ORDINANCE 2026-12

A RESOLUTION OF PLEASANT VIEW CITY INCREASING THE TRANSPORTATION UTILITY FEE.

WHEREAS, during the 2026 General Session, the Utah Legislature passed House Bill 425 imposing restrictions and requirements upon transportation utility fees; and

WHEREAS, the City is required to conduct a study; and

WHEREAS, Jones & Associates Consulting Engineers conducted the study and presented it to the Pleasant View City Council on May 12, 2026; and

WHEREAS, fee rates for various classifications of users were based on their impact; and

WHEREAS, a public hearing was held May 26, 2026 after providing the required noticing.

NOW, THEREFORE, be it resolved by the Pleasant View City Council pursuant to Utah Code Ann. § 10-5-134 & § 10-6-134.5, a Transportation Utility Fee is hereby updated as stated in 'Exhibit A' (attached) with an effective date of July 1, 2026 and to be applied to July's utility billing cycle.

PASSED, APPROVED AND ADOPTED by the Council of Pleasant View City this 26th day of May, 2026.

PLEASANT VIEW CITY, UTAH

Steve Gibson, Mayor

Attest:

Laurie Hellstrom, City Recorder

This Resolution has been approved by the following vote of the Pleasant View City Council:

CM Arrington	Yes
CM Ferry	Yes
CM Marriott	Absent
CM Urry	Yes
CM Wilkinson	No

PLEASANT VIEW CITY INCORPORATED Seal WEBER COUNTY, UTAH

'Exhibit A'

Adopted Fee Schedule

User	Scenario 2 Chip Seal Every 6 Years Rebuild 1% of Roads Yearly
Residential	$16.96
Commercial Category A	$27.85
Commercial Category B	$55.69
Commercial Category C	$111.38
Commercial Category D	$222.76
Heavy Truck Factor (HTF)	+$111.38

Pleasant View City Corporation

Transportation Utility Fee Study

May 2026

Prepared by

JONES & ASSOCIATES

Consulting Engineers

JONES & ASSOCIATES

Consulting Engineers

Transportation Utility Fee Study

for

PLEASANT VIEW CITY

Prepared by

JONES & ASSOCIATES
Consulting Engineers

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

Transportation Utility Fee Study
May 2026

Executive Summary

The deterioration and poor condition of the roads in Pleasant View have been a concern for many years. Insufficient funding has been the main cause due to increased construction costs and underfunding from existing sources. To address these concerns, a Transportation Utility Fee study was conducted. The study included a visual assessment and quantitative evaluation of the condition of all streets throughout the City for which the City is responsible for maintaining. The current remaining service life (RSL) of each street was determined. Funding needs were assessed, and potential funding options explored. The results of this study determined that to raise the overall street conditions (RSL) to the desired level of service and reduce the higher cost of delayed maintenance, the current monthly utility fee would need to be increased.

This study presents several options to improve the level of service of the roads in Pleasant View while also funding maintenance that will decrease the overall spending required to maintain the roads. A transportation utility fee is currently collected and used in addition to the funding received from both State and Local sources. The utility fee is restricted and can only be used for transportation needs. To meet Utah State Code, the City is required to notice for and hold a public hearing, adopt the new fee by ordinance, establish an appeals process for an individual or entity that wishes to challenge the user classification assigned to them, and establish a dedicated transportation utility fund.

Background & Purpose

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

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

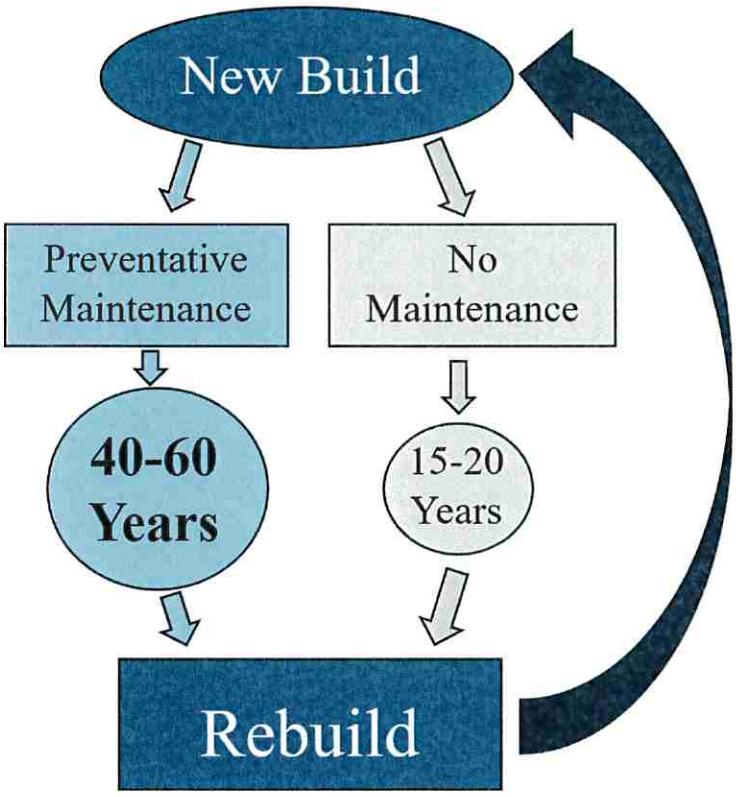
Pavement Life Cycle

Figure 1 below depicts the life cycle paths of a typical street and the positive impacts that preventative maintenance can have on the overall life of the pavement. A typical road without

preventative maintenance (chip seal, crack seal, and overlay) will last approximately 15-20 years before it needs to be rebuilt. This life, however, can be increased by 20-40 years with

Figure 1 - Pavement Life Cycle

preventative maintenance.



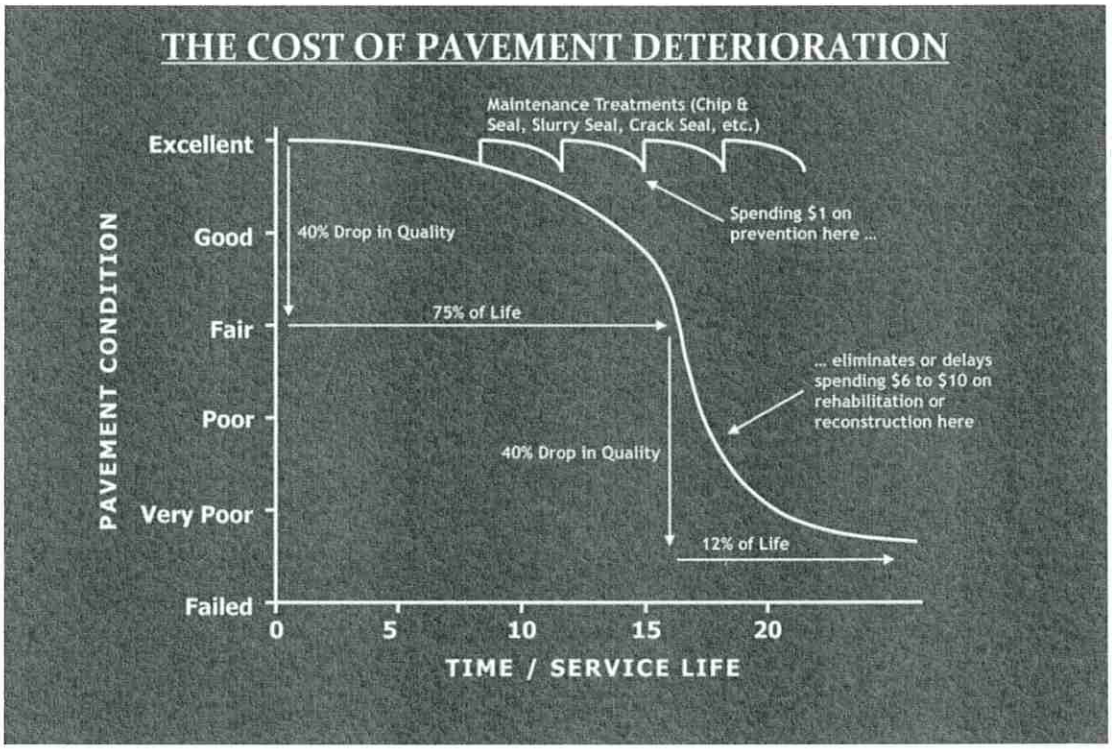
The Cost of Pavement Deterioration

When a road is first constructed in accordance with the City's Development, Design, and Construction Standards, it is considered to be in excellent condition and is typically designed for a service life of about 20 years. Over time, however, normal use and environmental factors cause this condition to decline. This deterioration can be slowed—and the life of the pavement extended—through timely preventative maintenance.

It is more economical to preserve roads than to delay maintenance and rely on full reconstruction. Prioritizing only the worst roads is costly and inefficient; under this approach, limited funding allows for only a small number of roads to be repaired. In contrast, the "keep the good roads good" philosophy emphasizes preventative maintenance, enabling the City to treat more roads and preserve overall network quality. Roads in poor condition are still addressed, but not at the expense of allowing well-performing roads to deteriorate due to neglect.

Preservation is not only more cost-effective, it also helps maintain consistent road conditions. Keeping roads in good repair reduces public complaints and minimizes vehicle damage caused by deteriorating pavement. Importantly, pavement deterioration follows an exponential—not linear—cost curve. If maintenance is deferred by just two to three years, repair costs can increase by four to five times compared to timely, proactive treatment. Figure 2 below illustrates the cost of pavement deterioration.

Figure 2 - Cost of Pavement Deterioration



Recommended Preventative Maintenance

Regular chip seal application is a critical component of roadway maintenance, as it mitigates surface deterioration and preserves the integrity of the underlying base materials. When applied at appropriate intervals, chip sealing extends pavement life and reduces the need for more costly rehabilitation measures.

Climatic conditions in Utah necessitate a more frequent maintenance cycle than is typical in less extreme environments. Seasonal freeze-thaw cycles during winter months, combined with high temperatures and sun exposure during the summer, accelerate pavement wear and surface degradation.

Based on these conditions, chip seal treatments on Utah roadways are generally required at intervals ranging from approximately three to seven years. The appropriate frequency within this range is influenced by traffic volume and loading.

Funding Sources

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

Class C: This funding program was established by the Utah Legislature in 1937 as a means of providing assistance to counties and incorporated municipalities for the improvement of roads and streets throughout the state. The funds differ from ordinary local revenues because they are subject to administrative direction by the State in accordance with legislative provision. The Utah Department of Transportation (UDOT) is the administrative authority on behalf of the State.

Prop 1 Local Option Sales Tax: Weber County adopted the .25% optional local sales tax in 2015 to fund transportation improvements, including road repairs, construction, and trail projects. This optional sales tax is not determined by the City; therefore, no additional funds can be generated from this source.

City's General Fund: This money comes from property tax and is allocated each year during the City's budgeting process. Allocation of this tax money to street projects is at the discretion of the City Council.

Transportation Utility Fund: This money is charged to residents and businesses based on their access and usage of the road system. This is a franchise fee and can only be used by the city for transportation-related uses. Current fee is $4/residential use.

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

Table 1 - Available Funding

Class C	$610,000
General Fund	$200,000
Prop 1 Local Option Sales Tax – Estimated	$235,000
Transportation Utility Fund ($4/ERU)	$185,000
Total Annual Funding	**$1,230,000**

Current Expenses

This study focuses on the expense of road surface improvements and costs related to those improvements. Other expenses exist in the city for road safety that are paid for with the funding listed in Table 1. These include expenses to maintain vehicles used for snow removal, streetlights, improvements to sidewalk for trip hazards and other concrete improvements such as waterways. After these expenses are accounted for, $804,000 is available for street surface maintenance and rebuilding. At the time of the study, the following were the budgeted transportation expenses **outside of road surface treatments and rebuilding**, shown in Table 2:

Table 2 – Road Safety and Vehicle Expenses (Excluding Road Surface)

Vehicle Maintenance	$156,000
Road Striping	$50,000
Sidewalk Trip Hazard Program	$30,000
Streetlights	$170,000
Misc. Concrete	$20,000
Total	**$426,000**

Evaluation Process

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

1. Assess the current conditions of all City streets and determine the overall RSL.
2. Analyze various sources for additional funding.
3. Estimate the cost of road maintenance and improvements, along with the associated extension of service life.
4. Determine fee rates for various classifications of users based on their impact.
5. Analyze various scenarios for additional funding.
6. Adopt and implement Transportation Utility Fee.

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

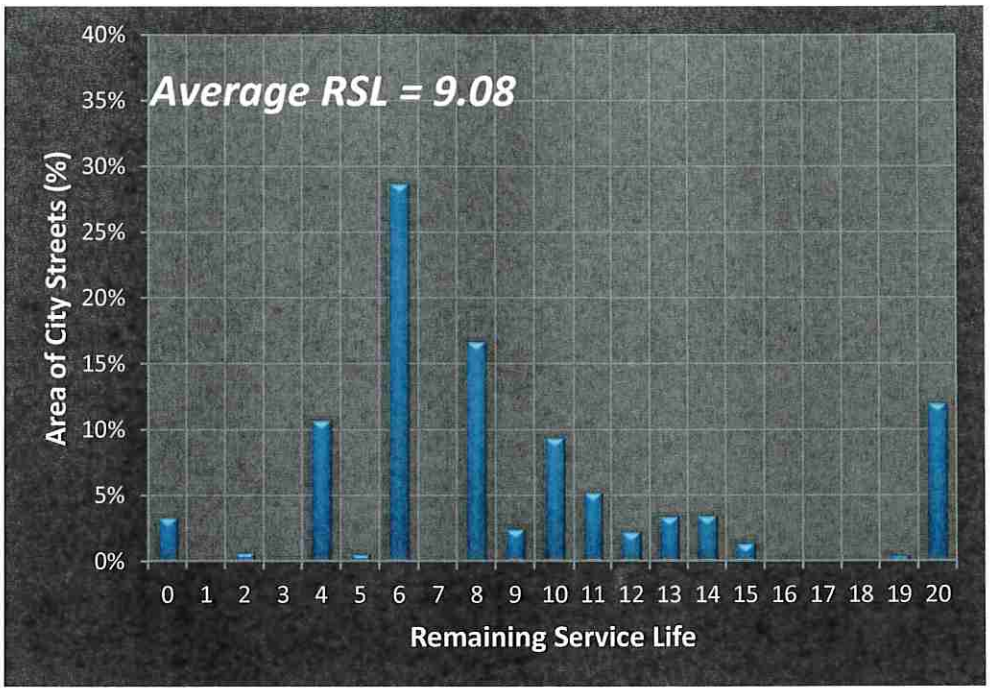
1. Assess the Current Conditions of all City Streets and Determine the Overall RSL.

The City contracted with IWorQ Systems, a SAAS-Based Software Company located in Northern Utah, to visually evaluate and assess all streets and assign a rating based on both the assessment and IWorQ System's pre-determined algorithm. The algorithm prioritizes issues (fatigue, transverse/longitudinal cracks, patching, edge, rutting, and roughness) and performs a weighted calculation that equates to the street's RSL rating. Based on the rating, IWorQ Systems recommends a course of treatment to increase the rating and life of the road. This assessment was completed in 2024; any maintenance performed after the study was accounted for through estimated increases in remaining service life (RSL) associated with the applicable treatment.

IWorQ Assessment

As illustrated in the following figure (Figure 3), the streets in Pleasant View City have an average RSL of 9.08 or 9 years of life remaining. There were 44% of City streets with an RSL of 6 years or less and 72% with an RSL of 10 years or less. To bring these streets to an RSL above 10, it would cost approximately $12 million.

Figure 3 – Current Road Conditions



If current funding remains in place with no additional funding source provided, the current average RSL of 9.08 will drop to approximately 7.36 over the next 10 years. Additionally, the percentage of roads in failure will increase from 3% to 21%.

2. *Analyzing Various Sources for Additional Funding*

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

Increase Street Funding from General Fund. The City has already included $200,000 from the general budget for the street budget. Other systems in Pleasant View are facing maintenance and underfunding issues and so further funding from the general fund is not likely.

Bonding. This option would be a one-time source of supplemental funding. Bonding would allow the City to make significant progress to increase the average RSL rating but it would not meet the on-going needs of yearly maintenance and repairs. If bonding were considered, adequate funding from the streets budget would need to cover bond repayment, including interest, and yearly maintenance.

Increase Property Tax. This source of income is one that is already in place. While the City could increase the current property tax rate, these funds would become unrestricted monies that future City Councils could defer to other City needs. This option also does not provide an equitable nexus between the value of a home and the use of City streets.

Update Utility Fee. Pleasant View City currently collects a Transportation Utility Fee of $4 per residential unit. This fee was adopted nearly 10 years ago at a rate significantly lower than the study recommended. It is now one of the lowest transportation utility fees in the state. Because the proposed updated fee is based on both access and usage of the roads, it is an equitable solution to increase road funding. State Law requires that the funds collected become guaranteed restricted monies that can only be used for transportation needs.

3. *Estimate the Cost of Road Maintenance and Improvements, Along with the Associated Extension of Service Life.*

The cost of each type of treatment was determined by analyzing the work related to the treatment type, and determining the per square foot cost based on current construction rates and the number of added years each treatment provides. It's important to note that total project cost was considered, not just the specific treatment listed. For example, a chip seal project would include the chip seal in addition to all other costs charged by the contractor including mobilization and incidental improvements like concrete collars or waterways affected by the project extents. The following table (Table 3) lists the unit cost and number of added years for each type of treatment.

Table 3 - Cost of Treatments

Description	Unit Cost [$/s.f.]	RSL Added (years)
Chip Seal	$0.75	5
Mill & Overlay	$2.50	15
Reconstruct	$4.00	20

Using this information, we could determine the funding needed to maintain and/or improve road conditions in Pleasant View. Pleasant View currently has just over 9 million square feet of road to maintain. This means 15% - 20% of the roads would need to be chip sealed every year to meet the minimum chip seal maintenance requirements. This equates to a budget of approximately $981,000 to $1,374,000 for chip seal alone. More money would be required to repair/rebuild roads that have deteriorated past the point in which chip seal would improve their condition. Reconstructing 1% of the roads in Pleasant View would cost approximately $370,000. Mill and overlay for 1% of the roads in Pleasant View would cost approximately $230,000. Roads under an RSL of 5 would likely need either mill and overlay or reconstruction.

4. *Determine Fee Rates for Various Classifications of Users Based on Their Impact*

Three (3) main factors determine the impact a particular user has on a transportation system. These factors and how their impact was calculated is as follows:

1. **Road Network Service Area**. The service area supporting a specific use was defined based on the area of its zoning designation.
2. **Traffic Counts**. Trip counts from the ITE Trip Generation Manual, 12th edition, were used to determine the traffic generated from uses.
3. **Traffic Loading**. The weight of a vehicle has an exponential impact on the wear on the pavement and structural road base. This impact is calculated using the AASHTO Equivalent Single Axle Load calculation. This calculation involves many variables that are not known precisely in our study but by using the fourth power law we can approximate the impact of an average heavy truck to that of a passenger vehicle. The fourth power law states that the pavement damage increases roughly to the fourth power of the axle load ratio. Using this approximation each heavy truck trip is the same as 200 trips in a passenger vehicle. See Appendix A for calculations regarding the heavy traffic load factor.

Utah code states that a city, "shall establish different rates within a transportation utility fee for different classifications of users of a transportation facility if the rates and classifications have a reasonable basis." Two categories were established based on their distinct impacts on the city:

1. Residential
2. Commercial (including all non-residential uses)

Institutional uses, such as churches and schools, were determined to have impacts similar to commercial uses and were therefore analyzed within the commercial category.

Residential. Residential traffic's primary impact is reflected in the extent of the street network dedicated to neighborhood circulation. To approximate this share, the area of Pleasant View zoned for residential use was compared to the City's total area, indicating that approximately 81% is residential. Accordingly, 81% of the Transportation Utility Fee (TUF) revenue is allocated to residential users. Based on the ITE Trip Generation Manual (12th Edition), a typical single-family residence generates about nine (9) trips per day; for this analysis, all residences are assumed to generate similar trip levels. The residential rate is therefore calculated by dividing 81% of total TUF revenue by the number of residential units. This unit is defined as one Equivalent Residential Unit (ERU), and each residence is assigned one ERU.

Commercial (Including all Non-Residential Uses). Commercial user charges were determined based on estimated trip generation and heavy truck usage. Users were grouped into four (4) categories reflecting relative roadway demand, with the lowest category defined as the base commercial unit. Higher-use categories were assigned proportionally as multiples of this base unit. Businesses with regular heavy truck activity were assigned additional units to reflect their increased roadway impact. Total commercial units were then allocated across the remaining required Transportation Utility Fee (TUF) revenue after residential contributions were applied. For consistency, all commercial units were converted to ERUs, including additional ERUs assigned for heavy truck use. The resulting categories, trip counts, and ERU assignments are summarized In Table 4:

Table 4 - Commercial Categories

Category	Trip Counts	Commercial Units	ERU
A	Under 99	1	1.64
B	100-199	2	3.28
C	200-599	4	6.57
D	Greater than 600	8	13.13
HTF*	200 per HT trip	+4	+6.57

*Heavy Truck Factor

Average weekday trip counts were used or approximated based on known data. Non-residential uses that do not operate all year were adjusted for their seasonal use.

5. Analyze Various Scenarios for Additional Funding

To estimate the amount of funding needed to maintain or improve road conditions over a 10-year period (2026-2036), three (3) scenarios were included. For consistency among the various scenarios, each scenario included 2 components: Road Rebuilding and Chip seal. Each scenario included a yearly budget of roughly $370,000 to rebuild or repair roads. The budget for chip

seal maintenance changed with the frequency at which the chip seal was applied. No inflation was added to the pricing. All revenue and expenses for each scenario can be seen in Appendix B.

The analysis resulted in the following:

Scenario 1: 7-year chip seal frequency. **A monthly fee of $13.86** for each ERU will add approximately $545,000 to the current funding. This amount of additional funding is estimated to provide enough money to chip seal all roads once every 7 years and rebuild 1% of city roads yearly. By year 10, the average RSL is estimated to increase from 9.08 to 10.58 with 58% of roads with an RSL of 10 or less.

Scenario 1 would improve the level of service in Pleasant View, however, while a 7-year cycle may be adequate for some roads, many will need chip seal more frequently. These roads will fall into disrepair before funds are available to chip seal leaving them to require maintenance at a much higher cost down the road.

Scenario 2: 6-year chip seal frequency. **A monthly fee of $16.96** for each ERU will add approximately $708,000 to the current funding. This amount of additional funding is estimated to provide enough money to chip seal all roads once every 6 years and rebuild 1% of city roads yearly. By year 10, the average RSL is estimated to increase from 9.08 to 12.02 with 27% of roads with an RSL of 10 or less.

Scenario 2 allows for a hybrid of timelines allowing for chip seal at a more frequent cycle for some roads. With 27% of roads with an RSL of 10 or less there will still be some loss due to inadequate chip seal funding and some projects may need to be funded at a higher cost later.

Scenario 3: 5-year chip seal frequency . **A monthly fee of $21.32** for each ERU will add approximately $938,000 to the current funding. This amount of additional funding is estimated to provide enough money to chip seal all roads once every 5 years and rebuild 1% of city roads yearly. By year 10, the average RSL is estimated to increase from 9.08 to 14.04 with 8% of roads with an RSL of 10 or less.

Scenario 3 provides funding for the most likely chip seal needs. Due to high usage or repeat treatments, some roads may last 7 years between chip seals and some may only last a couple of years. This scenario allows for the most cost-efficient maintenance because it reduces the need for additional road rebuilding funding in the future.

Table 5 shows the fee schedule that would be applied to various users based on the 3 calculated scenarios.

Table 5 – Fee Schedule

User	Scenario 1	Scenario 2	Scenario 3
Residential	$13.86	$16.96	$21.32
Commercial Category A	$22.75	$27.85	$34.98
Commercial Category B	$45.49	$55.69	$69.97
Commercial Category C	$90.99	$111.38	$139.93
Commercial Category D	$181.97	$222.76	$279.87
HTF*	+$90.99	+$111.38	+$139.93

*Heavy Truck Factor

6. *Adopt and Implement Transportation Utility Fee*

After selecting a fee option, the City must comply with applicable Utah statutory procedures prior to imposing the transportation utility fee. This includes providing at least seven days' notice and holding a public hearing (separate from, but permitted in conjunction with, the budget hearing), adopting the fee by ordinance through a separate vote, and simultaneously establishing an appeals process for user classifications. The City must continue to use their dedicated transportation fund into which all fee revenues are deposited and used exclusively for transportation purposes, without commingling or transferring to other funds. Following adoption, the fee remains in effect for up to ten years unless reauthorized, and the City must conduct an annual review and submit a written report as required.

Appendix A

Heavy Truck Factor

30-Apr-26

Technical Vehicle Description	Description	Gross Vehicle Weight (GVW)
	Passenger Vehicle (PV) Weights	
Light Duty Vehicles (Passenger Cars)	Sedans and Station Wagons	4,000-5,000 lbs.
Light Duty Trucks 1	Most small SUVs, most small pickups	Up to 6,000 lbs.
Light Duty Trucks 2	All minivans, "compact" SUVs and T100 pickups	Up to 6,000 lbs.
Light Duty Trucks 3	Most 1/2-ton pickups, base full size vans and intermediate SUVs	6,001-8,500 lbs.
Light Duty Trucks 4	Some 1/2 and 3/4 ton pickups, some full size vans, and larger SUVs	6,001-8,500 lbs.
	Minimum (PV) =	4000 lbs.
	Maximum (PV) =	8500 lbs.
	Average (PV) =	**6250 lbs.**
	Heavy Truck (HT) Vehicle Weights	
Class 4 Heavy Duty Vehicles	Flat bed Trucks, Medium Delivery Trucks and Box Trucks	14,001-16,000 lbs.
Class 5 Heavy Duty Vehicles	Flat bed Trucks, Large Delivery Trucks, Bucket Trucks and Step Vans	16,001-19,500 lbs.
Class 6 heavy Duty Vehicles	Beverage Truck, Single-Axle Trucks and School Buses	19,501-26,000 lbs.
Class 7 Heavy Duty Vehicles	Garbage trucks, Fuel trucks, Dump Trucks, and Tractor/Trailer Trucks	26,001-33,000 lbs.
Class 8 Heavy Duty Vehicles	Fuel Trucks, Dump Trucks, Concrete Trucks and Tractor/Trailer Trucks	Over 33,000 lbs.
	Minimum (HT) =	14001 lbs.
	Maximum (HT) =	33000 lbs.
	Average (HT) =	**23500 lbs.**
	Heavy Truck Factor (HT / PV) =	**3.76**
	Heavy Truck Equivalent Single Axle Load* =	**200**

*Fourth Power Law
Damage α $(Load_{HT}/Load_{PV})^4$

Appendix B

Street Funding Scenarios

5-May-26

	Scenario 1 7 year Chip Seal Frequency	Scenario 2 6 year Chip Seal Frequency	Scenario 3 5 year Chip Seal Frequency
EXPENSES			
Vehicle Maintenance	$ 156,850	$ 156,850	$ 156,850
Striping	$ 50,000	$ 50,000	$ 50,000
Sidewalk Trip Hazard Program	$ 30,000	$ 30,000	$ 30,000
Streetlights	$ 170,000	$ 170,000	$ 170,000
Misc. Concrete	$ 20,000	$ 20,000	$ 20,000
Chip Seal	$ 981,522	$ 1,145,109	$ 1,374,131
Reconstruct 1% of Roads every year	$ 366,435	$ 366,435	$ 366,435
Total Expenses	**$ 1,774,807**	**$ 1,938,394**	**$ 2,167,416**
REVENUE			
Class C Funds	$ 610,000	$ 610,000	$ 610,000
Sales Tax Funds	$ 235,000	$ 235,000	$ 235,000
General Fund	$ 200,000	$ 200,000	$ 200,000
Total Revenue	**$ 1,045,000**	**$ 1,045,000**	**$ 1,045,000**
Shortfall -Total TUF Revenue Required	**$ 729,807**	**$ 893,394**	**$ 1,122,416**
TUF Breakdown			
Cost/ERU	**$ 13.86**	**$ 16.96**	**$ 21.32**
Cost/Commercial Unit	$ 22.75	$ 27.85	$ 34.98
Residential ERUs	3554	3,555	3554
Commercial Units	508	508	508
Residential TUF Contribution (81%)	$ 591,144	$ 723,649	$ 909,157
Commercial TUF Contribution (19%)	$ 138,663	$ 169,745	$ 213,259
Total TUF Revenue	**$ 729,807**	**$ 893,394**	**$ 1,122,416**

PLEASANT VIEW CITY

May 26, 2026

TRANSPORTATION UTILITY FEE UPDATE

JONES & ASSOCIATES
Consulting Engineers

Pleasant View
Est.1851
City

State and local funding for roads has not kept up with increased construction costs.

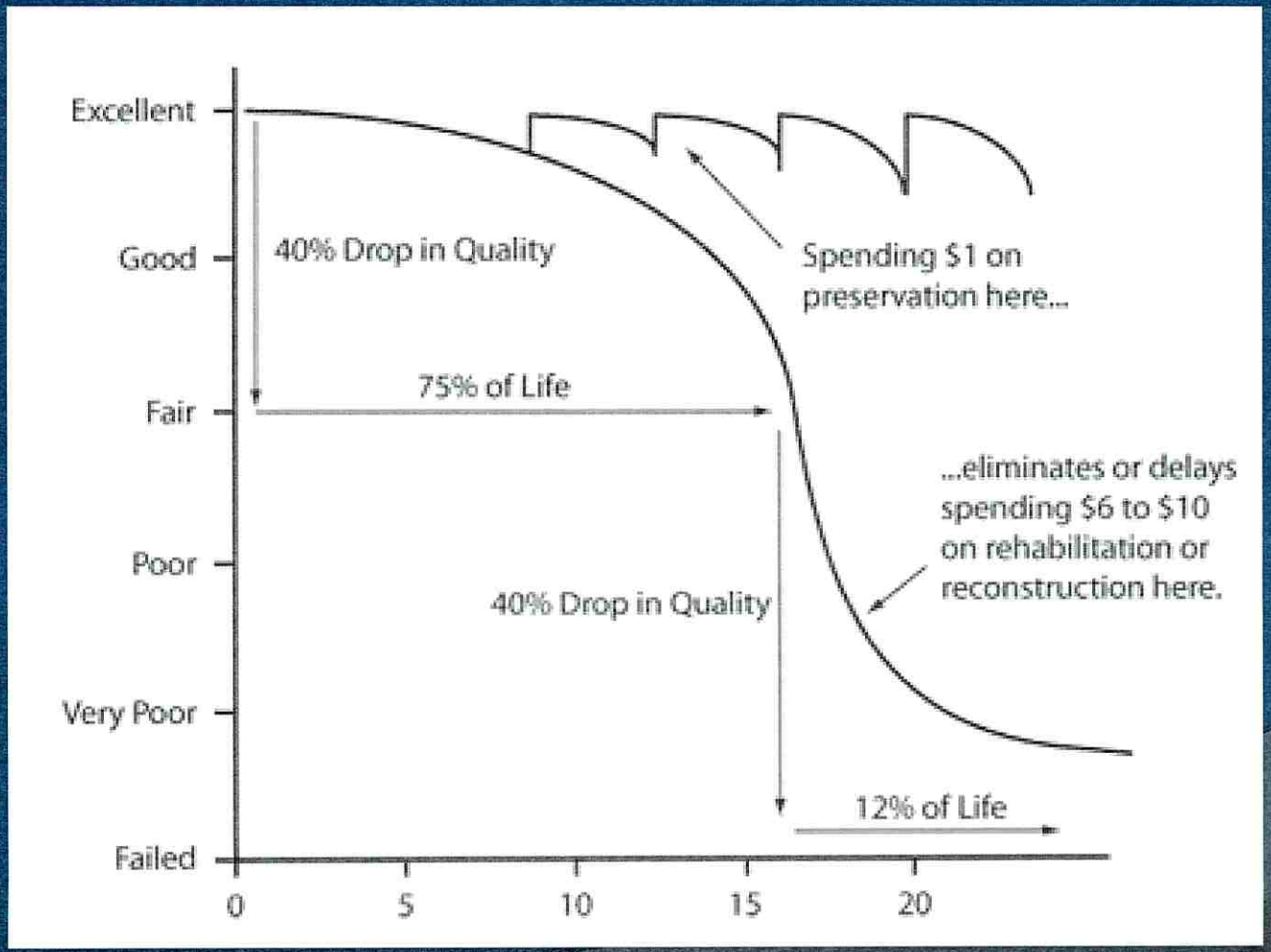
Why a Transportation Utility Fee?

Used by local governments to fund the maintenance of local roads

Paid by property owners based on access and land use intensity

More equitably distributed than an overall increase in taxes.

Why is it important to perform timely road maintenance?



How much does it cost to maintain Pleasant View City's roads?

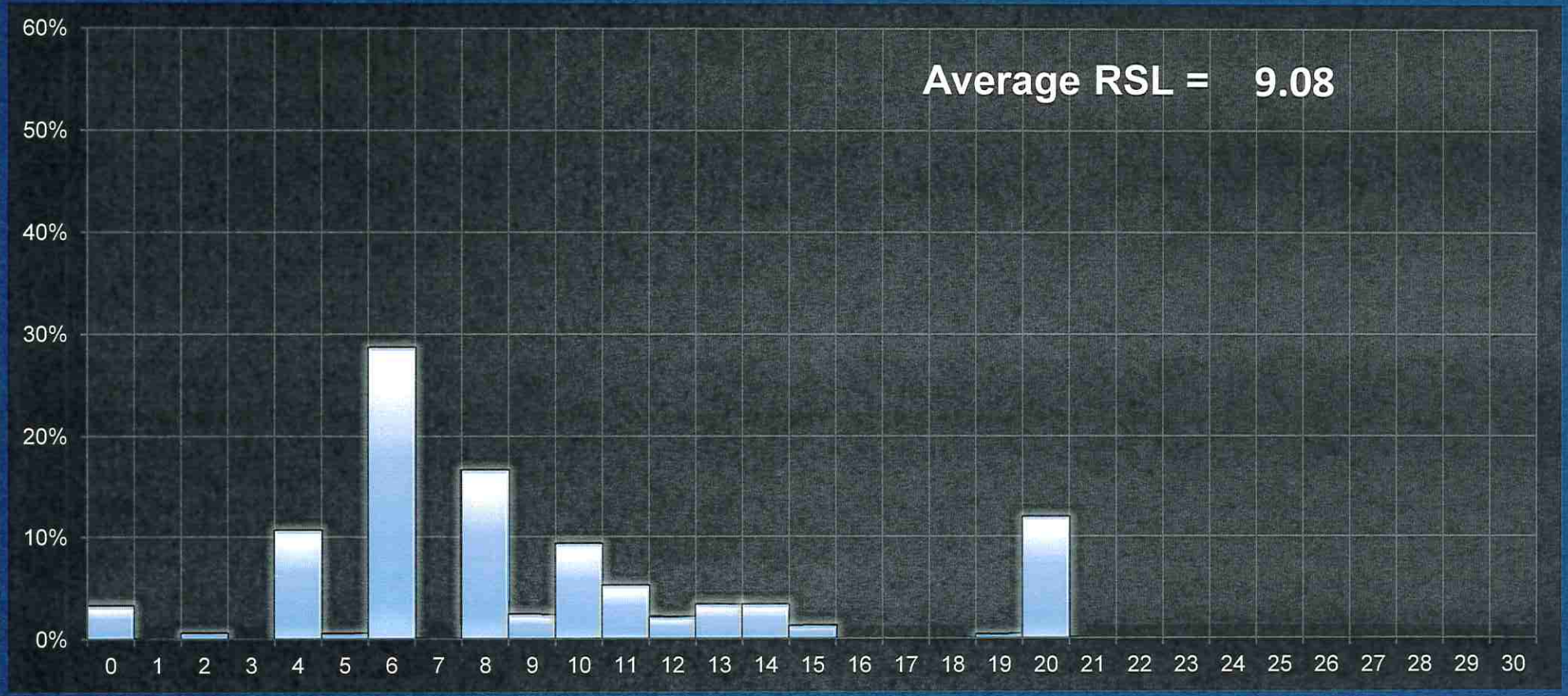
- Pleasant View has 9,160,872 sf of road asphalt to maintain.
- Chipseal is generally needed every 5 to 7 years to preserve road integrity.
- To chipseal every road in Pleasant View once every 7 years would cost

$1 Million / year

Assessment of Current Street Conditions

Current Conditions

Pleasant View City Street Conditions (including already funded 2025 street maintenance)



RSL = Remaining Service Life

Current Needs

44% of City streets are at an RSL of ***6 years*** or less

72.2% of City streets are at an RSL of ***10 years*** or less

Fee Analysis

Main Factors that Contribute to Road Deterioration

Environment – Assumed random and distributed across all roads

Traffic Load – Estimated by Trip Generation

Equivalent Residential Unit (ERU) Calculation

Residential

All homes pay for the basic access fee of

1 ERU

Commercial

Commercial Entities pay for basic access plus usage fee based on traffic generated

- Category A (Under 99 trips)
- Category B (100-199 trips)
- Category C (200-599 trips)
- Category D (>600 trips)

Heavy Truck Surcharge

Each trip in the average heavy truck is equivalent to 200 trips in the average passenger vehicle

Seasonal Factor

Some entities' ERUs were adjusted based upon seasonal use

Fee Options

Recommend Fee Schedule

User	Scenario 1 Chip Seal Every 7 Years Rebuild 1% of Roads Yearly	Scenario 2 Chip Seal Every 6 Years Rebuild 1% of Roads Yearly	Scenario 3 Chip Seal Every 5 Years Rebuild 1% of Roads Yearly
Residential	$13.86	$16.96	$21.32
Commercial Category A	$22.75	$27.85	$34.98
Commercial Category B	$45.49	$55.69	$69.97
Commercial Category C	$90.99	$111.38	$139.93
Commercial Category D	$181.97	$222.76	$279.87
HTF*	+$90.99	+$111.38	+$139.93

*Heavy Truck Factor

Increasing Fee Schedule Option

Increasing Fee Schedule					
User	Year 1 $8.00 ERU	Year 2 $10.00 ERU	Year 3 $12.00 ERU	Year 4 $14.00 ERU	Year 5 $16.00 ERU
Residential	$8.00	$10.00	$12.00	$14.00	$16.00
Commercial Category A	$13.12	$16.40	$19.68	$22.96	$26.24
Commercial Category B	$26.24	$32.80	$39.36	$45.92	$52.48
Commercial Category C	$52.48	$65.60	$78.72	$91.84	$104.96
Commercial Category D	$104.96	$131.20	$157.44	$183.68	$209.92
HTF*	$52.48	$65.60	$78.72	$91.84	$104.96

To meet minimum funding recommendations, fee must be raised $2/year from $8 to $16 by year 5.

TUF Funds Generated at Various ERU Rates						
	$8.00 ERU	$10.00 ERU	$12.00 ERU	$14.00 ERU	$16.00 ERU	$8-$16 ERU
Total Yearly TUF Funding	$421,164	$526,454	$631,745	$737,036	$842,327	Varies
Total 10 year TUF Funding	$4,211,635	$5,264,544	$6,317,453	$7,370,362	$8,423,270	$7,370,362

Thank You.
Questions?