



2024-2025 Short-Term Projects Implementation Delays

MEMO

To: Executive/Budget/Audit Committee
Chair: Jeff Silvestrini, Co-Chair: Erin Mendenhall, Treasurer and Secretary: Christopher F. Robinson

CC: Laura Briefer, Salt Lake City Public Utilities

From: Sam Kilpack, Director of Operations
Lindsey Nielsen, Executive Director
Ben Kilbourne, Communications Director

Subject: 2024-2025 Short-Term Projects Delays

Date: May 19, 2025

Three projects that were funded during the 2023-2024 fiscal year for implementation during the 2024-2025 fiscal year have been delayed in their implementation. One of the requirements outlined in the application process is that projects must be completed within one year of receipt of funds, and it is stipulated that unused funds must be returned to the CWC after one year. These projects were delayed for various reasons and will not be able to be completed as scheduled, so a decision must be made about whether to require grant recipients to return funds to the CWC or grant them an extension to complete their projects. The status of each of these projects is outlined below.

Trails Utah: White Pine Bridge Erosion Repair

- Estimated cost: \$15,000
- Amount requested: \$15,000
- Amount funded: \$5,000

This project would repair the eroded trail immediately south of the bridge over Little Cottonwood Creek at the White Pine Trailhead by bringing in dirt to make an elevated dike trail with a culvert through it to pass high water. The project would improve the trail's safety and user experience. When they evaluated the project, the Forest Service noted that it was an important project given the safety concern on a highly popular trail, and that a permit would be needed and that they were typically easy and timely to get.

The project has been delayed as Forest Service engineers evaluated building a new bridge in an adjusted location. Now they have come back to the original Salt Lake Ranger District proposal to just extend the existing bridge. Originally expected to be completed in September 2024, the current estimate is now September 2025.

Trails Utah: Pipeline Trail Extension



- Estimated cost: \$175,000
- Amount requested: \$20,000
- Amount funded: \$15,000

This project would make a trail connection from the Pipeline Trail in lower Millcreek Canyon up around the corner at Elbow Fork connecting to the new bridge over Mill Creek leading to the Upper Pipeline Trail. This new trail section would allow trail users coming up the Pipeline Trail to stay on offroad natural surface trail up and around the bend in the road and then cross the road at a perpendicular crossing where there is a better sightline. Currently, trail users connecting between the lower Pipeline Trail and the Upper Pipeline Trail at Elbow Fork must cross the roadway at the blind corner, which is unsafe and uncomfortable for both drivers and trail users. The project required a NEPA, which had been completed at the time of application for CWC funding, and the Forest Service supported the project.

After the project was funded, the Forest Service engineers determined that construction would best be handled in conjunction with scheduled FLAP construction in the area, which just began in May 2025. Originally, the project was to be completed in September 2024 before the start of the FLAP construction; the current estimate is now September 2025.

Utah Open Lands: Transit to Trails Program Expansion

- Estimated cost: \$50,000-\$75,000
- Amount requested: \$15,000
- Amount funded: \$10,000

The Transit to Trails Program, operated by Utah Open Lands and Park City Municipal Corporation, offers a sustainable transportation solution for Park City residents recreating at Bonanza Flat. This project sought to forge new partnerships with cities along the Wasatch Front including Salt Lake City, Sandy, and Cottonwood Heights to extend similar services to trail users. By offering an alternative transportation solution, users are encouraged to minimize their impact on the area, enhancing the recreational experience while safeguarding its ecosystems.

The project's administrator was able to reach Cottonwood Heights, but have been unable to get a meeting with Sandy City after repeated requests to present to the Council. Upon learning this, CWC staff have offered to help reach Sandy City and are committed to facilitating communications to help get the project started however we can.

Utah Open Lands has noted an increasing call for public transportation now that Bonanza Flat has paid parking, and this may help garner support for the project on the Wasatch Front. At this point, they would like to utilize the funding to work toward a pilot program starting up around July 15th and work to get Sandy, Salt Lake County and Cottonwood Heights on board in advance of that.