

April 17, 2025

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Central Wasatch Commission
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Subject: Mill Creek Shuttle Study Update

Thank you for inviting Fehr & Peers to submit this scope of work and fee estimate to update the shuttle element from the *2012 Mill Creek Canyon Transportation Feasibility Study*. The intent of the proposal is to respond to many of the conditions the USFS has outlined in their Briefing Paper on May 16, 2023.

Scope of Work

Task 1: Kick-off Meeting/Goal Setting

The goal of a possible shuttle program should be clearly stated at the outset of the study. There are likely a variety of expectations from the public and stakeholders, such as less congestion, less parking demand, environmental benefits, convenience, and so on. However, providing a means for more visitors without corresponding revenue increase could disrupt the current ability of the USFS to mitigate visitation. Therefore, it is important that the goal(s) and objectives of this study effort be clearly defined and agreed upon by the stakeholders. Fehr & Peers will develop a draft and final set of goals and objectives at a kickoff meeting (possibly on-site).

Task 2: Existing Conditions

Fehr & Peers will review recent studies and any readily available data (e.g. count data from the tool booth, trail data from USFS) that may be available to get a full understanding of the current parking and user conditions. We will also review the FLAP grant scope of work to better understand the closures/phasing for the upper canyon construction.

Task 3: Parking Demand & Location

This task will review previous findings for parking demand for potential shuttle service. The demand estimate will be based on a typical "busy" summer weekend. This important task will also identify a potential shuttle base for operations and user parking (staging). The 2012 study and CWC have previously identified possible locations. However, land ownership and on-going redevelopment may have changed some of the feasibility of those assumed locations. This task will include discussions with the following agencies to develop a recommendation for the base



location: UDOT, Salt Lake County, USFS, Millcreek City, and Skyline High School. This task will include up to two on-site meetings. A high-level staging “footprint” will be developed.

Task 4: Toll Revenue Impacts

There is the possibility that the current fees collected may be reduced assuming some amount of vehicle demand shifts to a shuttle. Put another way; more visitors without the commensurate revenue needed for on-going mitigation. Fehr & Peers will develop up to three scenarios to analyze this possibility. The scenarios will rely on data that includes vehicle occupancy, proposed shuttle frequency and ridership, and overall demand.

Task 5: Shuttle Service Plan

There are two service scenarios: 1) during upper canyon FLAP reconstruction, and 2) subsequent full canyon operations. Fehr & Peers will develop two service plans.

- 1) The FLAP project will provide an opportunity to test and fine-tune a shuttle program. The intent is to provide a transportation option as mitigation to the reduction in parking during construction. This possible “pilot” will terminate service at the current winter gate. The fleet size and frequency will be determined along with planning level capital and operations costs. It is assumed that this service will be outsourced.
- 2) Once the FLAP project is complete, the service plan will assume expansion to the Big Water parking lot area. A second service plan will be developed to accommodate this more robust operation.

This task will also include discussions with possible private providers to ascertain levels of interest. These discussions will also include gathering ideas about how to include dogs and bikes on shuttle vehicles.

Task 6: Documentation

Fehr & Peers will prepare one draft and one final report, incorporating one round of comments from CWC. One (1) electronic copy of our findings and recommendations from all previously listed tasks will be submitted to you including all necessary text, tables, maps, and figures.

Additional Scope and Meeting Attendance

This scope assumes up to five coordination meetings (1 hour) in addition to the two onsite meetings described in Task 2. If additional work and/or meetings are determined to be needed beyond the scope of work stated above, additional tasks and/or meetings necessary beyond those identified will be performed and billed separately on a time and materials basis only upon prior written or electronic approval given by you.



Assumptions

The proposed scope of work and fee estimate is based on the following assumptions:

1. CWC or others are responsible for any community engagement efforts;
2. Outcomes regarding shuttle staging location/parking are not guaranteed;
3. This scope does not include work associated with necessary NEPA efforts or grant support. Fehr & Peers is capable of that but would do so under a separate agreement;
4. No new data, such as parking or traffic counts, will be collected;
5. Shuttle stop locations are already identified by the previously prepared 2023 Feasibility Proposal: Prospective 2025 Mill Creek Canyon Shuttle
6. The project will begin in May 2025, with access for any site visits provided as necessary in collaboration with USFS staff;
7. Fehr & Peers is not involved in the procurement process should a shuttle vendor need to be secured.

Cost Estimate

We anticipate that the cost to complete the six (6) tasks identified in the scope of work will be \$34,000.

Schedule

We will begin work immediately after we have received the written authorization to proceed. We anticipate the outlined tasks above to take approximately four months to complete.

The final report will be completed with due diligence following that date, but dependent upon scheduling of the meetings and number of revisions necessary.