



TRANSPORTATION UTILITY FEE DRAFT STUDY

CITY COUNCIL WORK SESSION PRESENTATION

SEPTEMBER 1, 2026



OBJECTIVES

- Overview of DRAFT FINAL TUF STUDY
- Decision on how to handle Residential Fee
- Decision on the recommended TUF Amount



THE CHALLENGE: A FUNDING GAP WE CANNOT IGNORE

WITH the TUF

- Roads maintained utilizing an optimized strategy – stretches service life, predictable funding
- Active Transportation projects have a partial funding source
- CIP/Safety improvements help reduce traffic
- Missing sidewalk gaps filled – pedestrian connectivity improved
- Intersection improvements - reduce congestion and improve safety



TUF - METHODOLOGY

TUF calculation methodology :

- Estimates the volume of vehicle trips
- Allocates costs proportionately
- Uses Institute of Transportation Engineers (ITE) Trip Generation Manual (Req by State Law)
- **Residential broken into 1 or 2 categories?**
- Commercial properties broken into 4 categories
- Public Use into 2 categories

FEE CATEGORIES

 Residential Single Family	 Commercial A 0-100 daily trips	 Public Use A 0-300 trips
 Residential Multi-Family	 Commercial B 100-300 daily trips	 Public Use B 300+ trips
-or-	 Commercial C 300-600 daily trips	
 Residential Combined	 Commercial D 600+ daily trips	



RESIDENTIAL - COMBINED OR SEPARATED

State Code:

- Requires three categories
 - Residential
 - Commercial
 - Public Use
- Does not state that residential is to be separated by dwelling (single family, multi-family)

Trip Generation Manual:

- Single family residential = 0.95 trips
- Multi -Family Unit = 0.35 - 0.5 trips
- 5 out of the 17 Cities with a TUF have separated residential fees



RESIDENTIAL - COMBINED OR SEPARATED

OPTION 1

INPUT DATA OR DROPDOWN
CALCULATION (DO NOT CHANGE)

cell
cell

Total Annual Funds

\$ 2,581,310

Trip Range Lookup

Proposed Springville Utility Fee Structure

Low	High	Category			Address/ Units	Total Trips	Avg Trips Calculated	Avg Trips Manual	Avg Trips Input	Daily Trip Share	Proportional Share	Annual Per Unit	Monthly
Residential TUF:		Residential A - Single Family			8,729	82,314			9.43	37%	\$ 958,441.94	\$ 109.80	\$ 9.15
Separate		Residential B - Multifamily			2,882	19,425			6.74	9%	\$ 226,179.44	\$ 78.48	\$ 6.54
0	100	Commercial A	<100	Trip-Ends	612	14,076	23	50	23.00	6%	\$ 163,897.13	\$ 267.81	\$ 22.32
100	300	Commercial B	100-300	Trip-Ends	152	28,272	186	200	186.00	13%	\$ 329,191.52	\$ 2,165.73	\$ 180.48
300	600	Commercial C	300-600	Trip-Ends	61	26,352	432	450	432.00	12%	\$ 306,835.56	\$ 5,030.09	\$ 419.17
600	999999	Commercial D	≥600	Trip-Ends	66	39,600	2630	600	600.00	18%	\$ 461,091.68	\$ 6,986.24	\$ 582.19
0	300	Public Use A	<300	Trip-Ends	157	5,652	36	150	36.00	3%	\$ 65,810.36	\$ 419.17	\$ 34.93
300	999999	Public Use B	≥300	Trip-Ends	20	6,000	1507	300	300.00	3%	\$ 69,862.38	\$ 3,493.12	\$ 291.09

OPTION 2

Total Annual Funds

\$ 2,581,310

Trip Range Lookup

Proposed Springville Utility Fee Structure

Low	High	Category			Address/ Units	Total Trips	Avg Trips Calculated	Avg Trips Manual	Avg Trips Input	Daily Trip Share	Proportional Share	Annual Per Unit	Monthly
Residential TUF:		Residential			11,611	101,739			8.92	46%	\$ 1,184,621.38	\$ 102.03	\$ 8.50
Combined													
0	100	Commercial A	<100	Trip-Ends	612	14,076	23	50	23.00	6%	\$ 163,897.13	\$ 267.81	\$ 22.32
100	300	Commercial B	100-300	Trip-Ends	152	28,272	186	200	186.00	13%	\$ 329,191.52	\$ 2,165.73	\$ 180.48
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Separated

Monthly

\$ 9.15

\$ 6.54

Combined

Monthly

\$ 8.50

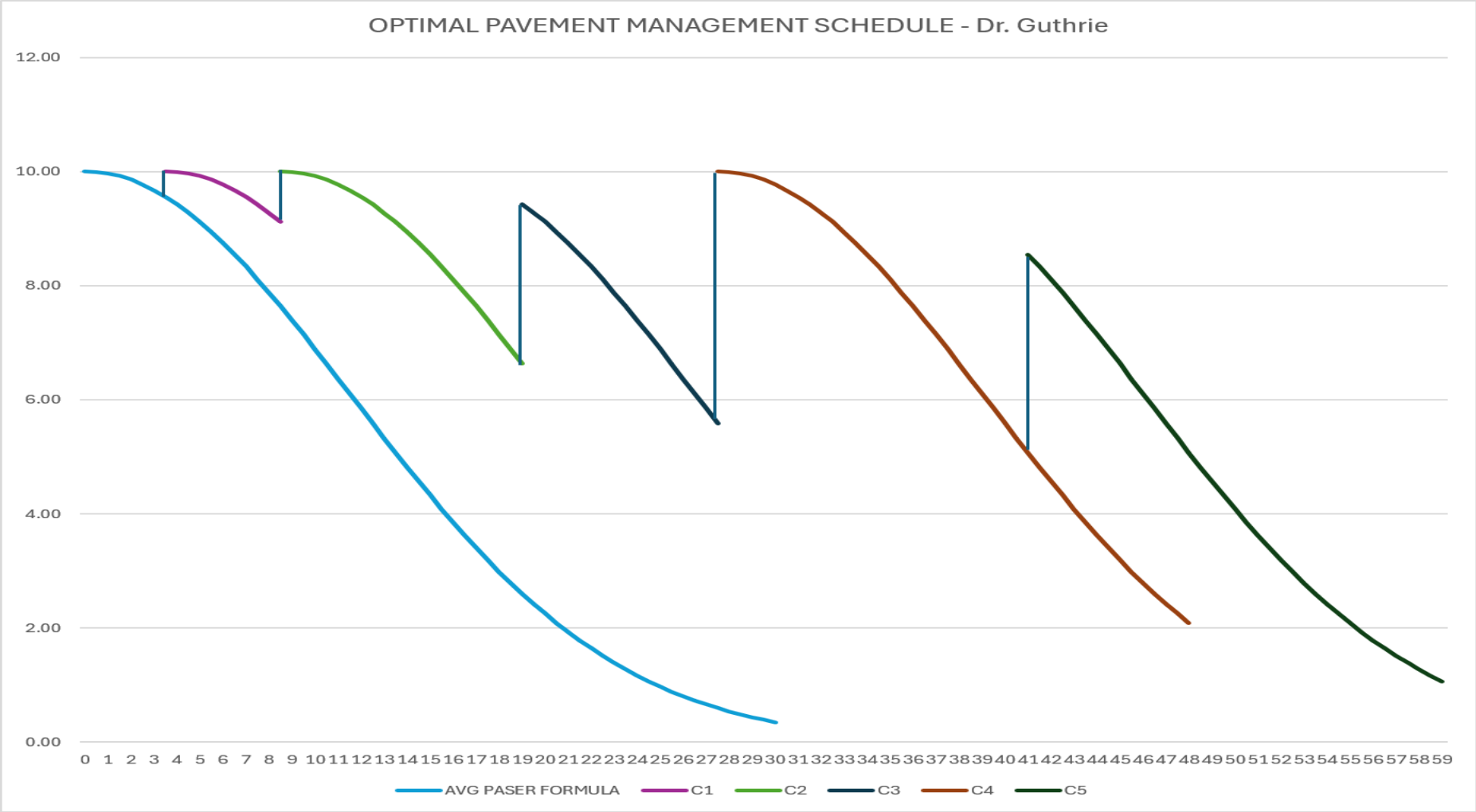


TUF - IMPLEMENTATION

- All parcels assigned a land use code
- TUF amount calculated on land use
- Fee to be included on utility bill
- Dedicated TUF fund created.
- Appeals Process
- Prepare an annual TUF report
- Ongoing administration, monitoring and updates



OPTIMIZED PAVEMENT MANAGEMENT STRATEGY





OPTIMIZED PAVEMENT MANAGEMENT STRATEGY

- **60 year** assumed life of optimally treated roadway
- Cost to optimally treat roadway \$89.00/60 years = **\$1.49 per SY** of pavement/year
- **2,908,000 SY** of pavement
- $\$1.49 \times 2,908,000 \text{ SY} = \text{\$4,332,920/yr}$
(annual cost of optimal pavement management strategy)

Street Classification	Treatment Description	Cost per SY	Optimal Life Cycle Cost of Road per SY
Minor Collector	Reconstruct	\$ 54.00	\$ 89.00
Minor Collector	Crack Seal	\$ 0.40	
Minor Collector	Crack Seal and Microsurface Type III 1	\$ 4.20	
Minor Collector	Crack Seal and Microsurface Type III 2	\$ 4.20	
Minor Collector	Mill and Fill	\$ 22.00	
Minor Collector	Crack Seal and Microsurface Type III 3	\$ 4.20	



TUF - FUNDING BREAKDOWN (COMBINED RES)

	Current Funding	Full Funding All Plans	Full Fund Pvmnt & Partial Safety- Congestion	Every Additional \$1 of TUF	<u>RECOMMEND</u> Full Fund Pvmnt & Partial Safety- Congestion
Revenue	\$ 4,934,700	\$ 4,934,700	\$ 4,934,700		\$ 4,934,700
Operations	\$ 2,691,000	\$ 2,691,000	\$ 2,691,000		\$ 2,691,000
Pavement Management	\$ 2,043,700	\$ 4,332,900	\$ 4,332,900		\$ 4,075,000
Safety-Congestion Relief (AT, Safety CIP, Concrete)	\$ 200,000	\$ 5,003,300	\$ 490,000	\$ 305,000	\$ 750,000
Single Family TUF	\$ -	\$ 22.72	\$ 8.50	\$ 1.00	\$ 8.50
Projected Annual Rev		\$ 6,898,200	\$ 2,579,200	\$ 305,000	\$ 2,579,200



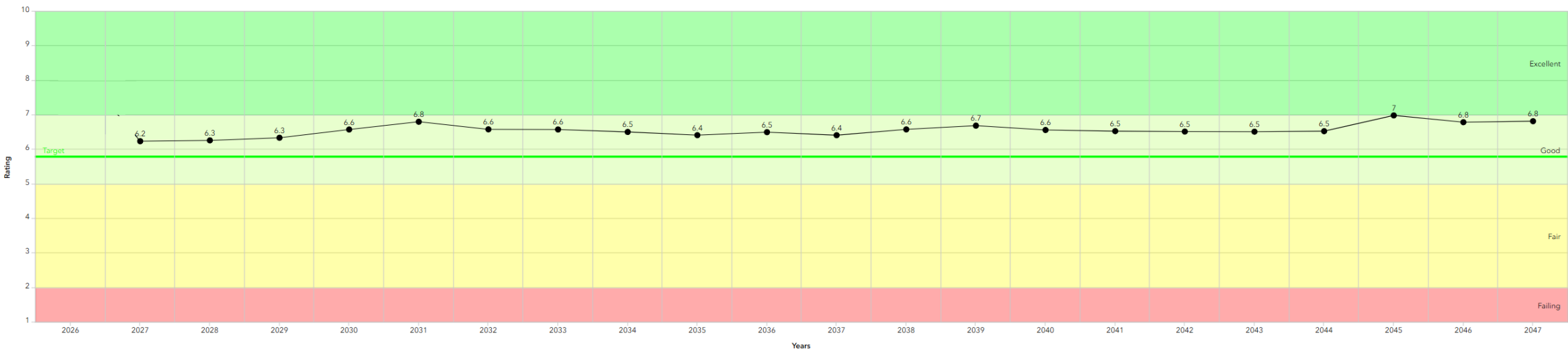
TUF - FUNDING BREAKDOWN (SEPARATED RES)

	Current Funding	Full Funding All Plans	Full Fund Pvmnt & Partial Safety-Congestion	Every Additional \$1 of TUF	<u>RECOMMEND</u> Full Fund Pvmnt & Partial Safety-Congestion
Revenue	\$ 4,934,700	\$ 4,934,700	\$ 4,934,700		\$ 4,934,700
Operations	\$ 2,691,000	\$ 2,691,000	\$ 2,691,000		\$ 2,691,000
Pavement Management	\$ 2,043,700	\$ 4,332,900	\$ 4,332,900		\$ 4,075,000
Safety-Congestion Relief (AT, Safety CIP, Concrete)	\$ 200,000	\$ 6,683,600	\$ 310,000	\$ 283,000	\$ 570,000
Single Family TUF	\$ -	\$ 24.45	\$ 8.50	\$ 1.00	\$ 8.50
Projected Annual Rev		\$ 6,898,200	\$ 2,399,200	\$ 283,000	\$ 2,399,200

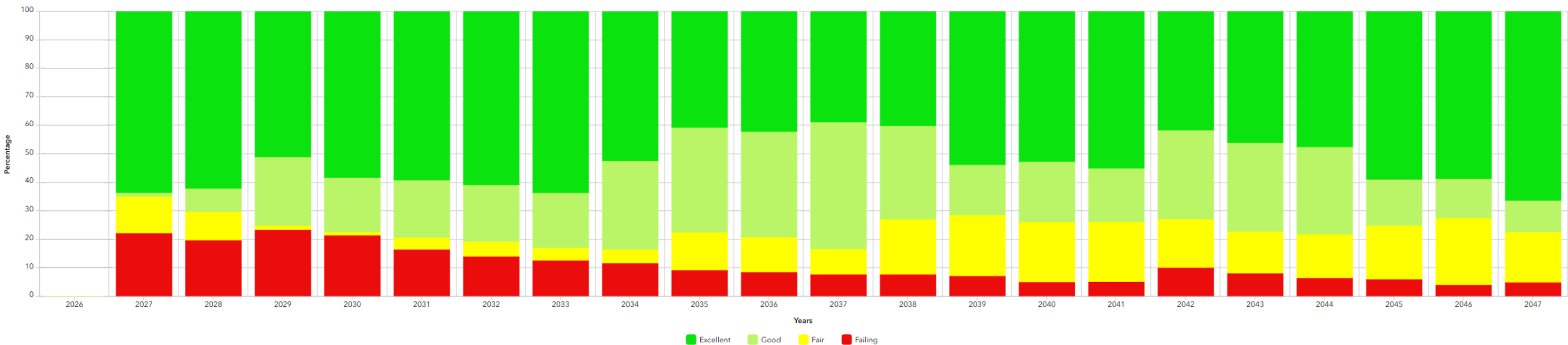


MODEL RUN - \$4.075 MILLION

Average Rating (Actual for Past & Present, Projected for Future)



Percentage of Streets by Condition Rating





UTAH TUF COMPARISON

State Avg = \$8.23

Utah County Avg = \$8.31

City	Monthly Fee (Single-Family)	Monthly Fee (Multi-Family)	Implementation/ Last Update	Assessment Method
Provo	\$4.78	\$2.87	Sep-26	ITE trip generation rates
Pleasant Grove	\$6.76		Jul-18	ITE trip generation rates
Pleasant View	\$4.00		~2015	ITE trip generation rates
North Ogden	\$15.00		Jan-26	ITE trip generation rates
South Ogden	\$5.52	\$6.31	Aug-17	ITE trip generation rates
South Weber	\$15.00		Jun-17	ITE trip generation rates
Fruit Heights	\$7.50		Jul-15	ITE trip generation rates
Farmington	\$3.40	Based on ERU Calculation	Feb-18	ITE trip generation rates
Kaysville	\$7.85	\$5.45	Jul-18	ITE trip generation rates
Highland	\$18.50		May-17	ITE trip generation rates
Vineyard	\$3.50		Mar-15	ITE trip generation rates
Mapleton	\$8.00		Jul-16	Flat fee for single-family;
Farr West	\$7.00		Fall 2025	Flat fee for single-family; size-based for commercial/multi-family
Millcreek	\$8.40	\$4.60	May-26	ITE trip generation rates
South Salt Lake	\$1.71 per KSF		Jul-25	Commercial/residential methodology; residential rate is \$1.71/KSF
Washington City			Coming 2026	
Duchesne County			Coming 2026	



QUESTIONS?



ASSUMPTIONS - LOS

CIP - CONGESTION RELIEF:

- Master Plan Projects (\$73.8 M total)
- TOTAL Springville Portion Over 24 Years

ACTIVE TRANSPORTATION:

- Assumes a 30-year implementation
- Assumed 50% of cost is funded through grants (\$40.2M total)
- Costs were inflated to 2026 values

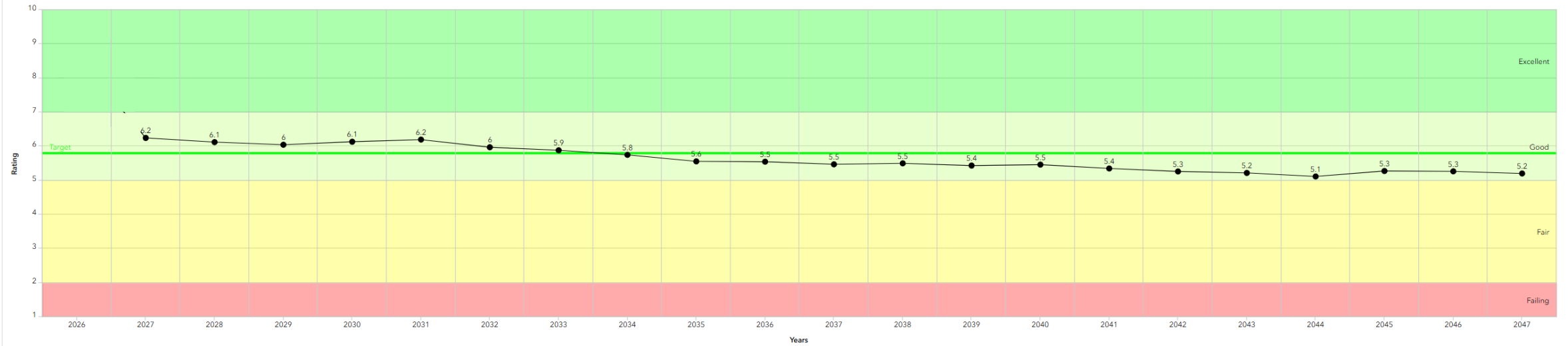
CONCRETE:

- 100-year life cycle

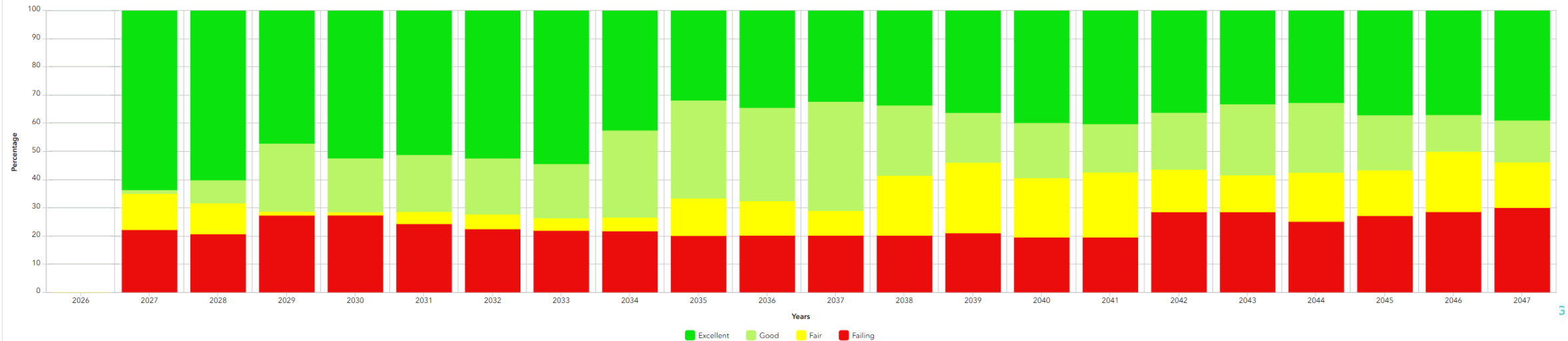


MODEL RUN - \$2.75 MILLION (\$4.00 TUF)

Average Rating (Actual for Past & Present, Projected for Future)



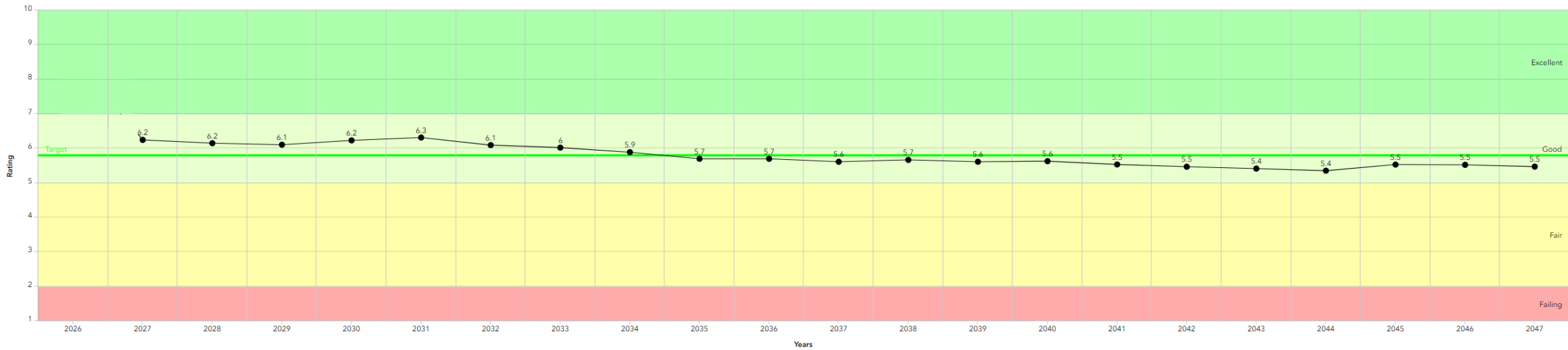
Percentage of Streets by Condition Rating



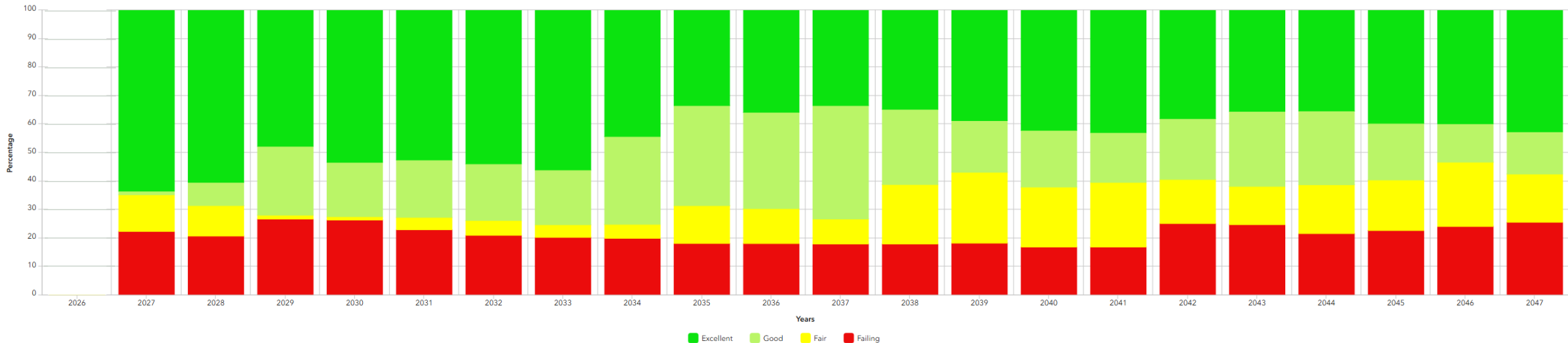


MODEL RUN - \$3.00 MILLION (\$4.85 TUF)

Average Rating (Actual for Past & Present, Projected for Future)



Percentage of Streets by Condition Rating





Streets Revenue

C-Roads	\$ 2,000,000
Sales Tax	\$ 877,000
5th-5th	\$ 412,000
Other Revenue	\$ 92,000
Transfer from GF	\$ 1,553,712
Total	\$ 4,934,712

Streets Expenses

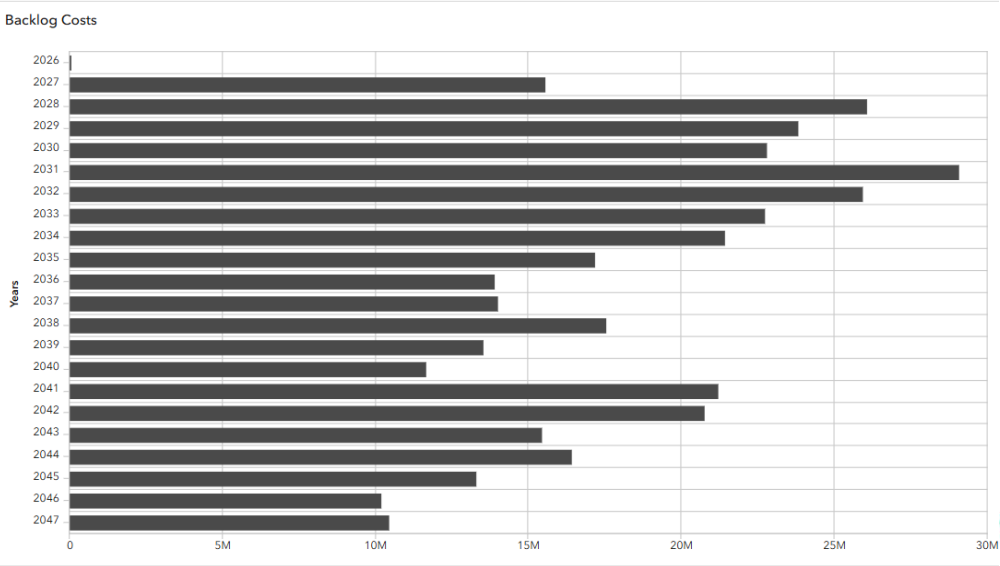
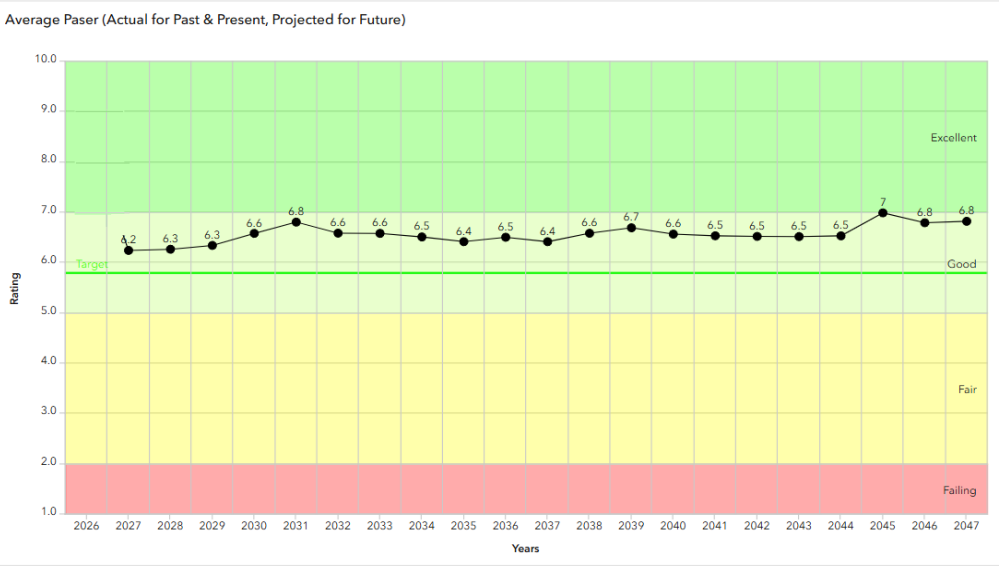
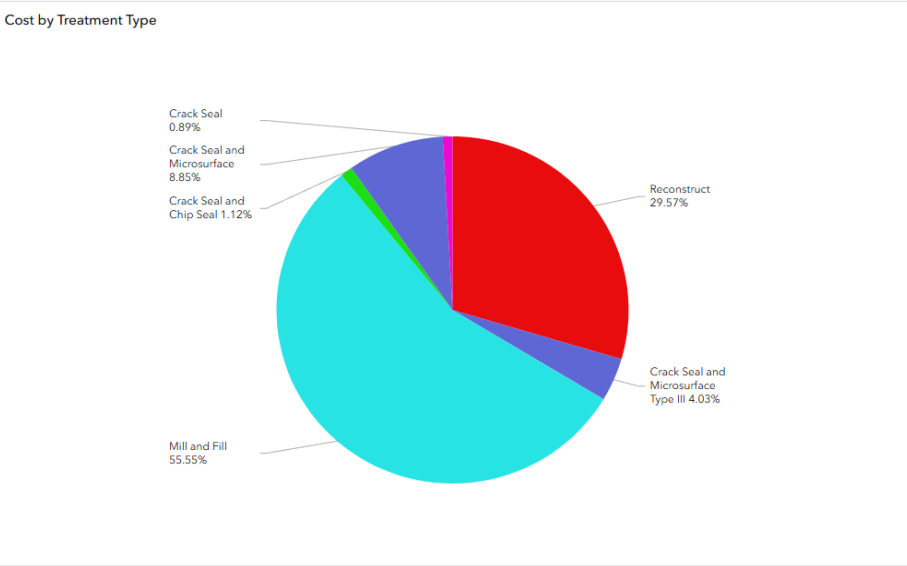
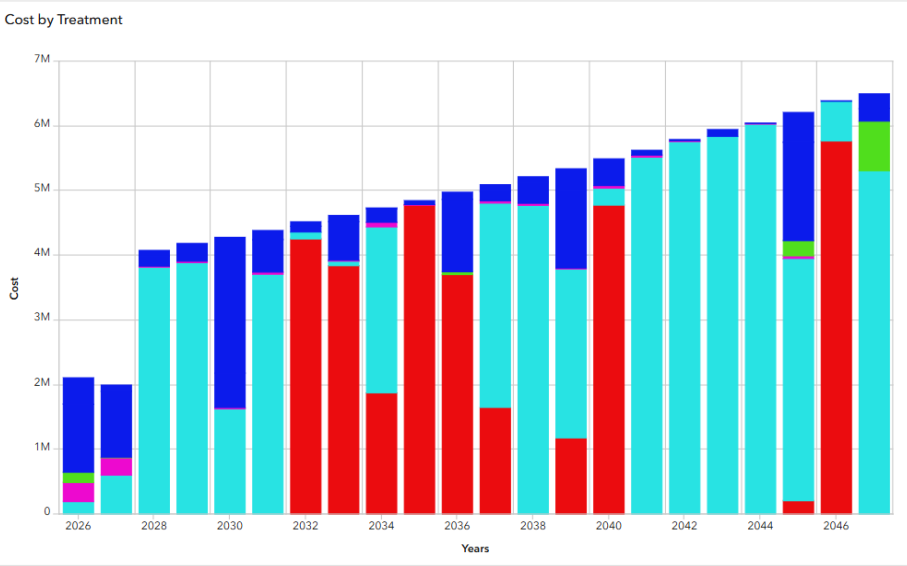
	Full Funding	Partial Funding	Partial Funding	Partial Funding	Partial Funding	Partial Funding	Partial Funding	Exist
Wages	\$ 1,068,825	\$ 1,068,825	\$ 1,068,825	\$ 1,068,826	\$ 1,068,827	\$ 1,068,827	\$ 1,068,827	\$ 1,068,825
Operations	\$ 1,622,195	\$ 1,622,195	\$ 1,622,195	\$ 1,622,195	\$ 1,622,195	\$ 1,622,195	\$ 1,622,195	\$ 1,622,195
Pavement Mgmt	\$ 4,332,920	\$ 4,332,920	\$ 4,332,920	\$ 4,000,000	\$ 4,100,000	\$ 3,000,000	\$ 2,750,000	\$ 1,785,000
CIP Projects	\$ 2,012,245							\$ 428,692
AT Projects	\$ 670,000	\$ 310,000	\$ 490,000	\$ 645,000	\$ 725,000	\$ 715,000	\$ 709,000	\$ 30,000
Concrete	\$ 2,126,804							
Total	\$ 11,832,989	\$ 7,333,940	\$ 7,513,940	\$ 7,336,021	\$ 7,516,022	\$ 6,406,022	\$ 6,150,022	\$ 4,934,712

Deficit	\$ 6,898,277	\$ 2,399,228	\$ 2,579,228	\$ 2,401,309	\$ 2,581,310	\$ 1,471,310	\$ 1,215,310	\$ -
SF TUF - Combined	\$ 22.72	\$7.90	\$8.50	\$7.93	\$8.50	\$4.85	\$4.00	
SF TUF - Separated	\$24.45	\$8.50	\$9.14	\$8.50	\$9.15	\$5.22	\$4.31	\$0.00



MODEL RUN - \$4.075 MILLION

Annual Budgets		
Year	Budget	
2026	\$1,785,000.00	
2027	\$2,000,000.00	
2028	\$4,075,000.00	
2029	\$4,176,875.00	
2030	\$4,281,296.87	
2031	\$4,388,329.30	
2032	\$4,498,037.53	
2033	\$4,610,488.47	
2034	\$4,725,750.68	
2035	\$4,843,894.45	
2036	\$4,964,991.81	
2037	\$5,089,116.60	
2038	\$5,216,344.52	
2039	\$5,346,753.13	
2040	\$5,480,421.96	
2041	\$5,617,432.51	
2042	\$5,757,868.32	
2043	\$5,901,815.03	
2044	\$6,049,360.40	
2045	\$6,200,594.41	
2046	\$6,355,609.27	
2047	\$6,514,499.51	





PR PLAN: WE HEAR YOU – HERE'S WHAT WE'RE DOING

OUTREACH TACTICS

Project Website (ESRI Platform)

Dedicated TUF page with infographics, FAQ, fee calculator, and easy-to-digest educational content

Utility Bill Insert

Broad notification to all residents and businesses about the proposed TUF and upcoming public hearing

Public Open House

Drop-in community event – display boards, one-pager, slide deck; draft TUF document available for review

Social Media Blasts

Social media reels (20-30 sec) educating about the TUF. Give URL address to website at end.

Post-Adoption Outreach

Fact sheets, FAQs – consistent messaging across utility bills, web, and social media at first billing. TUF education video posted on City website



TUF PLAN: WE HEAR YOU – HERE'S WHAT WE'RE DOING

The TUF will show residents that their survey responses drove this decision:

- CORE MESSAGES -

Reduce Traffic Congestion

- 45% rated main street traffic major/extreme
- TUF allows for roads & intersection improvements.

Keep Roads Good

- 67% flagged road repair as a concern
- TUF provides dedicated pavement preservation funding.

Increase Traffic/Ped Safety

- 45% % rated sidewalk conditions average or worse
- TUF allows funding to fill gaps and improve ped safety.

Grow Active Transportation

- 39% ranked trails a high/very high priority
- TUF allows for funding of the adopted AT Plan



WHAT OUR COMMUNITY IS SAYING – 2025 CITIZEN SURVEY

1,021 Springville households responded and sent a clear, message on transportation:

45%

rate traffic
on main streets a

**MAJOR or EXTREME
PROBLEM**

*#1 most severe problem in the
entire survey*

43%

have improving traffic
flow in their top 3

SPENDING PRIORITY

*#1 spending priority- nearly 2x the
next item*

46%

disagree city is doing
enough to

**REDUCE TRAFFIC
CONGESTION**

*Highest disapproval of any city
action item*