



CLINTON CITY COUNCIL WORK SESSION AGENDA

2267 N 1500 W Clinton, UT 84015

July 14, 2026

This meeting may be attended electronically by one or more members.

6:00 PM WORK SESSION

1. Continued discussion on TUF street funding

ADJOURN

**Dated the 7th day of July, 2026
s/Lisa Titensor, Clinton City Recorder**

- *Supporting documentation for this agenda is posted on the Clinton City website at www.clintoncity.com and on the Utah Public Notice Website www.utah.gov/pmn*
- *In compliance with the American with Disabilities Act, individuals needing special accommodation (including auxiliary communicative aids and service) during the meeting should notify Lisa Titensor, City Recorder, at (801) 614-0700 at least 24 hours prior to the meeting.*
- *This meeting may involve electronic communications for some members of this public body. The anchor location for the meeting shall be the Clinton City Council Chambers at 2267 N 1500 W Clinton UT 84015. Elected Officials at remote locations may be connected to the meeting electronically to participate.*
- *Notice is hereby given that by motion of the Clinton City Council, pursuant to Utah State Code Title 52, Chapter 4 sections 204 & 205, the City Council may vote to hold a closed session for any of the purposes identified in that Chapter.*
- *The order of agenda items may change to accommodate the needs of the city council, staff and/or public*

CLINTON CITY COUNCIL STAFF REPORT

2267 N 1500 W, Clinton, UT 84015

MEETING DATE:	07/14/2026
WORK SESSION	X
PETITIONER(S):	Mayor Dougherty
SUBJECT:	Further discussion of TUF, street funding

ATTACHMENTS: Street Presentation from 06/23/2026

Clinton City



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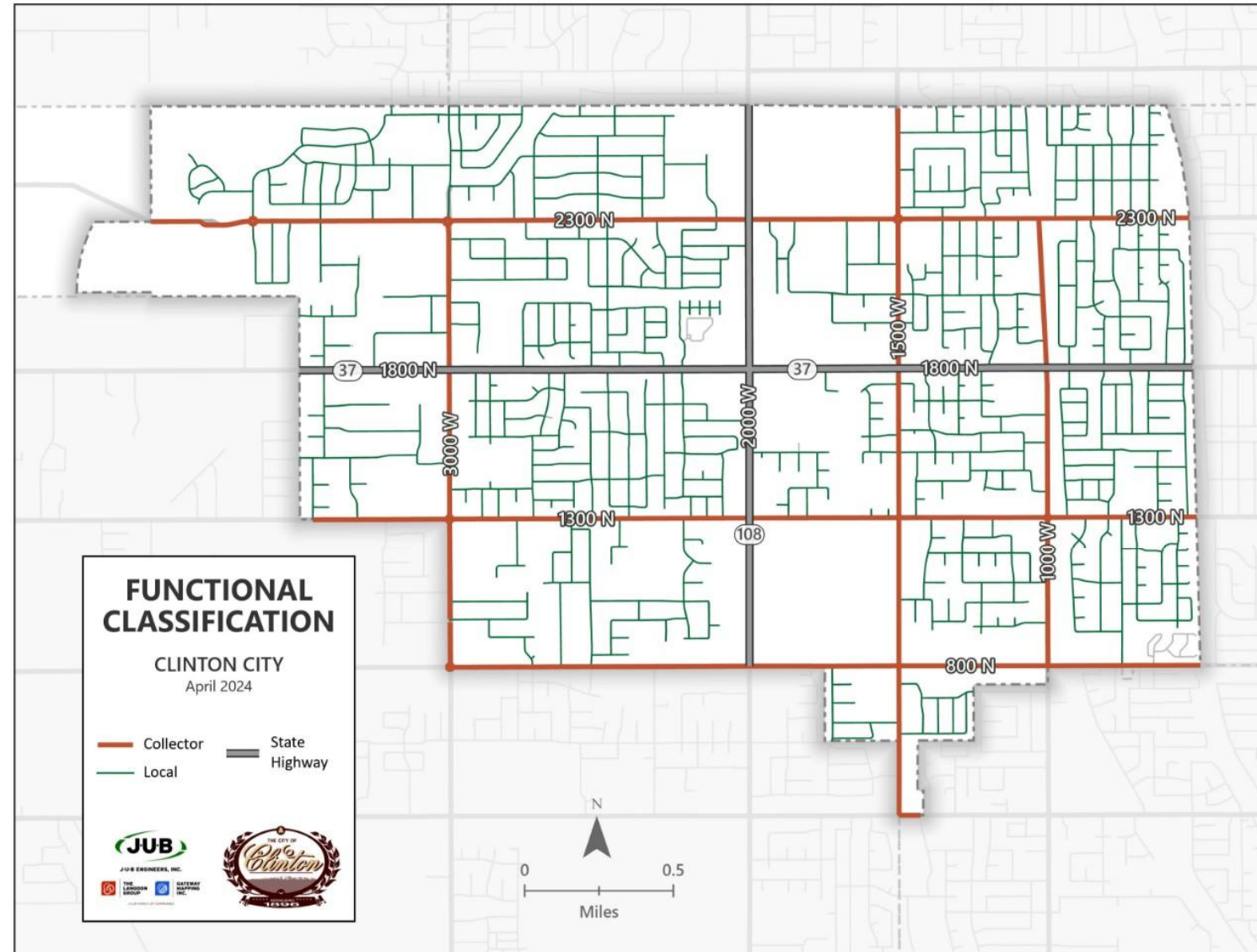
Clinton City Public Works Department

J-U-B Engineers

PAVEMENT MANAGEMENT PLAN AND STREETS FUNDING

Streets Overview

- 86 centerline miles of roads
- 71 miles of local roads (81%)
- 15 miles of collector roads (19%)
- UDOT owns 2000 West (SR-108) and 1800 North (SR-39)
- Private roads may be owned by specific property owners or HOA



Pavement Preservation Plan Summary

- Guide to manage and preserve the asphalt pavement in the city

1) Pavement Management

- Approach to covering the entire life cycle of asphalt from initial construction, through continual maintenance, and eventually reconstruction
- Effective pavement management ensures the longevity and functionality of roads, reducing costly repairs and traffic disruptions

2) Pavement Evaluation

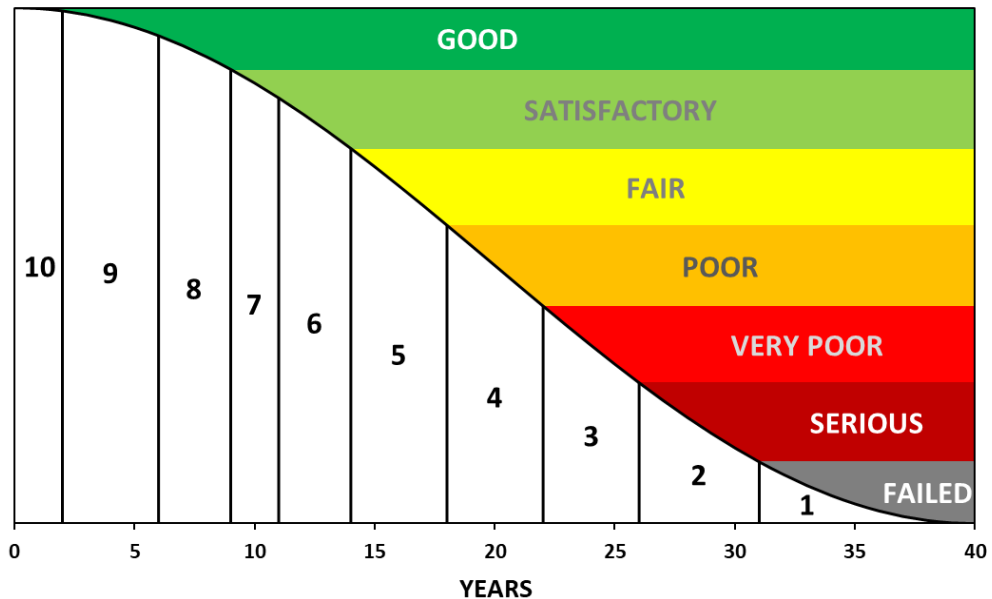
- All streets were evaluated using the Pavement Surface Evaluation and Rating (PASER) system

3) Treatment Costs and Budget Recommendations

- Cost to implement the pavement management plan

Pavement Evaluation

- Asphalt pavement life cycle
- One method of evaluating pavement condition is PASER
- PASER ranks roads from 1-10, 1 is poor, 10 is new
- Public Works staff drives and walks all the roads
- Each street segment is assigned a PASER



RATING	NAME	DESCRIPTION	REQUIRED ACTION
10	New	New pavement	Monitoring
9	Good	Minimal distress, excellent functionality	Monitoring, routine maintenance
8			
7	Fair	Manageable distress, adequate functionality	Maintenance and preventive measures to preserve pavement integrity
6			
5			
4	Poor	Significant distress, structural deterioration, and safety concerns	Extensive maintenance repair or rehabilitation
3	Very Poor		
2			
1	Failed	Serious safety risks, unfit for intended use	Immediate repair or reconstruction

Evaluation Process



Attributes ×

 N 1750 W

PASER Condition Rating

Is pavement treatment urgent?

Longitudinal Cracking: Approximate Length (ft)

Block Cracking: Approximate Percent

Alligator Cracking: Approximate Percent

Visible Patching: Approximate Percent

PASER Condition - Data Driven

PASER Condition - Final

Surface rating	Visible distress*	General condition/ treatment measures
10 Excellent	None.	New construction.
9 Excellent	None.	Recent overlay. Like new.
8 Very Good	No longitudinal cracks except reflection of paving joints. Occasional transverse cracks, widely spaced (40' or greater). All cracks sealed or tight (open less than 1/4").	Recent sealcoat or new cold mix. Little or no maintenance required.
7 Good	Very slight or no raveling, surface shows some traffic wear. Longitudinal cracks (open 1/4") due to reflection or paving joints. Transverse cracks (open 1/4") spaced 10' or more apart, little or slight crack raveling. No patching or very few patches in excellent condition.	First signs of aging. Maintain with routine crack filling.
6 Good	Slight raveling (loss of fines) and traffic wear. Longitudinal cracks (open 1/4" - 1/2"). Transverse cracks (open 1/4" - 1/2"), some spaced less than 10'. First sign of block cracking. Slight to moderate flushing or polishing. Occasional patching in good condition.	Shows signs of aging. Sound structural condition. Could extend life with sealcoat.
5 Fair	Moderate to severe raveling (loss of fine and coarse aggregate). Longitudinal and transverse cracks (open 1/2" or more) show first signs of slight raveling and secondary cracks. First signs of longitudinal cracks near pavement edge. Block cracking up to 50% of surface. Extensive to severe flushing or polishing. Some patching or edge wedging in good condition.	Surface aging. Sound structural condition. Needs sealcoat or thin non-structural overlay (less than 2")
4 Fair	Severe surface raveling. Multiple longitudinal and transverse cracking with slight raveling. Longitudinal cracking in wheel path. Block cracking (over 50% of surface). Patching in fair condition. Slight rutting or distortions (1/2" deep or less).	Significant aging and first signs of need for strengthening. Would benefit from a structural overlay (2" or more).
3 Poor	Closely spaced longitudinal and transverse cracks often showing raveling and crack erosion. Severe block cracking. Some alligator cracking (less than 25% of surface). Patches in fair to poor condition. Moderate rutting or distortion (greater than 1/2" but less than 2" deep). Occasional potholes.	Needs patching and repair prior to major overlay. Milling and removal of deterioration extends the life of overlay.
2 Very Poor	Alligator cracking (over 25% of surface). Severe rutting or distortions (2" or more deep). Extensive patching in poor condition. Potholes.	Severe deterioration. Needs reconstruction with extensive base repair. Pulverization of old pavement is effective.
1 Failed	Severe distress with extensive loss of surface integrity.	Failed. Needs total reconstruction.

* Individual pavements will not have all of the types of distress listed for any particular rating. They may have only one or two types.

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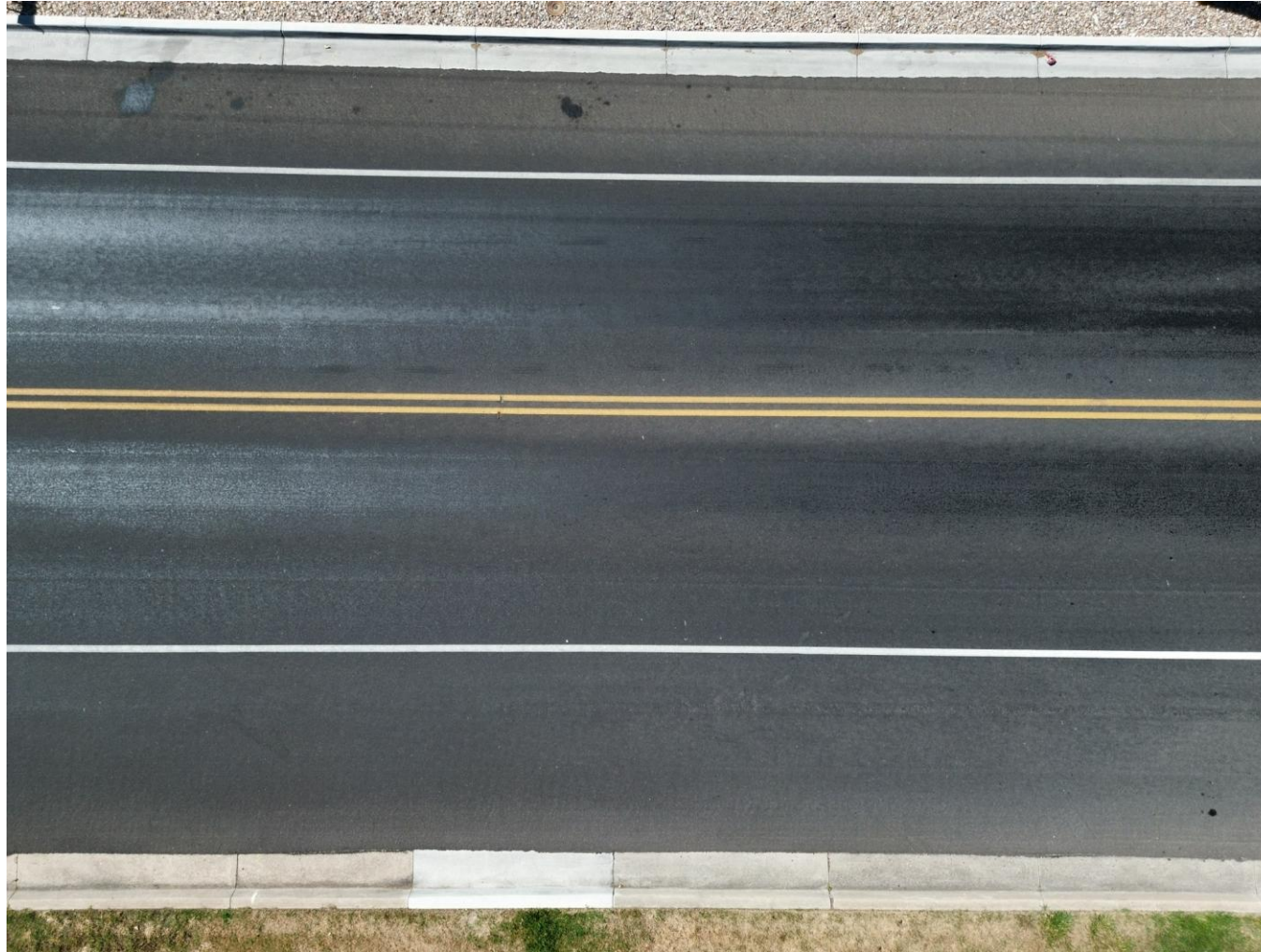


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800 North, Near 750 West



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Example Evaluation

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2870 West, Near 960 North

Example Evaluation



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GOOD



750 West, Near 1300 North



Example Evaluation

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FAIR



2300 North, Near 3600 West



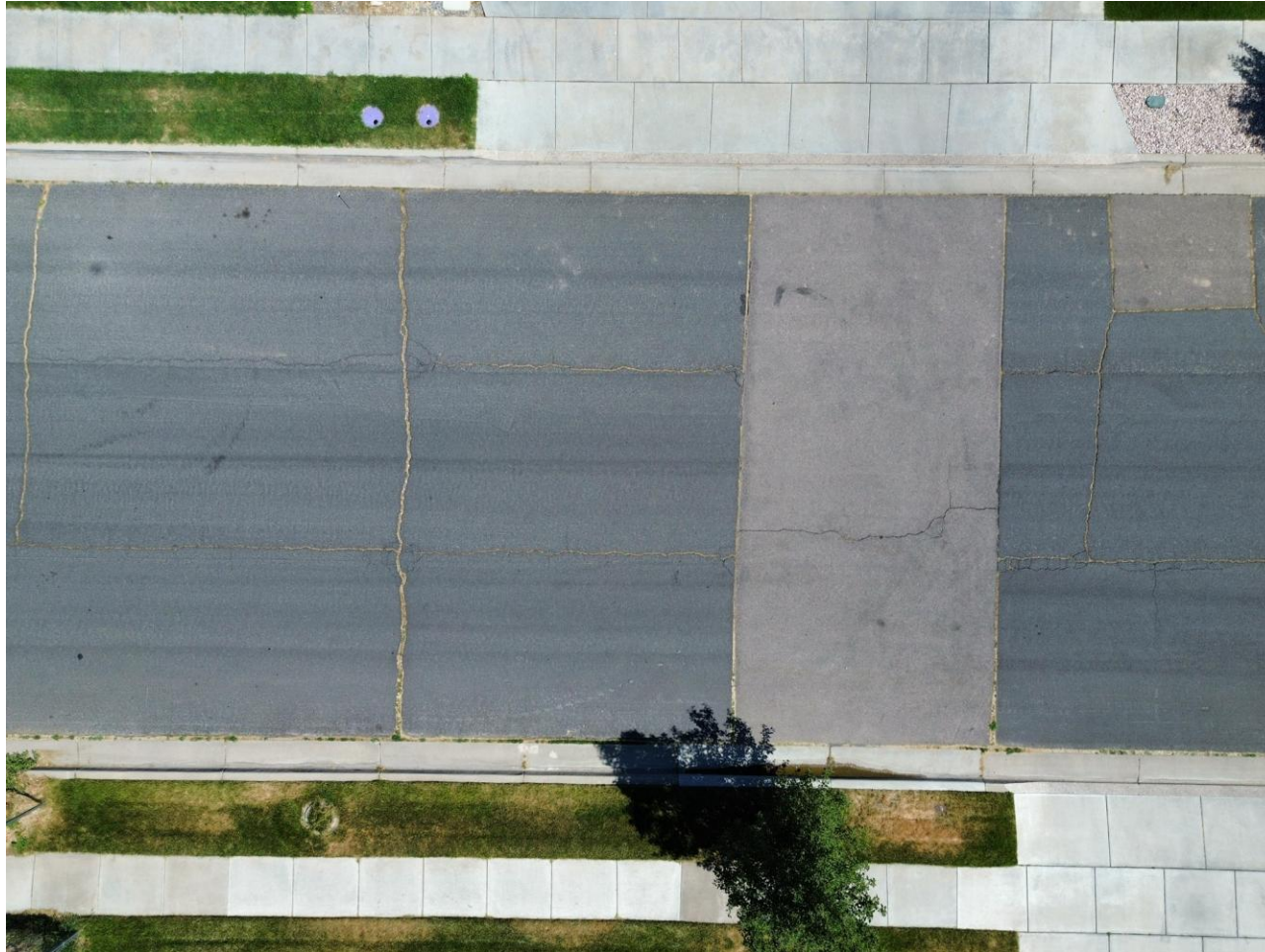
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POOR

960 North, Near 3000 West

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Example Evaluation

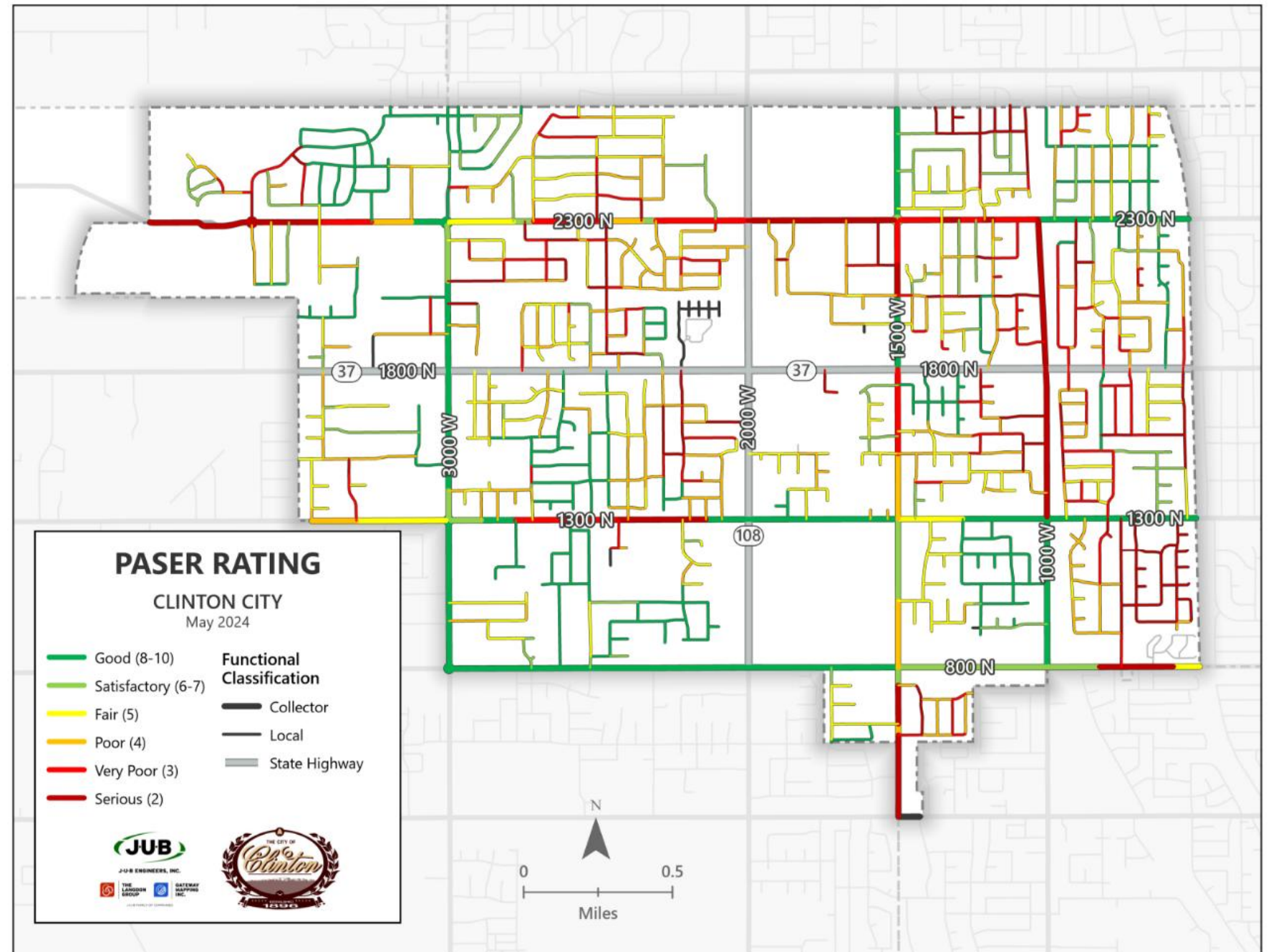
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Evaluation Results



Evaluation Results



Pavement Management

- Typical High Level of Service
 - 30-year maintenance plan
 - Crack seal every 2-3 years
 - Slurry every 5-7 years
 - Asphalt replacement every 20-30 years
- Current Clinton City Plan - Level of Service
 - 40-year maintenance plan
 - Crack seal every 3-5 years
 - Slurry seal every 7-10 years
 - Asphalt replacement every 30-40 years

Streets Budgeting

- 2014 Pavement Preservation Plan
- 2014 Needed Funding level: \$1,000,000 per year
 - Council targeted \$720,000
 - 2014 Property tax increase for streets: \$327,649
 - Dedicated developer repayment of Federal Housing Development Action Grant (HODAG) funding of approximately \$150,000 per year until 2018/2019
 - 2014 State gas sales tax implemented
- 2014/2015 Streets Budget: \$641,752
- 2015/2016 Streets Budget: \$733,324

Streets Budgeting

- Due to new homes and businesses since 2014, the 2014 property tax revenue has increased to \$544,640 and that amount was capped in 2024
- 2024/2025 Budget added \$250,000 for street treatments from General Fund
- 2026/2027 Budget
 - Removed additional \$250,000 for street treatments
 - Street light power and maintenance in the amount of \$105,000 were moved to the Streets Account 61. This uses all of the City Class C funding. In prior years, this amount went to street treatments. This lowers the street budget by \$100,000
 - Property Tax: 544,640
 - Gas Tax: 480,000
 - Streets Projects Budget Total: \$1,024,640

Note:

Prior to the removal of the \$350,000 from this year's budget, Clinton has nearly doubled their amount put to streets since 2014.



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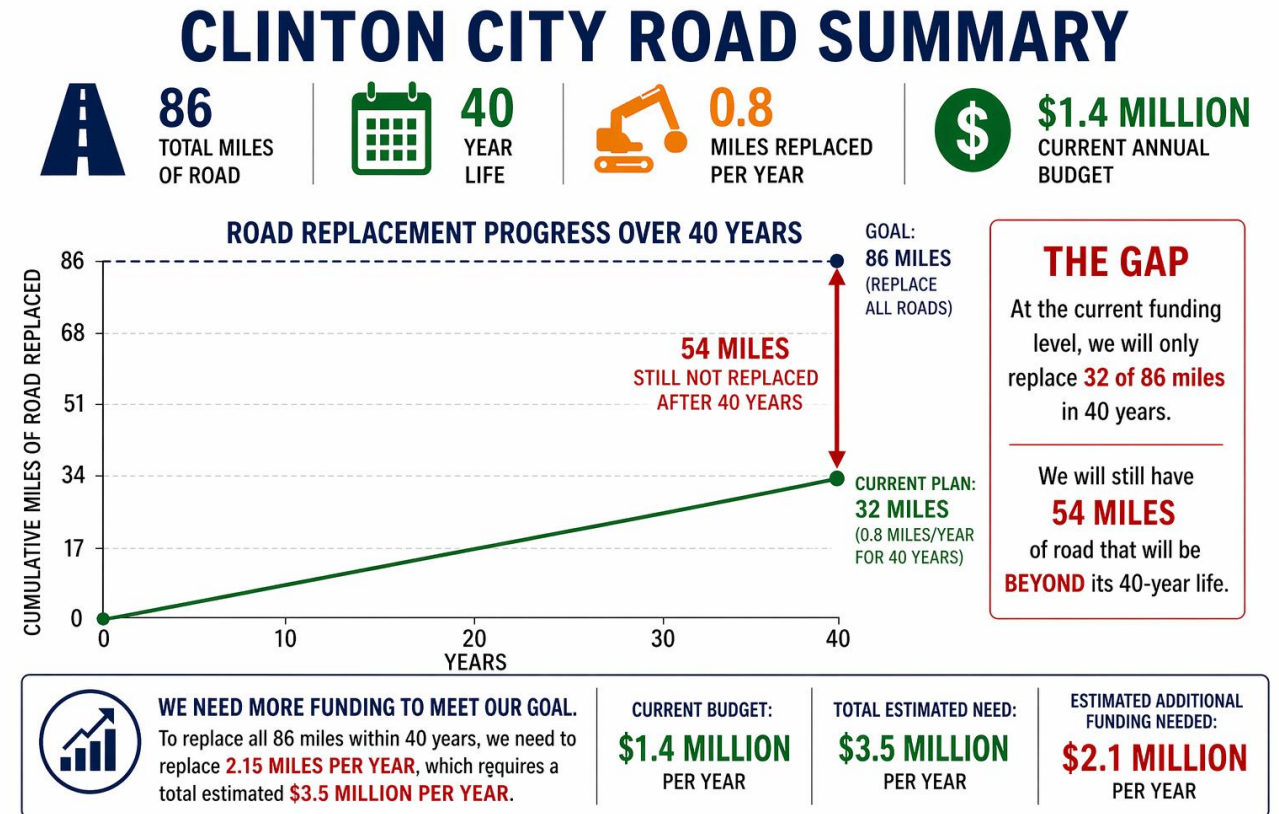
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Residential Street Construction Cost Increases

Year	Low Bid Price per Linear Foot	Average Bid Price per Linear Foot	Cost for 1/4 mile (1,320 feet)
2014	\$53	\$60	\$69,960
2017	\$65	\$73	\$85,800
2018	\$65	\$67	\$85,800
2019	\$73	\$77	\$96,360
2023	\$140	\$162	\$184,800
2025	\$197	\$228	\$260,040
2026	\$203	\$247	\$267,960

Pavement Preservation Plan Budget

- We need to replace 2 miles of road each year. Currently, we are replacing about 0.8 miles.
- Recommendation from Plan: \$3,400,000
- Current funding: \$1,024,640
- Current Deficiency: \$2,375,360



Amounts are estimates and may vary based on future conditions and costs.

Potential Funding Options

- Class C street funding
 - All Class C funding is currently being used
- Grants
 - \$63,200,000

Street Grants

Davis County CDBG		
2850 W / 2900 W CDBG	\$300,000	2007
Clinton City ADA Ramp Replacement	\$75,000	2019
Clinton City ADA Ramp Replacement Phase II	\$75,000	2021
FY 23 ADA Ramp Replacement Project	\$105,000	2022
Davis County Proposition One / 3 rd Quarter Funds		
800 North Improvement Project	\$70,000	2017
Clinton 2050 Trail (Prop 1)	\$410,000	2020
Clinton-West Point 800 N	\$2,200,000	2020
Clinton and Sunset Cities 1300 North Project	\$3,000,000	2021
800 N Roadway Project	\$1,460,000	2023
1500 West 1300 North Intersection	\$2,500,000	2024
2300 North Phase 1	\$1,660,000	2025
UDOT Region One TAP		
2050 North Trail	\$88,000	2019
Trail Crossing Safety Project	\$39,300	2020
UDOT Safe Routes to School Program (SRTS)		
1500 West Sidewalk Project	\$42,300	2018
2300 N Safe Routes to School Project	\$50,000	2021
Sidewalk Infrastructure Project	\$100,000	2022
FY 26 SRTS Project	\$149,200	2023

UDOT Region One Safe Sidewalk Program		
1800 N 1500 W Project	\$26,000	2021
UDOT Utah Trail Network		
2000 West Pedestrian Overpass	\$6,000,000	2025
WFRC Congestion Mitigation and Air Quality (CMAQ)		
2000 West 1300 North Intersection	\$1,000,000	2016
1500 West 1300 North Intersection	\$850,000	2019
2050 N Pedestrian Underpass	\$4,750,000	2022
WFRC Surface Transportation (STP) Program		
2000 West	\$12,200,000	2006
1800 North	\$1,000,000	2008
800 North	\$8,000,000	2009
3000 West	\$2,800,000	2013
3000 West: Hooper Connection	\$2,600,000	2013
Clinton/West Point: 800 North Project	\$2,400,000	2017
1300 N 1500 W Roundabout	\$4,000,000	2023
2300 North Phase 1	\$4,000,000	2025
WRRRC Transportation Alternatives Program (TAP)		
D&RGW Rail Trail Intersection Improvements	\$1,100,000	2016
Clinton City Pedestrian Safety Project	\$130,000	2022
Total	\$63,179,800	

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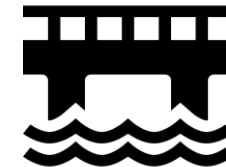
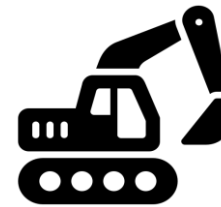
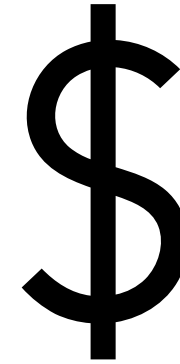
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Potential Funding Options

- Increase property tax revenue
 - Property tax
- Sales tax revenue dedicated to Streets
 - State Code allows for a 0.3% sales tax to go to streets similar to the RAP tax for parks.
 - Davis County has already implemented this sales tax so a legislative changes would be required
- Implement a Transportation Utility Fee (TUF)

Transportation Utility Fee - Overview

- A transportation utility fee provides a dedicated and sustainable funding source for road maintenance, snow removal, and general transportation infrastructure expenses.
- The utility fee distributes costs based on road usage instead of property value or other taxing methods.
- Rules regarding implementation of a TUF are established in HB 425 which was passed in 2026.
- The utility fee is proportional to the average daily trips generated by each parcel



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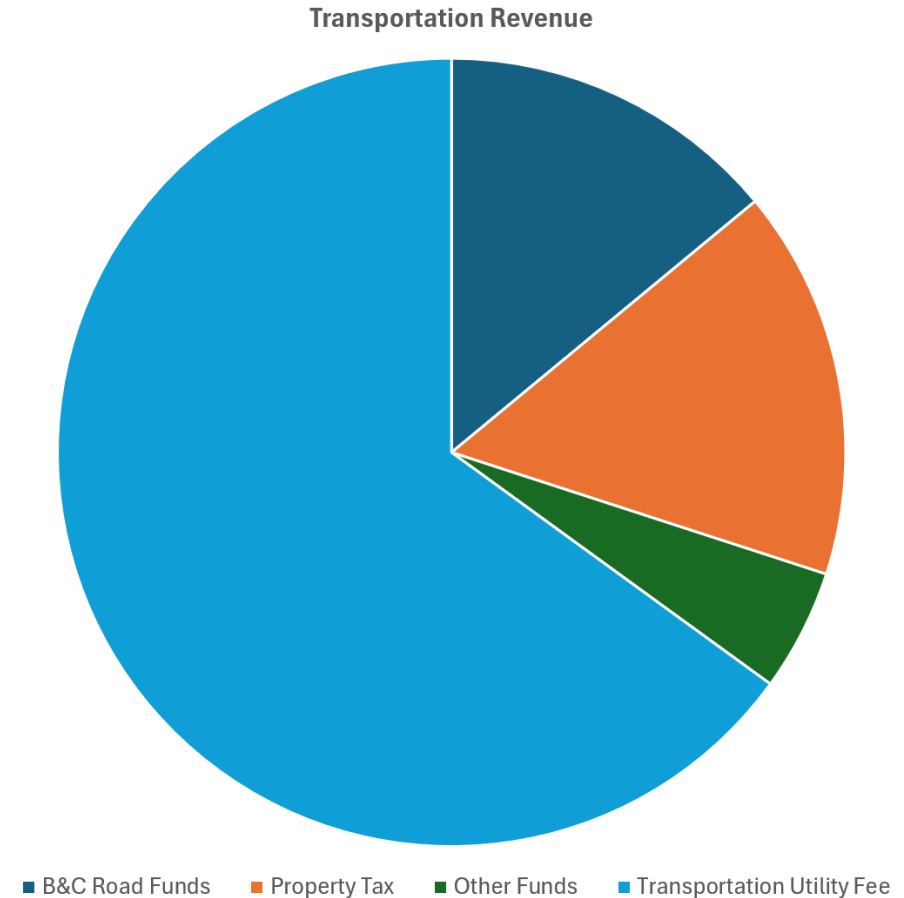
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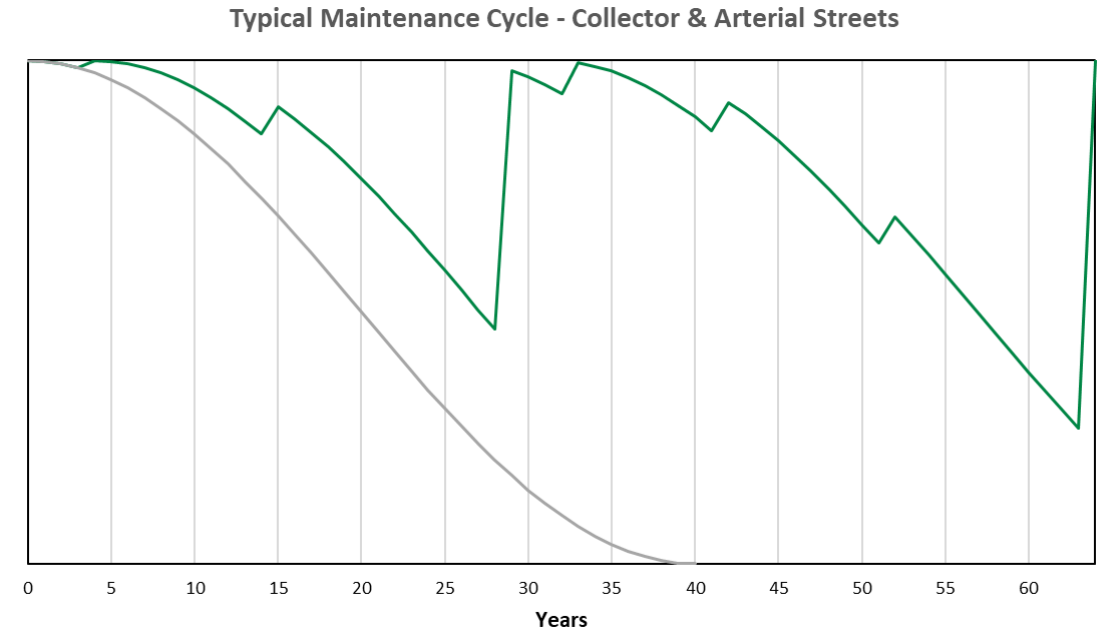
Step 1 – Identify Current Revenue

- Zions Bank will evaluate different sources of revenue for road maintenance
- Could include General Funds, Class B&C Funds, and other sources historically used by Clinton City
- Existing revenue sources dedicated to road maintenance cannot be replaced with TUF funds



Step 2 – Identify Required Funding

- Update the recommended budget for maintenance of the transportation system
- Budget would include items such as:
 - Pavement maintenance and preservation
 - Signage maintenance and replacement
 - Pavement striping maintenance
 - Snow plowing maintenance
- Budget will be based on a recommended pavement maintenance cycle from the Pavement Preservation Plan





THE LANGDON GROUP

J-U-B FAMILY OF COMPANIES



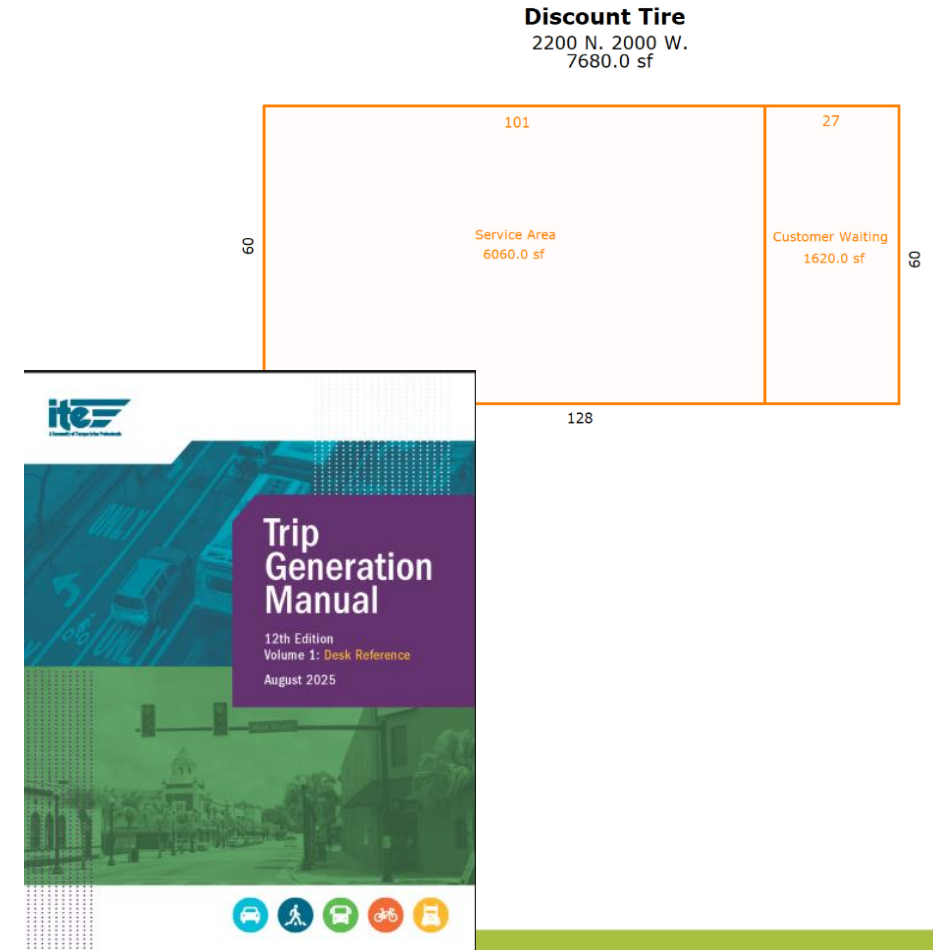
J-U-B ENGINEERS, INC.



GATEWAY MAPPING INC.

Step 3 – Trip Generation & Fee Assignment

- Compile parcel, land use, and property/structure data
- Assign average daily trips to all residential parcels
- Evaluate commercial and institutional parcels individually
- Zions Bank and J-U-B Engineers will work with Clinton to iteratively refine the fee structure to achieve desired funding.



Recommendations:

- Fund the streets projects with a minimum of an additional \$1,350,000.
 - This will fund the streets to \$2,375,000 of the needed \$3,400,000.
 - Implement a plan for the funding the remaining \$1,000,000.
- Funding Options
 - Property Tax – Truth in Taxation Meeting
 - Transportation Utility Fee - Prepare documentation needed implement fee
 - Discuss with State changing state Code for Sales Tax funding option

Questions?