Series 2017 Bonds are delivered by the Trustee to the Underwriter/Purchaser and upon receipt of payment therefor, this Resolution shall be and remain irrevocable until the principal of, premium, if any, and interest on the Series 2017 Bonds are deemed to have been duly discharged in accordance with the terms and provisions of the Indenture.

Section 11. In accordance with the Act, the City Recorder will cause a “Notice of Bonds to be Issued” to be published (i) once in the [Davis County Clipper], a newspaper of general circulation in the Issuer, (ii) on the Utah Public Notice Website created under Section 63F-1-701, Utah Code Annotated 1953, as amended, and (iii) on the Utah Legal Notices website ([www.utahlegals.com](http://www.utahlegals.com)) created under Section 45-1-101, Utah Code Annotated 1953, as amended. The City Recorder shall cause a copy of this Resolution (together with all exhibits hereto) to be kept on file in the South Weber City offices, for public examination during the regular business hours of the Issuer until at least thirty (30) days from and after the last date of the newspaper publication thereof. The Issuer directs its officers and staff to publish a “Notice of Bonds to be Issued” in substantially the following form:

## NOTICE OF BONDS TO BE ISSUED

NOTICE IS HEREBY GIVEN pursuant to the provisions of the Utah Refunding Bond Act, Title 11, Chapter 27, Utah Code Annotated 1953, as amended (the “Act”), that on October 17, 2017, the City Council (the “Council”) of South Weber City, Utah (the “Issuer”), adopted a resolution (the “Resolution”) in which it authorized the issuance of the Issuer’s Water Revenue Refunding Bonds, Series 2017 (the “Series 2017 Bonds”) (to be issued in one or more series and with such other series or title designation(s) as may be determined by the Issuer).

### PURPOSE FOR ISSUING THE SERIES 2017 BONDS

The Series 2017 Bonds will be issued for the purpose of (a) refunding all or a portion of the Issuer’s outstanding water revenue bonds (the “Refunded Bonds”) in order to achieve a debt service savings, (b) funding any debt service reserve funds, as necessary, and (c) paying costs of issuance of the Series 2017 Bonds.

### PARAMETERS OF THE SERIES 2017 BONDS

The Issuer intends to issue the Series 2017 Bonds in the aggregate principal amount of not more than Three Million Five Hundred Thousand Dollars (\$3,500,000), to mature in not more than twenty-four (24) years from their date or dates, to be sold at a price not less than ninety-eight percent (98%) of the total principal amount thereof, and bearing interest at a rate or rates not to exceed five percent (5.00%) per annum. The Series 2017 Bonds are to be issued and sold by the Issuer pursuant to the Resolution, including as part of said Resolution, a General and a Supplemental Indenture (together, the “Indenture”) which were before the Council in substantially final form at the time of the adoption of the Resolution and said Indenture is to be executed by the Issuer in such form and with such changes thereto as shall be approved by the Issuer; provided that the principal amount, interest rate or rates, maturity, and discount of the Series 2017 Bonds will not exceed the maximums set forth above. The Issuer reserves the right to not issue the Series 2017 Bonds for any reason and at any time up to the issuance of the Series 2017 Bonds.

A copy of the Resolution and the Indenture are on file in the office of the South Weber City Recorder, 1600 East South Weber Drive, South Weber, Utah, where they may be examined during regular business hours of the City Recorder from 8:00 a.m. to 5:00 p.m. Monday through Thursday and 7:00 a.m. to 11:00 a.m. on Fridays, for a period of at least thirty (30) days from and after the date of publication of this notice.

NOTICE IS FURTHER GIVEN that a period of thirty (30) days from and after the date of the publication of this notice is provided by law during which (i) any person in interest shall have the right to contest the legality of the Resolution, the Indenture (as it pertains to the Series 2017 Bonds), or the Series 2017 Bonds, or any provision made for the security and payment of the Series 2017 Bonds, and that after such time, no one shall have any cause of action to contest the regularity, formality, or legality thereof for any cause whatsoever.



DATED this October 17, 2017.

\_\_\_\_\_  
/s/ Mark McRae  
City Recorder

Section 12. All resolutions or parts thereof in conflict herewith are, to the extent of such conflict, hereby repealed and this Resolution shall be in full force and effect immediately upon its approval and adoption.

APPROVED AND ADOPTED this October 17, 2017.

(SEAL)

By: \_\_\_\_\_  
Mayor

ATTEST:

By: \_\_\_\_\_  
City Recorder

(Other business not pertinent to the foregoing appears in the minutes of the meeting.)

Upon the conclusion of all business on the Agenda, the meeting was adjourned.

(SEAL)

By: \_\_\_\_\_  
Mayor

ATTEST:

By: \_\_\_\_\_  
City Recorder

STATE OF UTAH )  
 : ss.  
COUNTY OF DAVIS )

I, Mark McRae, the duly appointed and qualified City Recorder of South Weber City, Utah (the “City”), do hereby certify according to the records of the City Council of the City (the “City Council”) in my official possession that the foregoing constitutes a true and correct excerpt of the minutes of the meeting of the City Council held on October 17, 2017, including a resolution (the “Resolution”) adopted at said meeting as said minutes and Resolution are officially of record in my possession.

I further certify that the Resolution, with all exhibits attached, was deposited in my office on October 17, 2017, and pursuant to the Resolution, there was published a Notice of Public Hearing and Bonds to be Issued no less than fourteen (14) days before the public hearing date: (a) once a week for two consecutive weeks in the [Davis County Clipper], a newspaper having general circulation within the City, the affidavit of which publication will be attached upon availability, (b) on the Utah Public Notice Website created under Section 63F-1-701, Utah Code Annotated 1953, as amended and (c) on the Utah Legal Notices website ([www.utahlegals.com](http://www.utahlegals.com)) created under Section 45-1-101, Utah Code Annotated 1953, as amended.

IN WITNESS WHEREOF, I have hereunto subscribed my signature and impressed hereon the official seal of said City, this October 17, 2017.

(SEAL)

By: \_\_\_\_\_  
City Recorder

EXHIBIT A

CERTIFICATE OF COMPLIANCE WITH  
OPEN MEETING LAW

I, Mark McRae the undersigned City Recorder of South Weber City, Utah (the “City”), do hereby certify, according to the records of the City in my official possession, and upon my own knowledge and belief, that in accordance with the requirements of Section 52-4-202, Utah Code Annotated, 1953, as amended, I gave not less than twenty-four (24) hours public notice of the agenda, date, time and place of the October 17, 2017, public meeting held by the City Council of the City (the “City Council”) as follows:

(a) By causing a Notice, in the form attached hereto as Schedule 1, to be posted at the principal offices of the City on October\_\_\_\_, 2017, at least twenty-four (24) hours prior to the convening of the meeting, said Notice having continuously remained so posted and available for public inspection until the completion of the meeting;

(b) By causing a copy of such Notice, in the form attached hereto as Schedule 1, to be delivered to the Davis County Clipper on October\_\_\_\_, 2017, at least twenty-four (24) hours prior to the convening of the meeting; and

(c) By causing a copy of such Notice, in the form attached hereto as Schedule 1, to be posted on the Utah Public Notice Website (<http://pmn.utah.gov>) at least twenty-four (24) hours prior to the convening of the meeting.

In addition, the Notice of 2017 Annual Meeting Schedule for the City Council (attached hereto as Schedule 2) was given specifying the date, time, and place of the regular meetings of the City Council to be held during the year, by causing said Notice to be (a) posted on \_\_\_\_\_, at the principal office of the City Council, (b) provided to at least one newspaper of general circulation within the City on \_\_\_\_\_, and (c) published on the Utah Public Notice Website (<http://pmn.utah.gov>) during the current calendar year.

IN WITNESS WHEREOF, I have hereunto subscribed my official signature this October 17, 2017.

(SEAL)

By: \_\_\_\_\_  
City Recorder

SCHEDULE 1  
NOTICE OF MEETING

SCHEDULE 2

ANNUAL MEETING SCHEDULE



(attach Proof of Publication of  
Notice of Public Hearing and Bonds to be Issued)

EXHIBIT B

FORM OF INDENTURE

(See Transcript Document Nos. 4 and 5)

EXHIBIT C

FORM OF BOND PURCHASE AGREEMENT

(See Transcript Document No. 8)

EXHIBIT D

FORM OF PRELIMINARY OFFICIAL STATEMENT

(See Transcript Document No. 6)



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# South Weber City, Utah

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## Water Revenue Refunding Bonds, Series 2010 Refunding Analysis

Presented by:  
Bruce Williams

# Outline

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- I. Bonds 101
- II. Summary of Refunding Analysis
- III. Interest Rate Trends
- IV. Draft Calendar of Events
- V. Q & A



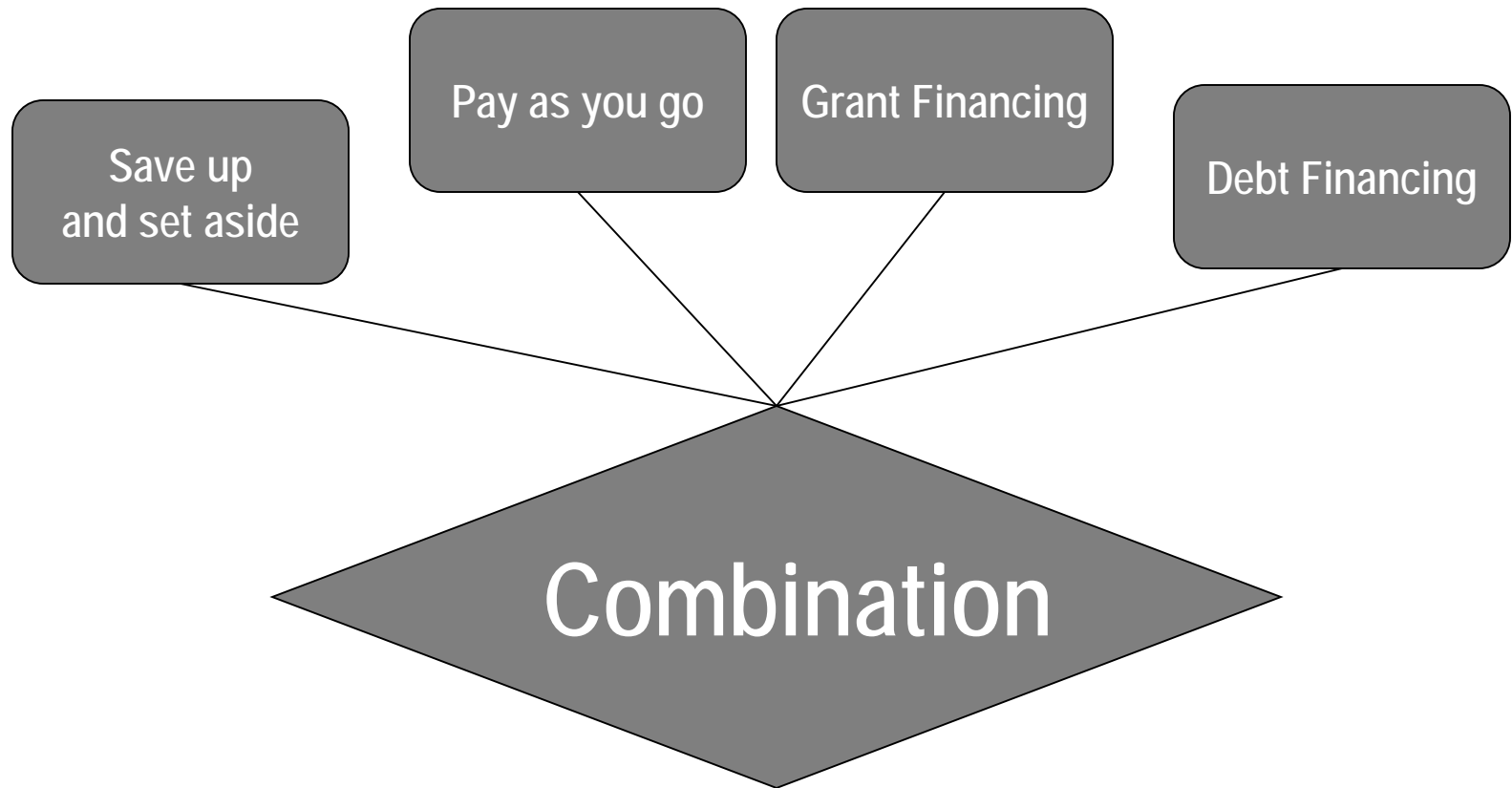
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# Bonds 101

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# Methods of Financing Public Projects

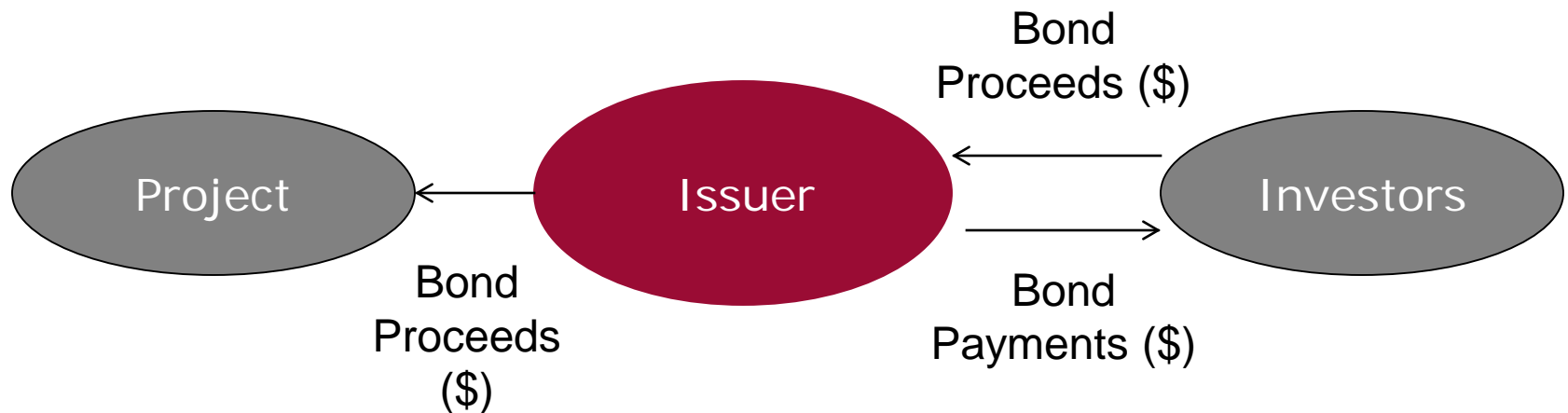
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# What are Municipal Bonds?

- Bonds - long term "IOUs" that governments sell to borrow money for a capital project



# Who Borrows in the Municipal Market?

## Infrastructure

- State and Local Government
- State and Local Authorities
- Transportation
- Water and Sewer

## Non-Profit Entities

- Healthcare Institutions
- Private Schools
- Colleges and Universities
- Student Loan Authorities
- Museums

## Private Sector Entities for Limited Purposes

- Pollution Control
- Industrial Development
- Airports & Seaports



## Housing

- State and Local Housing Authorities
- Housing Developers

## Public Power

- Public Utilities
- Resource Recovery
- Independent Power Projects



# Types of Bonds

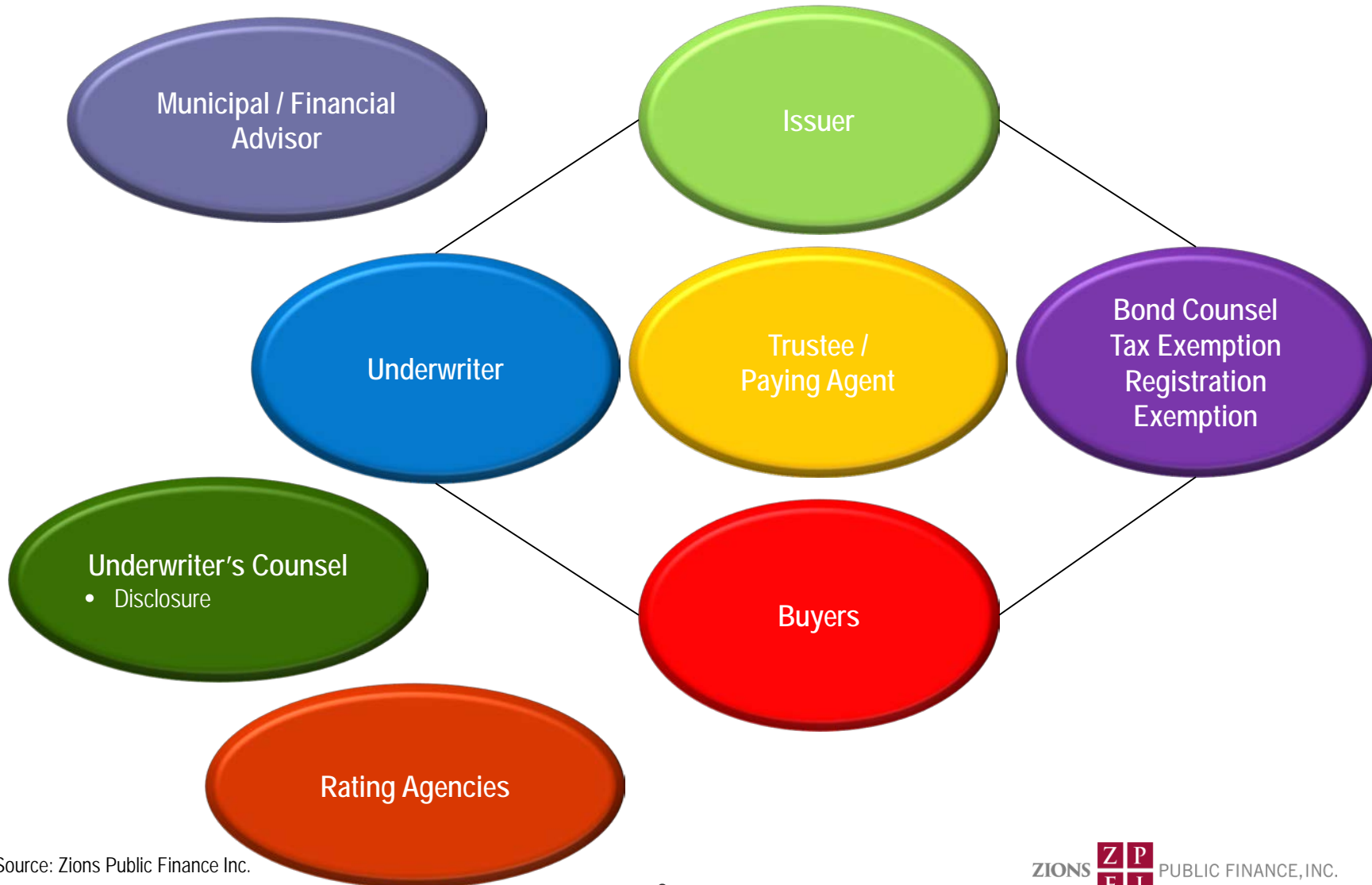
Type of Bond	Security	Repayment Source	Authority
General Obligation	Property Tax & Taxing Power	Any Legal Source	Election
Sales Tax Revenue	Sales Tax	Any Legal Source	Resolution
Excise Tax Revenue	Excise Tax	Any Legal Source	Resolution
Lease Revenue/Capital Lease	Annual Appropriations & Improvements	Any Legal Source	Resolution
Special Assessment	Special Assessment/Property	Special Assessment	Resolution/Negative Protests
Tax Increment	Tax Increment	Increment/Other Taxes	Resolution
Tax Anticipation	Future Property Tax & Taxing Power	Future Taxes	Resolution

\*Industrial Revenue Bonds (Conduit Issuer)

\*Refunding Bonds (Current and Advanced)

Source: Zions Public Finance

# Participants in Issuing Municipal Bonds



Source: Zions Public Finance Inc.

# Issuer (Borrower)

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- Selects advisors and other professionals at advisor's recommendation
- Approves financing terms and documents
- Responsible for repayment of debt
- Responsible for complying with terms and covenants of bonds

# Municipal/Financial Advisor

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- Has a fiduciary duty to the Issuer (acts in the Issuer's best interests) (MSRB Rule G-17, G-36, G-42)
- Assists Issuer in the selection of other financing team members
- Advises on wide range of financial issues; may be specific to an issuance of debt, or ongoing financial needs
- Quarterbacks the bond issuance process; runs the calendar; coordinates other team members; acts as an extension of the Issuer's staff

# Bond Counsel

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- National law firm with bond experience
- Works with the Issuer and the financing team on behalf of bondholders
- Prepares legal documents (resolutions, indentures, security documents, trust agreements, tax certificates, etc.)
- Renders opinion concerning the validity of the tax exemption

# Underwriter

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- Investment bank (broker-dealer) hired to sell the bonds
- Purchases the bonds for immediate resale
- Directs investor relations
- Proposes interest rates and offering terms based on market feedback; accepts orders from investors, and may commit capital to underwriter unsold bonds
- Inherent conflict with the Issuer



# Trustee / Paying Agent / Registrar

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- Retained by Issuer, but represents bondholders' interests
- Manages trustee-held bond funds (reserves, construction funds, etc.)
- Receives bond payments from Issuer/Borrower and distributes to Bondholders
- Maintains the list of owners of the bonds
- Holds liens and security interests and exercises remedies, for bondholders, in the event of a default

# Counsel to the Issuer

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- May be internal or outside or general counsel; not hired specifically for bond issue
- Reviews all legal documents on behalf of Issuer
- Issues the required local counsel's opinion regarding the absence of litigation

# Rating Agencies

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- National organizations that provide rating on debt of public and private organizations

- Standard & Poor's Corporation
- Moody's Investor Service, Inc.
- Fitch Ratings

**STANDARD  
& POOR'S**  
RATINGS SERVICES



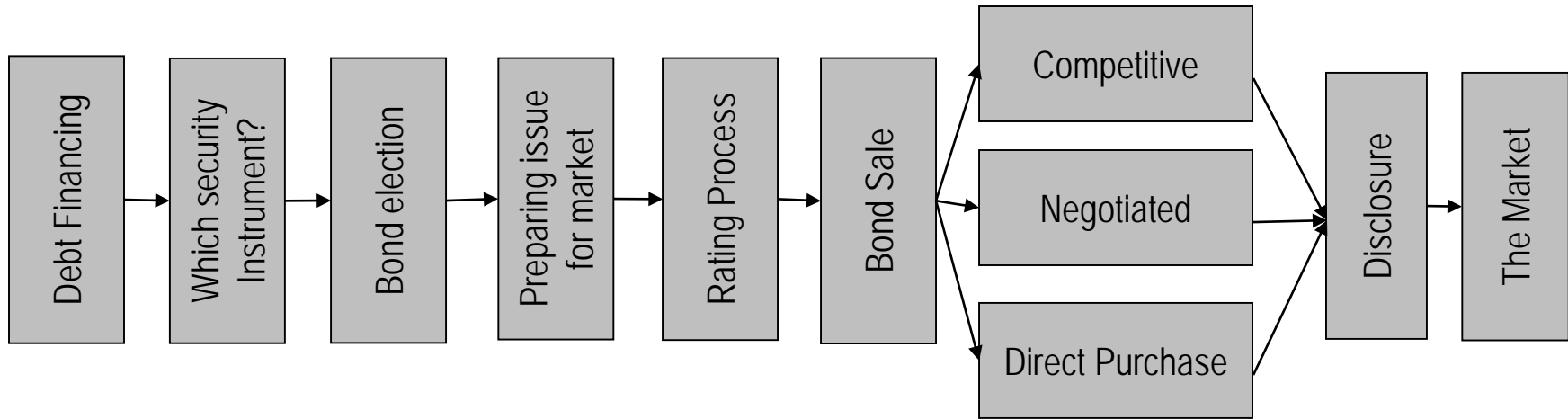
**Fitch**Ratings

- Authoritative sources that assess a borrower's ability to repay
- Ratings have direct impact on cost of borrowing

# Bond Ratings

Moody's	S&P's	Fitch's
<b>Investment Grade</b>		
Aaa	AAA	AAA
Aa1	AA+	AA+
Aa2	AA	AA
Aa3	AA-	AA-
A1	A+	A+
A2	A	A
A3	A-	A-
Baa1	BBB+	BBB+
Baa2	BBB	BBB
Baa3	BBB-	BBB-

# How Bonds Are Sold



- Competitive Sale: Underwriters compete
- Negotiated Sale: Underwriter preselected
- Direct Purchase: Bypass underwriter to access investors



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# Summary of Refunding Analysis

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# Currently Outstanding Bonds

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- \$3,455,000 Water Revenue Bonds issued in 2010
- 30 year amortization, fixed rate
- Final Payment Date – 6/1/2040
- Level Debt Service – Average of \$215,000 per year
- Underlying Credit Rating – “A”
- Bond Insurance and Surety Bond – “AA” rating
- Average Coupon (Interest Rate) – 4.94%

# Refunding Bond Options

	<b>Option #1</b>	<b>Option #2</b>
	<u>Equal Annual Savings</u>	<u>Shorten Bond Term</u>
PAR Amount of Bonds	\$ 3,000,000	\$ 3,000,000
Gross Savings	\$210,000 to \$345,000	\$325,000 to \$522,000
Average Annual Savings	\$9,150 to \$15,000	\$2,200 to \$2,300
Net Present Value Savings (Today's Dollars)	\$159,000 to \$255,000	\$194,000 to \$294,000
Net NPV Benefit (Savings as a % of Refunded Principal)	5.89% to 9.46%	7.19% to 10.91%
True Interest Cost Rate (TIC)	3.03% to 3.33%	2.92% to 3.25%
All Inclusive Cost Rate (AIC)	3.35% to 3.62%	3.26% to 3.59%
Final Payment Date	2040	2038 to 2039
Bond Term (Years)	23	21 to 22





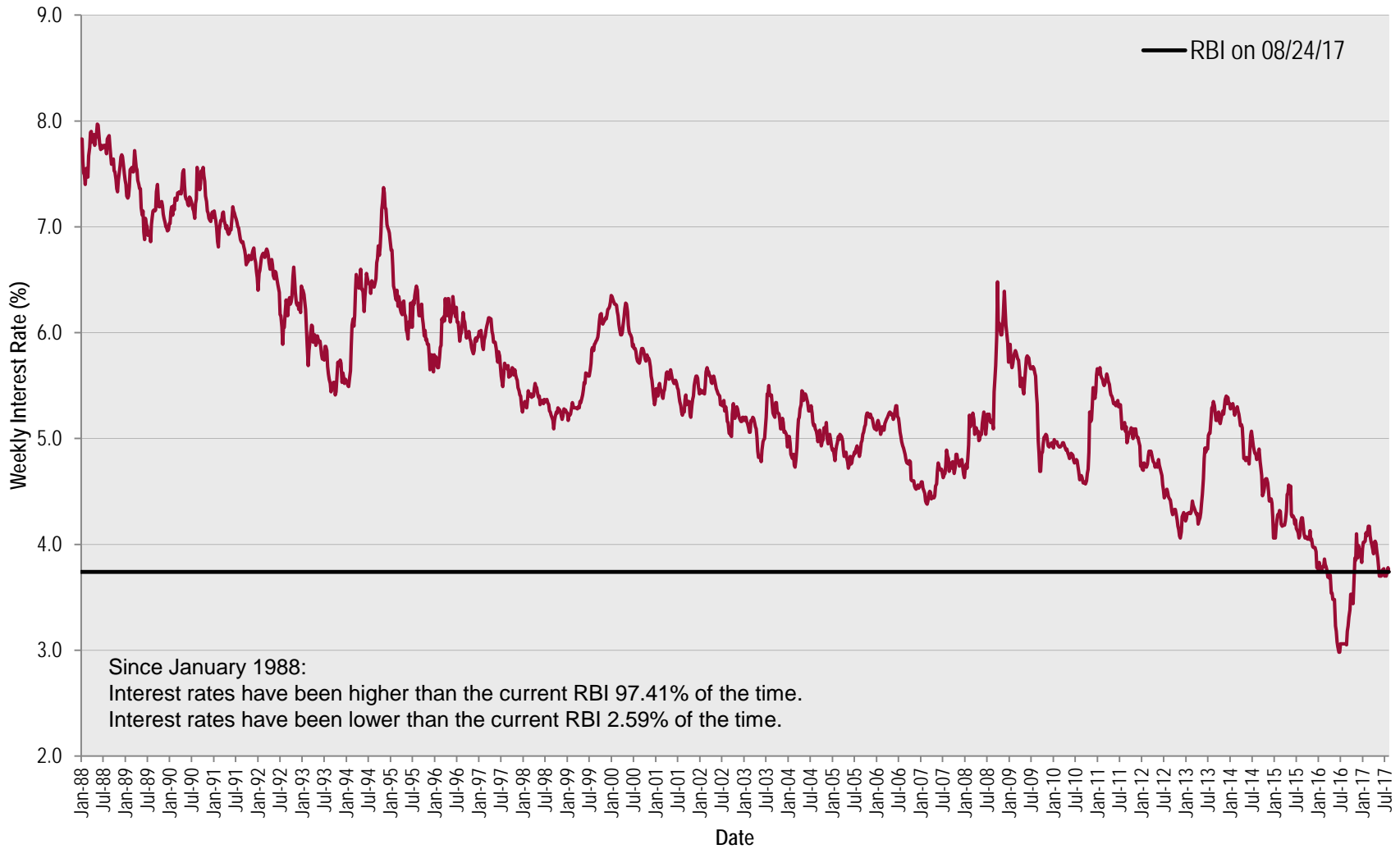
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# Interest Rate Trends

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# Interest Rate Trends – Revenue Bond Index

## January 1988 to August 2017





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# Calendar of Events

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# South Weber City, Utah Water Revenue Refunding Bonds, Series 2017

August 2017

S	M	T	W	T	F	S
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

September 2017

S	M	T	W	T	F	S
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30

October 2017

S	M	T	W	T	F	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

Day	Date	Event	Responsibility
Tuesday	September 26	Draft Calendar of Events and Distribution List are distributed to the working group	MA
Thursday	October 5	Super Parameters Resolution is placed on City Council Agenda for October 10, 2017.	BC, CM
Friday	October 6	Bond Counsel distributes draft Super Parameters Resolution to the working group.	BC
Tuesday	October 10	Regular City Council meeting to adopt Super Parameters Resolution (South Weber City Hall – 6:00 pm).	CC
Thursday	October 12	“Notice of Bonds to be Issued” is sent to the Utah Public Meeting Notice website.	BC, CM
Thursday	October 12	“Notice of Bonds to be Issued” is delivered to <i>The Standard Examiner</i> for publication.	BC, CM
Tuesday	October 17	Publication of “Notice of Bonds to be Issued” in <i>The Ogden Standard Examiner</i> . Begins 30-day contest period.	Newspaper
Wednesday	October 18	Draft Preliminary Official Statement is distributed to the working group	BC, MA
Wednesday	October 25	Due Diligence Meeting to review POS – City Offices – 2:00 pm	ALL
Thursday	October 26	Package is sent to Rating Agency and Bond Insurer	MA
Tuesday	October 31	Rating Presentation (Conference Call)	By Invitation

# South Weber City, Utah Water Revenue Refunding Bonds, Series 2017

October 2017

S	M	T	W	T	F	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

November 2017

S	M	T	W	T	F	S
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30		

December 2017

S	M	T	W	T	F	S
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						

Day	Date	Event	Responsibility
Wednesday	November 8	Receive Rating and Insurance Bid	MA
Friday	November 10	POS is distributed to the Underwriter	BC, MA, UW
Thursday	November 16	30 day contest period expires	
Wednesday	November 15	Pre-Pricing Conference Call - 2:30 pm	FD, CM, MA, UW
Thursday	November 16	Bond Sale – Pricing (Conference call during morning hours)	FD, CM, MA, UW
Thursday	November 16	Signing of BPA by delegated City officials.	CM, M
Thursday	November 23	Final Official Statement is distributed	BC
Monday	November 27	Pre-signing of closing documents	BC, M, CM
Wednesday	November 29	Closing: delivery of funds (9:00 AM; Gilmore & Bell offices).	ALL

**LEGEND**

BC	Bond Counsel	Gilmore & Bell
CC	City Council	South Weber City Council Members
CM	City Manager	Tom Smith
MA	Municipal Advisor	Zions Public Finance
FD	Finance Director	Mark McRae
M	Mayor	Tamara Long
T	Trustee/Paying Agent/Registrar	US Bank
UW	Underwriter	TBD

# Community Interest and Opinion Survey: Let your voice be heard today!

**South Weber City Parks & Recreation** would like your input to help determine recreational facilities, park, open space, and program priorities for our community. **This survey will take approximately 15 minutes to complete.** When you are finished, please return your survey in the postage-paid, return-reply envelope. We greatly appreciate your help.

1. Have you or members of your household visited any of South Weber City parks during the past year?
  1. Yes \_\_\_\_\_ (If "Yes", please answer question #1a.)
  2. No \_\_\_\_\_ (If "No", please go to question #2.)

1a. Overall how would you rate the physical condition of ALL the South Weber City parks you have visited?

1. Excellent _____	3. Fair _____
2. Good _____	4. Poor _____
2. Are there parks within 10-15 minutes walking distance of your residence?
  1. Yes \_\_\_\_\_
  2. No \_\_\_\_\_
3. How do you travel to indoor and outdoor parks and recreation amenities? (check ALL that apply)

1. Car _____	3. Walk _____	5. Other _____
2. Bike _____	4. Public Transportation _____	
4. Have you or other members of your household participated in any recreational programs or special events offered by South Weber City Parks & Recreation during the past 12 months?
  1. Yes \_\_\_\_\_ (If "Yes", Please answer questions #4a and #4b)
  2. No \_\_\_\_\_ (If "No", Please go to question #5)

4a. Approximately how many different recreational programs or special events offered by South Weber City Parks & Recreation have you or members of your household participated in over the past 12 months?

1. 1 Program _____	3. 4 to 6 programs _____
2. 2 to 3 Programs _____	4. 7 to 10 programs _____
	5. 11 or more programs _____

4b. How do you rate the overall quality of the programs or events in which you and members of your household have participated?

1. Excellent _____	3. Fair _____
2. Good _____	4. Poor _____
5. How do you learn about the services that are offered by South Weber City Parks & Recreation? (Check ALL that apply)

_____ 1. Newspaper	_____ 9. Recreation brochure/program guide
_____ 2. Salt Lake Co Website	_____ 10. Conversations with Parks & Rec Staff
_____ 3. Schools	_____ 11. Cable Television
_____ 4. County Information	_____ 12. Community/Neighborhood newsletters
_____ 5. Program Fliers	_____ 13. Social Media (Facebook, Twitter, etc.) _____
_____ 6. Friends/neighbors	_____ 14. Internet if so what site? _____
_____ 7. Rec Center bulletin boards	_____ 15. Other _____
_____ 8. Radio	

6. Please indicate if you or any member of your HOUSEHOLD have a interest for any of the park or recreation amenities listed below by circling the YES or NO next to the item.

If YES, please rate the following recreation amenities on a scale of 5 to 1, where 5 means “100% Meets Needs” and 1 means “Does Not Meet Needs” of your household.

Park/Recreation Component Check all that you have an interest in.	Do you have an interest in this amenity?		If checked, How well are your needs being met?		
	YES	X	Fully Met	Somewhat Met	Not Met
A. Trail, walking/running/bike	Yes				
B. Trail, equestrian	Yes				
C. Natural areas / wildlife habitat	Yes				
D. Jordan River water trail (kayaking, etc.)	Yes				
E. Nature education facilities	Yes				
F. Lawn area, open un-programmed	Yes				
G. Group pavilion/picnic area	Yes				
H. Children’s playground (traditional)	Yes				
I. Children’s playground (nature, etc.)	Yes				
J. Soccer / Football / Rugby field	Yes				
K. Lacrosse / Field hockey field	Yes				
L. Little league baseball diamond	Yes				
M. Babe Ruth baseball diamond	Yes				
N. Softball diamond	Yes				
O. Backstop, for pickup games	Yes				
P. Basketball court, outdoor	Yes				
Q. Sand volleyball court	Yes				
R. Tennis court, outdoor	Yes				
S. Horseshoe pit	Yes				
T. Skate park	Yes				
U. Fishing pond	Yes				
V. Golf course	Yes				
W. Disc golf course	Yes				
X. Off-leash dog park, fenced	Yes				
Y. Off-leash dog park, not fenced	Yes				
Z. Outdoor events space	Yes				
AA. Access to facilities for the disabled	Yes				
BB. Indoor exercise / fitness / aerobics	Yes				
CC. Gymnasium	Yes				
DD. Racquetball/squash courts	Yes				
EE. Swimming pool, indoor	Yes				
FF. Swimming pool, outdoor	Yes				
GG. Water play splash pad	Yes				
HH. Community garden	Yes				
JJ. Other _____	Yes				

7. Which FOUR of the amenities from the list in question #6 are *most important* to your household? (Using the item letters in question #6 above, please write in the letters below for your 1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup>, and 4<sup>th</sup> choices.)  
 1<sup>st</sup> \_\_\_\_\_ 2<sup>nd</sup> \_\_\_\_\_ 3<sup>rd</sup> \_\_\_\_\_ 4<sup>th</sup> \_\_\_\_\_
8. Please indicate if you or any members of your HOUSEHOLD have a interest for any of the recreation programs listed below by marking YES next to the program.

If YES, please rate the following PROGRAMS on a scale of 5 to 1, where 5 means “100% meets needs” and 1 means “Does Not Meet Needs” of your household.

Recreation Program	Do you have a need for this program?		If “YES”, How well are your needs already being met?				
	YES	X	100% Met	75% Met	50% Met	25% Met	0% Met
A. Youth learn to swim	Yes		5	4	3	2	1
B. Youth athletic	Yes		5	4	3	2	1
C. Youth fitness and wellness	Yes		5	4	3	2	1
D. Youth gymnastic	Yes		5	4	3	2	1
E. Youth art, dance, performing arts	Yes		5	4	3	2	1
G. Youth scholarships	Yes		5	4	3	2	1
H. Youth learn to ice skate	Yes		5	4	3	2	1
I. Programs for teens	Yes		5	4	3	2	1
J. Adult learn to swim	Yes		5	4	3	2	1
K. Adult learn to ice skate	Yes		5	4	3	2	1
L. Adult art, dance, performing arts	Yes		5	4	3	2	1
M. Adult organized athletics	Yes		5	4	3	2	1
M. Adult continuing education	Yes		5	4	3	2	1
N. Senior fitness	Yes		5	4	3	2	1
O. Daycare	Yes		5	4	3	2	1
P. Drop in childcare	Yes		5	4	3	2	1
Q. Before and after school	Yes		5	4	3	2	1
R. School break (fall, winter, etc.)	Yes		5	4	3	2	1
S. Tennis lessons and leagues	Yes		5	4	3	2	1
T. Water fitness	Yes		5	4	3	2	1
U. Programs for people with disabilities	Yes		5	4	3	2	1
V. Indoor small events space (parties, etc.)	Yes		5	4	3	2	1
W. Community events (Easter egg hunts, holiday celebrations, Halloween carnivals)	Yes		5	4	3	2	1
X. Athletic special events (5k races, etc.)	Yes		5	4	3	2	1
Y. Nature/environmental education	Yes		5	4	3	2	1
Z. Farmers markets	Yes		5	4	3	2	1
AA. Programs w/your pets (dog swims, etc.)	Yes		5	4	3	2	1
BB. Volunteer opportunities	Yes		5	4	3	2	1
CC. Open access computer labs	Yes		5	4	3	2	1
DD. Long term fitness challenges	Yes		5	4	3	2	1
EE. Other _____	Yes		5	4	3	2	1

9. Which FOUR of the programs from the list in question #8 are *most important* to your household? (Using the letters in question #6 above, please write in the letters below for your 1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup>, and 4<sup>th</sup> choices.)



1<sup>st</sup> \_\_\_\_\_

2<sup>nd</sup> \_\_\_\_\_

3<sup>rd</sup> \_\_\_\_\_

4<sup>th</sup> \_\_\_\_\_

DRAFT

10. For each of the following activities/programs, please circle the ONE option that describes how you believe the fees required to run the activity/program should be paid.

Activity/Program	Options				
	100% Taxes 0% Fees	75% Taxes 25% Fees	50% Taxes 50% Fees	25% Taxes 75% Fees	0% Taxes 100% Fees
A. Youth fitness and wellness	5	4	3	2	1
B. Youth athletics	5	4	3	2	1
C. Youth art, dance, performing arts	5	4	3	2	1
D. Youth scholarship programs	5	4	3	2	1
E. Programs for teens	5	4	3	2	1
F. Before and after school programs	5	4	3	2	1
G. School break programs (fall, summer, etc.)	5	4	3	2	1
H. Adult organized athletics	5	4	3	2	1
I. Adult art, dance, performing arts	5	4	3	2	1
J. Adult continuing education	5	4	3	2	1
K. Senior fitness	5	4	3	2	1
L. Community events (Easter egg hunts, holiday celebrations, Halloween carnivals, etc.)	5	4	3	2	1
M. Nature programs/environmental education	5	4	3	2	1
N. Open access computer labs	5	4	3	2	1
O. Drop in childcare	5	4	3	2	1
P. Programs for people with disabilities	5	4	3	2	1
Q. Indoor space for small events (parties, meetings)	5	4	3	2	1
R. Athletic special events (5k races, etc)	5	4	3	2	1
S. Farmers markets	5	4	3	2	1

11. Please check ALL the organizations that you and members of your household have used for recreation activities during the last 12 months.

- |   |   |
|---|---|
| <input type="checkbox"/> (01) YMCA                          | <input type="checkbox"/> (08) South Weber City Parks & Recreation |
| <input type="checkbox"/> (02) Religious affiliated facility | <input type="checkbox"/> (09) National Park/National Forest       |
| <input type="checkbox"/> (03) Local schools                 | <input type="checkbox"/> (10) Neighboring counties                |
| <input type="checkbox"/> (04) State parks                   | <input type="checkbox"/> (11) Homeowners assoc/apartment complex  |
| <input type="checkbox"/> (05) Private club (tennis/golf)    | <input type="checkbox"/> (12) Boys and girls Club                 |
| <input type="checkbox"/> (06) Private gym                   | <input type="checkbox"/> (13) Other _____                         |
| <input type="checkbox"/> (07) Special recreation districts  |   |

12. For each of the age groups shown below, please select which TWO organizations listed in Question #11 you or your household USE THE MOST for recreation programs and services. [Use the number by each organization in question #11. If there is no one in your household in the age group, write the word NONE in the appropriate space below.]

	Use Most	Use 2 <sup>nd</sup> Most
Ages 0 to 11 years	_____	_____
Ages 12 to 17 years	_____	_____
Ages 18 to 54 years	_____	_____
Ages 55 and over	_____	_____

13. Please CHECK ALL the reasons that prevent you or other members of your HOUSEHOLD from using South Weber City Parks & Recreation facilities or programs.

- |   |   |
|---|---|
| ____ (01) Facilities are not well maintained      | ____ (11) Program or facility not offered             |
| ____ (02) Facilities lack right equipment         | ____ (12) Security is insufficient                    |
| ____ (03) Lack of quality programs                | ____ (13) Too far from our residence                  |
| ____ (04) Class full                              | ____ (14) Program times not convenient                |
| ____ (05) Use facilities in other cities/counties | ____ (15) Fees are too high                           |
| ____ (06) Poor customer service by staff          | ____ (16) Do not know locations of facilities         |
| ____ (07) Use services of other agencies          | ____ (17) Not accessible for people with disabilities |
| ____ (08) I do not know what is being offered     | ____ (18) Lack of parking near facilities & parks     |
| ____ (09) Operating hours not convenient          | ____ (19) Facilities are often not available          |
| ____ (10) Registration for programs difficult     | ____ (20) Other _____                                 |

14. Following is a list of POTENTIAL actions that South Weber City Parks & Recreation could take to improve recreation, parks, and community activities in South Weber City. For each potential actions, please indicate how important you believe it would be for South Weber City to take action by circling the corresponding number to the right of the action.

Action	Very Important	Somewhat Important	Not Sure	Not Important
<b>Existing Parks and Recreation Facilities</b>				
A. Higher level of park maintenance				
B. Higher level of building maintenance				
C. Higher level of sports field maintenance				
D. Higher level of golf course maintenance				
E. Higher level of natural area maintenance				
F. Improve regional trails (Jordan River, Bonneville Shoreline, etc)				
H. Light more sports fields				
I. Convert natural turf grass sports fields to synthetic turf				
<b>New Parks and Recreation Facilities</b>				
J. Purchase land for regional trails				
K. Purchase land to preserve natural areas, open space				
L. Purchase land for parks				
M. Build new passive use parks				
N. Build new athletic fields				
O. Build new swimming pools				
P. Build new walking, hiking and biking trails				
Q. Build new outdoor special event venues				
R. Build new recreation centers				

15. Which of the FOUR actions from the list in question #14 would you be most willing to support with your tax dollars? (Using the letters in question #14 above, please write in the letters below for your 1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup>, and 4<sup>th</sup> choices.

1<sup>st</sup> \_\_\_\_\_ 2<sup>nd</sup> \_\_\_\_\_ 3<sup>rd</sup> \_\_\_\_\_ 4<sup>th</sup> \_\_\_\_\_

16. The following are some of the benefits of South Weber City Parks & Recreation facilities and programs. For each potential benefit, please indicate your level of agreement by circling the corresponding number.

Benefits	Strongly Agree	Agree	Disagree	Strongly Disagree
A. Improves physical health and wellness	4	3	2	1
B. Helps reduce neighborhood crime	4	3	2	1
C. Makes South Weber City a better place to live	4	3	2	1
D. Preserves open-space and protects environment	4	3	2	1
E. Increases property values in surrounding areas	4	3	2	1
F. Improves mental health and reduces stress	4	3	2	1
G. Increase cultural and community interaction	4	3	2	1
H. Attracts new residents and businesses	4	3	2	1
I. Protects historical assets of the County	4	3	2	1
J. Promotes tourism to the County	4	3	2	1
K. Other _____	4	3	2	1

17. Which THREE of the BENEFITS from the list in question #16 are most important to you and members of your household? (Using the letters in question #16 above, please write in the letters below for your 1<sup>st</sup>, 2<sup>nd</sup>, and 3<sup>rd</sup>.  
 1<sup>st</sup> \_\_\_\_\_ 2<sup>nd</sup> \_\_\_\_\_ 3<sup>rd</sup> \_\_\_\_\_

18. Please rate your satisfaction on a scale of 5 to 1, where 5 means “very satisfied” and 1 means “very dissatisfied” with the following services provided by South Weber City Parks & Recreation.

Services	Very Satisfied	Somewhat Satisfied	Somewhat Dissatisfied	Very Dissatisfied
A. Overall value your household receives from South Weber City Parks & Recreation	4	3	2	1
B. Maintenance of parks	4	3	2	1
C. Number of parks	4	3	2	1
D. Security in parks	4	3	2	1
E. Availability of information about programs and facilities	4	3	2	1
F. Quality of programs for families with children	4	3	2	1
G. Quality of programs for adults	4	3	2	1
H. User friendliness of Parks & Recreation website	4	3	2	1
I. Programs for people with disabilities	4	3	2	1
J. Variety of programs	4	3	2	1
K. Ease of registering for classes/programs	4	3	2	1
L. Ease of renting/reserving a facility	4	3	2	1
M. Fees charged for programs/facilities	4	3	2	1
N. Overall level of customer service	4	3	2	1
O. Drop in childcare programs	4	3	2	1

**Demographics**

19. Counting yourself, how many people in your household are:

Under age 5 _____	Ages 15-19 _____	Ages 35-44 _____	Ages 65-74 _____
Ages 5-9 _____	Ages 20-24 _____	Ages 45-54 _____	Ages 75+ _____
Ages 10-14 _____	Ages 25-34 _____	Ages 55-64 _____	

20. What is your age? \_\_\_\_\_

21. What is your gender? \_\_\_\_\_(1)Male \_\_\_\_\_(2)Female

22. How many years have you lived in South Weber City?

_____ (1) 1-2 years	_____ (4) 11-20 years
_____ (2) 3-5 years	_____ (5) 21-30 years
_____ (3) 6-10 years	_____ (6) 31 years or longer

23. Are you a dog owner? \_\_\_\_\_

24. Check ALL that describes your race/ethnicity. (Check all that apply.)

_____ (1) African American/Black	_____ (5) White/Caucasian
_____ (2) Asian	_____ (6) Native American
_____ (3) Pacific Islander	_____ (7) Other _____
_____ (4) Hispanic/Latin	

25. What is your zip code? \_\_\_\_\_

Please share any additional comments that can assist South Weber City Parks & Recreation in improving services to you and your household.

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**This concludes the survey. Thank you for your time.**

Your responses will remain completely confidential.

**Please return your completed survey in the enclosed return-reply envelope.**


**South Weber City Parks & Recreation  
Needs Assessment Survey**

1600 East South Weber Dr.  
South Weber City, UT 84405

DRAFT

**MEMORANDUM**

TO: South Weber City Mayor and Council

FROM: Brandon K. Jones, P.E.  
 South Weber City Engineer 

CC: Tom Smith – South Weber City Manager  
 Mark B. Larsen – South Weber City Public Works Director

RE: **OLD FORT ROAD (6650 South, East of 475 East)**  
**Tasks and Status Memo**

Date: October 11, 2017

Development, both existing and potential, continues to be active along and at the end of the existing Old Fort Road (6650 South, East of 475 East). In order to meet with the City’s long-term goals, as it relates to this road and related economic development, we feel it is best to be proactive and seek partnering opportunities as much as possible in order to maximize the use of tax payer dollars. Therefore, we have compiled the following list of tasks to be accomplished and their associated status in order to get feedback and direction on next steps.

Item	Description	Status
<b>Design Standards</b>		
1	Adopt Standard Street Cross Section	COMPLETED – Originally adopted by the City Council on 12/8/2015. Reviewed and renewed at joint CC/PC meeting 8/15/2017.
2	Adopt 475 East intersection configuration	COMPLETED – Adopted Option 2 (Sweeping Tee with free right) at 8/15/2017 joint meeting with CC and PC.
<b>Right-of-Way (Property) Acquisition</b>		
3	<b>Stephens Property</b> (13-023-0127 & 13-018-0052) – along 6650 South, north side & 475 East, east side <i>1.276 Acres</i>	Mr. Stephens was originally willing to donate the property needed for the ROW; Currently inquiring to see if Mr. Stephens will still honor that offer.
4	<b>Archuleta Property</b> (13-018-0014) – portion along northeast corner of parcel <i>0.059 Acres</i>	Formerly owned by Lambersons. Originally received an “Administrative Compensation Estimate” (ACE) estimate for purchase of property at \$7,000. This estimate needs to be updated to current values.


<b>5</b>	<b>Spaulding Property</b> (13-018-0071) – along 6650 South, south side <i>0.191 Acres</i>	Based on Lamberson ACE, would be valued at approx. \$22,700.
<b>6</b>	<b>Rocky Mountain Power Property</b> (13-018-0053) – along 6650 South, north side <i>0.133 Acres</i>	Originally negotiated donated property in exchange for improvements constructed. Need to renew agreement, if/when moving forward.
<b>7</b>	<b>M-B South Weber Land LLC Property</b> (Riverside Place) – along 6650 South, south side <i>0.303 Acres</i>	Will be automatically dedicated when the plat for Riverside Place Phase 4 is recorded, or could be dedicated as a separate document sooner, if needed.
<b>8</b>	<b>Cook Property</b> (13-275-0005) – extension of 6650 South, east end	Not part of the original draft development agreement. Will be automatically dedicated when the plat for that development is recorded, or could be dedicated as a separate document sooner, if needed.
<b>Estimated Costs and Participation</b>		
<b>9</b>	Bruce Stephens	Originally agreed to donate \$170,000 towards construction costs. Currently inquiring to see if Mr. Stephens will still honor that offer.
<b>10</b>	M-B South Weber Land LLC	Originally agreed to pay \$285,000 towards their proportionate share of the construction costs. Currently have verbally agreed to pay half the street width along the frontage of Riverside Place, estimated by J&A at approx. \$120,000.
<b>11</b>	Cook Property	Not part of the original draft development agreement. Have had initial discussions regarding paying for entire road, but the City would construct it.
<b>12</b>	South Weber City	Total Project Cost originally estimated at \$1,166,422. With participation, the City's portion was \$711,422. - Due to some of the storm drain being installed, but higher construction costs, the current cost estimate is approx. \$1,100,000. With participation mentioned above, the City's portion would be \$810,000.
<b>Design and Construction</b>		
<b>13</b>	Design Drawings	The original project was designed to about 85% complete. With additional changes at the 475 East intersection and potentially adding the Cook property, what has already been designed would represent about 65% complete.



<b>14</b>	Project Construction	If the Cook property could be included, then the City would design and construct the entire road. The road connecting to Old Fort Road at the Cook property would provide for a thru-street connection back to Canyon Meadows Drive, thus avoiding the need for a turnaround.
<b>Outside Potential Funding Sources</b>		
<b>15</b>	Davis County Prop 1 Grant (Local)	This year (2017) was the first year that Davis County made available Prop 1 monies for eligible projects. J&A submitted a Notice of Intent for the City, but the application was not selected. This may be a potential source of funding in upcoming years.
<b>16</b>	WFRC STP Funding (Federal)	If the City could get Old Fort Road functionally classified as a collector prior to it actually being constructed, then it would become eligible for this type of funding. However, federal funding requires the completion of an environmental document (paid for with local money) and other requirements that are not required with local funding.

**MEMORANDUM**

TO: South Weber City Mayor and Council

FROM: Brandon K. Jones, P.E.  
South Weber City Engineer 

CC: Tom Smith – South Weber City Manager  
Mark B. Larsen – South Weber City Public Works Director

**RE: 2017 TRANSPORTATION CFP and IFFP RFP  
Award Recommendation Memo**

Date: October 10, 2017

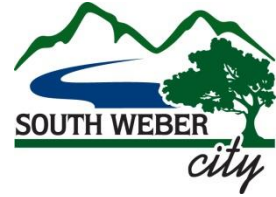
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On Friday, October 6, 2017 proposals were received in response to the 2017 Transportation CFP and IFFP RFP (Request for Proposals). An advertisement for the RFP was published in the Standard Examiner (2 different times), and posted on SciQuest. The RFP was available for free at the City Office (hard copy) or on the Jones & Associates website, [jonescivil.com](http://jonescivil.com) (electronic copy). Twelve companies downloaded the RFP. Two Proposals were received. The two firms that responded were Horrocks Engineers and Hales Engineering.

The Evaluation Criteria was clearly stated in the RFP. A complete review and evaluation of both proposals was performed. Both firms scored the same on qualifications (experience and references) as well as on time schedule. Both firms proposed to have the work completed in 6 months. The remaining criterion was The Scope of Work/Approach and Fee. In evaluating both firms on these items, both scored very well. However, in the end, Horrocks Engineers scored better than Hales Engineering for the following reasons:

- Horrocks' office is very close in proximity to South Weber (thus being able to be more responsive and maximum time spent on the project, rather than on travel)
- Horrocks approach included some additional thoughts that added to the overall value of the CFP and IFFP.

Therefore, we recommend that the contract be award to Horrocks Engineers in the amount, not to exceed \$29,897.22.



# Request for Proposals

## 2017 Transportation Capital Facilities Plan and Impact Fee Facilities Plan

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### General

South Weber City is seeking Proposals for the creation of a comprehensive Transportation Capital Facilities Plan (CFP) and Impact Fee Facilities Plan (IFFP). The selected firm will work with Zions Public Finance, Inc. (ZPFI), South Weber City's financial analyst, to complete the Impact Fee Analysis (IFA) following creation of the IFFP.

South Weber City recently updated the Projected Land Use Map in the General Plan. This was adopted in 2016. Future land use and population projections/growth will be coordinated with the City Engineer so that all of the City's CFPs are congruent in their assumptions and background data.

A portion of the South Weber City's General Plan addresses future roads and transportation issues (See Section 4 and Map 5, <http://southwebercity.com/file/2016/11/SWC-General-Plan-Update-adopted-9-23-14-updated-2016.pdf>).

The City recently created a Transportation Utility Fund and is charging a monthly Transportation Utility Fee.

### Study Area

The Study Area consists of all roads and area within the South Weber City Corporate Limits and proposed annexation areas. State/Federal roads included in the study would be South Weber Drive (SR-60). State/Federal roads excluded from the study would be I-84 or US-89.

### General Scope of Work

The following is a general scope of work. Proposals should expand on these items and/or propose other items to be considered:

1. Review existing information, including the transportation elements in the General Plan;
2. Collect and analyze data from sources such as the City, UDOT, and WFRC;
3. Collect traffic count information from UDOT and/or WFRC;
4. Obtain new traffic count data for up to 10 locations;
5. Create and run a Traffic Demand Model or equivalent for existing and future conditions;
6. Define and identify Levels of Service for existing and proposed streets;
7. Recommend right-of-way and pavement widths, and number of lanes for existing and future corridors for build-out conditions, taking into consideration the following:

- a. Transportation considerations and recommendations contained in the General Plan
  - b. Current City Standards
  - c. Existing roads that do not meet City Standards
8. Provide a layout for a street system (existing and proposed) which maintains an acceptable level of service and efficient circulation and movement of traffic at build-out;
  9. Determine excess capacity of existing streets;
  10. Prepare draft CFP for review by City, coordinating directly with the City Engineer;
  11. Prepare CFP for the City through build-out complete with needed projects and the associated costs (impact fee vs. non-impact fee eligible);
  12. Prepare IFFP with prioritized 6-10 year plan with costs for necessary improvements to maintain the current LOS projected thru build-out, showing the percentage of projects and costs associated with new development; and
  13. Coordinate with ZPFI and provide all needed information for their preparation of the IFA.

The City desires a single impact fee zone. The IFFP will need to contain the following information, along with all supporting documentation, in order for ZPFI to complete the IFA:

1. Current level of service (LOS B, C, D, etc.);
2. Capital cost to the City of transportation system improvements over the next 10 years to maintain existing level of service;
3. Excess capacity on City-owned system roads;
4. LOS if no new road construction over the next 10 years;
5. Current PM peak hour trips;
6. PM peak hours trips attributable to growth over the next 10 years; and
7. Road capacity (PM peak hour trips) of proposed new system roads to meet new growth over the next 10 years.

## **Deliverables**

1. Capital Facilities Plan (CFP), complete with report, data collected, tables, figures, maps, projects, and cost estimates thru build-out. (2 hard copies, 1 electronic copy)
2. Impact Fee Facilities Plan (IFFP), complete with report, tables, figures, maps, projects, and cost estimates needed for the next 6 – 10 year planning window. (2 hard copies, 1 electronic copy)

## **Proposal**

Proposals shall be submitted via email to the City Engineer, Brandon Jones (Jones & Associates) ([brandonj@jonescivil.com](mailto:brandonj@jonescivil.com)) and must be received by **Friday, October 6, 2017 at 5:00 p.m.**

Proposals shall be limited to ten (10) pages and contain:

1. Proposed scope of work and approach;
2. Experience (past projects), include references;
3. Project team;

4. Schedule;
5. Total proposed fee and hourly rates; and
6. Any other information that the Proposer feels pertinent.

Resumes may be included as an appendix and will not count towards the page count.

## **Evaluation Criteria**

Proposals will be evaluated based on the following criteria:

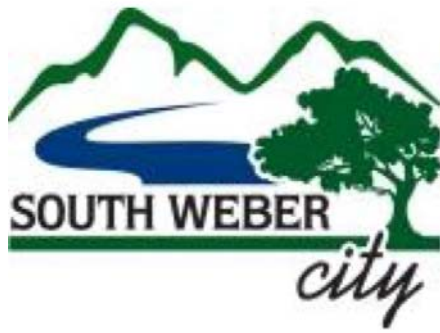
1. Scope of Work – Conformance with the general scope of Work listed in this RFP; approach to the Work
2. Experience – Firm’s experience performing similar work; references; project team qualifications
3. Schedule – Proposed schedule; ability to meet past projects’ schedules
4. Fee – Total proposed fee; hourly rates

The weighted percentages are as follows:

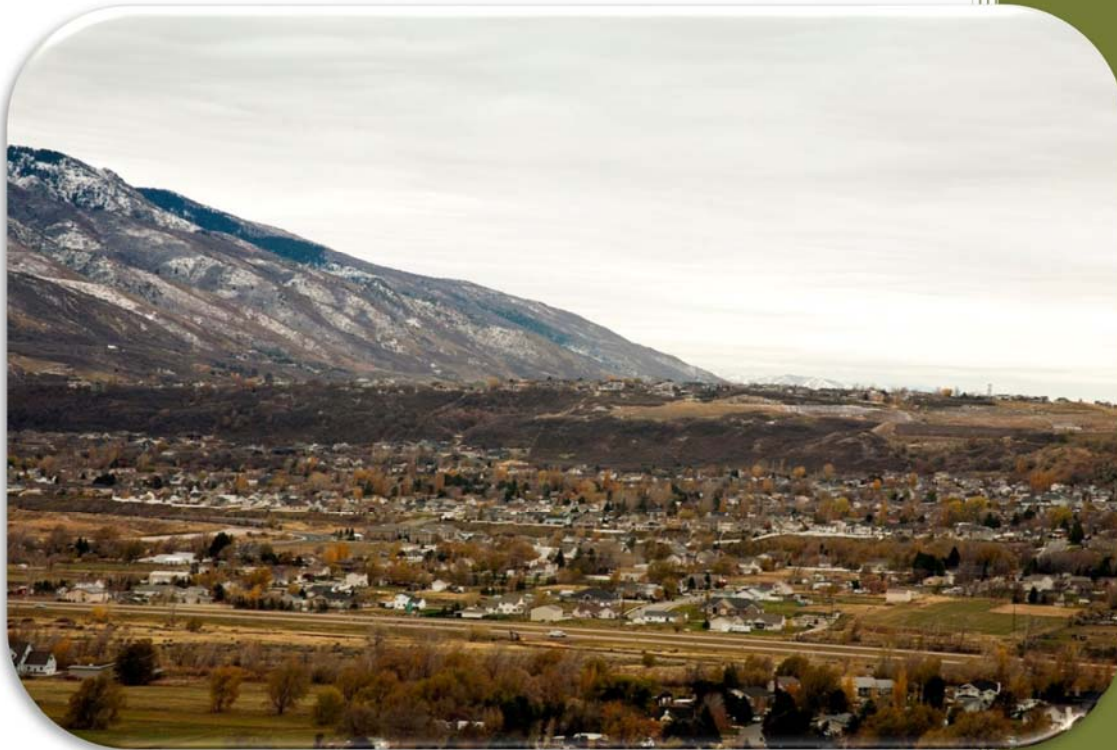
<b>Item</b>	<b>Weighted Percentage</b>
Scope of Work/Approach	25
Experience/References	30
Time Schedule	25
Fee	20
<b>Total</b>	<b>100</b>

## **Selection**

The City reserves the right to reject any or all proposals received. Furthermore, the City shall have the right to waive any informality or technical defect in proposals received when deemed by City staff to be in the best interest of the City.



# *2017 Transportation Capital Facilities Plan and Impact Fee Facilities Plan*



**Submitted by:**

**HALES**  **ENGINEERING**  
innovative transportation solutions

**October 6, 2017**

## Project Team

**HALES**  **ENGINEERING**  
innovative transportation solutions



The Project Manager and primary contact for this project will be:

Ryan Hales, PE, PTOE, AICP  
Hales Engineering  
1220 North 500 West, Suite 202  
Lehi, Utah 84043  
[ryan@halesengineering.com](mailto:ryan@halesengineering.com)  
o. 801.766.4343 c. 801.400.1959

**Hales Engineering** specializes in providing transportation planning and traffic engineering services to clients in the public and private sectors. Importance is placed on developing creative, cost-effective, and technically sound solutions to planning and design problems associated with all modes of transportation.

Over the last 20 years our professional staff has developed a considerable reputation in the transportation planning and traffic engineering field. Our commitment to quality and personal service is shown in our high number of repeat clients.

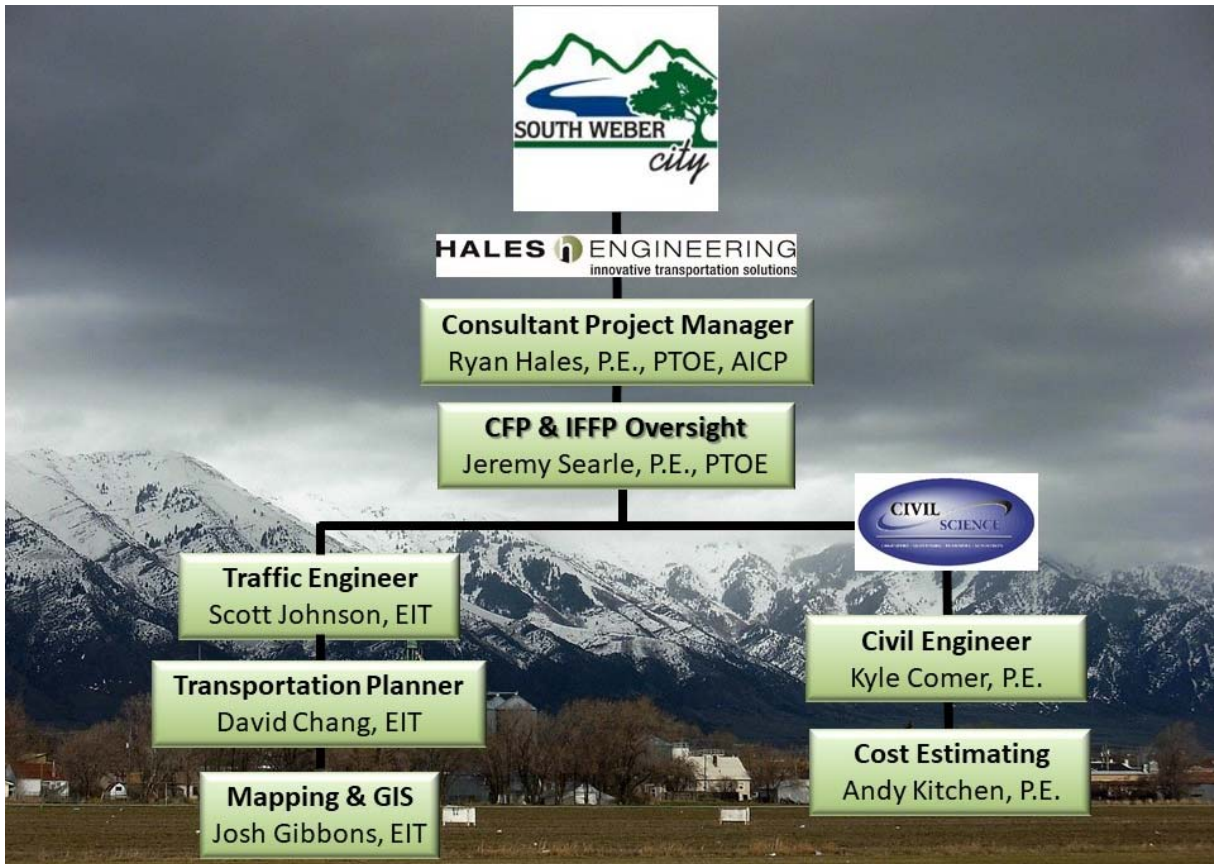
Recent projects have included the transportation master plans, CFP's and IFFPS for Provo, South Jordan, Lehi, Weber County, transportation master plans for Bluffdale, and Twin Falls as well as sub-area master plans for cities and area plans for large-scale developments such as Pleasant View, Riverton, Nephi, Daybreak, Micron, and the Geneva Redevelopment site.

**Hales Engineering** will serve as the **prime consultant** overseeing the CPF and IFFP. Hales Engineering will also serve as the **lead planners** and **engineers** for the CFP & IFFP.

**Civil Science, Inc.** is a locally-based, employee-owned civil engineering firm established in 2002, formed from an engineering office which has been continuously providing services since 1978. Civil Science has subsequently expanded to provide a great depth and breadth of consulting engineering services across the western United States. We feel that the strength of our firm is in our staff, which includes professional engineers, land surveyors, CAD designers, field technicians and other support personnel.

**The goal of the Hales Engineering Team is to prepare a CFP & IFFP that will guide South Weber's transportation investments into the future.**

Civil Science has successfully completed similar master transportation planning efforts in Provo, South Jordan, Lehi, Cedar Hills, and Herriman as well as a major transportation master plan in Twin Falls, Idaho. We know what it takes to develop a successful Capital Facilities and Impact Fee Facilities Plan in the growing Northern Davis County area. Since no two plans are alike, we will work closely with City staff to appropriately evaluate the current and future transportation situation and apply our insights to the development of alternatives and phasing of improvements. We will then consolidate innovative ideas into a comprehensive and successful plan that will enhance the future of transportation in South Weber City.



## Personnel

Hales Engineering provides an experienced and capable team ready and available to complete the South Weber Capital Facilities and Impact Fee Facilities Plans. The Hales Engineering Team is very capable of completing this project because it has skilled professionals with extensive knowledge in transportation master planning, roadway design, travel demand modeling, and CFP and IFFP's.

Throughout the process, from the kick-off meeting to adoption of the plans, the Hales Engineering Team will provide valuable insight to City staff on the appropriate approach to ensure that a comprehensive CFP and IFFP is developed.

## Firm Capability & Staff Qualifications

The Hales Engineering Team is comprised of expert transportation professionals and is readily available to begin work on the South Weber Capital Facilities and Impact Fee Facilities Plan. The Team consists of transportation planners, traffic engineers, civil engineers, and safety experts.

The following sections discuss the qualifications of the staff at Hales Engineering, their primary role, and qualifications (resumes included in the Appendix).





**Ryan Hales, P.E., PTOE, AICP –  
Project Manager**



Ryan is the Principal / Owner of Hales Engineering. Ryan is registered as a professional engineer, a professional traffic operations engineer, and as a certified planner. Ryan has managed a variety of transportation projects in the areas of transportation planning and traffic operations, including transportation master plans, **capital facilities and impact fee facilities plans**, parking studies, interchange justification / modification reports, freeway and interchange operational analyses, access management studies, Environmental Impact Statements (EIS), Environmental Assessments (EA), and Categorical Exclusions (Cat-Ex). **His work on the Sandy STEPS project was instrumental to creating a successful transportation network to service the short and long term needs of the City based on the redevelopment of an 800 acre area.** Improvements included a better transportation grid network, an I-15 collector / distributor (C/D) system, braided ramps, a new diverging diamond interchange (DDI), and two lane imbalanced reciprocal arterials. Ryan has a B.S. and M.S. in Civil Engineering from Brigham Young University. Ryan completed a three-year appointment to a planning commission, which provided him with valuable first-hand knowledge of local governmental concerns & needs in relation to the growing multi-modal aspects of transportation demand.

*Ryan will manage the CFP & IFFP ensuring it is completed on time and within budget, as well as perform Quality Assurance (QA).*

**Jeremy Searle, P.E., PTOE –  
Transportation CFP & IFFP Oversight**



Jeremy is a transportation engineer/planner at Hales Engineering. Jeremy has played an integral part in completing hundreds of transportation planning and capital facilities plans in Utah and the surrounding region over the past seven years. Jeremy is also an expert in traffic engineering and analysis including micro-simulation using Synchro/SimTraffic and VISSIM. Recently, Jeremy was instrumental in the completion of the traffic analysis for the I-80 / State Street EIS. **He used VISSIM software to evaluate existing and future conditions, as well as over 25 different alternatives. All of this was completed on time and under budget.** Jeremy currently serves on a planning commission in Utah and understands the complex relationship between land use and transportation. Jeremy has a B.S. and M.S. in Civil Engineering, as well as a B.S. in Urban and Rural Planning from Brigham Young University.

*Jeremy will oversee the day-to-day work on this project and serve as the lead planner and provide quality control (QC) and appropriate review on all work products.*

**Kyle Comer, P.E. –  
Capital Facility Manager**

Kyle is a Firm Principal for Civil Science as well as a Senior Engineer and Project Manager. He provides 26 years of experience involving high profile and challenging transportation and public infrastructure projects throughout the western United States. Kyle is immediately available as he just completed management



of an extensive alternatives Study in North Dakota. His experience includes **successful Capital Facility Plans for Lehi, Cedar Hills, South Jordan, Herriman, and Provo City.** He is attuned to the transportation issues in the area surrounding South Weber having worked on multiple planning efforts involving US-89 in this area and a recent transportation project for Washington Terrace City on Adams Ave. Additionally, for the Cache Valley South Corridor Study, Logan Utah Area Project, Kyle performed engineering management/evaluations as part of this planning effort aimed at defining future infrastructure and land use plans for the US-89/91 corridor. Ultimately Kyle's team developed 25 year (short term) 50 year (long term) concept plans including phasing and integration of innovative transitions from high efficiency intersections to future interchanges. Kyle is an experienced partner with Hales Engineering, including his management of the Capital Facility Planning services in support of the Provo Transportation Master Plan Update and Impact Fee updates.

*Kyle will oversee the development of transportation alternatives to address constructability, cost, and phasing of necessary/planned improvements.*

## Project Approach

### Overview of Work to Be Performed

The Hales Engineering Team has reviewed the proposed scope of work from the City's RFP and is able to complete all tasks as requested. The CFP & IFFP are very specialized documents and the Hales

Engineering Team is a group of specialized professionals, including traffic engineers, designers, and transportation planners, that are highly capable of completing such a document. Our approach to the project is based on the Team's experience with dozens of transportation master plans, CFP's and IFFP's over the last 20 years.

The goal of the Hales Engineering Team is to provide a CFP and IFFP that provides a solid foundation for future improvements in the City. The plans will guide the city in preserving the necessary right-of-way and constructing future projects with the appropriate cross section as development continues.



### Scope

#### Task 1 – Review Existing Information

Members of the Hales Engineering Team will meet with City staff and stakeholders to discuss existing transportation and development plans within South Weber City. Adjacent municipalities will also be coordinated with to understand how they may impact South Weber.

Other studies and documents will also be reviewed including the South Weber General Plan and the WFRC Long Range Plan. All of this information will be reviewed and vetted with the City and used to refine the Transportation Capital Facilities Plan and Impact Fee Facilities Plans.

**Key Task 1 Outcome:**  
Information review and Coordination with South Weber staff.

## Task 2 – Data Collection and Analysis

The Hales Engineering team will collect and analyze data from South Weber City, UDOT and WFRC. Some of the most important data will be the future land use map, goals, and projections developed by the city. In addition, the Hales Engineering Team will gather and compile land use, economic, and future growth data from South Weber City. This information will drive the future traffic projections and circulation patterns expected around South Weber. Using this information, future transportation projects can be identified and planned.

**Key Task 2 Outcome:**  
Collect and analyze data from the City, UDOT and WFRC. Compile land use, economic, and future growth data.

## Task 3 – Existing Traffic Data Compilation

Hales Engineering will partner with UDOT, WFRC and South Weber to identify and compile any existing traffic data in the South Weber area. The existing traffic data will be collected and reviewed and needs for additional data collection will be identified. Traffic data from existing UDOT Automatic Traffic Recorders (ATR), the UDOT Signal Performance Metrics website, South Weber City data, and previous studies will be used to supplement the data collection efforts.

**Key Task 3 Outcome:**  
Compile existing traffic data from UDOT, WFRC, and City.



## Task 4 – Obtain New Traffic Data

After compiling and reviewing the information gathered in previous tasks, Hales Engineering will collect 24-hour tube counts at up to 10 locations. These counts will include vehicle classification and speed data. These counts will be used to assess the existing conditions and for use in developing future traffic volumes.

**Key Task 4 Outcome:**  
Collect additional traffic data at 10 locations to help assess existing conditions and develop future traffic volumes.

## Task 5 – Model and Develop Future Traffic Volumes

Using the data gathered and compiled in previous tasks, future traffic volumes will be developed. The Hales Engineering Team will evaluate the existing traffic volumes, historical growth, population projections, and projected land use growth in the South Weber area. Using this analysis & data, traffic volumes for a future 2024, and 2040 horizon year will be developed.

This effort will be based on historical growth, population and development projections, and

the city's land use plan. The two most critical elements of developing future traffic volumes are the roadway network (existing and proposed) and land use assumptions. The Team's staff include planners, and former and current planning commissioners that understand the important connection between land use and transportation.



The future traffic volumes will be used to formulate the prioritized list of roadway improvements necessary to maintain acceptable levels of service through the City.

**Key Task 5 Outcome:**  
Analyze and develop existing and future 2024 and 2040 traffic volumes.

### **Task 6 – Define and Identify Levels of Service**

Using the future volumes developed in Task 5, the existing, future 2024 and 2040 horizon scenarios will be used to analyze travel patterns in South Weber based on the existing and future roadway network.

Existing and future levels of service for the roadway network will be identified. Reductions in level of service noted and analyzed to determine the cause and possible solutions for improving the level of service

**Key Task 6 Outcome:**  
Evaluate and identify levels of service for the South Weber roadway network.

### **Task 7 – Identify Future Capacity Deficiencies**

From the analysis completed in Task 6, an inventory of locations / roadways with future capacity deficiencies will be created. The deficiencies will be broken down by horizon years when failure is anticipated to occur. Using this information, future improvements and necessary right-of-way can be identified and planned / preserved.

These build scenarios will be created to assist in prioritizing funds and provide the City flexibility with funding scenarios. This analysis will be compared to the City's existing General Plan and current city standards. Recommendations will be provided on necessary or appropriate updates or modifications to the Plan.

The analysis output, as well as the output from the existing conditions, future 2024 and 2040 traffic horizon scenarios will be provided to South Weber in GIS format. This will allow the City the flexibility to use this information for future projects and planning purposes.

**Key Task 7 Outcome:**  
Develop an inventory of future capacity and ROW needs broken down by horizon year.

### **Task 8 – Provide a Street Classification and Improvements Map**

Street classification determines design, access, function, speed, and many other characteristics of the roadway. Existing street classifications & cross sections will be

evaluated and recommendations for necessary updates based on the capacity needs and the operational characteristics of each roadway to maintain an acceptable level of service and efficient circulation will be provided.



Roads that need to be reclassified or added to the classification map will be specifically identified. The analysis will clearly identify ADT ranges, speed limits, asphalt width, and total right-of-way width.

**Key Task 8 Outcome:**  
Provide street classification map and improvements map.

**Task 9 – Determine Excess Capacity of Existing Streets**

The Hales Engineering Team will use the previous analyses to identify any excess capacity on existing streets. This can be used to prioritize certain routes in the community and maintain efficient circulation and travel patterns within South Weber.

**Key Task 9 Outcome:**  
Identify excess capacity on existing streets.

**Task 10 – Prepare Draft CFP**

The capacity deficiency analysis will be used to identify transportation improvement projects that will be needed in the future. A prioritized list of improvements will be

provided to ensure operations on all roadways and intersections at LOS D or better. Improvement prioritization will be based on a traffic operations demand, and when the improvements will be needed most.

Potential improvements may include roadway widening, right-of-way preservation, dedicated turn lanes at intersections, new roadways, and intersection control improvements such as roundabouts or signals. All recommendations will be aimed at optimizing the system by providing the most cost-effective treatment. Recommendations and resulting LOS will be presented in maps and tables for easy reference and review.

The Hales Engineering Team will prepare a draft CFP for review by South Weber staff. The CFP will include all the necessary projects, and the associated timelines for when they will be needed. Detailed cost estimate will be provided for each project with information on whether they are impact fee eligible or not.

**Key Task 10 Outcomes:**  
Develop a draft CFP for review complete with projects, cost estimates, and timelines.

**Task 11 – Finalize CFP**

The Hales Engineering Team will work closely with South Weber City staff to improve and finalize the CFP. The CFP is meant to provide a clear roadmap for the city and guide the future roadway projects into the future. Therefore, it is important that the document be fully vetted and approved by City staff to ensure that it is clear and precise.

**Key Task 11 Outcome:**  
Collaborate with South Weber to Finalize CFP.

### Task 12 – Prepare IFFP

The Hales Engineering Team will prepare the IFFP with a prioritized 6-10 year build plan. Cost estimates for necessary improvements to maintain acceptable levels of service will also be provided. The percentage of projects attributable to new development and the associated costs eligible for impact fees will be included.

**Key Task 12 Outcome:**  
Complete IFFP.

### Task 13 – Coordinate with ZBPF

The Hales Engineering Team has worked with Zions Bank Public Finance on numerous projects and are excited about the opportunity to work with them again. Hales Engineering will coordinate with them on the completion of the Impact Fee Analysis (IFA).

**Key Task 13 Outcome:**  
Assist ZBPF with the completion of the IFA.

### Deliverables

Deliverables will be submitted to the city upon completion of all tasks and after thorough review. All data collected and useful reference information will also be provided. GIS shapefiles of the future traffic volumes, all maps, and roadway classifications will be provided.

The Hales Engineering Team has developed the scope of work and outcomes found in this proposal based on the RFP. However, **the scope, schedule and budget are negotiable upon selection.** The Hales Engineering Team wants to provide the best product possible for the City. For example, if additional analysis is desired, we can easily adjust our scope and budget to allow for it.

### Schedule

The Hales Engineering Team is committed to providing the CFP and IFFP to South Weber in a timely manner. We feel that a total schedule of 6 months to complete the CFP and IFFP will allow adequate time to complete the plans while still providing the City with a finished product quickly.

		SOUTH WEBER CITY TRANSPORTATION CFP & IFFP SCHEDULE											
		2017						2018					
Task	Scope	November	December	January	February	March	April	Duration					
		Task 1: Review Existing Information								2 months			
Task 2: Data Collection & Analysis								2 months					
Task 3: Existing Traffic Data Compilation								2 months					
Task 4: Obtain New Traffic Data								1 month					
Task 5: Model and Develop Future Traffic Volumes								2 months					
Task 6: Define and Identify Levels of Service								2 months					
Task 7: Identify Future Capacity Deficiencies								2 months					
Task 8: Provide a Street Classifications and Improvements Map								1 month					
Task 9: Determine Excess Capacity of Existing Streets								1 month					
Task 10: Prepare Draft CFP								2 months					
Task 11: Finalize CFP								2 months					
Task 12: Prepare IFFP								2 months					
Task 13: Coordinate with ZBPF								2 months					

## Budget

<b>South Weber City CFP &amp; IFFP Budget</b>							
Tasks		Hales Engineering			Civil Science		Totals
		Ryan	Jeremy	Scott / David	Kyle	Andy	
		\$ 150.00	\$ 145.00	\$ 135.00	\$ 145.00	\$ 140.00	
<b>Scope of Work</b>							
Task 1	Review Existing Information	4	4		2		\$ 1,470.00
Task 2	Data Collection & Analysis		4	4	2	2	\$ 1,690.00
Task 3	Existing Traffic Data Compilation		4	4			\$ 1,120.00
Task 4	Obtain New Traffic Data		2	4			\$ 830.00
Task 5	Momdel & Develop Future Traffic Volumes	2	4	8			\$ 1,960.00
Task 6	Define and Identify Levels of Service	2	4	4			\$ 1,420.00
Task 7	Identify Future Capacity Deficiencies	2	4	4	6	2	\$ 2,570.00
Task 8	Provide Street Classifications & Improvements Map	2	4	8			\$ 1,960.00
Task 9	Determine Excess Capacity of Existing Streets		2	4	6		\$ 1,700.00
Task 10	Prepare Draft CFP	4	4	8	8	16	\$ 5,660.00
Task 11	Finalize CFP	4	4	8	8	4	\$ 3,980.00
Task 12	Prepare IFFP	4	8	8			\$ 2,840.00
Task 13	Coordinate with ZBPF	8	8				\$ 2,360.00
<b>Hours Subtotal:</b>		<b>32</b>	<b>56</b>	<b>64</b>	<b>32</b>	<b>24</b>	<b>208</b>
<b>Cost Subtotal:</b>		<b>\$ 4,800.00</b>	<b>\$ 8,120.00</b>	<b>\$ 8,640.00</b>	<b>\$ 4,640.00</b>	<b>\$ 3,360.00</b>	<b>\$ 29,560.00</b>
<b>Traffic Counts:</b>							<b>\$ 2,000.00</b>
<b>Mileage &amp; Copies Cost:</b>							<b>\$ 440.00</b>
<b>TOTAL:</b>							<b>\$32,000.00</b>

## Project Experience

The tables on the following pages illustrate an extensive amount of experience by the project team on similar projects across the Wasatch Front. The **Hales Engineering Team** has the understanding and knowledge to provide a complete, valuable, and easy to use CFP & IFFP that will coordinate seamlessly with South Weber's existing

planning documents and provide a foundation for the future of transportation in South Weber.



**Team Experience**

Year	Status	Name of Key Team Members & Firm	Project Name	Project Description & Owner	Summary	Reference Contact
2016 - 2017	Completed	Ryan Hales, Jeremy Searle, Scott Johnson, David Chang, Josh Gibbons	Bluffdale Transportation Master Plan	Transportation Master Plan Bluffdale, UT	Hales Engineering recently completed work on the transportation master plan for the city of Bluffdale. Analysis included data collection of existing road network, travel demand model calibration, detailed land use analysis of build-out condition for city and annexation areas, safety analysis, and Improvement recommendations. An active transportation plan including bicycle, pedestrian, and trail systems was also completed. The plan identified a phased list of transportation improvement projects.	<b>Bluffdale City</b> Michael Fazio, P.E., City Engineer Phone: (801) 559-7781 mfazio@bluffdale.com
2016	Completed	Ryan Hales, Jeremy Searle, Scott Johnson, David Chang	Pleasant View 2700 North Sub-Area Master Plan	Sub-Area Master Plan Pleasant View, UT	Hales Engineering created a sub-area master plan for the area north of 2700 North between I-15 and State Street. As part of the analysis, Hales Engineering evaluated different land use scenarios for the area, and calculated trip generation numbers for each scenario. Using these future traffic values, as well as existing traffic data collected by Hales Engineering, the future transportation needs for the area were analyzed and planned. Proposed cross sections, interchange locations, railroad crossing locations, signal locations, and intersection layouts were identified.	<b>Pleasant View</b> Brandon Jones P.E., Pleasant View City Engineer Phone: (801) 476-9767 brandonj@jonescivil.com
2013 - 2015	Completed	Ryan Hales, Jeremy Searle, Scott Johnson, David Chang	Weber County Transportation Master Plan & IFFP	Transportation Master Plan, IFFP & IFA Weber County, UT	Hales Engineering completed the Transportation Master Plan for Weber County. Hales Engineering developed future traffic volumes, identified future transportation improvement projects, and completed safety analyses for the County. Due to the diverse and spread out nature of the county, three separate plans were created; the Ogden Valley TMP, West Weber County TMP, and a small area plan for the Plain City-Farr West area. Hales Engineering worked with ZBPF to complete the IFFP & IFA.	<b>Weber County</b> Jared Anderson, P.E. County Engineer Phone: (801) 399-8374 jandersen@co.weber.ut.us
2013 - 2014	Completed	Ryan Hales, Jeremy Searle, Scott Johnson, David Chang (Hales), Kyle Comer, Andy Kitchen (Civil Science)	Lehi City TMP and CFP	Transportation Master Plan and Capital Improvement Plan Lehi, UT	Hales Engineering and Civil Science prepared a comprehensive transportation master plan that included complete evaluation of existing transportation facilities and future needs for a city build-out population of more than 100,000. All collector and arterial roads were identified and analyzed for existing deficiencies in improvements and widths. The Hales Engineering Team developed existing and phased projections of traffic constraints and needs. Cost estimates for the phased improvements to the transportation network as a precursor to an impact fee and financing options that utilized the capital improvement study prioritization were also developed. This study has been a major backbone for the infrastructure development in Lehi.	<b>Lehi City</b> Lorin Powell, P.E., City Engineer Phone: (801) 768-7120 Ext 2 ltpowell@lehi-ut.gov
2012	Completed	Ryan Hales (Hales)	South Jordan City TMP and IFFP	Transportation Master Plan & IFFP South Jordan, UT	Data collection of existing road network. Travel demand model calibration. Detailed land use analysis of build-out condition for city. Recommend improvements. Compile capitol facilities plan and coordinate the creation of city impact fees. Transit feasibility study evaluating the potential of a circulator system connecting various parts of city. Hales Engineering also worked with ZBPF to complete the IFFP for South Jordan City.	<b>South Jordan City</b> Brad Klavano, P.E, P.L.S., Director of Engineering Phone: (801) 254-3742 bklavano@sjc.utah.gov
2011	Completed	Ryan Hales (Hales), Kyle Comer, Andy Kitchen (Civil Science)	Provo City TMP, IFFP, and IFA	Transportation Master Plan, Capital Facilities Plan, and Impact Fee Analysis Provo, UT	Hales Engineering worked with Civil Science to complete the Provo City Capital Facility Plan (CFP) to support transportation planning and separate impact fee studies. The Hales Engineering Team developed CFP information based upon travel demand modeling and traffic analysis. The CFP included evaluation of phasing and priorities of needed transportation improvements for this community of over 100,000 residents. Cost estimating of projected improvements was based upon real time costs which were incorporated into the project's Impact Fee Analysis.	<b>Provo City</b> Dave Graves, P.E., Deputy Public Works Director Phone: (801) 852-6741 dgraves@provo.org
2008	Completed	Kyle Comer, Andy Kitchen (Civil Science)	Cedar Hills Capital Facility Planning Update	Capital Facilities Plan Update Cedar Hills, UT	Civil Science managed the update of the Cedar Hills Capital Facility and Master Plan for several infrastructure elements including culinary water, sanitary sewer, transportation, and storm drainage. The study included an assessment of the transportation system, identifying deficient street widths, storm drains, and pedestrian facilities. From these analyses, a comprehensive capital facilities plan was completed and analysis performed to identify justifiable impact which could be assessed to new development to provide a source of revenue for construction of needed infrastructure improvements. The end result provided an updated CFP with revised impact fees based on current cost and growth projections estimates.	<b>Cedar Hills</b> Chandler Goodwin, City Manager Phone: (801) 785-9668 cgoodwin@cedarhills.org



## APPENDIX

### Resumes

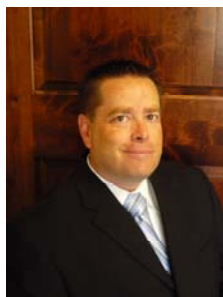
#### Hales Engineering

- Ryan Hales, P.E., PTOE, AICP
- Jeremy Searle, P.E., PTOE
- Scott Johnson

#### Civil Science

- Kyle Comer, P.E.
- Andy Kitchen, P.E.





**RYAN HALES, PE, PTOE, AICP**  
**Principal / Owner**

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## **EXPERIENCE**

### **Transportation Planning**

Project manager/engineer for various studies involving transportation and land use planning, transportation master plans (16), trip generation and assignment applications, transportation corridor evaluations, and area-wide travel demand forecasting.

Ryan has managed numerous transportation master plans and CFP & IFFP projects. He is experienced in analyzing and developing a CFP and IFFP that is in full compliance with related Impact Fee requirements under Utah State Code Section 11-36a.

Representative projects include:

- Provo City Transportation Master Plan & IFFP, Utah
- Lehi City Transportation Master Plan & CMP, Utah
- American Fork City Sub-Area Transportation Plan, Utah
- South Jordan Transportation Master Plan & IFFP, Utah
- Weber County Transportation Master Plan, IFFP & IFA, Utah
- Western Synderville Basin Transportation Plan, Utah

### **UDOT Related Experience**

Ryan has worked on a variety of projects as an extension of UDOT's staff including:

- I-80 / US-89 EIS, South Salt Lake, Utah
- 24<sup>th</sup> Street EA, Ogden, Utah
- Red Hills Parkway EA, St. George, Utah
- SR-9 Safety Study, Hurricane, Utah

### **Transit Oriented Development**

TOD development is one Ryan's passions and a focus of Hales Engineering. He has worked on over 10 TOD sites within the Salt Lake Metro area and has worked with professors at the local university to enhance the evaluation of TOD projects. Utilizing their concepts in the development process has proved beneficial for the layout and design of TOD sites, to maximize transit usage and walking opportunities, and minimize vehicular traffic within the TOD site, by reverse engineering the sites. *These concepts can also be used to minimize the parking needs / requirements at TOD sites.*

### **Local Government Experience**

Ryan completed a three-year appointment as a Planning Commissioner where he gained valuable first-hand knowledge of local government concerns/needs in relation to the growing multi-modal aspects of future transportation demand. Based on his experience he continues to support several cities within Utah and Idaho with on-call services for various transportation-related planning needs.

## **EDUCATION**

- Master of Science in Civil and Environmental Engineering, Brigham Young University, Provo, Utah, 1996
- Bachelor of Science in Civil and Environmental Engineering, Brigham Young University, Provo, Utah, 1996

## **CERTIFICATION**

- Professional Engineer (PE), State of Utah - 295669  
State of Idaho - 9658
- Professional Planner (AICP), - 017265
- Professional Traffic Operations Engineer (PTOE), - 1249

## **AFFILIATIONS**

- Institute of Transportation Engineers (ITE)
- American Society of Civil Engineers (ASCE)
- American Planning Association (APA)
- Former Lehi City Planning Commissioner

## **CIVIC**

- Former Lehi City Planning Commissioner



**Jeremy Searle, P.E., PTOE**  
**Transportation Engineer**

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## **EXPERIENCE**

### **Transportation Planning / Analysis**

Lead project engineer for numerous projects including:

- State Street / I-80 Interchange EIS - Traffic Analysis
- Provo Orem Transportation Improvement Project (POTIP) – BRT Traffic Analysis
- 7000 South Feasibility Study
- Murray - Transportation Element of the General Plan
- Provo Parking Management Plan – Traffic & Data Collection Analysis

### **Related Experience**

Project engineer on numerous transportation master plans, CFP and IFFPs, corridor, parking, safety, TOD, connectivity and planning studies. Responsible for planning and overseeing the development of future capacity projects, identifying impacts, and improving connectivity. Representative projects include:

- Twin Falls, ID Transportation Master Plan
- Bluffdale Transportation Master Plan
- Pleasant View Sub-area Master Plan
- Weber County Transportation Master Plan & IFFP
- Lehi Transportation Master Plan & IFFP
- Nephi Sub-area Master Plan
- Spanish Fork – 1000 North Corridor Study
- Protected Bike Lanes – Bulldog Boulevard, Provo
- Park City School District Master Plan – Transportation Planning and Analysis

### **Traffic Engineering**

Project engineer for various studies involving transportation and land use planning, connectivity studies, parking studies, trip generation and assignment applications, and transportation corridor evaluations.

Engineering consultant to UDOT Division of Traffic and Safety for QC/QA of traffic studies and operational safety reports.

Modeled numerous projects in VISSIM including potential improvements to I-15 in Salt Lake County, Bus Rapid Transit operations in Provo / Orem, 7000 South corridor in West Jordan, and the I-80 / State Street Interchange. Identified potential impacts and benefits of proposed improvements.

## **EDUCATION**

- Master of Science in Civil and Environmental Engineering, Brigham Young University, Provo, Utah, 2010
- Bachelor of Science in Civil and Environmental Engineering, Brigham Young University, Provo, Utah, 2009
- Bachelor of Science in Urban and Rural Planning, Brigham Young University, Provo, Utah, 2009

## **CERTIFICATION**

- Professional Engineer (PE)  
State of Utah: 8905056-2202  
State of Colorado: 0052047
- Professional Traffic Operations Engineer (PTOE):  
3822
- UDOT Partnering Training

## **AFFILIATIONS**

- Institute of Transportation Engineers (ITE)

## **VOLUNTEER**

- Engineers Without Borders – Designed and implemented gravity-fed water distribution system, Salkantay, Peru
- Member of local Planning Commission

## **SOFTWARE**

Proficient in the use of:

- SYNCHRO / SIMTRAFFIC
- VISSIM
- MicroStation V8i / Inroads
- GIS
- Highway Capacity Software (HCS+)

## **AWARDS**

- 2012 ITE Utah Chapter Fresh Face of Engineering
- 2010 ITE Western District Graduate Student of the Year



**Scott Johnson, EIT**  
**Transportation Engineer**

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## **EXPERIENCE**

### **Traffic Impact Studies**

Project engineer for various traffic impact studies involving both public and private land development. Applied engineering principles in trip generation, distribution, and assignment; traffic modeling and simulation; traffic growth projections; and recommendation of mitigation measures.

One of our recent projects included the Tooele County Village Boulevard Extension Study, completed for Tooele County to identify the impacts of connecting a collector road to SR-138. We identified both short- and long-term impacts to the surrounding roadway network, assisted in the design process, and made recommendations for future traffic control needs.

Representative projects include:

- Tooele County Village Boulevard Extension Study, Utah
- Kaysville DSD #62 Elementary School TIS, Utah
- Summit County Canyon Corners TIS, Utah
- Provo IHC Hospital Expansion TIS, Utah
- Woods Crossing Commercial Development TIS, Utah
- Provo/Orem BRT Microsimulation Analysis
- Summit County The Canyons TIS, Utah

### **UDOT Related Experience**

Scott has worked on a variety of projects as an extension of UDOT's staff including:

- Traffic Studies Assistance, UDOT Traffic & Safety
- Operation Safety Reports (OSR) Review, UDOT Traffic & Safety

Scott has also assisted clients in interfacing with UDOT staff including:

- Preparation and submission of Conditional Access Permit Applications
- Preparation and submission of Access Variance Request Applications
- Interpretation and compliance with Access Management Standards (R930-6)

### **School Related Experience**

Scott led a project to analyze the student pickup process at The Excelsior Academy in Erda, Utah. The school expressed a desire to make the process more efficient and to prevent vehicles from queuing in the roadway in front of the school. After implementing the recommendations, the time required to complete the pickup process was reduced by 10 minutes and the majority of queueing was contained on site.

## **EDUCATION**

- Master of Science in Civil and Environmental Engineering, Brigham Young University, Provo, Utah, 2012
- Bachelor of Science in Civil and Environmental Engineering, Brigham Young University, Provo, Utah, 2010

## **CERTIFICATION**

- Engineer in Training (EIT), Utah

## **AFFILIATIONS**

- Institute of Transportation Engineers (ITE)
- American Society of Civil Engineers (ASCE)

## **Kyle Comer, P.E.**

<i>Title</i>	Principal Engineer
<i>Education</i>	B.S., Civil Engineering, Utah State University, Logan, Utah (1991).
<i>Registration</i>	Professional Engineer – Utah, Civil Engineer (#183972 and Utah Structural Engineer (#183972-2203)
<i>Years of Experience</i>	26
<i>Experience Summary</i>	Kyle is a Firm Principal for Civil Science as well as a Senior Engineer and Project Manager. He provides 26 years of experience involving high profile and challenging transportation and public infrastructure projects throughout the western United States. Kyle provided QC/QA services for the Springville Roundabout Study and Design. He has also just completed management of an extensive interchange alternatives Study in North Dakota. His experience includes recent planning work involving the 7 mile 1000 West corridor in Cache Valley that involved coordination on planning for transportation circulation and municipal services. Kyle also completed management of the 1000 South corridor studies in Utah County that covered more than 5 miles of corridor that has now become a state facility. His work on this project included formulation of transportation circulation network analyses and related city infrastructure to address on-going and planned mixed use development. Kyle is an experienced partner with Hales Engineering, including his management of the Capital Facility Planning services in support of the Provo Transportation Master Plan Update and Impact Fee updates.

### **PROFESSIONAL EXPERIENCE**

**Provo City Transportation Capital Facility Plan. Provo, Utah. (Project Manager).** Kyle provided management oversight for the update of the Provo City Capital Facility Plan (CFP). Working as a subconsultant partner to Hales Engineering, Kyle developed CFP information based upon travel demand modeling information provided by Hales. The CFP included evaluation of phasing and priorities of needed transportation improvements for this community of over 100,000 residents. Cost estimating of projected improvements was based upon real time costs which were incorporated into the project's Impact Fee Analysis. Kyle also directed a Pavement Management Study update.

**Dickinson Exit 61 (ND 22) Interchange Improvements; Dickinson, North Dakota (Project Manager).** Kyle managed the Phase I – Feasibility Study analyzing improvements at this existing I-94 and ND-22 interchange. He oversaw preparation of a traffic operations study that provided extensive evaluation and analysis of 10 separate improvement alternatives. Kyle then integrated traffic analyses into a design evaluation of the alternatives to assess impacts and costs.

**Cache Valley South Corridor Study, Logan Utah Area. (Engineering Manager).** Kyle performed engineering management/ evaluations as part of this planning effort aimed at defining future infrastructure and land use plans for the US-89/91 corridor. Ultimately Kyle's team developed 25 year (short term) 50 year (long term) concept plans including phasing and integration of innovative transitions from high efficiency intersections to future interchanges.

## **Andrew L. Kitchen, P.E.**

*Title* Project Manager

*Education* MS Degree in Civil and Environmental Engineering  
◆ Brigham Young University, Provo, Utah, December 2002  
BS Degree in Civil and Environmental Engineering  
◆ Brigham Young University, Provo, Utah, December 2001  
AS Degree in General Science  
◆ Utah Valley State College, Orem, Utah, April 1998

*Registration* Professional Civil Engineer – Utah (5048557-2202), Nevada (017375), Wyoming (12415), Idaho (13859), North Dakota (PE-8264), Missouri (2014031343)

*Years of Experience* 14

*Experience Summary* Andy Kitchen has over 13 years of engineering experience in design and construction management. He has provided design services in a variety of areas including recreational engineering, transportation, municipal, private development, utility infrastructure and relocation, water conveyance, hydraulics, hydrology, site grading, and various aspects of construction management. These include project management and design for various municipalities along the Wasatch Front, UDOT, as well as private development services in the State of Utah and North Dakota. Andy will provide research and infrastructure qualitative analysis.

## **PROFESSIONAL EXPERIENCE**

**Cache Valley South Corridor Study, Logan Utah Area. (*Project Engineer*).** Andy performed engineering evaluations and public involvement support as part of this planning effort aimed at defining future infrastructure and land use plans for the US-89/91 corridor on the south end of the Cache Valley. Working as a subconsultant to Landmark Design, Civil Science analyzed the existing level of service components of US-89/91 and surrounding transportation facilities. Andy's ability to convey transportation engineering ideas and concepts to stakeholders and the general public was beneficial during the public meeting phases of the project. The Civil Science team's work with UDOT and the local agencies in the formulation of transportation access control and development accessibility was key in the project's success. A GIS backbone of information has been used to aid in these assessments. Ultimately the Civil Science team developed 25 year (short term) / 50 year (long term) concept plans including phasing and integration of innovative transitions from high efficiency intersections to future interchanges.

**Cedar Hills 4000 West – Cedar Hills Drive Roundabout. Cedar Hills, Utah. (*Project Manager*).** Andy provided management services and design review for the planning and concept design of a roundabout in Cedar Hills at 4000 West and Cedar Hills Drive. City officials were concerned about the poorly developed intersection. Andy and his team provided a design that provided: existing access to the City parking lot, a free-right movement at the southwest corner of the intersection to preserve adequate and safe speeds in the roundabout, a raised median and park strip option to avoid relocation of existing transmission and distribution power poles, and approach radii on the north and south legs of the intersection to allow for safe entrance into the roundabout while limiting the impacts to private property.

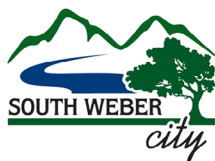


OCTOBER 6, 2017

PROPOSAL AND QUALIFICATIONS FOR

# 2017 TRANSPORTATION

CAPITAL FACILITIES PLAN AND IMPACT FEE FACILITIES PLAN  
PRESENTED TO SOUTH WEBER CITY



**HORROCKS**  
ENGINEERS

October 6, 2017

Attn: Brandon Jones, PE, City Engineer  
South Weber City  
1600 E. South Weber Dr.  
South Weber City, Utah 84405

**SUBJECT: PROPOSAL TO PROVIDE 2017 TRANSPORTATION CFP AND IFFP**

Dear Mr. Jones and Selection Committee:

HORROCKS ENGINEERS is pleased to provide this proposal to South Weber City for the preparation of the 2017 Capital Facilities Plan (CFP) and Impact Fee Facilities Plan (IFFP) for South Weber City.

With nearly 50 years of local consulting experience, Horrocks is one of the leading planning and engineering firms along the Wasatch Front. Our local clients can attest to the integrity, ingenuity, and responsiveness that Horrocks provides to all of our clients, with some of these engagements in place for more than 25 years.

Horrocks has extensive experience with municipalities, WFRC, and UDOT projects throughout Utah. Our engineering staff has been working in the Weber County area for several decades. During this time, our firm has established itself as an expert in Roadway Planning and Engineering Design.

In the following pages, we demonstrate the many ways South Weber City will benefit from Horrocks Engineers' expertise, including the following:

- Horrocks has the knowledge and experience with traffic modeling, CFPs, and IFFPs for numerous municipalities, many of which are similar to South Weber City
- Our qualifications and firm history exceeds those of others, having been headquartered in Utah for 49 years
- Our history in Weber County has established our expertise in transportation planning in and around South Weber City
- Horrocks brings added value to the project by exceeding the project scope, as detailed in this proposal. We also offer additional services the City may desire that will complement the CFP and IFFP.
- Horrocks has been one of the leading innovators along the Wasatch Front with our Accelerated Bridge Construction (ABC) experience, Diverging Diamond Interchange (DDI) modeling and design, Continuous-Flow Intersection (CFI), thru-turn, Advanced Traffic Management System (ATMS), Intelligent Traffic Systems (ITS), safety analyses, and corridor and region-wide traffic analyses

Horrocks is excited about the opportunity to work with South Weber City and express our commitment to and interest in this project. Please contact me at (801) 621-1025 or shawns@horrocks.com with any questions you may have.

Warm Regards,  
HORROCKS ENGINEERS



Shawn Shuler, PE  
Project Manager



## PROPOSED SCOPE OF WORK

### **TASK 1 – PROJECT ADMINISTRATION**

The Horrocks team management approach will include George Benford as Principal-in-Charge and Shawn Shuler as Project Manager. George will provide expertise, input, and oversight to each of the disciplines contained in the scope of this proposal. Shawn will oversee the production, quality control, and completion of the Capital Facilities Plan (CFP) and Impact Fee Facilities Plan (IFFP). Shawn or George will attend bi-weekly meetings, along with agency and public meetings if necessary.

#### **Task 1.1 – Project Schedule**

A CFP and IFFP for a City the size of South Weber generally takes three to four months to perform data gathering, run the analysis, present the findings to the City, and obtain staff input. A draft report can be completed in four months with a complete CFP and IFFP within six months. A graphical representation of our schedule is provided within this document on page 7.

#### **Task 1.2 – Coordination Meetings**

In order to refine and recommend the best transportation solutions for South Weber City, the Horrocks team will hold biweekly team meetings to coordinate ideas and efforts between disciplines. The team will meet with City staff to collect feedback and report on the overall progress of the project. It is important that there is continuity in project team attendance in order to meet consensus as a team. It is critical that other partnering jurisdictions, including UDOT and possibly adjacent cities, be involved and provide feedback in the development of the City's CFP. We also suggest holding work sessions with the City Council and Planning Commission to refine and select the optimal solutions for South Weber City's transportation network. Coordination meetings at this level are meant to be internal to the project.



### **Task 1.3 – Quality Assurance/Quality Control Plan**

Horrocks has an established QA/QC program on all projects. This process involves internal reviews on all deliverables and presentation materials, and peer reviews when applicable. We will also rely on input from City staff to confirm the project direction, technical input, quality, and graphical presentation.

### **TASK 2 – REVIEW EXISTING SOUTH WEBER CITY GENERAL PLAN & DATA**

The City's current General Plan will be used as a basis for CFP and IFFP. However, Horrocks views the CFP process as an opportunity to update all aspects of the roadway master planning efforts of the City. It is often useful to review the current general plan to determine if it is the direction the City wants to continue to go. Roadway planning efforts from adjacent communities can also affect city planning efforts and they will be reviewed and considered when completing South Weber City's CFP and IFFP. This will help provide system continuity across jurisdictional borders. Regional transportation plans from both WFRC and UDOT will be collected and integrated into the final document as well.

### **TASK 3 – DATA GATHERING (EXISTING CONDITIONS)**

The data gathering effort requires obtaining various data sets from many different sources. Some are external to the City and others require the cooperation of other agencies. The items detailed below are areas that will be gathered, reviewed, and included in the CFP and IFFP as appropriate.

#### **Census Data**

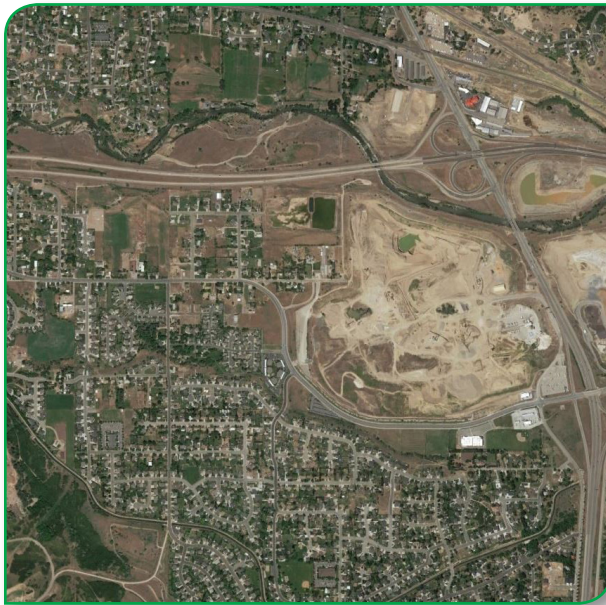
Population and land use data will be obtained from the City planning department and compared to the Census and Governor's Office of Planning and Budget. Population trends and projections directly affect the transportation system. Population projections established by the project team will be used in the travel demand modeling effort.

#### **Planning and Zoning**

The transportation system is a direct result of land use planning and zoning. As part of the data gathering effort, Horrocks will coordinate with South Weber City, UDOT, WFRC, and other appropriate agencies regarding existing and planned population densities and zoning. This data will be used to establish traffic volumes in the travel demand modeling effort.

## Aerial Mapping (GIS)

Horrocks will use our in-house GIS staff for aerial mapping and supplement the aerial photography with AGRC files. Aerial photography will be used for display purposes only and will not be a replacement for surveying or verifying items in the field. Horrocks has extensive GIS capabilities and will use many elements, including mapping for the final report and for presentations to the public.



## Design Standards

Horrocks will work with the City Engineer to ensure recommended projects included in the CFP and IFFP meet City standards. Standard roadway cross-sections applied to road classifications will be confirmed with the City prior to cost estimating projects.

## Traffic Counts/Studies

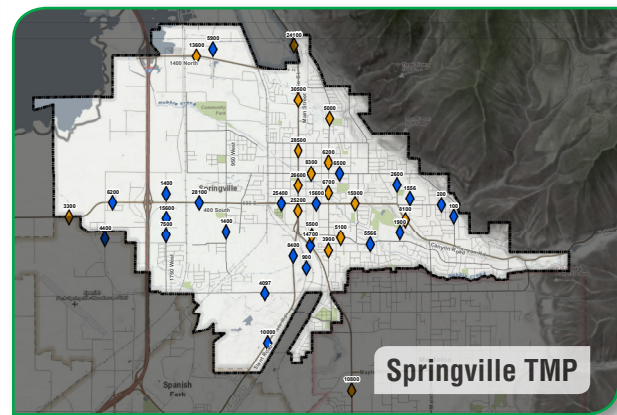
Existing traffic volumes are needed to evaluate the level of service of the existing roadway network and to calibrate the travel demand model. The Horrocks team will obtain and organize any traffic counts performed by South Weber City and data available from UDOT in order to establish an “existing” traffic condition of City roadways. These counts are typically 24-hour traffic counts on road segments and will be presented in a graphic and/or table.

The Horrocks team also has the in-house resources to collect data in an efficient and timely manner. We will collect new data to supplement existing daily traffic counts at up to 10 locations in the City. In order to accurately account for seasonal variations, we will adjust counts collected using our experience in data collection along the Wasatch Front

and refer to UDOT permanent count stations that reflect seasonal traffic fluctuations.

## Studies and Analysis

The Horrocks team will collect and inventory the City's existing roadway network (number of lanes, intersection control types, etc.). Transportation plans from surrounding communities and regional transportation plans from WFRC and UDOT will be collected and integrated into the final document to provide system continuity across jurisdictional borders.



## TASK 4 – TRAVEL DEMAND MODELING & TRAFFIC FORECASTING

The team will use the existing WFRC regional travel demand model as a base and make adjustments to existing Traffic Analysis Zones (TAZ), as needed. Horrocks will coordinate and work closely with WFRC in obtaining data and conducting the trip generation, distribution, and assignment processes of the most recent version of the regional travel demand model.

The Horrocks team will model short-term and long-term traffic conditions to evaluate transportation needs of the City. The short-term scenario will model 10-year traffic conditions in order to follow impact fee laws. The long-term scenario will model the Build-Out condition in harmony with the current WFRC horizon year plan. The Horrocks team will identify deficiencies throughout the existing roadway network that will result from future land development.

We will review the future daily traffic volumes and establish an acceptable level of service (LOS) of the roadway system. This process will also integrate the existing and planned roadway cross-sections for arterial and collector roadways.

## TASK 5 – ROAD SYSTEM CAPITAL FACILITIES PLAN (CFP)

All existing information, data collection, travel demand modeling and traffic forecasting efforts will be compiled into a final CFP deliverable. The CFP will include the following:

- Discussion on land use, demographic, and growth data used in the CFP analysis
- Discussion of all previous planning efforts from UDOT, WFRC, etc. included in the CFP analysis
- Methodology used to calibrate the WFRC Travel Demand Model (TDM) to forecast future traffic volumes
- Existing roadway network data including functional classification, daily traffic volumes, and Level of Service (LOS)
- Analysis to determine all future roadway projects required at build-out
- Future roadway network which maintains an acceptable level of service and efficient circulation and movement of traffic at build-out
- Cost estimates estimating the total cost and impact fee eligible costs for all future roadway projects



## TASK 6 – ROAD SYSTEM IMPACT FEE FACILITIES PLAN (IFFP)

In previous versions of the impact fee law, a CFP was the basis for impact fee calculations. As such, when the CFP has been completed, we will assess which projects are eligible to be included in the IFFP. The IFFP deliverable will be provided to Zions Public Finance, Inc. (ZPFI) to complete the Impact Fee Analysis (IFA). Horrocks Engineers maintains a strong working relationship with ZPFI and has completed many successful IFFP/IFA projects for municipalities throughout the Wasatch Front. This familiarity will ensure the IFFP and IFA are compatible with one another and provide a strong, defensible impact fee. The IFFP deliverable will include the following:

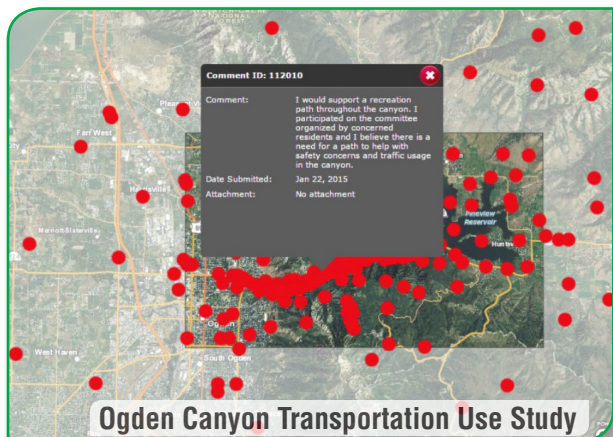
- An appropriate and defensible LOS criteria for roadway sections and intersections
- Daily and PM peak hour trips on all roadways for existing and 10-year scenarios
- An existing and future LOS map for all major roadways within the City
- Existing and future capacity (Daily and PM Peak) on City-owned system roads
- A prioritized list of the projects required to accommodate new development in the next 10 years
- Cost estimates for impact fee eligible projects
- 10 year and build out traffic volumes
- New traffic attributable to growth during the next 10 years
- The number of trips passing through the City will be identified to enable correct proportioning of impact fee eligible improvements
- Summary of how existing projects were funded
- All funding opportunities, in addition to impact fees, will be analyzed and incorporated

### ADDITIONAL SERVICES

- Sign inventory
- Pavement condition inventory
- Signal inventories
- Manual on Uniform Traffic Control Devices (MUTCD) applicable standards

### ADDED VALUE

- GIS web-based mapping distribution. This allows City staff and government to review items at their leisure without having to be given outdated paper maps.
- Horrocks has an office near South Weber City and has local knowledge of the area.



## EXPERIENCE – PAST PROJECTS & REFERENCES

### EXPERIENCE IN NORTHERN UTAH – TRANSPORTATION PLANNING

Horrocks has been established in Weber County for nearly 50 years and has been involved with many Weber County and other northern Utah transportation projects. Through this experience, we have gained a solid understanding of the interaction between South Weber City, neighboring cities, Wasatch Front Regional Council (WFRC), and UDOT.

The table below represents recent projects performed by the Horrocks team, followed by select projects with references on the following page.

*Horrocks Engineers has one of the largest and most specialized Traffic Engineering and Planning Departments in the State of Utah.*



PROJECT	Data Collection	Travel Demand Modeling	Simulation/Visualization	Traffic Engineering Master Planning and Design	Multi-modal/Transit	Corridor Planning	Corridor Operations	Alternatives Analysis	Environmental Analysis	Community Impact Analysis	Cost/Asset Analysis	Access Management	Public Involvement	Bicycle/Ped Planning	GIS	IFFP	CIP/CFP	Aesthetics
Syracuse TMP, CFP & IFFP	•	•		•		•										•	•	
West Point TMP, CFP & IFFP	•	•			•	•		•			•				•	•	•	
Layton City TMP, CFP & IFFP	•	•		•	•	•		•		•	•	•		•	•	•		
Sandy City TMP & Signal Coordination	•	•		•	•	•		•		•	•	•		•				
St. George City TMP & CFP	•	•		•		•		•				•	•	•			•	
Lehi TMP		•		•	•			•						•				
Eagle Mountain TMP & IFFP	•	•		•				•			•				•			
Pleasant Grove TMP & CFP	•	•		•	•					•	•	•	•	•	•		•	
Orem TMP & IFFP	•	•	•	•	•	•	•	•			•	•	•	•	•	•	•	
Spanish Fork TMP, CFP & IFFP	•	•		•				•			•	•	•		•	•	•	
LDS Church Provo Temple TMP	•			•	•			•			•							•
UVU Campus Transportation Planning	•	•	•	•	•			•			•			•				
NuSkin Campus TMP	•	•	•	•	•	•	•	•			•		•					•
UVU Circulation & Pedestrian Bridge Study		•		•	•			•			•	•	•	•	•			•
Kaysville TMP, CFP & IFFP	•	•	•	•				•			•					•	•	
Riverton TMP, CFP & IFFP	•	•	•	•				•			•				•	•	•	

## LAYTON TMP, CFP, AND IFFP, LAYTON, UTAH

Recently, the Horrocks team completed Layton City's TMP, CFP, and Impact Fee Facility Plan. The project included data collection, travel demand modeling, traffic engineering master planning and design, corridor planning, alternatives analysis, cost/asset analysis, access management, and cost estimating. The Layton City TMP presented many challenges regarding the number of stakeholders involved in the process. Layton is located between the existing I-15 and the planned Mountain View Corridor. Care had to be taken to ensure that the plan was consistent with other proposed development plans. There was considerable coordination effort needed with the neighboring communities and with the extensive planning which UDOT has done in the area.

**Client:** Layton City

**Size/Cost:** \$127,973

**Reference:** Woody Woodruff

**Phone:** 801-336-3700

**Email:** wwoodruff@laytoncity.org

## WEST POINT TMP AND IFFA, WEST POINT, UTAH

Horrocks Engineers performed a TMP and Impact Fee Facilities Analysis for West Point. The project analyzed existing traffic conditions, projected future volumes using the travel demand model, estimated future project costs, and calculated the amount of funding to be collected with impact fees. The master plan included traffic engineering master planning and alternatives analysis, alternative transportation analysis, intelligent transportation systems, cost/asset analysis, access management guidelines, corridor preservation, safety, and traffic calming.

**Client:** West Point City

**Size/Cost:** \$29,500

**Reference:** Boyd Davis

**Phone:** 801-776-0970

**Email:** bdavis@westpointcity.org

## SYRACUSE TMP AND IFFA, SYRACUSE, UTAH

A TMP and Impact Fee Facilities Analysis for Syracuse City was recently performed by Horrocks. The project included analysis of existing conditions throughout the County, traffic projections for 10 years (and a horizon year of 2040), and cost analysis for all future projects. The master plan included alternatives analysis, alternative transportation analysis, cost/asset analysis, and traffic calming. Special analysis was required to determine if existing infrastructure was adequate with the proposed West Davis Corridor freeway to be built in the future.

**Client:** Syracuse City

**Size/Cost:** \$45,000

**Reference:** Robert Whitely

**Phone:** 801-614-9862

**Email:** whiteley@syracuseut.com

## OREM TMP AND IFFP, OREM, UTAH

Horrocks updated Orem's TMP that was adopted in December of 2015. The project included multiple items such as: evaluating and making recommendations for current transit, pedestrian, and bike mobility/safety plans. Our public involvement activities included creation of an interactive project website with GIS maps for public comment and direct contact with stakeholders and the public. GIS was used extensively in this project to create a GIS web engine for online public comment and for cartographic and informative representations of complex datasets. The information included in the TMP was utilized to prepare an IFFP for a 10 year horizon.

**Client:** Orem City

**Size/Cost:** \$161,013

**Reference:** Paul Goodrich

**Phone:** 801-229-7320

**Email:** prgoodrich@orem.org

## TREMONTON TMP, TREMONTON, UTAH

Horrocks Engineers is currently working on a TMP analysis for Tremonton City. This project includes analysis of existing conditions throughout the City, traffic projections for 20 and 50 year scenarios, and cost analysis for all future projects. The master plan also includes alternatives analysis and analysis to determine methods to divert truck traffic impacting existing roadways.

**Client:** Tremonton City

**Size/Cost:** \$26,500

**Reference:** Shawn Warnke

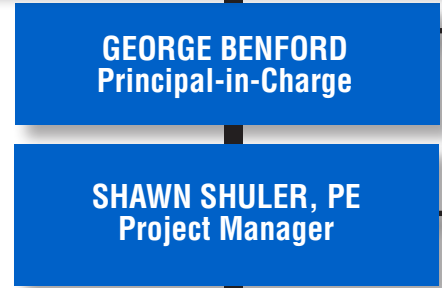
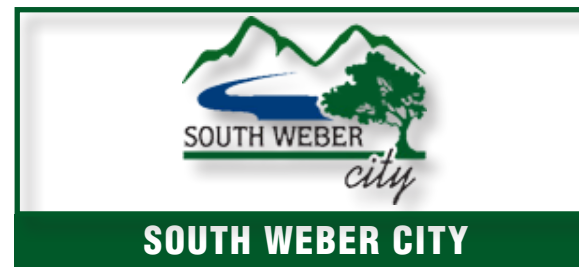
**Phone:** 435-257-9504

**Email:** swarnke@tremontoncity.org

PROJECT TEAM

ORGANIZATIONAL CHART

**KEY INDIVIDUALS**  
 We recognize that the most important element in any project is the people selected to do the work. We assign personnel to projects who possess specific experience related to each project. We offer South Weber City a strong, diverse team with extensive experience in the appropriate disciplines. Each brings previous working experience and proven success through team work, local familiarity, and presence to every project. The key team members we have hand selected specifically for South Weber City are indicated on the organizational chart below with their qualifications.



George has more than 39 years of experience in transportation, traffic, and other municipal-related engineering projects and planning studies. George is a Principal at Horrocks and is responsible for all of the Ogden office operations. He was formerly the Ogden City Public Services Director, Engineering Division Manager, and a transportation/traffic engineer for a total of 22 years. Previous to his experience with Ogden City, George was a project manager and project designer for various civil projects, for clients such as municipalities, counties, service districts, and state agencies. George has experience with projects throughout Weber County and is familiar with issues facing South Weber City.

Shawn served as the Project Manager for the latest Syracuse and West Point Transportation Master Plan and IFFP projects. Shawn also possesses more than 20 years of experience providing civil engineering services on a wide range of projects throughout the Intermountain West, northwest Florida, and central Texas. His diverse experience includes planning, design engineering, and construction management and engineering for transportation and municipal planning and infrastructure improvements, commercial and residential developments, airport planning and improvements, school construction and expansions, surface transportation projects, transportation planning projects, right-of-way design and acquisition, and drainage analysis and design.

**FUNDING**

**CORY POPE, PE**

Cory brings a unique perspective, understanding, and longstanding relationships with his 27 years of experience at UDOT. During his last five years with UDOT, Cory served as the Director of Program Development, where he was responsible for management of statewide long-range planning, freight planning, asset management, project programming, and research programs. While with UDOT, Cory provided oversight for the Uintah Basin Energy and Transportation Study, where he was responsible for internal UDOT coordination, as well as reporting to Utah State Legislature, local elected officials and Utah Transportation Commission. He will leverage these relationships and knowledge, along with his background in transportation planning and project funding, to ensure the cost estimations for proposed CFP projects adequately reflect the current unit pricing. He will also help with identifying funding sources available to the City.

**TRANSPORTATION PLANNING**

**JOHN DORNY, PE**

John has more than 19 years of experience in traffic engineering and transportation planning in multiple western states and has performed numerous analyses and reports throughout Utah and other states. He has managed over 100 impact studies, long range master plans, traffic modeling projects, infrastructure inventories, corridor studies, safety studies, traffic calming studies, and parking studies. His work has been performed for both private development and public entities. John is the company-wide source for traffic impact studies and has also managed over 3,000 miles of road inventory projects, established sign replacement program following the MUTCD retroreflectivity requirements, performed sign and roadway inventories for over 10 Native American Tribes, and managed the Neighborhood Traffic Safety Program for a city with a population of nearly 100,000. John was project manager on many Transportation Master Plans that included or were followed by a CFP and IFFP. All of his recent Master Plans have been along the Wasatch front.

**ANALYSIS/IFFP**

**KEVIN CROSHAW, PE**

With three years of experience in transportation engineering, Kevin is experienced in a traffic engineering, roadway design, street lighting, traffic signal design, traffic studies, transportation master planning, and traffic modeling. He specializes in transportation master planning for both rural and urban cities and has completed many TMPs throughout the Wasatch Front. To ensure continuity with all agencies involved in TMPs and other studies, Kevin and the Horrocks team are accustomed to incorporating other planning efforts (i.e. UDOT, WFRC, County, etc.) as part of the planning process. Most planning efforts also include planning for both 10 year (Impact Fee Facilities Plans—IFFPs) and 2040 (Capital Facilities Plans—CFPs) planning horizons.

**GIS / ASSET MANAGEMENT**

**DERRICK SHARP, GISP**

Derrick brings 12 years of GIS experience to our team. He specializes in server-side GIS, workflow automation, complex spatial analysis, and spatial data management. His software experience includes the entire ArcGIS Suite. He has experience developing GIS analysis for planning projects to visualize impacts and suitability, as well as using GIS to develop TMPs. He can also train clients in all facets of GIS which allows them to manage their GIS quickly and efficiently. Derrick has worked on a variety of projects involving local and state agencies to improve their spatial analysis and GIS data management capabilities.

**TRAVEL DEMAND MODELING**

**JAYSON CLUFF, PE, PTOE**

Jayson has more than 24 years of experience in traffic and transportation engineering focusing on traffic volume forecasting and traffic operations analysis. His past projects have ranged from large regional travel demand planning studies to small site-specific traffic operations analyses in Utah and other states. He is thoroughly familiar with the WFRC travel demand model and with the major traffic operations and simulation software packages. He has broad experience in forecasting traffic volumes using various methodologies and in determining future capacity needs. His experience includes planning and operations for all modes of travel.

## SCHEDULE

The Horrocks team has developed the schedule below, identifying major tasks. Our proposed schedule ensures the project can be completed within six months.

	Month 1	Month 2	Month 3	Month 4	Month 5	Month 6
<b>Transportation Plan of the General Plan Minimum Scope Items</b>						
<b>Task 1: Project Administration</b>						
Coordination Meetings	■	■	■	■	■	■
Quality Assurance/Quality Control Plan	■	■	■	■	■	■
<b>Task 2 – Review Existing South Weber City General Plan &amp; Data</b>	■	■				
<b>Task 3: Data Gathering</b>	■	■	■	■		
<b>Task 4: Travel Demand Modeling &amp; Traffic Forecasting</b>			■	■	■	
<b>Task 5: Road System Capital Facilities Plan (CFP)</b>				■	■	
<b>Task 6: Road System Impact Fee Facilities Plan (IFFP)</b>					■	■



TOTAL PROPOSED FEE & HOURLY RATES

Horrocks Engineers		Principal Engineer II	Engineer II, PE	Principal Engineer II	Sr. Engineer II, PE	Engineer, PE	Principal Engineer	GIS Programmer / Sr. Analyst	Field Technician II
Cost	Hours	G. Berford \$178.00 Hour	S. Shuler \$125.00 Hour	J. Dorny \$178.00 Hour	C. Pope \$183.00 Hour	K. Croshaw \$110.00 Hour	J. Cluff \$147.00 Hour	D. Sharp \$119.00 Hour	Varies \$67.00 Hour
<b>1. Project Administration</b>									
	50	9	7	4		24		6	
Coordination Meetings	28	3	5	2		16		2	
Quality Assurance/Quality Control Plan	22	6	2	2		8		4	
<b>2. Review Existing South Weber General Plan &amp; Data</b>									
	10		1	1		8			
<b>3. Data Gathering</b>									
	30			1		4			25
<b>4. Travel Demand Modeling &amp; Traffic Forecasting</b>									
	36					24	12		
<b>5. Road System Capital Facilities Plan (IFFP)</b>									
	89		6	5		50		13	15
Incorporation of the City's General Plan	12		1	1		5		5	
Agency Coordination	8		1			6		1	
Specific Areas of Concern	8		1			4		3	
Cost Estimates	14		1	1		10		2	15
Document Preparation	44		2	3		20		4	
<b>6. Road System Impact Fee Facilities Plan (IFFP)</b>									
	39	1	1		9	22	4	2	
Prioritized Project List	8					6		2	
Pass Through Analysis	6					2	4		
Cost Estimates/Impact Fee Eligible Costs	7				3	4			
Coordination with Zions Public Finance, Inc. (ZPF)	5				3	2			
Document Preparation	13	1	1		3	8			
HORROCKS TOTAL HOURS & LABOR	254	10	15	11	9	132	16	21	40
HORROCKS TOTAL LABOR COST	\$29,311.00	\$1,780.00	\$1,875.00	\$1,958.00	\$1,647.00	\$14,520.00	\$2,352.00	\$2,499.00	\$2,660.00
DIRECT COSTS (2%)	\$586.22								
<b>TOTAL PROJECT COSTS</b>	<b>\$29,897.22</b>								



OTHER INFORMATION

**STRONG RELATIONSHIP & SUCCESSFUL EXPERIENCE WITH ZPFI**

Horrocks has an established relationship with Zions Public Finance, Inc. (ZPFI) having worked on many IFFPs together. We are keenly aware of the items and format that ZPFI needs to complete their IFA. This knowledge provides efficiency to the South Weber City CFP/IFFP.



**Horrocks' Riverdale Office**

**LOCAL NORTHERN UTAH OFFICE**

Horrocks' northern Utah office is in Riverdale, very close to South Weber City. Our Project Manager and Principal-in-Charge both work out of the Riverdale office. Their close proximity to the City helps Horrocks to be more efficient and available on short notice throughout the project.





### EDUCATION

B.S. Electrical Engineering,  
Memphis State University

A.S. Civil Engineering,  
Penn State University

## RESUMES

### GEORGE BENFORD – PRINCIPAL-IN-CHARGE

George has more than 39 years of experience in transportation, traffic, and other municipal-related engineering projects and planning studies. George is a Principal at Horrocks and is responsible for all of the Ogden office operations. He was formerly the Ogden City Public Services Director, Engineering Division Manager, and a transportation/traffic engineer for a total of 22 years. Previous to his experience with Ogden City, George was a project manager and project designer for various civil projects, for clients such as municipalities, counties, service districts, and state agencies. George has experience with projects throughout northern Utah.

### Project Experience

- Syracuse City Transportation Master Plan, Syracuse, UT
- West Point City Transportation Master Plan, West Point, UT
- Layton City Transportation Master Plan, Layton, UT
- Weber County 3500 West Roadway Reconstruction, UT
- Brigham City 1100 West New Intersection Design, Brigham City, UT
- Logan City 1800 West Reconstruction, Logan, UT
- Ogden Canyon Waterline Replacement Design, Ogden, UT
- Ogden City 23rd Street Sewer Replacement Design, Ogden, UT
- Ogden City Harrisville Road Waterline Replacement Design, Ogden, UT
- Brigham City 1200 West Right-Of-Way, Brigham City, UT
- South Ogden City 40th Street Design, South Ogden, UT
- Washington Terrace Adams Avenue Environmental, Washington Terrace, UT
- Riverdale City I-15 Pedestrian Overpass Design, Riverdale, UT
- Snowbasin Parking Lot Expansion Design, Snowbasin Resort, UT
- WSU Off-Campus Parking Master Plan, Ogden, UT
- Ogden City Bicycle Master Plan, Ogden, UT
- Ogden City General Plan, Ogden, UT
- Ogden City TMP, Ogden, UT
- Perry City TMP, Perry, UT
- South Ogden 40th Street, Ogden, UT
- South Weber Pump House Design, Ogden, UT
- Brigham City 1200 West/Watery Lane, Brigham City, UT
- 1100 South/1100 West Intersection Design, Brigham City, UT
- 1200 South Reconstruction Design - U.S. 89 to Great Salt Lake Mineral, UT
- 2nd and 7th Streets Signal Design, Monroe Blvd., Ogden, UT
- Downtown Ogden to WSU Transit Plan, Ogden, UT
- Elberta Drive Reconstruction Design, Ogden, UT
- Grant Avenue Reconstruction Design, Ogden, UT
- Jefferson Avenue Historic Restoration and Reconstruction Design, Ogden, UT
- Larsen Lane Reconstruction Design, Ogden, UT
- Lincoln Avenue Extension Design, Ogden, UT
- Logan 1800 North, Weber County, UT
- Monroe Blvd. Extension Design, 12th Street to 20th Street, Ogden, UT
- Monroe Blvd. Pedestrian Underpass Design, Ogden, UT
- Weber County 3500 West Phases 1 and 2, Weber County, UT
- Weber County Fairgrounds Horse Race Track Design, Ogden, UT
- Weber River Bank Restoration Design, Ogden, UT



### SHAWN SHULER, PE – PROJECT MANAGER

Shawn served as the Project Manager for the latest Syracuse and West Point Transportation Master Plan and IFFP projects. Shawn also possesses more than 20 years of experience providing civil engineering services on a wide range of projects throughout the Intermountain West, northwest Florida, and central Texas. His diverse experience includes planning, design engineering, and construction management and engineering for transportation and municipal planning and infrastructure improvements, commercial and residential developments, airport planning and improvements, school construction and expansions, surface transportation projects, transportation planning projects, right-of-way design and acquisition, and drainage analysis and design.

#### EDUCATION

B.S. Civil Engineering,  
Texas A&M University

#### LICENSES/ CERTIFICATIONS

Utah PE No. 6391924

#### PROFESSIONAL AFFILIATIONS

American Society of Civil  
Engineers (ASCE)

Society of American Military  
Engineers (SAME)

#### Project Experience

- Transportation Master Plan and Impact Fees Facilities Plan, West Point City, UT
- Syracuse City Transportation Master Plan, Syracuse, UT
- Snowbasin Canyon Rim Parking Lot Improvements, Snowbasin Resort, UT
- 40th Street Widening Project, South Ogden, UT
- USAF/BAE Systems T-9 ICBM Trainer Demo Scanning; Great Falls, MT
- Weber County 3500 West Extension, Weber County, UT
- Brigham City 1200 West/Watery Lane, Weber County, UT
- Logan 1800 North, 550-600 West, Logan, UT
- Gordon Avenue Extension Concept and Funding Application, Layton, UT
- Morgan County Airport Runway Reconstruction Management, Morgan County, UT
- Edgewater Beach Resort Phase 2, Huntsville, UT
- Brigham City 1100 W & US-91 Signal, Brigham City, UT
- SR-108; SR-37 to SR-79, Davis and Weber Counties, UT
- Wastewater System Improvements: Evaporative Lagoon System, Castleford, ID
- Syracuse Water and Irrigation Line Betterment (SR-108), Syracuse, UT
- I-15; SR-73 to 12300 S Widening, Salt Lake and Utah Counties, UT
- Riverdale Pedestrian Bridge, Riverdale, UT
- Homestake Lame Dog Re-Alignment Study, Park City Municipal Corp., UT
- Park Avenue East Side Pathway and Pedestrian Underpass, Park City, UT
- Morgan County Airport Runway and West Apron, Morgan County, UT
- 12th Street Reconstruction Project, Clarkston, WA
- Dock Expansion Project, Port of Lewiston, WA
- FEMA Stormwater Collection Project, Lewiston, ID
- ADA Ramp Replacement Project, Lewiston, ID
- Grangeville Mill 2103 Paving Project, Idaho Forest Group, ID
- 2013 Street Reconstruction Project, Kamiah Highway District, ID



### EDUCATION

B.S. Civil Engineering,  
Brigham Young University

### LICENSES/ CERTIFICATIONS

Utah PE No. 362134

### PROFESSIONAL AFFILIATIONS

Institute of Transportation  
Engineers (ITE)

American Society of Civil  
Engineers (ASCE)

## JOHN DORNY, PE – PLANNING

John has more than 19 years of experience in traffic engineering and transportation planning in multiple western states and has performed numerous analyses and reports in Utah, Nevada, California, Colorado, Hawaii, Arizona, and Idaho. John has managed over 100 impact studies, long range master plans, traffic modeling projects, infrastructure inventories, corridor studies, safety studies, traffic calming studies, and parking studies. His work has been performed for both private development and public entities. John is the company-wide source for traffic impact studies and has also, managed over 3,000 miles of road inventory projects, established sign replacement program following the MUTCD retroreflectivity requirements, performed sign and roadway inventories for over 10 Native American Tribes, and managed the Neighborhood Traffic Safety Program for a city with a population of nearly 100,000. John was project manager on many Transportation Master Plans that included or were followed by a CFP and IFFP. All of his recent Master Plans have been along the Wasatch front.

### Project Experience

#### TMPs/Parking Plans

- Tremonton City TMP, Tremonton, UT – Current project
- Syracuse TMP, Syracuse, UT
- West Point TMP, West Point, UT
- Spanish Fork City TMP, Spanish Fork, UT
- Orem TMP, Orem, UT
- Layton TMP, Layton, UT
- University of Utah Campus TMP, Salt Lake City, UT
- West Jordan TMP, West Jordan, UT
- Riverton City TMP, Riverton, UT
- Washoe Medical Center Master Plan, Reno, NV
- Regional Transportation Commission Master Plan, Reno, NV
- Nu Skin Campus TMP, Provo, UT
- UVU Campus Pedestrian Bridge, Orem, UT
- Missionary Training Center TMP, Provo, UT

#### Asset Management and Road Inventories

- Fallon Paiute-Shoshone Tribe, NV
- Ely Shoshone Tribe, NV
- Summit Lake Paiute Tribe, NV
- Lovelock Paiute Tribe, NV
- Walker River Paiute Tribe, NV
- Washoe Tribe of Nevada and California
- Yomba Shoshone Tribe, NV
- Reno-Sparks Indian Colony, NV
- Wells Band of the Te-Moak Tribe of Western Shoshone Indians, NV
- Yerington Paiute Tribe, NV
- South Fork Band of the Te-Moak Tribe of Western Shoshone Indians, NV/UT
- Confederate Tribes of the Goshute Indian Reservation, NV
- Karuk Tribe of California, CA



### KEVIN CROSHAW, PE – ANALYSIS AND MODELING

Kevin has three years of experience in transportation planning and engineering. He is experienced in traffic engineering, roadway design, street lighting, traffic signal design, traffic studies, transportation master planning and traffic modeling. He specializes in transportation master planning for both rural and urban cities and has completed many TMPs throughout the Wasatch Front. To ensure continuity with all agencies involved in TMPs and other studies, Kevin and the Horrocks team are accustomed to incorporating other planning efforts (i.e. UDOT, WFRC, County, etc.) as part of the planning process. Most planning efforts also include planning for both 10 year (Impact Fee Facilities Plans—IFFPs), 2040 and Build-Out (Capital Facilities Plans—CFPs) planning horizons.

#### Project Experience

##### Relevant Planning Experience

- Tremonton City TMP, Tremonton, UT
- American Fork TMP and IFFP, American Fork, UT
- Layton TMP, Layton, UT
- Eagle Mountain IFFP, Eagle Mountain, UT
- West Jordan TMP, West Jordan, UT
- West Point TMP and IFFP, West Point, UT
- Syracuse City TMP and IFFP, Syracuse, UT
- Salem City TMP, Salem, UT
- Saratoga Springs TMP and Impact Fee Facilities Plan, Saratoga Springs, UT
- Springville TMP and Impact Fee Facilities Plan, Springville, UT
- Orem TMP, Orem, UT
- Orem IFFP, Orem, UT
- Spanish Fork TMP, Spanish Fork, UT
- University of Utah Campus Master Plan, Salt Lake City, UT

##### Other Related Project Experience

- Academy Parkway Roadway Design, Herriman, UT
- Hills Century Farm Traffic Impact Study, Salt Lake County, UT
- Salt Lake City Signal Upgrades 2015, Salt Lake City, UT
- Salt Lake City Wakara Way - Arapeen Dr. Traffic Signal, Salt Lake City, UT
- Salt Lake City 1300 South and West Temple Signal, Salt Lake City, UT
- Cedar Hills Assisted Living Traffic Impact Study, Utah County, UT
- Riverton City 2013 Traffic Engineering Consulting, Riverton, UT
- UDOT Statewide Signal Timing Support, UT
- US-89 (State Street) & 2700 South Signal Upgrade, Salt Lake City, UT
- Lott Family Farms Traffic Impact Study, Utah County, UT

#### EDUCATION

M.S. Civil and  
Environmental Engineering,  
University of Utah

#### LICENSES/ CERTIFICATIONS

Utah PE No. 10484815

#### PROFESSIONAL AFFILIATIONS

American Society of Civil  
Engineers (ASCE)

Institute of Traffic Engineers  
(ITE)

American Public Works  
Association (APWA)



### EDUCATION

B.S. Civil Engineering,  
Brigham Young University

### LICENSES/ CERTIFICATIONS

Utah PE No. 318632

Professional Traffic  
Operations Engineer (PTOE)

### PROFESSIONAL AFFILIATIONS

American Society of Civil  
Engineers (ASCE)

Institute of Transportation  
Engineers (ITE)

## JAYSON CLUFF, PE, PTOE – TRAVEL DEMAND MODELING

Jayson has more than 24 years of experience in traffic and transportation engineering focusing on traffic volume forecasting and traffic operations analysis. His past projects have ranged from large regional travel demand planning studies to small site-specific traffic operations analyses in Utah, Idaho, Nevada, Wyoming, and Arizona. Jayson is thoroughly familiar with the WFRC travel demand model and with the major traffic operations and simulation software packages. He has broad experience in travel demand modeling including generating AM and PM peak hour turn volumes, creating subarea models, splitting traffic analysis zones, performing select link analyses and origin-destination studies, and updating socio-economic data. His experience includes planning and operations for all modes of travel including vehicular, commuter rail, light rail, bus rapid transit, bus transit, bicycle, and pedestrian.

### Project Experience

- Master Transportation Plans – Traffic engineering for various city master transportation plan updates. Tasks include travel demand forecasting and recommendation of future roadway improvements for:
  - Spanish Fork City
  - Sandy City – The Sandy City study included analysis of transit including BRT, light rail, local shuttles, commuter rail, and bus
  - Pleasant Grove City
  - Springville City
  - Lehi City
  - Weber County – Travel Demand Modeling for the MTP
- West Davis Corridor EIS – Travel demand forecasting which included a substantial modification of the TAZ structure and roadway networks in the WFRC/MAG travel demand model, future turn volume calculations, and traffic operations analysis.
- UDOT Region 3 Program Management – Travel demand forecasting, future turn volume calculations, and traffic operations analysis for three major roadway projects in Utah County, including:
  - SR-92
  - East-West Corridor
  - Vineyard Connector.
- I-15 Program Management – Travel demand forecasting which included a significant modification of the socioeconomic data and roadway networks in the WFRC/MAG travel demand model, future turn volume calculations, and traffic operations analysis for I-15 reconstruction in Utah County and I-15 Technology Corridor Study.
- Other Environmental Studies – Traffic engineer for the development of future travel demand projections and updating the travel demand model for social economic data. Operations analysis to determine viability of alternatives and recommend lane configurations. Projects include:
  - 1800 North EA
  - Layton Interchange EIS
  - US-89 Environmental Study
  - State Street EA
- Over 120 traffic impact studies throughout the Intermountain West



### EDUCATION

B.S. Civil Engineering,  
University of Utah

### LICENSES/ CERTIFICATIONS

UT PE No. 178887

### CORY POPE, PE – FUNDING

Cory brings a unique perspective and understanding with his 27 years of experience at UDOT. Knowledge, insights and valuable relationships from serving in UDOT Senior Leadership positions for over 10 years provide a unique qualification to this project. During his last five years with UDOT, Cory served as the Director of Program Development, where he was responsible for management of statewide long-range planning, freight planning, asset management, project programming, and research programs. While with UDOT, Cory provided oversight for the Uintah Basin Energy and Transportation Study, where he was responsible for internal UDOT coordination, as well as reporting to Utah State Legislature, local elected officials and Utah Transportation Commission. He will leverage these relationships and knowledge, along with his background in transportation planning and project funding to ensure the cost estimations for proposed CFP projects adequately reflect the current unit pricing. He will also help with identifying funding sources available to the City.

### Project Experience

- Support Services Manager on SR-108, SR-127 to SR-107, Davis and Weber Counties, UT
- Support Services Manager on Bangerter Four Interchanges, Salt Lake County, UT
- Bangerter Aqueduct Relocation at 5400 South, Salt Lake County, UT
- I-15 SB, 12300 S to SR-201, Salt Lake County, UT
- Point of the Mountain Development Study (subcontractor to Envision Utah)
- UDOT Long Range Plan 2015-2040
- Utah's Unified Transportation Plan



### EDUCATION

M.A. Historical Resource Management (emphasis in Geographically Integrated History), Idaho State University

B.A. History/Geotechnology, Idaho State University

### LICENSES/ CERTIFICATIONS

GISP No. 91540

### DERRICK SHARP, GISP – GIS/ASSET MANAGEMENT

Derrick brings 12 years of GIS experience to our team. He has an M.A. in Historical Resource Management with an emphasis in Geographically Integrated History from Idaho State University. He specializes in server-side GIS, workflow automation, complex spatial analysis, and spatial data management. His software experience includes the entire ArcGIS Suite. Derrick has experience developing GIS analysis for planning projects to visualize impacts and suitability; as well as using GIS to develop Transportation Master Plans. He can also train our clients in all facets of GIS which allows them to manage their Geographic Information Systems quickly and efficiently. Derrick has worked on a variety of projects involving local and state agencies to improve their spatial analysis and GIS data management capabilities.

### Project Experience

- Layton Transportation Master Plan, Layton, UT
- Orem Transportation Master Plan, Orem, UT
- UofU Campus Parking, Transit, and Transportation Master Plan, Salt Lake County, UT
- Ogden Canyon Transportation Use Study - Data compilation, development, and web mapping, Ogden, UT
- GIS Master Plan & Esri LGIM Implementation, American Fork, UT
- GIS Utility Migration to the Local Government Information Model and ArcGIS Online Web Mapping Development, Eagle Mountain, UT
- I-80/SR-89 (State St) Interchange Study EIS, Salt Lake County, UT
- Meadows Crossing Study, Utah County, UT
- Pavement Assessment – Database design, offline tablet data collection workflow implementation, Moab City, UT
- Provo 820 North Interchange Study, Utah County, UT
- Sidewalk Hazard Repair Prioritization and Pedestrian Modeling, West Valley City, UT
- Sidewalk Master Plan, South Salt Lake City, UT
- SR-39, Ogden Canyon Transportation Use Study, Ogden, UT



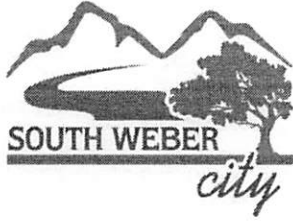
South Weber City  
 2017 Transportation CFP and IFFP RFP  
 Evaluation of Proposals Received  
 10/10/2017

Grading Scale

- 0 Did not meet at all
- 1 Very Poor
- 2 Below Average
- 3 Average
- 4 Good
- 5 Excellent

	Horrocks Engineers		Hales Engineering		
	Weighted Percentage	Score	Weighted Score	Score	Weighted Score
Scope of Work/Approach	25%	4.75	1.1875	4.25	1.0625
Experiences/References	30%	5	1.5	5	1.5
Time Schedule	25%	4	1	4	1
Fee	20%	4.75	0.95	4.5	0.9
		<b>Total</b>	<b>4.6375</b>	<b>Total</b>	<b>4.4625</b>





1600 E. South Weber Drive  
South Weber, UT 84405

[www.southwebercity.com](http://www.southwebercity.com)

801-479-3177  
FAX 801-479-0066

**Snow Removal and De-Icing for South Weber City's Utah Department  
of Transportation (UDOT) Park & Ride  
November 1, 2017 to June 1, 2021**

**Work Performed:**

1. Contractor shall furnish all labor, material, equipment, and services necessary to perform the work set forth. Work includes, but is not limited, to the removal of snow and ice on the parking lot and on the bus loading platform.
2. Snow removal shall occur at any time during the contract period when snowfall has reached a depth of two (2) inches. On-going snow removal shall occur when accumulation reaches 2 inches until the conclusion of the storm.
3. For safety during high traffic times all snow/ice shall be cleared by 7am and again by 5:00 pm regardless of accumulation amount.
4. Snow/ice removal shall occur at the conclusion of any storm over two (2) inches.
5. Snow removal shall occur on areas where drifting has occurred regardless of storm status.
6. Snow removal shall be from edge to edge of all surfaces being cleared when practical.
7. Snow shall be removed from all driving and parking surfaces by pushing to approved locations. Back dragging shall occur on all paved area where it's otherwise impossible to push snow.
8. Contractor is to take precaution(s) from pushing snow into fixed shrubs and trees in order to avoid unnecessary damage to the landscape. When pushing snow on lawn surfaces, contractor is to ensure blade is lifted high enough to avoid scraping and damaging the lawn.
9. Contractor shall keep clear the area around, and provide a path to all fire hydrants.
10. Contractor must ensure that all equipment used must be properly registered and inspected. All operators/drivers must be in compliance with the Department of Transportation (DOT) operator regulations as licensed operators.
11. All equipment must be equipped with a revolving or flashing amber light.
12. Contractor agrees to maintain minimum insurance requirement as set forth for the duration of the contract.
13. Contractor shall provide detailed logs for snow removal. Logs shall include operator/driver information, truck information, equipment type, time in, time out, snow depth, and materials used.
14. Additional Charges for Snow removal derived from "Blizzard conditions", single storm accumulation over ten (10) inches, where snow must be moved off-site will be at the contractor's expense.

**Damages:**

1. Any Damage to the grounds or structures due to snow removal operations will be required to be reported to the South Weber City Manager within three days of snow/ice removal operations.
2. Where damage occurs, and seasonal conditions prevent repair, contractor shall perform repairs within 15 days of the first available opportunity, but no later than April 15.
3. Any repairs not completed to the satisfaction of the Public Works Director, will be made at the Contractor's expense and withheld from any future payment.
4. Damage(s) necessitating immediate repair shall be undertaken within 48 hours by the contractor or will be initiated by the Public Works Director at contractor's expense. The expense associated with the incurred damages will be withheld from the future payment.

Prior to the start of the snow removal season, contractor is to meet with the South Weber City Public Works Director or his/her designee to determine where all snow piles will be pushed. If snow is pushed to an area that wasn't approved by the Public Works Director or his/her designee, the pile shall be moved within 24 hours at the sole expense of the Contractor.

All invoices shall include date, time, and the approximate depth of snow removed. Either party may terminate the contract providing written notice to the other party no less than 60 (sixty) days from the desired termination date.

Bidding will include a snow price per push (based on the depth of snow) and a de-ice price per ton of salt as follows:

- (1) \$ 170 per snow push
- (4) \$ 100 per ton of de-ice material (straight salt; no sand mixed in)

**Bidding contractor's Information**

Name GREEN CASTLE (ZACH HOLBROOK)  
Address 1047 COLLINS BLVD  
CEDEN UT 84404  
Phone 801 605 2307 or 801 388 9899  
Email greencastle@comcast.net

Sealed bids should be delivered to the city office by 11:59 am on October 5, 2017. They will be opened at that time and the contract awarded. Contact public works director, Mark Larsen, for more information 801-479-3177 ext. 209

# ESTIMATE

**American Pavement Marking, LLC.**

858 N McCormick Way, Layton, UT 84041

Phone (801)546-0220 | Fax (801)546-0233

**Date**

10/9/2017

**Estimate #**

46341

**Project**

South Weber Striping 2017

Weber County - Utah

Non-Federal

**Estimator**

Grey Greener

grey@interstatebarricades.com

Office: (801) 546-0220

Cell: (801) 940-1578

Item #	Work or Materials	Qty	UOM	Unit Price	Total
	Pavement Marking Paint	31,776.00	LF	0.160	5,084.16
	Pavement Marking Paint (Stop Line, Crosswalks-12 inch)	68.00	LF	8.420	572.56
	Pavement Message Paint	41.00	EACH	45.330	1,858.53
				<b>TOTAL</b>	<b>7,515.25</b>

**Notes**

1	Any pavement marking removal, if necessary, will be an additional charge.
2	No documentation or layout included in bid pricing. All layout to be done by surveyor, provided by others.
3	One application of paint included in pricing, any others will be an additional charge.
4	All pavement markings bid as city/county spec waterborne pavement marking paint applied at approximately 300 LF/Gallon. Any UDOT spec paint, tape or thermoplastic, if necessary will be an additional charge.
5	Follow Truck with early warner system included in bid pricing for permanent mainline striping.
6	American Pavement Marking, LLC is a bondable company. No bond included in pricing, please contact us if bond is necessary.
7	Exclusions: sweeping, cleaning, documentation, layout, record of existing pavement markings, curing compound removal, fog coat application, retro reflectivity & life testing, traffic control, flagging.

**Acceptance of Pricing and Terms**

The undersigned agrees to the pricing and terms of this estimate. Payment is due 30 days from the date work is completed, unless noted otherwise above.

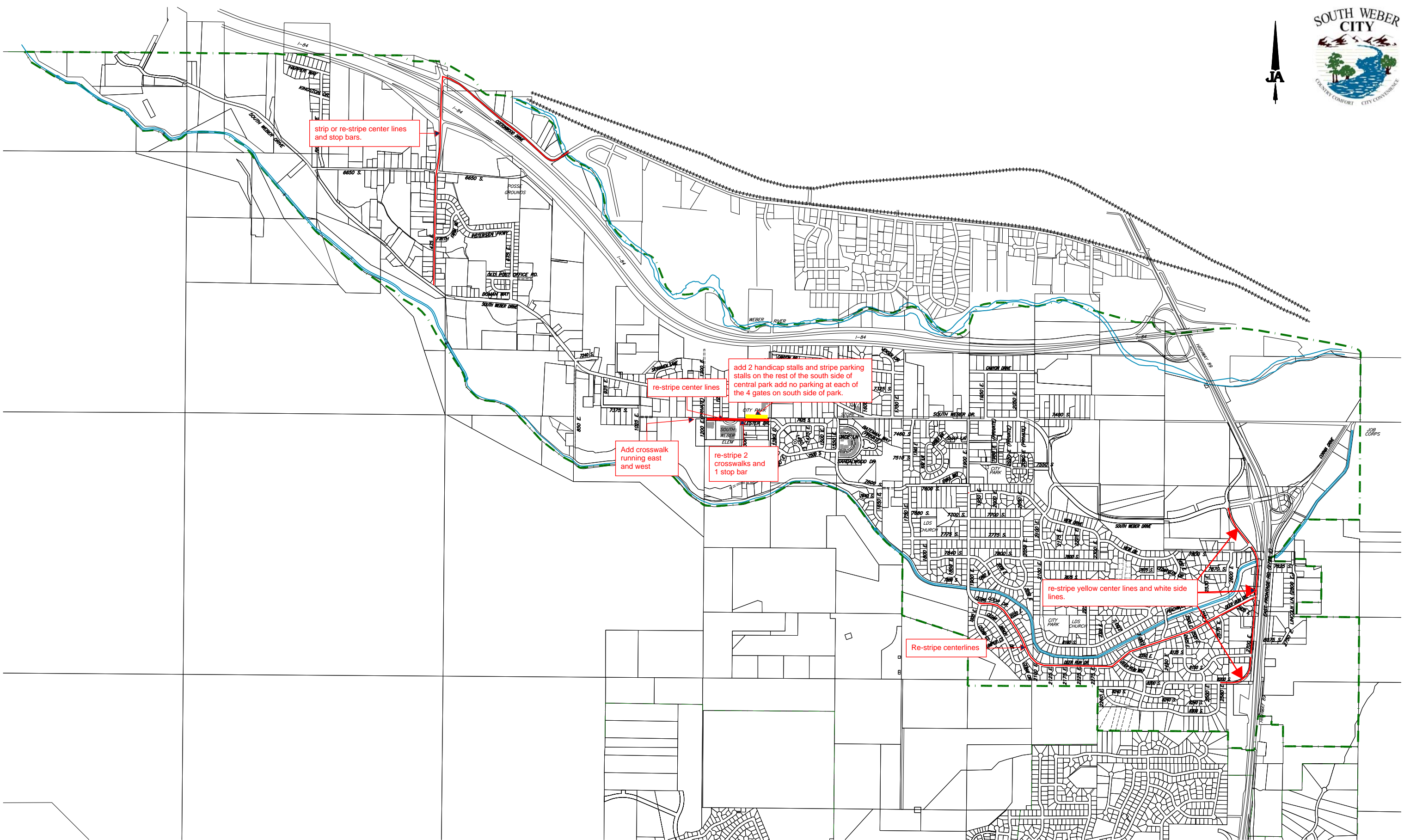
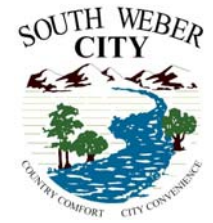
Company \_\_\_\_\_

Name (Printed) \_\_\_\_\_

Title \_\_\_\_\_

Signature \_\_\_\_\_

Date \_\_\_\_\_



PROJECT ENGINEER	REV.	DATE	APPR.
DATE			

SCALE:  
1" = 1800'

DESIGNED \_\_\_\_\_  
DRAWN \_\_\_\_\_  
CHECKED \_\_\_\_\_

**JONES & ASSOCIATES**  
CONSULTING ENGINEERS  
1716 East 5600 South  
South Ogden, Utah 84403 (801) 476-9767

**SOUTH WEBER CITY CORPORATION**  
AUGUST 2009  
**STREET MAP**