



**PARK CITY COUNCIL MEETING MINUTES
445 MARSAC AVENUE
PARK CITY, UTAH 84060**

August 14, 2025

The Council of Park City, Summit County, Utah, met in open meeting on August 14, 2025, at 2:30 p.m. in the Council Chambers.

Council Member Ciraco moved to close the meeting to discuss property, litigation, and advice of counsel at 2:30 p.m. Council Member Toly seconded the motion.

RESULT: APPROVED

AYES: Council Members Ciraco, Dickey, Parigian, Rubell, and Toly

CLOSED SESSION

Council Member Parigian moved to adjourn from Closed Meeting at 4:25 p.m. Council Member Ciraco seconded the motion.

RESULT: APPROVED

AYES: Council Members Ciraco, Dickey, Parigian, Rubell, and Toly

WORK SESSION

Enterprise Funds and Cost Recovery Budget Discussion:

Jessica Morgan, Jed Briggs, and Robbie Smoot, Budget Department, presented this item. Morgan reviewed that the Council requested this in-depth discussion and explained the components and purpose of enterprise funds.

Morgan discussed the Water Fund and noted their debt service coverage improved from the efficiency of the new water treatment facility. She displayed a chart showing the different water revenues and expenses. Council Member Rubell asked about the one-time capital expense and wondered if there were options to offset it through a General Fund capital contribution so the debt could be managed and water rates could be lower. Briggs stated he could look at that, but the City bonded twice and the indenture stated the water services fees would be used to pay off the debt. The Council agreed to bring that back for further discussion. Council Member Ciraco noted this facility was required by the state and it brought an unnecessary burden on the residents. Council Member Toly asked that the conversation include other options that could be funded by the General Fund, such as personnel or operations, if funding the debt service was not

allowed. Briggs stated the indenture specified that operating expenses would be paid first and then the debt service. Council Member Ciraco noted having each department pay for its water usage was one way to get more revenue into the Water Fund.

Council Member Parigian asked if the reduced debt would result in reduced water rates, to which Council Member Rubell affirmed. Council Member Dickey thought this was a budget discussion and stated it would be hard to have this discussion in isolation. Council Member Toly indicated the Council discussed water rates several times and there was already a rate reduction. Council Member Rubell noted there would be an update on the water rates at the next meeting. This discussion would be more about the expenses that made up the enterprise fund. He stated keeping this as an enterprise fund would require offsetting those expenses. Morgan noted the cash balance was \$805,239, which was low. The debt service should ideally be 25% of expenses and it was currently 35% of expenses. Since the City just got a new facility, it was understandable that the debt service was higher. It was okay having the higher debt service as long as the revenue kept going up.

Morgan stated Stormwater was another enterprise fund and she reviewed the revenues and expenses for that fund.

Smoot reviewed the Transportation enterprise fund. This fund didn't receive revenue from fares. It was funded through sales tax, resort communities sales tax, business license fees, and nightly rental fees, as well as federal grants and county tax. Council Member Rubell asked why this was set apart as an enterprise fund, to which Smoot explained the sales tax revenue was required to go only to transportation and this fund kept that tax revenue separate.

Smoot reviewed the Parking Services Fund was part of the Transportation Fund. It recovered 100% of operating and capital costs. Revenue came from paid parking. Part of the revenue went to China Bridge repairs. Council Member Toly asked how much of the cash balance would be used for sensors. Smoot stated that was not fully operational yet. Council Member Toly indicated some people thought parking should be free or cost less. Smoot asserted parking revenues should be revisited at some point. Council Member Rubell indicated these revenues were segregated and they could be used for parking demand management. Johnny Wasden, Parking Manager, stated Bonanza Flat Trailhead was a good example of using these funds to enhance transportation in certain areas to benefit local priorities. The goal was to reinvest those funds into capital programs. Briggs indicated the charts showed an ending balance but did not show the 5-year capital plan. Council Member Ciraco asked if the revenues were paid more by residents or non-residents, to which Wasden stated it was from non-residents.

Morgan discussed the Golf Fund and noted golf fees were increased due to the requirement for Golf to pay for its water usage. She indicated those fees would be reevaluated on an annual basis. A future expense was getting a new irrigation system. She asserted the fund could not afford that at this time. Although the ending balance

was almost \$3 million, planned renovations would take that back down to \$800,000. Council Member Rubell asked if making the Golf program an enterprise fund was a policy decision, to which Briggs affirmed. Council Member Rubell felt this was an important conversation, especially as they were planning an irrigation reinvestment. He thought this was an inconsistent policy since the other recreation facilities were not enterprise funds. He supported removing this fund to be consistent and noted under the enterprise fund, a new irrigation system could not be funded. Council Member Toly wanted to wait for the consultant's report to see the needs. Council Member Rubell stated that was not the same thing and wanted a discussion on making Golf a cost recovery program. The majority of Council agreed to have this discussion. Council Member Dickey viewed golf differently than the other forms of recreation. He didn't think funds should be taken to support golf, when those funds could be used for other priorities. That said, he would consider subsidizing the irrigation replacement project, but he thought keeping Golf as an enterprise fund made sense. Mayor Worel asked when the consultant's report would be finished, to which Vaughn Robinson, Golf Manager, stated he could come back to Council by mid-October with the report.

Morgan addressed cost recovery, which was set at 70% of operational costs being recovered through fees and the City subsidizing the remainder of operation and capital costs. She noted at a previous Council discussion, there was interest in including other expenses to the Recreation and Ice budgets, such as HR, IT, and maintenance services as well as capital costs. She reviewed that this could be beneficial because you could see future reinvestment needs. She further explained they used a 5-year amortization for capital expenses since some years had higher expenses than other years. One consequence of adding capital expenses to the budget would be that some years they would have to forego these projects because it would raise fees by too much since this model was based on 70% cost recovery.

Council Member Ciraco referred to one of the cons of cost recovery: weakens the tie between fees and service demand. He thought there needed to be a reserve kept for capital projects. Briggs stated they put money away, but they didn't tie it to the fees. Council Member Ciraco stated the fees were indicative of the usage of the facility and didn't understand the connection. Briggs stated the fees were tied to the operations but not to the capital expenses. There was a different process for the capital plan.

Council Member Parigian liked the 70% cost recovery model. He suggested adding a line for extraordinary items. Briggs stated if the goal was to have more transparency, they could do that. Currently, it was all in the General Fund so it wasn't segregated, but they could change that.

Mayor Worel stated the presentation had to be cut short due to time constraints and asked that this come back soon for further discussion.

REGULAR MEETING

I. ROLL CALL

Attendee Name	Status
Mayor Nann Worel Council Member Bill Ciraco Council Member Ryan Dickey Council Member Ed Parigian Council Member Jeremy Rubell Council Member Tana Toly Matt Dias, City Manager Margaret Plane, City Attorney Michelle Kellogg, City Recorder	Present
None	Excused

II. APPOINTMENTS

1. Consideration to Approve the City Manager's Appointment of Parker Dougherty as City Treasurer of Park City Municipal Corporation:

Mindy Finlinson, Finance Director, introduced Parker Dougherty and summarized his professional background.

Council Member Toly moved to approve the City Manager's appointment of Parker Dougherty as City Treasurer of Park City Municipal Corporation. Council Member Parigian seconded the motion.

RESULT: APPROVED

AYES: Council Members Ciraco, Dickey, Parigian, Rubell, and Toly

III. COMMUNICATIONS AND DISCLOSURES FROM COUNCIL AND STAFF

Council Questions and Comments:

Council Member Toly thanked the candidates who ran for City Council. Council Member Parigian read a prepared statement regarding the public engaging in personal attacks. He didn't condone bullying, shaming, or intimidation. He didn't think this had a part in Park City. Council Member Ciraco wished his daughter luck at college. Council Member Rubell agreed with Council Members Toly and Parigian on positivity. He noted a scheduled joint meeting with the County Council was postponed and asked when that meeting would occur. Mayor Worel indicated they would let her know and she would share that information.

Council Member Rubell asked if Recycle Utah could continue in place until a new building was available. Mayor Worel indicated staff would give an update on that soon. She noted she and Council Member Ciraco met with the County and Recycle Utah about steps forward. Council Member Rubell asked to learn about impacts of them

remaining in place. He referred to Transit ADA dispatch and asked how they did that. Tim Sanderson, Transportation Director, stated passengers would have to call either High Valley Transit or Park City to request service, but they would be discussing that. The Council supported having that conversation when Transit gave their next update.

Mayor Worel thanked the Recreation Team for the Community Center groundbreaking ceremony this afternoon. She also announced Matt Dias, City Manager, had taken another job in the private sector and an interim city manager would be appointed until a city manager was hired. She thanked Dias for all his service.

Staff Communications Reports:

1. May Sales Tax Report:

2. Park Avenue Projects Update: 2026:

3. Park City Forward (Long-Range Transportation Plan):

4. Geothermal Energy Networks Update:

5. June 26, 2025 Council Meeting Direction:

IV. PUBLIC INPUT (ANY MATTER OF CITY BUSINESS NOT SCHEDULED ON THE AGENDA)

Mayor Worel opened the meeting for any who wished to speak or submit comments on items not on the agenda.

Katie Kinnear stated recycling was important to her. She wanted to be fiscally responsible and sustainably driven. Recycle Utah was asked to leave its site by June 30, 2026. Without this service, millions of pounds of waste would end up in the landfill. She hoped the Council would support the expansion of Recycle Utah.

Anita Baer indicated she received many items from Recycle Utah that were useful.

Lance Lucey 84060 looked at the Clark Ranch affordable housing project and experts told him to look at the ease and cost of access, building, and maintenance. He looked at that and thought other areas would be more cost effective. He hoped the development would be reconsidered. He didn't think looking at sunk costs was a reason to continue with a project.

Dana Williams stated his last action as mayor was to choose a city manager, and he reviewed the process at the time. He asked the Council at the time to hire Matt Dias as Assistant City Manager. He thanked Dias for all his work over the years.

Jeff Iannaccone was a fighter pilot for years. He noted mission planning was essential for that job, and it was essential for Clark Ranch. During the planning process, facts evolved. There were many issues, but it was good they were detected early, and now other sites could be looked at. He wanted the City to evaluate different build sites.

Joe Davis 84060 agreed with Iannaccone and stated he was concerned with the traffic that would go up that road. He felt like transparency was needed as well as additional planning. He thought open space was important.

Douglas Duditch 84060 explained his plans for beautifying the Rail Trail. He thanked Council Member Toly for hosting a meeting at Prospector. He wanted to know if the City could fund the beautification with the help of private donations from residents.

Sue Gould 84060 urged the Council to reconsider the location of the Clark Ranch affordable housing project. The current site presented too many challenges. The project would cost more and would impact the residents. She thought another location could accommodate more units at a lower cost.

Karen Riley eComment: "I'm a mom of two boys, 5 and 7, and I'm worried about the future we're leaving for our kids. For as long as I can remember, Recycle Utah has been the only place in Summit County where families like mine can take our recycling. My kids love coming with me — they help sort the glass and cardboard, and it's one of those small ways I teach them to take care of the planet. But next summer, Recycle Utah has to move, and right now there's no new home lined up. If nothing changes, by July 1, 2026, our county won't have *any* residential recycling. None. I don't want to tell my kids, "Sorry, we just stopped recycling." That's not the example I want to set. Without Recycle Utah, more waste will pile into our landfill, and it'll cost our community so much more in the long run. In most places, recycling centers are paid for and run by local government. Recycle Utah is a nonprofit — they can't do it alone, and they shouldn't have to. This is something Summit County and Park City need to step up and make happen. I'm asking our leaders: please commit to building and funding a permanent recycling facility. Let's show our kids that we care enough to protect their future."

Mayor Worel closed the public input portion of the meeting.

V. CONSIDERATION OF MINUTES

1. Consideration to Approve the City Council Meeting Minutes from July 10 and 31, 2025:

Council Member Toly moved to approve the City Council meeting minutes from July 10 and 31, 2025. Council Member Ciraco seconded the motion.

RESULT: APPROVED

AYES: Council Members Ciraco, Dickey, Parigian, Rubell, and Toly

VI. CONSENT AGENDA

1. Request to Authorize the City Manager to Execute a Professional Services Agreement with Message Point Media of Alabama, Inc. for a Three-Year Term, Not to Exceed \$218,149.25 in a Form Approved by the City Attorney's Office, to Purchase Transit Digital Sign Hardware and Software:

Council Member Ciraco moved to approve the Consent Agenda. Council Member Dickey seconded the motion.

RESULT: APPROVED

AYES: Council Members Ciraco, Dickey, Parigian, Rubell, and Toly

VII. OLD BUSINESS

1. Discuss Re-create 248 Transit Study: Level 1 Screening:

Julia Collins and Conor Campobasso, Transportation Planning Department, and Shane Marshall and Alexis Verson, Horrocks Engineering, were present for this item.

Campobasso reviewed the history of this project. He indicated they performed a purpose and needs screening to come up with viable transportation alternatives. Then they narrowed the options to dedicated bus lanes, light rail, and automated guideway transit (AGT or monorail). They began public outreach this past spring and it lasted through the summer. There was strong support for bus rapid transit (BRT) and on-corridor alignment. There was near-unanimous opposition to Rail Trail usage.

Campobasso stated BRT was the best-performing mode with few environmental impacts. This was the public's preference. The light rail had challenges with operations and maintenance costs and there would be environmental impacts. AGT had issues with accessibility since people would have to climb up stairs.

Council Member Rubell noted 98% of the public were opposed to the Rail Trail as a transit corridor. He supported eliminating that option and other lower performing options from being studied. He noted the success of Richardson Flat Park and Ride and wanted more study of transit from there. He asked to know what kind of traffic this was solving for, whether tourist, workforce, etc. The concept of dedicated bus lanes was really support for buses that didn't stop in traffic. He liked the flex lane idea and felt that would not require more asphalt. He asked why flex lanes couldn't be leveraged for private vehicles. Campobasso stated the worry was adding capacity going into town, which would require additional parking in town. Going outbound was less of an issue. Marshall added the goal was to get people out of their cars and onto transit, so that would eliminate the flex lane option, but they could look at it. Council Member Rubell asked to

hear more about those options while being mindful of new asphalt and neighborhood impacts beyond transit benefits. He also asked to see other ways of moving around the corridor that wouldn't involve vehicular travel or aerial.

Council Member Dickey stated BRT made sense with on-corridor travel, so he was comfortable removing AGT and light rail. He wanted to keep working on the BRT solution. Council Member Ciraco stated this was an important part of the process, especially meshing them with the goals of the community. He didn't want to destroy or remove the Rail Trail. He reviewed the SR224 BRT preferred solution had a cost that escalated over the years. Campobasso stated the concern with the SR224 project was widening the road. Council Member Ciraco thought widening the road at the PC Hill would be costly. He didn't want to remove part of that hill, so he was interested in the flex lane option. He also noted BRT would require a bus and storage expansion and that would cost money. Collins indicated they could come back with maintenance estimates for these alternatives. Marshall stated all the impacts would be analyzed as part of this process.

Council Member Parigian supported removing light rail from the study. He indicated he needed to know how many people moved along the frontage road in order to make decisions. Marshall stated that data would be studied at the next level of the evaluation. Campobasso stated they hadn't eliminated modes but wanted to get Council feedback before moving to the next level. Council Member Parigian thought he was being forced into the one option of BRT on SR248. He asked for data on BRT, flex lanes, zipper lanes, all the options for that as well as the costs.

Council Member Toly did not support using the Rail Trail for transit. Regarding flex lanes for egress out of town, she noted people came into town at different times of the day, but they left the resorts at the same time. It would be helpful to understand where the cars were going, i.e. resorts, schools, Main Street, etc. She thought they should have a conversation with the schools and they could look at coordinating drop-off times, who was allowed to ride buses, etc. She indicated the BRT lane hinged on park and rides, and she asked if BRT lanes would be put on Richardson Flat Road. Campobasso stated they looked at Richardson Flat Road and they would talk about that during the next item on tonight's agenda. Council Member Toly stated people would only ride the bus if it was more convenient.

Mayor Worel thanked the community for all their input. She was concerned with safety on the Rail Trail with bikes and pedestrians. She noted that some years ago, the Trails team conducted a survey on a path next to the Rail Trail for bikes. She asked if the team could bring that back to the Council. The Council agreed to that discussion.

Marshall indicated the Rail Trail was considered because they wanted to consider all options before narrowing down the options in a fair manner. He felt analyzing the Rail Trail was a valuable process.

Mayor Worel opened public input.

Jason Ledyard 84060 lived on the Rail Trail. He noted a light rail would cost \$2 billion. He thought express buses were needed on SR248 but not going into town. He felt bus frequency was more valuable.

Cassandra Barnes 84060 asked if there was information on the effects that Richardson Flat had on the community. Mayor Worel referred her to Tim Sanderson for that information.

Travis Ingsoll asked that the Council consider the homes that backed up to SR248 and asserted any increase in traffic would impact the neighborhood.

Kathy Hunter 84060 thanked the Council for having community input. There were concerns about costs for transportation planning and she appreciated that the Council took public input seriously. She opposed light rail and monorail because they didn't fit in a small town.

Robert Rosenberg 84060 was pleased the Rail Trail would be preserved. He asked that the Rail Trail never be used as a transportation corridor.

John Fry 84060 suggested organic ridesharing and noted these were used in Manilla, Little Cottonwood Canyon, and Washington, D.C.

Julie Kehoe 84060 was an architect for urban planning and stated bus efficiency was key to getting people to use it. She suggested transit buildings with lockers.

Sean Cronin 84060 felt it was important to understand who was causing the traffic. There was a difference between traffic and congestion. He felt the people driving on SR248 were people who worked here. He wanted to minimize traffic and agreed parking should not be expanded. He felt BRT would work for resort employees and visitors.

Douglas Duditch wondered why the Council couldn't vote to prohibit transit on the Rail Trail. Mayor Worel stated direction had been given to staff. Duditch also did not want the Rail Trail widened. Mayor Worel indicated she wanted the study brought back.

Joy Rocklin 84036 used the Rail Trail and noticed the traffic was getting worse. When additional development was finished, there would be more traffic. She asked about the cost to widen SR248 for other transportation options. Mayor Worel referred her to staff. Rocklin also supported rideshare. She noted having amenities at some bus stops would be enticing.

Herve Lavenant 84060 opposed a transit forward solution and wanted to remove cars from the City. They had to look beyond a local solution. They needed to partner with HVT and UTA because traffic was not local traffic. They had to look at data and make

wise decisions. He felt AGT was not a flexible solution. Bus routes could change but AGT routes could not change. He asserted traffic was seasonal and buses could adjust.

Mayor Worel closed public input.

Council Member Ciraco stated they were at a critical point in the study and he responded to some of the questions regarding Richardson Flat Park and Ride. He indicated this park and ride had increased in usage each year for the past three years. He also provided statistics that supported most winter traffic was visitor traffic.

Collins summarized the Rail Trail was not moving forward, but the BRT and light rail modes would still be considered, and additional data would be gathered. The light rail study would go through the SR248 corridor and there would be an update mid-term to see if the Council wanted to continue with the light rail after additional data was shown. Council Member Rubell did not want to widen SR248. Council Member Ciraco wanted to know what volume of people they wanted to move in that corridor. It was indicated that the flex lanes would be considered for transit only as well as for private vehicle use.

2. Park and Rides Discussion:

Alex Roy and Conor Campobasso, Transportation Planning, presented this item. Roy reviewed the two scenarios for park and rides were Richardson Flat only or a combination of Richardson Flat and Gordo. In the combo option, Gordo would be the main site and Richardson Flat would be for overflow. They answered questions from Council given during previous Council meetings. He noted costs between the two locations for upgrades were similar with Gordo being a little cheaper. They looked at the feasibility of making direct access to Richardson Flat and they did not recommend an off ramp from US40. They offered other alternatives including a new interchange at SR248 or paving an additional entrance to Richardson Flat. For Gordo, they could create an express lane into the park and ride.

Roy reviewed factors that determined the usage of park and rides included accessibility and location, transit service, parking and costs, and safety and security. A recent survey on park and rides listed reasons for use: lack of parking at destination and saving time, money, gas, etc. Concerns included bus routes and frequency, inconvenient location, and lack of signage.

Campobasso indicated both sites could support aerial transit. He asserted a park and ride was needed but enhancements were necessary. Staff recommended Gordo because of cost, travel time, and accessibility, but they could work with either site.

Council Member Rubell asked if the alternate routes to Richardson Flat were reasonable. Roy stated they had the help of a professional and the routes were possible. Collins noted these alternatives were presented to UDOT and they would decide if they were possible.

Council Member Dickey asked about the off ramp from US40 to Richardson Flat Road by PC Heights. Campobasso stated that scenario did not meet UDOT requirements. Council Member Ciraco liked the proposed road from SR248 to the Richardson Flat Park and Ride. He thought that scenario would be the same distance as the express road to the Gordo Park and Ride.

Council Member Parigian asked how much usable acreage there was at Gordo, to which Campobasso stated 20 acres. Council Member Parigian indicated 1,000 parking spaces would not allow any other development of that property. He didn't support the off ramp to Richardson Road, but supported the road from SR248 to the Richardson Flat Park and Ride.

Council Member Toly asked how long it would take UDOT to build something here. Roy stated the process would take several years. Council Member Toly stated a park and ride at Quinn's Junction was not approved in 2022 and asked how the shortcut to Richardson Flat Park and Ride as shown in the diagram was different. Roy stated the Quinn's Junction was very close to the interchange and this option was further away.

Mayor Worel asked if school buses were allowed in the express lane. Roy stated that would require an agreement with the School District, and noted devices would be needed on the buses to trigger the lights. Mayor Worel asked if there were any rules that would prohibit buses from picking up children at park and rides. Sanderson stated school buses could pick up the children there.

Mayor Worel opened public input.

Joe Davis indicated people used Richardson Flat as a shortcut and he suggested having a gate that only allowed buses. There were also soil issues. He suggested creating another route to get to the Richardson Flat Park and Ride.

Cassandra Reid Barnes 84060 thought a park and ride at Gordo would direct more traffic onto SR248.

Mayor Worel closed public input.

Council Member Toly supported the Gordo site because the City owned the land, no negotiations were needed with Larry H. Miller, an overpass was not needed immediately, and this could be ready to go next year. They needed to do projects that were convenient and quick. Council Member Parigian stated Richardson Flat was already in place and he didn't want to spend more money if they weren't sure that behavior would change to ride transit. He stated Gordo was halfway into town already. He supported increasing bus service to Richardson Flat and if it was filled, then he would commit to spending millions of dollars. He thought progress needed to be made with Re-create 248 and a discussion was needed about putting the Public Works facility at Gordo.

Council Member Ciraco felt increasing the service at Richardson Flat would increase ridership and he wanted to continue using that. Council Member Dickey stated Richardson Flat worked, but Gordo was more convenient and was City-owned land. He didn't want to pave the entire parcel and wanted other uses there as well. Council Member Rubell stated both sites were good but neither option was great. He hoped to see a blended solution. He wanted access to Richardson Flat from SR248 but there was open space and trails there so he could foresee opposition to that option. He had concerns with Gordo being built out completely and the traffic impacts because of that. He wanted to see Public Works and Transit considered for the Gordo site. He favored a blended model and asked for more information before making a final decision but didn't want to go fully into Gordo. He supported improving Richardson Flat.

Council Member Dickey stated they needed to look at future needs and not just today regarding the growth of Wasatch County and the resorts. Gordo made a better choice for workforce and he agreed both park and ride solutions could work together. Council Member Rubell asked for more information on who would be served and on what the blended solutions could look like. He asked to bring back data on the mixed access options to Richardson Flat so it didn't impact the neighborhood. Mayor Worel summarized there was consensus to look at a blended model.

3. Consideration to Approve Ordinance 2025-18, an Ordinance Amending Ordinance 2024-22, Approving the Annexation of Approximately 0.94 Acres Known as the Robbins Parcel Located in the Thaynes Neighborhood to Modify the Effective Date and Update the Legal Description of the Annexation Parcel:

Elissa Martin, Planning Project Manager, presented this item and stated the annexation ordinance needed to be amended to correct the legal description so that it matched the description on the plat, as well as to amend the effective date to comply with state noticing requirements.

Mayor Worel opened the public hearing. No comments were given. Mayor Worel closed the public hearing.

Council Member Dickey moved to approve Ordinance 2025-18, an ordinance amending Ordinance 2024-22, approving the annexation of approximately 0.94 acres known as the Robbins Parcel located in the Thaynes Neighborhood to modify the effective date and update the legal description of the annexation parcel. Council Member Ciraco seconded the motion.

RESULT: APPROVED

AYES: Council Members Ciraco, Dickey, Parigian, Rubell, and Toly

VIII. NEW BUSINESS

1. Consideration to Authorize Park City to Exercise its Right of First Refusal to Purchase the Deed-Restricted Duplex Unit Located at 2013 Cooke Drive for \$285,272.96 and Retain it as Part of the City's Employee Housing Program:

Rhoda Stauffer, Housing Specialist, presented this item and indicated there was a process for affordable housing resales. The City held the right of first refusal on all affordable properties. In this case, the owners asked the City to assign the right of first refusal to their friend who was on the housing waitlist. Staff recommended purchasing the property for employee housing.

Council Member Rubell asked if renting to City employees was a benefit or if the City was in the rental business, to which Stauffer stated it was both. Council Member Parigian asked if this was rented at market rate. Stauffer stated a long-term rental would be up to 25% of the employee's income. She noted the unit was three bedrooms and one and a half bath.

Mayor Worel opened public input. No comments were given. Mayor Worel closed public input.

Council Member Parigian did not support giving subsidized housing to a city manager. He wanted these units for lower-level employees. Council Member Dickey supported adding this unit to the City's employee housing. Council Member Rubell supported the recommendation but wanted a future discussion on what they wanted to do with the units. The Council agreed to that discussion. Matt Dias, City Manager, asserted housing was an important tool for recruiting employees.

Council Member Dickey moved to authorize Park City to exercise its right of first refusal to purchase the deed-restricted duplex unit located at 2013 Cooke Drive for \$285,272.96 and retain it as part of the City's employee housing program. Council Member Rubell seconded the motion.

RESULT: APPROVED

AYES: Council Members Ciraco, Dickey, Parigian, Rubell, and Toly

2. Park Silly Sunday Market (PSSM) Request to Extend the Special Event City Services Agreement:

Chris Phinney, Special Events Manager, and Kate McChesney, PSSM, were present for this item. Phinney indicated he was here to discuss adding years 2028, 2029, and 2030 to the contract and noted staff recommended approving the contract extension. McChesney stated an extended contract helped her with writing grants, getting long-term sponsors, and planning. Phinney noted there were no other changes to the contract.

Council Member Ciraco asked if they had a conversation with the Historic Park City Alliance (HPCA). McChesney stated she talked with Ginger Wicks and there was a meeting next week. She noted this was just to exercise the right to renew the contract.

Mayor Worel opened public input.

Shelly Marshall 84060 stated at the last HPCA marketing meeting they reviewed the top online searches in Park City and it was for PSSM, and small businesses wait in the wings. Moving forward, they should have something solid and concrete in a partner.

Mayor Worel closed public input.

Council Member Rubell moved to approve the request by Park Silly Sunday Market to extend the Special Event City Services Agreement through 2030. Council Member Parigian seconded the motion.

RESULT: APPROVED

AYES: Council Members Ciraco, Dickey, Parigian, Rubell, and Toly

IX. ADJOURNMENT

With no further business, the meeting was adjourned.

Michelle Kellogg, City Recorder

August 14, 2025 Public Comments re: Rail Trail for Transit Alternative

Hoby Darling eComment: "I am writing to strongly oppose the inclusion of the Rail Trail as part of the Recreate 248 Project. Using this treasured community space for mass transit is short-sighted and risks permanently degrading one of Park City's most unique and valuable public assets. I have lived and invested in Park City for over a decade—as former CEO of Skullcandy, as a member of multiple local non-profits, and as a philanthropist committed to our community's wellbeing. I understand the traffic issues along the 248 and have lived them both as a resident of Jeremy Ranch trying to commute kids to school, as well a resident of Prospector. We should move quickly beyond discussing motorizing the 248. It is such an important part of Park City—one that stands as an example of great transportation planning and a place where our community truly comes together across race, language, and demographics. 1. A Model for Non-Motorized Transportation The Rail Trail is a clear example in Park City of successful pedestrian and bicycle transportation. It works. It connects neighborhoods, schools, and amenities without relying on cars or powered vehicles. We should be protecting and expanding spaces like this—not converting them into bus or train corridors. Our city's transportation goals should be to get more people biking, walking, and running, not to replace one of the safest and most popular non-motorized routes with motorized traffic. 2. Safe Routes for Kids For decades, the Rail Trail has been the safest route for kids traveling to Park City High School, Treasure Mountain Junior High, McPolin Elementary, sports practices, and community events. Families in Prospector rely on it for peace of mind—knowing their children can get to school and activities without navigating dangerous roads. Replacing this with mass transit removes that safe, car-free route and directly impacts the daily lives of our youth. 3. Equity and Inclusion Prospector is one of the most socioeconomically diverse neighborhoods in Park City. Both low- and high-income families live here, and all depend on the Rail Trail for transportation, exercise, and recreation. Removing or degrading this resource would disproportionately harm lower-income residents, who often have fewer transportation and exercise options. This would send a message that the needs of our most vulnerable communities are secondary to a transit experiment. 4. Wildlife Protection The Rail Trail is not just for people—it is a vital habitat and corridor for wildlife. Moose, deer, and other animals are routinely seen along the trail, providing residents and visitors with a rare and special connection to nature. Introducing motorized vehicles would create both short- and long-term risks to these animals, from dislocation of habitat to direct injury or death. We should be preserving this shared space where people and wildlife coexist, not turning it into a danger zone for the very animals that make Park City unique. 5. Responsible Use of Taxpayer Dollars Rather than spending millions on a project that would eliminate a thriving non-motorized corridor, taxpayer money should go toward improving the Rail Trail—such as enhanced winter plowing to encourage year-round use and enforcing leash laws so that all people can feel welcome on the trail. Investing in infrastructure and services that keep people outside, healthy, and connected is a better, more sustainable use of funds. 6. The Rail Trail Experience We live just blocks away, and the Rail Trail is a daily part of our lives. On any given day, you will find hundreds of people—bikers, walkers, runners, dog owners—sharing the space. It's a place where neighbors greet each other, where English and Spanish mingle in

conversation, where people from every income level and background interact naturally. This is community at its purest form. Adding wildlife sightings into the mix—like a moose grazing in the trees—makes the experience magical. To replace that with buses or trains (or construction) is to erase something truly special. 7. Smarter, Low-Impact Alternatives If the City believes limited transit use on the Rail Trail could be beneficial, let's think creatively—perhaps one-way bus lanes during very specific, low-impact windows (for example, winter weekends from 8–10 AM), while keeping the trail plowed and open for the rest of the time. This could address peak needs without permanently destroying a cherished community space. This is probably not the answer either but we need to be more creative and save something that is so special to Park City and all its residents. Park City can do better than sacrificing one of our most beloved, inclusive, and successful public trails. Please reject the use of the Rail Trail for the Recreate 248 Project and commit to preserving and enhancing it for generations to come.”

Joy Rocklin eComment: “I, along with neighbors, friends, & many others, am very concerned about the “Re-create 248” initiative. It affects not only the Bonanza area, but also all of us who live further east of Bonanza. While 248 traffic is a disaster & becoming worse with new & expanding residential developments, our specific issue is the impact on our beloved Rail Trail. It's been a safe bike & walking entry into part of PC for many years, somewhat (admittedly minorly) mitigating the traffic mess. Its recreational value is a major & irreplaceable asset to our overall community. Bikers, walkers, dog walkers, etc all enjoy the beauty and peace of the Rail Trail. Expanded use of the Richardson Flat parking area, if better developed & marketed, would help reduce the vehicle burden on 248. This alone is clearly not the full solution to the problem. But then how do people get transported into PC? That is the crux of the matter. All of the proposed solutions would still rely on convincing people to park somewhere to access expanded dedicated/bus lanes on 248, Light Rail or Monorail. We need a corridor for any of the proposed mass transit options. The transportation means, which are being addressed, are only a part of the solution. Where would they be located? That is a related but separate issue that does not appear to be addressed adequately. I am a concerned resident of Black Rock Ridge who fights 248 traffic almost daily. We are leaving soon to bicycle on the Rail Trail, a safe, beautiful and peaceful bike riding path that does not involve the fear of vehicular traffic. Please do not destroy that experience. Please explicitly explore any & all locations for the proposed transportation methods that do not destroy our beloved Rail Trail.”

Madison Engvall eComment: “As a resident of Prospector with a backyard that faces 248 I would love if council would consider the impacts to our homes. Whatever the choice is to recreate 248, council should consider noise impacts (248 is already extremely loud), and equally important is the emissions impact on health of those who live close to the road. Breathing in exhaust fumes living close to a major road should be a consideration in the project. Lastly, how is this going to impact entering and exiting Prospector? Entering and exiting Wyatt Earp from 248 is extremely difficult during rush hour, and impacts our quality of life. Any consideration widening the road should be done on the North side to have smaller impacts on those whose backyards are already so close to 248.”

Katherine Kinnear eComment: "I am a resident of Park Meadows, Park City. The topic of Park City recycling is personally and professionally important to me. My work in the waste and recycling industry has given me insight into the surmountable challenges and vast opportunities associated with municipal landfill diversion programs. Personally, as a resident who has observed the pros and cons of Park City's growth since my childhood, I am invested in the City's commitments to be both fiscally responsible and sustainability-driven—two pre-requisites for resilient communities. Our community has an incredible asset that we are on the verge of losing. After 35 years of unwavering service, Recycle Utah, our beloved resource conservation nonprofit, has been asked to leave its current site by September 1, 2026. As the Council is aware, if a new location isn't secured soon, recycling operations will cease by June 30, 2026. Recycle Utah is a rare gem with remarkable impact. This small-but-mighty operation diverts more than 3.5 million pounds of material from landfill each year. They accept 45 different materials. And they accept them in any quantity from all residents free of charge. It's presence in Park City is so established that most longtime residents simply refer to it as "the recycling center", as if it is a municipal service. Moreover, Recycle Utah's passionate team has supported our community's green businesses, sustainability education, and zero-waste goals with clear vision and serious results. Such an organization would be the envy of any other city. Despite this reality, the future of Recycle Utah—the future of community recycling in our City—is now distressingly uncertain. The looming gap in our recycling services has serious economic and sustainability implications for our community. Without the service provided by Recycle Utah, millions of pounds of additional waste will end up in our already stressed landfill system—squandering valuable would-be-recyclable material and accelerating the day when our landfill runs out of space. If we don't invest in waste diversion infrastructure now, we are locking in far greater costs for residents in the future. And those ambitious sustainability goals frequently cited by our City? We have no chance of achieving those essential milestones without immediate action. "Waste reduction" is a priority in the Park City General Plan draft. Notably, any plans on how we might achieve this objective are currently light on details and include no infrastructure commitments. If we do not seriously invest in our sustainability promises what does that say of our "mountainkind" mission? What does that say to the world when the Olympic games arrive? What does it say to our children? Fortunately, as Council is aware, there IS a plan—an expertly crafted hub-and-spoke plan that would benefit the City and the entire County and increase our diversion rate to 24% in the near term and up to 35-50% with a second phase of investment. While Recycle Utah would be an ideal operator for this new site—especially given their decades of experience, deep community ties, and impressive range of processing partners—the nonprofit does not have the funds to build the infrastructure. I know I share the sentiments of many in our City, when I ask this Council to: 1. Take immediate steps to identify and fund an interim recycling facility – maintaining the momentum and operational excellence Recycle Utah has fostered over 35 years. 2. Commit to building a long-term, modern facility that matches our community's fiscally responsible and sustainability-driven values. This Council, in collaboration with Summit County, has a unique opportunity to create a truly exemplary infrastructure project—an enviable public/non-profit partnership with a strong track

record and fresh scalability. With thoughtful investment now, we can stand by our sustainability commitments, mitigate massive future costs, and ensure local recycling remains strong for years to come. The need is urgent. The time is now. Please lead the effort in finding a new home for Recycle Utah today. Thank you for your consideration.”

Capie Polk eComment: “I want to strongly oppose using the rail trail for anything other than its current wonderful use as a source of exercise, outdoor enjoyment, peace and connection for everyone in the PC community. I oppose using it for light rail, act, monorail or highway expansion. My multi generation family recently purchased a home in park city and the rail trail was a prime motivation in our decision. When someone mentioned that there was a bit of traffic on the highway near our purchase, we said we can live with the traffic. The rail trail, however, is an irreplaceable treasure that serves so many different people in so many ways. Please count my opposition to any plan to disrupt or destroy the rail trail.”

Klaus Veitinger eComment: “On Tuesday, I attended the gathering at Prospector Park, which allowed us to interact with three attending City Council members and share our community’s desire to protect the Rail Trail as a local treasure. From the meeting, I am sure that all three attending City Council members got a sense of the unified front of resistance any project would face that would turn the Rail Trail into anything else than the sanctuary it is right now. This resistance is justifiably rooted in concerns about the inevitable negative impact on the quality of life and the economic damage that such a project would cause for everyone living along or near the rail trail, as well as the loss of this iconic feature of our community. I remember that already in late 2017, converting the rail trail to a road was under discussion, but was quickly abandoned due to substantial local resistance, litigation concerns, as well as legal and environmental issues. I am not sure what would have changed since. The 2017 assessment was actually confirmed during the December 6, 2024 Council Work Session, when the City’s Department of Transportation and Planning, after extensive analysis, recommended proceeding with only 4 of 12 evaluated traffic management options (see attachment). Notably, the Rail Trail was not one of the four options recommended. Even more so, the department’s assessment mirrored the concerns and hurdles from 2017. Given this history and these facts, it is hard to understand why the Rail Trail is still being pursued as an option at this point. I understand that the upcoming August 14 City Council meeting is the next important milestone in decision-making, and I am looking forward to attending. I can imagine that being on the City Council means that you are sometimes faced with difficult decisions. But I can assure you that in this regard, the vast majority of people in our community I spoke with consider touching the Rail Trail “a bad idea”.”

Melissa O’Neal eComment: “I appreciate the time and effort that the traffic engineers have put into this project. I understand the traffic issues coming into Park City on 224 and 248 but I do not support the idea of a light rail on the rail trail or underground. I am hoping the City Council will listen to what the traffic engineers suggest since they are the experts rather than thinking they know better than them. I’m addressing Bill Sciroco’s comment to me that he would not support a staff recommendation on improving bus service and creating an alternate bus lane.

I have also been told that we need more bus drivers but cannot afford to pay them more than \$60,000 a year or might have to build more affordable housing. Well, I'm thinking the cost of making an underground tunnel (an idea of Bill's at the Re-create 248 meeting) which would go through wetlands and mine tailings to only move visitors a mile might cost a lot more than that. According to staff at the 248 meeting, the rail trail is used by over 2,000 people a day to walk, bike, hike or run. I can't imagine how many people use it on holidays. The Rail Trail connects our community and it should be treasured, not destroyed. Save the Rail Trail!"

Steve Rowe eComment: "Thank you for the "spirited" conversation regarding Re-Create 248 and more specifically the option to build a mechanized mass transit system in the Rail Trail corridor. This letter provides a recommendation for a path forward and some observations from a local resident who has been directly involved with several of the committees related to this issue. The recommended path is to: 1. Give PC Staff clear guidance on proceeding with the Re-Create 248 Transit Study without the added complexity, cost, time delays, and continued divisive community engagement that would invariably come with the Rail Trail development option, and 2. Recognize that the time has come to fully protect the Rail Trail by working toward a conservation easement and management plan that preserves the original goals of the Rail Trail Master Plan. The Rail Trail Master Plan: The community has already spoken loudly about its plans and goals for the Rail Trail. In 2022 the city finalized the Park City Rail Trail Master Plan. It was compiled with help from our own Transportation Department staff, several outside experts and a remarkable number of residents representing voices from across the city. I recommend the Council and all residents interested in the future of the rail trail review this report. The report starts with the statement: "The purpose of the Park City Rail Trail Master Plan is to create a vision for the Rail Trail between Bonanza Drive and SR-248 east of US-40, including a quarter-mile buffer along the trail. This will include recommendations for land use, community development, environmental enhancements, mobility improvements, and regulatory next steps." The report goes on to say that the purpose of the Rail Trail Master Plan is because "Park City is taking on management and maintenance responsibilities for the segment of the Rail Trail between Bonanza Drive and SR-248. Given an ongoing increase in people walking, bicycling, or running on the trail, there is increased interest on behalf of Park City in making the Rail Trail an ideal environment for all. Park City created this Plan to be a community-supported vision for the Rail Trail, . . ." The RT Master Plan provides tremendous insight into the communities' expressed value of the trail in predominantly its current form. The first goal stated was that "Through the implementation of the Master Plan, the Park City Rail Trail will be a comfortable and accommodating facility for walking, running, bicycling, and skiing for users of all ages and abilities." The RT Master Plan also points out that as many as 40,000 individual users were recorded as using the rail trail in a single month, with as many as 1,600 users on a single day. The public outreach that culminated in the RT Master Plan was extensive, lengthy, and relied on a variety of outreach methods. Hundreds if not, thousands of comments were collected and included in the analysis. The recommendations coming from the exhaustive process were all focused on enhancing the amenities of the current trail such as safety for pedestrians and bikers,

dark sky preservation, improved access, providing dog friendly areas, wetland protections, and improved connections to other pedestrian and bicycle friendly trails. Even though the comments sought and received from the public and input from civic leaders, staff, and experts were to include ANYTHING they thought would enhance our community, I am not aware of a single comment that even suggested the idea of a mechanized mass transit system. This should speak volumes to the City Council with respect to what they should consider for its next steps. 1) Stop the consideration of the Rail Trail as a mass transit corridor, and 2) lean into the pedestrian and bicycle opportunities that the rail trail provides.

The Re-create 248 Transit Study: As a member of the Re-Create 248 working committee it was clear to me that many of the alternatives being looked at on SR-248 were legitimate and worthy of an initial review. It was also clear, and ultimately stated in the report, that the inclusion of the Rail Trail as an alternative mechanized transportation corridor was not being considered because of its relative merits or its support by the community, but because it was asked for by City Council. That does not necessarily make it bad or wrong. The importance of that observation is that the expert filtering analyses is now completed. There are better alternatives being recommended in the Re-create 248 report, and thus, this conversation and continued staff time and consultant expenses should end NOW. To continue to analyze this lesser option of a rail trail development will do nothing but increase costs, cause City staff to deploy more time and effort when resources are limited, and most importantly will unnecessarily stoke the flames of a very divisive, community-bruising conversation.

Challenges, Barriers, and Loses to Rail Trail Development: Having reviewed the Rail Trail Master Plan, the state of the General Plan with an emphasis on both Bonanza Park and the Prospector neighborhood, and the Re-create 248 report, it is clear that there are significant barriers to making changes to the Rail Trail from its current use to that of a mechanized transportation corridor. I see the Rail Trail as a model for other cities as we continue to learn how to combine pedestrian, bicycle and e-bike uses. Its access to both open space and downtown is a wonderful experience for locals and visitors alike. The Rail Trail is one of this town's important community gathering spaces. Neighbors to the trail even hold regular Yappy Hours when everyone brings their dogs and sips on what I'm sure is lemonade. The rail trail enhances the visitor experience by mixing with happy locals who can provide directions and recommendations. To anyone who questions the community value of the rail trail, I invite you to the Rail Trail next July 4th or Halloween. The scene of families dressed up with decorated bikes and dogs is a site to behold that would make anyone proud to be a part of this community. It's every bit as much a "scene" as is the parades down Main Street. The rail trail also acts as a much-needed mingling area for the Bonanza and Prospector regions and the Iron Horse apartments. In addition to the emotions attached to the rail trail, there are more mundane but critical barriers to the Rail Trail realignment:

Legal: The legal challenges of development on SR-248 are simpler than the rail trail. Staff described the rail trail legal challenges as "more complex". This is due in part to its ownership structure and the existing 1,000 foot conservation easement east of Bonanza Drive. The rest of the rail trail remains under federal jurisdiction and managed by the Utah State Parks and Park City. Staff also notes that this ownership structure makes converting such rail trails back to some sort of rail system, a "rare occurrence".

Contaminated Soils: Without going into too much detail about my 15+ years' experience

remediating contaminated sites, I am confident in saying that whatever disturbance of the soils will take place in using the rail trail as a mechanized transportation corridor will be more complicated, costly and time consuming than what anyone expects today, and certainly more difficult than optimizing its use as a pedestrian and bicycle corridor. In addition, with respect to the management of contaminated soils, the city and its residents must remember that disturbance of the soils is not just a paperwork/regulatory exercise. It is actually a human health concern.

Wetlands: I recommend every person interested in this issue take an early morning or late evening walk along the marsh that parallels much of the rail trail. Its population of birds, nesting mammals, deer, moose, mountain lion (yes, I have photos), and more, is truly remarkable and a treasure that this community should treat with care and respect.

Sound pollution: The use of any mechanized transportation system along the rail trail will undoubtedly add to the noise pollution of the area. If the system is elevated, the sound will likely be exacerbated by the backdrop of Prospector Hill and transported throughout the local residential area.

Light pollution: With ordinances in place as proof of the communities' desire to minimize light pollution, any mechanized transportation system along the rail trail corridor will be at odds with that community goal. Lighting required simply for safety will have a major negative impact.

Funding: An articulated goal of the city council was that the Re-create 248 study is to prefer alternatives that are eligible for federal funding. The Transit Study report states that if the existing public recreational rail trail is removed or compromised, federal funding cannot be used for transit if there are feasible and prudent alternatives that avoid impacting the rail trail. There are clearly feasible and prudent alternatives using the SR-248 corridor. Thus, federal funding may be at risk. At least one sitting commissioner of the Utah State Transportation Commission has stated publicly about development of the rail trail, that "As a member of the State Transportation Commission, . . . Commissioners will probably not throw any State money into appropriating a trail for an expensive rail project. From a realistic standpoint, rail is very expensive and it cannot be done without State and Federal funds." Thus, state funding may be at risk.

Timing: At several public meetings, residents have been very vocal about opposing developing the rail trail and voiced a real desire to mount legal challenges. Regardless of the outcome of those challenges, such efforts will inevitably result in delays that put timely completion of such a controversial development at serious risk.

Side-by-side or stacked uses: There has been discussion about having both a large-scale mechanized transportation system on the rail trail and simultaneously maintaining the current uses of the trail. I see that as having an outcome that hurts everyone engaged in this issue.

Anybody who has lived in the area long enough, been lucky enough to have gone through the Leadership Program (BTW, class XXX is the best class ever), or spent any time chatting with Myles Rademan, you would know that if the city had not purchased the McPolin barn and property it would likely have become a Smith's Super Center. Can you imagine what that would have done for the Park City experience for both locals and visitors entering from the north? Combining mechanized transit and the rail trail would be like purchasing the McPolin barn and property AND allowing the shopping center to be built. Yes, we would be able to document the tax benefits from the shopping center, AND a flag could be flown on a barn, but the experience would be profoundly different – and for this writer, quite sad. Similarly, what if the library field were allowed to be turned into a parking structure. We certainly could make an argument for the need for parking,

and what a great location for a multi-story parking structure. What we would lose, however, is a community meeting place. Laughing children sledding, a green open space in the middle of our community. Overall, it would be a loss, a loss that makes our community less of a community. That is the worst kind of “progress” Perhaps that was the motivation for one Council member to recently state publicly “I will never vote for a light rail on or next to the rail trail. . . Expanding the bus service levels on 248 to/from the Richardson Flat Park and Ride, using the existing BRT lanes, is the cheapest and quickest way to go right now, and has always been my preferred choice. And that’s the option we will go with.” All I can say to that, is thank you. The Decision: The most important thing City Council can do today is make a decision. The decision that makes the most sense is the one our expert staff and consultants are recommending. Seek affordable, flexible, effective solutions within the SR-248 corridor and leave the rail trail to do what it does best – represent Park City’s values of preserving and enjoying open spaces, a place that seeks and enhances outdoor recreation, and is working toward a pedestrian and bicycle friendly community. Accordingly, I respectfully request that we 1) stop spending money and time on an option that is at best, controversial and at worst, culturally destructive and divisive. We all need issues that bring us together, not separate us, and 2) shift the conversation from significant development to protection of the Rail Trail as recommended by the Rail Trail Master Plan. Utilizing the Rail Trail Master Plan as guidance, let’s enhance and protect this extraordinary feature that brings the community together around this iconic eastern entrance to our great community. A conservation easement that does that should be in order. A little about the author: Steve Rowe, his wife Lynn, and their dog Wilbere live in the Prospector Neighborhood and use the rail trail daily. It is our primary means of meeting neighbors, traveling to Quinns Junction, businesses, restaurants, City Park, and Main Street. To us, the Rail Trail is our community center. Our interactions with guests/visitors to Park City happen daily. We strive to be good ambassadors to these visitors who regularly marvel at the beauty and functionality of the rail trail.”

Kivia Martins Brito eComment: “I am a resident from Canyon Crossing, Park City. This development would impact my life negatively, I use the Rail Trail daily to walk my dog, take my son for a walk or a bike ride and to exercise. I do not approve this development, leave the Rail Trail alone. Plus, it is on top of the Park City toxic soil, any drilling on the ground would bring healthy damage to all of those that live around. We don't want over development, we want a quite and private trail for exercise and do a relaxing walk. I own a home here, I live full time here, I pay taxes here, I have the right to say, NO, to this project.”

Harry Kirschner eComment: “Please do the sensible thing and stop even considering using the Rail Trail to solve traffic challenges. The Rail Trail is a strategic asset to our community that is enjoyed by over 2000 Parkites daily. It would be a tragic mistake to develop such a unique gem in our town. Beyond this common sense based reason focused on our community's culture and health, the costs of adding light rail train to our small community would be clearly be prohibitive and misguided relative to other cost effective solutions like dedicated bus lanes, directional traffic lanes during peak periods, or tolling non-residents/charging for parking ANYWHERE in our town. I would also like

the City Council to work much harder in getting Vail and Alterra to the table to fund these traffic solutions that mostly impact their business operations. We should not be using our tax dollars to fund business growth for large public companies that have actually hurt, not helped our community. Show some leadership and squash this silly discussion. Focus on real solutions, not grandiose ideas that lack any public support.”

Sean Matyja eComment: “I wish to express my strong opposition to the potential plans for either a Light Rail Train or Monorail on the current historic Union Pacific Rail Trail. Below are my thoughts and questions aimed at clarifying my concerns, and I encourage you to review them carefully. Thank you for your consideration. The Rail Trail is a beloved and heavily used outdoor recreation asset for Park City. Numerous neighborhoods benefit from backing onto this open space, which is also a vital corridor for local wildlife, including deer and moose. Every day, people walk, hike, walk dogs, ride bikes, and socialize along this beautiful path. The destruction of this area for a Light Rail or Monorail system would be a severe loss—not just for the bordering neighborhoods, but for the entire community. I also question why the stretch of Highway 248 from Bonanza Drive to Highway 40 has not been prioritized for immediate improvements. Implementing flex lanes here could help increase traffic flow into town during the morning and out of town in the evening. Why hasn’t widening this section—similar to the segment from Bonanza Drive to Highway 224—been considered as a first step? A dedicated bus or flex lane on 248 could also reduce congestion. The Gordo lot, owned by the City off 248, could serve effectively as a park-and-ride (if designed carefully and properly) and could be connected seamlessly to a dedicated bus lane. Scaling this plan seasonally and implementing it promptly would be a cost-effective way to ease traffic. Furthermore, would a cloverleaf design at the Highway 40 and 248 junction improve traffic flow out of town at the end of the day? Would it minimize bottlenecks and keep congestion to a minimum? Has this been studied by the city, county, or state officials? The Light Rail Train or Monorail plan suggests that all of our traffic is due to day skier visits. While this is a large group likely adding to our traffic issues, there is also a significant amount of additional traffic from delivery trucks, construction vehicles, workers, workers with tools and supplies, parents dropping kids off at school, and so on. For all of these groups, the Light Rail or Monorail is not a solution. Regarding the proposed path for the Light Rail or Monorail on the Rail Trail, I have several questions. Where would the system start, and where would people park and board? If Richardson Flat were chosen, I doubt it would be successful. As people come into town off of Highway 40, it seems doubtful that they’ll wait at the light to take a left-hand turn on Richardson Flat Road, and then drive all the way out to the parking lot. I think mentally heading in the opposite direction from town is just something that people are not going to do. Where would the Light Rail and Monorail service end? Would all the visitors be dropped off at the intersection of Bonanza Drive and the Rail Trail? From there, would they all stand around and wait for buses, then board buses either to Park City Resort or Deer Valley Resort? That seems impractical. Or, would these trains head up Bonanza Drive and Deer Valley Drive and drop people off at the Park City Transit Center? Then, once the crowds are at the transit center, would they wait there and board buses to reach either Park City Mountain Resort or Deer Valley Resort? The transit center doesn’t seem to have enough space for this. Even with an expansion onto

some of the nearby parking lots, I doubt this plan would work. It seems like it would be a long and tedious process for people to park somewhere off Highway 40, take a train into town, then wait for a bus, and finally ride a bus to reach their ski resort destination. Then, they would have to do all of this again at the end of the day in reverse. Or, is there a plan to route a Light Rail Train or Monorail from the Rail Trail and loop to the Park City Base Village, and then over to the Deer Valley Snow Park Village, and then back to the Rail Trail? Again, it seems quite impractical and crazy expensive to build, not to mention all of the communities destroyed with a train in everyone's backyard. Then we have also heard about a far-fetched plan of building a train tunnel, or Subway, underneath the Rail Trail. That sounds like it might cost a gazillion dollars, and still, the same concern is, where does that train service start, and where would that train service end? I believe there are more effective and less disruptive ways to address transportation needs that do not threaten the community's beloved outdoor spaces and natural beauty."

Kathleen Hunter eComment: "I write to add my voice to the many residents who have expressed opposition to the City's current consideration of using the Rail Trail corridor for light rail or any other transportation mode not currently used. Please vote against forwarding Rail Trail proposals, as well as a monorail, to the Level 2 Screening. I do support forwarding the Bus Rapid Transit mode for Level 2 Screening. The Rail Trail as it exists now serves as a thread that connects all of Park City allowing residents and guests to recreate and to enjoy the natural beauty of Park City. Also, as everyone knows, it will take more than any of the three modes being considered to positively and significantly impact traffic on 248. Therefore, instead of changing the Rail Trail, I encourage Council to broaden the discussion to include a more comprehensive approach to the issue. Thank you for considering my views as well as the overall views of the community on this issue."

Shannon O'Neal eComment: "I support the SR248 alignment for any transit solution and I am against the rail trail alignment. I note this position is that of your professional staff and consultants. Specifically, I support Bus Rapid Transit (BRT) on an improved 248 with amenities and new systems to encourage ridership and deter single-passenger vehicular travel at peak times. I urge you to make a bold stand for pragmatism and set us on a path toward achievable results: Reject any alignment that is not on SR248. Protect our highly-utilized rail trail. Partner with the state and county to build a visionary, state of the art system on 248 appropriate for our town. Having reviewed the planning documents I believe this the only realistic option. The 248 alignment is: Achievable Fastest to implement Most fiscally responsible Least problematic The only *realistic* alignment that retains a valuable recreation asset (also part of our city transportation plan). While all options present obstacles the 248 alignment presents fewest. A Bus Rapid Transit on 248 would integrate best with existing infrastructure. It would easily scale as seasonal demand waxes and wanes. We do not have traffic issues 24-7/365. Who knows what future demand there will be as weather and population shifts impact visitation one way or another? It would be irresponsible to overbuild for transient and possibly impermanent demand. The BRT on 248 option allows technological disruptors to be incorporated. Our electric buses are a good example: they pollute less and

become more efficient. Eventually they will become autonomous. Policies at the local, state, and federal level drive changing funding and priorities. A bus system allows us to take advantage of those shifts. The BRT on 248 allows stakeholders to “tweak” the system and optimize it. Additionally, every incremental reduction of cars on 248 diminishes the negative impact on neighboring homes - without creating new negative impacts on other areas. New negative impacts will certainly increase public resistance.”

Heather Peterson-Matyja eComment: “We strongly oppose the construction of a Light Rail Train or Monorail on, below, to the side or above the rail trail, as such developments would be irresponsible and harmful. The trail and surrounding landscape are a cherished community sanctuary, supporting vital habitats and serving as a vital space for exercise, dog walking, family and social connections, children learning to ride safely, enjoying nature, etc. Building a train through this area would disrupt the environment, disturb contaminated soil, and threaten the natural patterns of wildlife and daily routines of residents and visitors. The trail is more than just a pathway; it is an ecological refuge and community asset. Introducing a train would be ineffective and would cause significant negative impacts on both the environment and community well-being. We urge consideration of sustainable alternatives that respect and preserve this invaluable space. This issue has caused considerable community stress, as it has been repeatedly proposed, and we hope this plan will be set aside in favor of more feasible solutions. Additionally, we suggest exploring the possibility of establishing the rail trail as a conservation easement. We also propose prioritizing immediate improvements to the stretch of Highway 248 from Bonanza Drive to Highway 40. Implementing flex lanes here could help increase traffic flow into town during the morning and out in the evening, providing a more practical and sustainable solution.”

Eldad Perahia eComment: “I oppose any consideration of a train replacing the Prospector rail trail. It is a critical path for hikers, bikers, and nordic skiers. Hundreds of thousands of people enjoy use of this trail. In addition, if all those people would need to ride on surface streets instead, it would lead to many accidents and deaths.”

Hunter Klingensmith eComment: “A plea for the rail trail and transportation options that incentivize public transit: As I took my nightly walk along the rail trail from my home in Prospector last evening, I passed families laughing as their kiddos biked along, others catching up from the day as they sat on benches taking in the fresh air. I listened to the crickets chirp as friends caught up on an impromptu dog walk, spotted my favorite rabbitbrush in bloom, and ended my walk with a chance to catch up with neighbors as we passed. In the 13 years I’ve lived in Park City, the rail trail has been a constant in my life and is one of the reasons I’ve chosen again and again to stay here. It’s been my favorite part of my bike ride home from work, a place where I catch up with friends and meet others in our community, an connector to other trails I love, and a community asset that allows equitable access to recreation and nature for all. Moving from rural Pennsylvania to Park City, I hadn’t had access to public transit and had no idea how much I would love it. I avidly support public transit options that help our environment, reduce traffic, and increase safety on the roads. My bus rides to and from work are also one of my favorite parts of the day. I hope that you will continue to pursue options like a

bus rapid transit lane and more park & ride options convenient to major in-roads. I'm not opposed to a light rail or monorail, but do not want to see those options take over the rail trail corridor. The rail trail brings joy, community connection, access to nature, and a safe path of travel throughout Park City and losing that would be devastating to our Community. I encourage you not to move forward with the rail trail alignment as you work through the Re-Create 248 study and instead pursue options along the existing 248 corridor."

Rebecca Brotman eComment: "The Rail Trail has been such a big part of living in Prospector for us. My son walks our dog there, we go on hikes together, and it's a place we use almost every day. It's one of the reasons we love living here—it's safe, peaceful, and right in our backyard. Changing it would take away something that's really important to our family and our community. I hope you'll keep it the way it is so families like mine can keep enjoying it for years to come."

Caren Bell eComment: "I'm a year-round resident of Prospector, one of the last real locals' neighborhoods in Park City. It is not overrun with Airbnbs. It is filled with year round residents. I'm writing to oppose placing a commuter rail on the Rail Trail. The Rail Trail is our neighborhood's front porch. We see our neighbors there every day. We walk our dogs, ride bikes, and take evening strolls together. Because it's flat and car-free, older adults rely on it for daily walks and safe cycling. Visitors rent bikes at White Pine and explore the trail without competing with traffic and big hills. This isn't a vacant corridor, it's a living, shared space that keeps a true locals' neighborhood connected. If we care about preserving Park City's history and culture, we can't erase one of the last places where community still happens by design. Turning the Rail Trail into a commuter corridor would commoditize a space that is essential to neighborhood life, safety, and health. I support practical transportation solutions. Please focus on improving transit using existing roadway corridors and park-and-ride options, increasing frequency of clean buses, strengthening first/last-mile connections, and protecting active transportation routes that already work. If rail is ever pursued, it should not be at the expense of the Rail Trail or Prospector's character. My requests: Remove the Rail Trail from consideration for any commuter rail alignment. Commit to keeping the Rail Trail a protected, car- and rail-free greenway. There's a difference between moving people and erasing places. Please protect Prospector and keep the Rail Trail for people. Thank you for your service and consideration."

Amy Roberts eComment: "While I appreciate sentiments investigate the light rail option in order to eliminate it, there's a reason Council isn't investigating ideas like buying 100 helicopters to transport people via air from Richardson Flat into town, or leasing minivans for every resident in hopes they'll start a 7-person carpool, or investing in teleportation technology. Some ideas are a non-starter because they are ridiculous. Let's stop "investigating" dumb ideas."

A photograph of Park City High School, a large brick building with multiple windows and decorative architectural elements. The building is partially obscured by green trees in the foreground. The sky is blue with some clouds.

Enterprise Funds' and Cost Recovery

PARK CITY

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Overview

- **Park City Enterprise Funds**
 - Water Fund
 - Storm Water Fund
 - Transportation Fund
 - Parking Services Fund
 - Golf Fund
- **Cost Recovery**
 - Ice Arena
 - Recreation

Enterprise Funds

An enterprise fund is used for services that charge user fees and is intended to be financially self-sustaining and operates independently from general tax revenue.

Key Components

- User-Fee Funding: Costs are covered by those who utilize the service
- Dedicated Funding: Funds generated must remain within the service they support
- Operational Responsibility: Departments are responsible for aligning revenues with expenditures independently, including planning for maintenance and service levels

Water Fund

The Water Fund is funded entirely by water service fees/rates, surplus water leases, and water impact fees collected to offset the costs of new development.

Financial Overview:

- Debt service coverage improved from 1.26x in FY23 to 1.45x in FY24; covenant requires greater than 1.2x, bond upgrade target greater than 2x
- New water facility completed, representing a major recent capital investment due to regulatory requirements

Outlook: Currently adequate with balance below target, with stronger fund balance (but still below target) and debt coverage expected in the next 2–4 years from a stable fee schedule, reduced capital needs, and added Weber Basin revenue

Water Fund

Water Revenues	FY 2026 Budget	% of total
Service Fees	\$ 20,700,000	74%
Surplus Lease to Weber Basin	\$ 4,088,097	15%
Water Impact Fees	\$ 1,367,325	5%
Deer Valley Snowmaking	\$ 750,000	3%
City Water Charges	\$ 346,658	1%
Other Fees and Interest	\$ 818,677	3%
Total Revenue	\$ 28,070,757	

Water Expenses	FY 2026 Budget	% of total
Debt Services	\$ (9,405,237)	35%
Personnel	\$ (5,185,228)	19%
Operations Materials, Supplies & Services	\$ (5,338,512)	20%
Water Supply Contracts	\$ (3,627,417)	13%
Interfund Transfer	\$ (1,671,443)	6%
Annual Capital	\$ (1,765,398)	7%
Total Expenses	\$ (26,993,235)	

Net Income	\$	1,077,522
One Time Capital	\$	(2,300,000)
Ending Cash Balance	\$	805,239



Storm Water

Established in August 2016 and managed by the Public Utilities Department, As a self-sustaining utility, all revenues from stormwater fees are deposited directly into the fund to support planning, construction, operations, and maintenance of the City's storm drainage infrastructure.

Financial Overview:

- Supports state-mandated stormwater management, flood prevention, and water quality protection
- Capital program focuses on infrastructure repairs/replacements and equipment/vehicle renewal

Outlook: Stable financial position with predictable fee-based revenue and gradual capital investment pace

Storm Water

Storm Water Fund	FY 2026 Budget
Revenue	\$ 2,084,223
- Operating Expenses	\$ (1,396,870)
- Capital	\$ (406,513)
Net Income	\$ 280,840

Ending Cash Balance	\$ 1,564,398
---------------------	--------------

Transportation Fund

Comprises Transit, Transportation Planning, and Parking Services. It is primarily funded by voter-approved transit-designated sales taxes, portions of Resort Communities Sales Tax, business license fees, nightly rental fees, federal grants, Flagstaff Transfer Fees, and 3rd Quarter transit sales tax. It is the only enterprise fund primarily supported by sales tax rather than user fees, as Park City transit is fare-free, with nearly 70% of operating revenues generated from sales taxes.

Financial Overview:

- FY26 budget expands weekend service to Bonanza Flats and continues winter express routes to ski resorts and Old Town
- Five-year \$83M capital plan includes bus stop replacement, 13 new electric buses, and 3 chargers using federal grants

Outlook: Stable near-term funding from sales taxes and grants, with long-term priorities focused on fleet electrification, service access, and infrastructure renewal



Transportation Fund

Transportation Revenues	FY 2026 Budget
Sales Tax	\$ 16,736,819
Federal	\$ 23,000,000
Other	\$ 5,815,664
Total Revenue	\$ 45,552,483

Transportation Expenses	FY 2026 Budget
Operating	\$ (19,929,274)
Capital	\$ (8,298,171)
Total Expenses	\$ (28,227,445)

Net Income	\$ 17,325,038
Ending Cash Balance	\$ 17,848,351

Parking Service Fund

Although the Parking Services Fund is part of the Transportation Fund, it is maintained as a stand-alone enterprise revenue fund. Parking recovers 100% of its operating and capital costs through fees and fines from permitting and enforcement.

Financial Overview:

- Supports parking compliance, infrastructure, and the City's Transportation Demand Management (TDM) strategy
- Capital program includes asset maintenance, replacement, such as China Bridge improvements

Outlook: Stable fee-based revenues support ongoing operations, with capital reserves for long-term infrastructure needs



Parking Service Fund

Parking Service Fund	FY 2026 Budget
Revenue	\$ 3,137,553
- Operating Expenses	\$ (2,427,374)
- Capital	\$ (187,000)
Net Income	\$ 523,179

Ending Cash Balance	\$ 2,775,739
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Golf Fund

The Golf Fund receives revenue from greens fees, cart rentals, pro-shop sales, lessons, and other services, with all revenues supporting course operations and improvements.

Financial Overview:

- Capital projects include a new golf cart fleet, equipment replacement, and course improvements
- Council-approved 3-year phase-in for water payments, reaching \$328K annually by 2028; fees adjusted in FY26 to begin covering the cost

Outlook: Fund expected to absorb water payments increases while maintaining the capital plan, with future irrigation system replacement (\$6–\$10M) as a long-term challenge

Golf Fund

Golf Fund	FY 2026 Budget
Revenue	\$ 2,701,291
- Operating Expenses	\$ (2,350,915)
- Capital	\$ (356,505)
Net Income	\$ (6,129)
One-Time Capital	\$ (510,000)

Ending Cash Balance	\$ 2,926,823
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A large, multi-story brick building, identified as Park City High School, serves as the background. The building features numerous windows, some with decorative white frames, and a prominent entrance on the right side. In the foreground, several trees with bright green leaves are visible, partially obscuring the building. A dark, semi-transparent overlay covers the entire image, and the title text is centered within this overlay.

Cost Recovery

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Questions

1. Does Council want to change the existing cost recovery formula for Recreation and Ice to include capital?
 - a. Use a 5-year standard amortization?
 - b. Include other administrative costs?
 - c. What funding sources should be included?
2. If not, would Council prefer more comprehensive expense and revenue reporting for Recreation and Ice that captures capital and other administrative costs?

Financial Overview

- Recreation and Ice operations are primarily funded by user fees: Leagues, facility rentals, camps, classes, lessons, and court fees
- Capital and other costs are funded through the General Fund, for example, Aquatics and Ice Arena equipment replacement, and building infrastructure
 - Ice Arena also receives \$50k annually from Snyderville Basin Recreation District as per an inter local agreement

Cost Recovery

The Recreation and Ice departments operate under a cost recovery policy to recover at least 70% of direct expenses through user fees. This analysis explores the idea of including capital in the cost recovery calculation.

Pros

- Improved Transparency: Shows true total cost of services
- Long-Term Planning Alignment: Connects cost recovery with reinvestment needs

Cons

- Year-to-Year Variability: Capital spending changes significantly each year
- Reduced Operational Link: Weakens the tie between fees and service demand
- Budget Process Impact: Could bypass existing capital project vetting
- Fee-Setting Complexity: Reduced flexibility, unclear adjustments, and harder fiscal tracking.

Cost Recovery

Impacts of Including Capital

- Requires clear definitions of included/excluded costs
- Depending on the age and condition of facilities, capital expenses can vary greatly
 - Example: As the Ice Arena nears its 20th year, and capital expenses over the next 5 years are expected to be high, depressing cost recovery rates
- Further discussions on expense tracking across departments
 - Both Ice and Recreation receive services from exec, HR, Finance, Legal, etc., that are not currently accounted for in the operational budget
 - Recreation also interfaces with Parks, Building Maintenance, etc.

Recreation

Recreation Finances	2024 Actuals	2025 Budget	2026 Budget	2027 Projection
Revenue	\$ 2,723,154	\$ 3,093,278	\$ 3,396,351	\$ 3,464,278
Expenses	\$ 4,031,700	\$ 4,581,227	\$ 5,052,308	\$ 5,227,523
Original Cost Recovery	68%	68%	67%	66%
Amortized Capital (General Fund)	\$ 180,814	\$ 2,751,812	\$ 2,303,906	\$ 2,303,906
Cost Recovery with Capital	65%	42%	46%	46%
Amortized Capital with Recreation Building	\$ 180,814	\$ 5,751,812	\$ 5,303,906	\$ 5,303,906
Cost Recovery with Recreation Building	65%	29%	32%	32%

Ice Arena

Ice Arena Finances	2024 Actuals	2025 Budget	2026 Budget	2027 Projection
Revenue	\$ 1,064,503	\$ 1,283,611	\$ 1,123,345	\$ 1,145,812
Expenses	\$ 1,292,042	\$ 1,412,827	\$ 1,504,667	\$ 1,586,754
Original Cost Recovery	82%	91%	75%	72%
Amortized Capital (General Fund)	\$ 136,533	\$ 1,387,524	\$ 88,500	\$ 438,500
Cost Recovery with Capital	75%	46%	71%	57%

Q & A

Recreation

Project	Funding Source	Funding Sources included in Calculation	Amortize	2024 Actuals	Carry Forward + 2025 Budget	2026 Budget	2027 Budget
CP0005 City Park Improvements	033468 LOWER PARK RDA * CONT TO RDA DEBT	no	no	\$ 694,687	\$ 328,880	\$ 100,000	\$ 100,000
CP0005 City Park Improvements	031400 CIP FUND * IMP FEE-OPEN SPACE	no	no		\$ -		
CP0142 PC MARC Program Equipment Replaceme	031475 CIP FUND * TRANSFER FROM GENERAL FUND	yes	no	\$ 44,502	\$ 325,104	\$ 65,000	\$ 65,000
CP0167 Skate Park Repairs	033450 Lower Park RDA * BEGINNING BALANCE	no	no		\$ 24,749	\$ 5,000	\$ 5,000
CP0280 Aquatics Equipment Replacement	031475 CIP FUND * TRANSFER FROM GENERAL FUND	yes	no	\$ 59,904	\$ 184,555	\$ 25,000	\$ 25,000
CP0292 Cemetery Improvements	031450 CIP Fund * BEGINNING BALANCE	yes	no	\$ 34,776	\$ 34,247		
CP0292 Cemetery Improvements	031475 CIP FUND * TRANSFER FROM GENERAL FUND	yes	no	\$ 15,382	\$ -		
CP0323 Dog Park Improvements	031450 CIP Fund * BEGINNING BALANCE	yes	no		\$ 124,000		
CP0324 Recreation Software	031450 CIP Fund * BEGINNING BALANCE	yes	yes		\$ 12,000		
CP0364 Master Plan for Recreation Amenities	031400 CIP FUND * IMP FEE-OPEN SPACE	no	no	\$ 135,256	\$ 550,162		
CP0386 Recreation Building in City Park	031539 CIP FUND * 2019 SALES TAX BONDS	no	yes		\$ 15,000,000		
CP0386 Recreation Building in City Park	033529 LOWER PARK RDA * LPA RDA ANTICIPATED DEBT	no	no		\$ 231,259		
CP0412 PC MARC Tennis Court Resurface	031450 CIP Fund * BEGINNING BALANCE	yes	yes		\$ 199,135		
CP0412 PC MARC Tennis Court Resurface	031475 CIP FUND * TRANSFER FROM GENERAL FUND	yes	no		\$ -		
CP0431 Bubble Repair	031450 CIP Fund * BEGINNING BALANCE	yes	yes		\$ 23,750		
CP0431 Bubble Repair	031475 CIP FUND * TRANSFER FROM GENERAL FUND	yes	no	\$ 26,250	\$ -		
CP0483 LED Upgrade Quinn's Fields	031450 CIP Fund * BEGINNING BALANCE	yes	yes		\$ 334,296		
CP0483 LED Upgrade Quinn's Fields	031475 CIP FUND * TRANSFER FROM GENERAL FUND	yes	no		\$ -		
CP0531 Prospector Park Improvements	031400 CIP FUND * IMP FEE-OPEN SPACE	no	no	\$ 4,030	\$ 13,755		
CP0531 Prospector Park Improvements	031469 CIP FUND * RAP TAX	no	no	\$ 86,014	\$ -		
CP0598 PC MARC Aquatics Replacement	031450 CIP Fund * BEGINNING BALANCE	yes	yes		\$ 9,740,350		
CP0598 PC MARC Aquatics Replacement	031469 CIP FUND * RAP TAX	no	no		\$ 200,000		
CP0602 PC MARC Furnishings	031450 CIP Fund * BEGINNING BALANCE	yes	yes		\$ 60,000		
CP0607 MARC Lighting System Replacement	031450 CIP Fund * BEGINNING BALANCE	yes	yes		\$ 50,000		
CP0728 MARC Gymnasium Renovation	031450 CIP Fund * BEGINNING BALANCE	yes	yes		\$ -	\$ 80,000.00	
CP0729 MARC Public Restroom & Locker Room Remod	031450 CIP Fund * BEGINNING BALANCE	yes	yes		\$ -	\$ 570,000.00	
Total Budget				\$ 1,100,801	\$ 27,436,242	\$ 845,000	\$ 195,000
Not Amortized (Included in Calculation)				\$ 180,814	\$ 667,906	\$ 90,000	\$ 90,000
Amortized Amount (Included in Calculation)				\$ -	\$ 2,083,906	\$ 2,213,906	\$ 2,213,906
Calculated Capital				\$ 180,814	\$ 2,751,812	\$ 2,303,906	\$ 2,303,906

Ice Arena

Project	Funding Source	Funding Sources included in Calculation	Amortize	2024 Actuals	Carry Forward + 2025 Budget	2026 Budget	2027 Budget
CP0150 Ice Facility Capital Replacement	031450 CIP Fund * BEGINNING BALANCE	yes	yes				\$ 1,750,000
CP0150 Ice Facility Capital Replacement	031475 CIP FUND * TRANSFER FROM GENERAL FUND	yes	no	\$ 136,533	\$ 1,387,524	\$ 66,000	\$ 66,000
CP0150 Ice Facility Capital Replacement	031490 CIP FUND * COUNTY/SPECIAL DISTRICT CONTRIBUTION	no	no	\$ 187,197	\$ 351,678	\$ 50,000	\$ 50,000
CP0150 Ice Facility Capital Replacement	031469 CIP FUND * RAP TAX	no	no	\$ 11,623	\$ 55,811		
CP0722 Countainer for Outdoor Ice Rink	031450 CIP Fund * BEGINNING BALANCE	yes	yes		\$ -	\$ 7,500	
CP0726 Lobby Upgrades - Ice Arena	031450 CIP Fund * BEGINNING BALANCE	yes	yes		\$ -	\$ 105,000	
Total Budget				\$335,353	\$ 1,795,013	\$ 228,500	\$ 1,866,000
Not Amortized (Included in Calculation)				\$ 136,533	\$ 1,387,524	\$ 66,000	\$ 66,000
Amortized Amount (Included in Calculation)						\$ 22,500	\$ 372,500
Calculated Capital				\$136,533	\$ 1,387,524	\$ 88,500	\$ 438,500



e•create 248

City Council

August 14, 2025



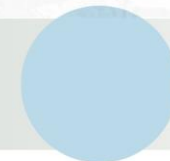
Today's Goals

- Review key decisions made to date
- Overview of corridor goals & screening process
- Discuss next steps and decisions needed for advancing the project



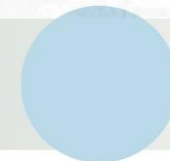
Summary of Council Direction

April 11, 2024 Precontract award	Discussed and confirmed the following goals for a transit study on SR-248: <ul style="list-style-type: none">• Transit-forward solution• Accelerated timeline• Project built by 2034
December 6, 2024 Goals and metrics	Reviewed Purpose and Need (goals) and how alternatives would be measured through Level 1 screening: <ul style="list-style-type: none">• Reviewed and agreed on corridor and community needs• Confirmed desire to be actionable by 2034• Confirmed desire to follow the federal process• Confirmed metrics and screening criteria for alternatives
Also on December 6, 2024 Alternatives to evaluate in Level 1	Reviewed Purpose and Need Screening Results, recommended the following to advance to Level 1: <ul style="list-style-type: none">• BRT• LRT• AGT• SR-248 alignment, Rail Trail alignment



Corridor Goals

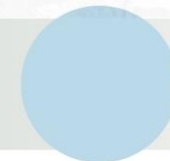
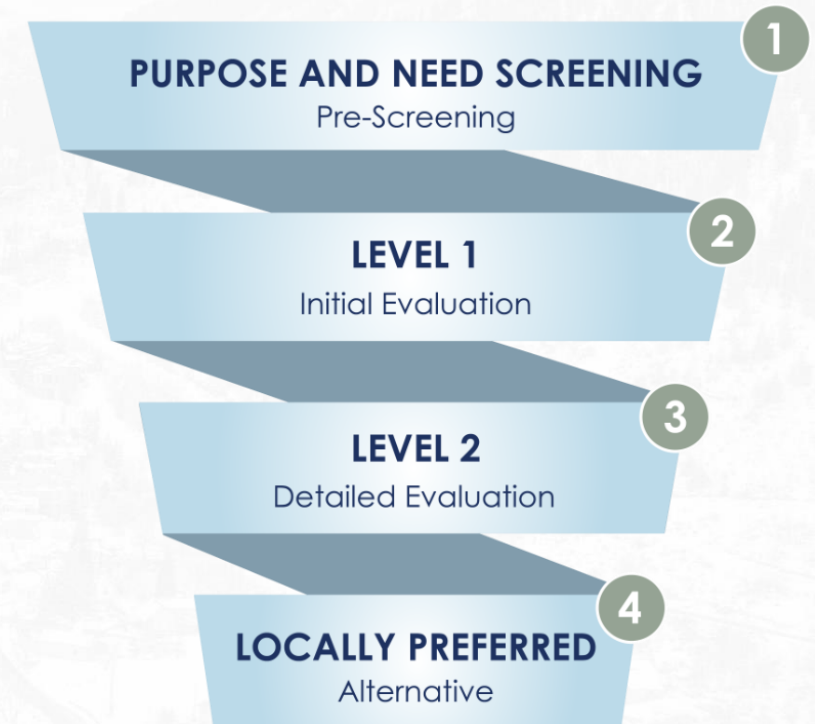
1. Conduct an accelerated but thorough corridor study to define corridor needs and recommend a **transit-forward** solution.
2. Develop project recommendations that are service-proven, **feasible to implement by 2034**, and compatible with the regional system.
3. Follow a federal (FTA) process to become eligible for future federal/state funds to advance project delivery.



The Process Overview

- Data driven process that will allow the future project to be competitive for federal funding
 - Level 1 – planning level, qualitative, screen out low performing options
 - Level 2– data driven, detailed analysis of higher performing options

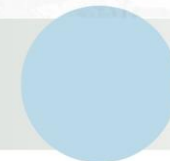
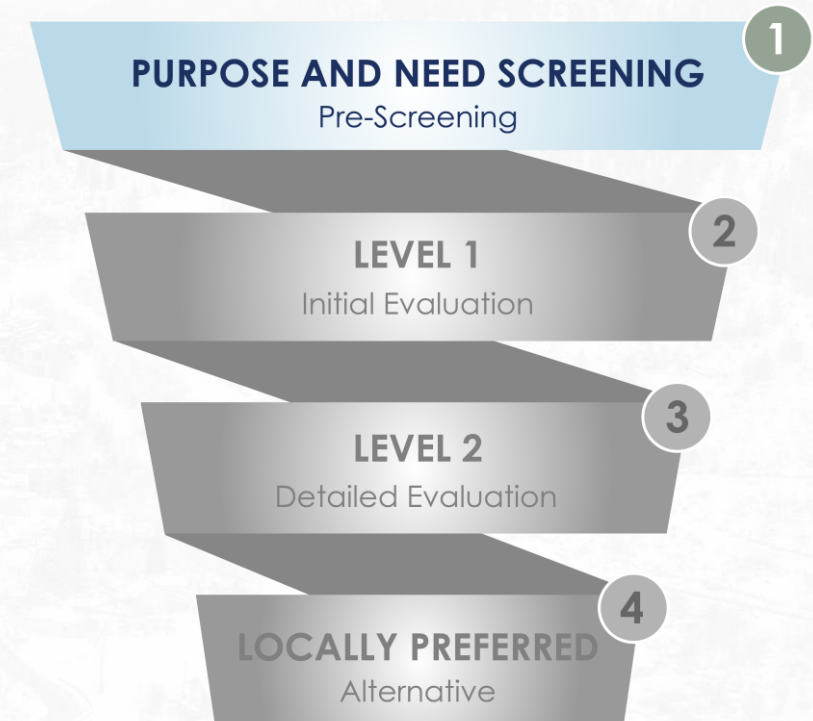
Process Goal: Identify the best performing transit project that meets the agreed-upon corridor goals, operational by 2034.



Purpose and Need & Screening

October 2024 – January 2025

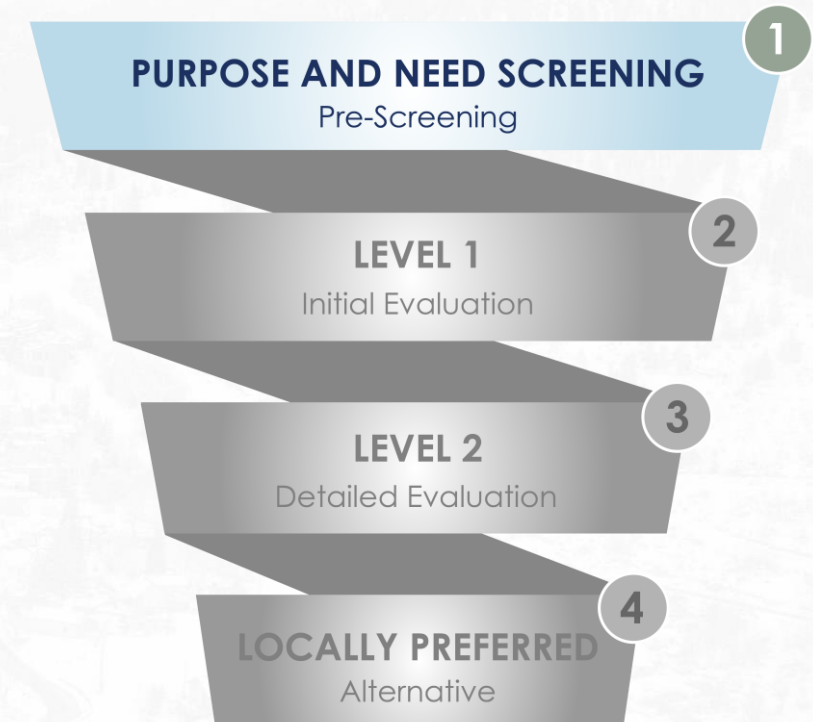
1. High-level data based assessment
2. Purpose and Need Statement
3. Screening: *what does or does not meet our Purpose and Need?*



Purpose and Need & Screening

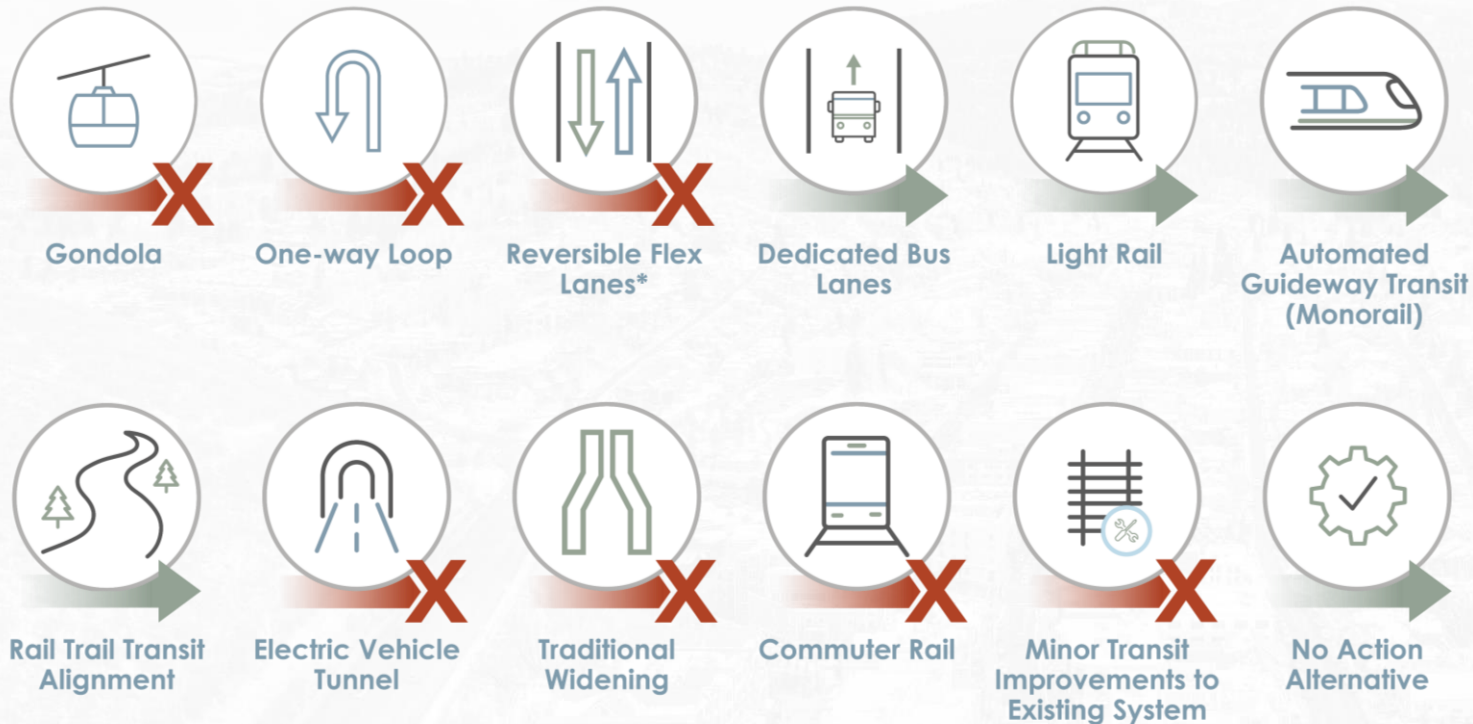
Metrics Used – Tied to Purpose and Need Statements:

Does the alternative manage congestion, or does it reduce travel delay?
Does the alternative provide access to key destinations on the corridor?
Does the alternative reduce transit travel times?
Does the alternative increase transit on-time performance?
Does the alternative provide reliable transit on-corridor for populations?
Does the alternative provide high-frequency transit service on-corridor with limited road widening?
Does the alternative provide additional travel modes on-corridor in the study area?
Is the alternative feasible to implement by 2034; is the alternative a service-proven technology? Is the alternative compatible with the existing transit system?

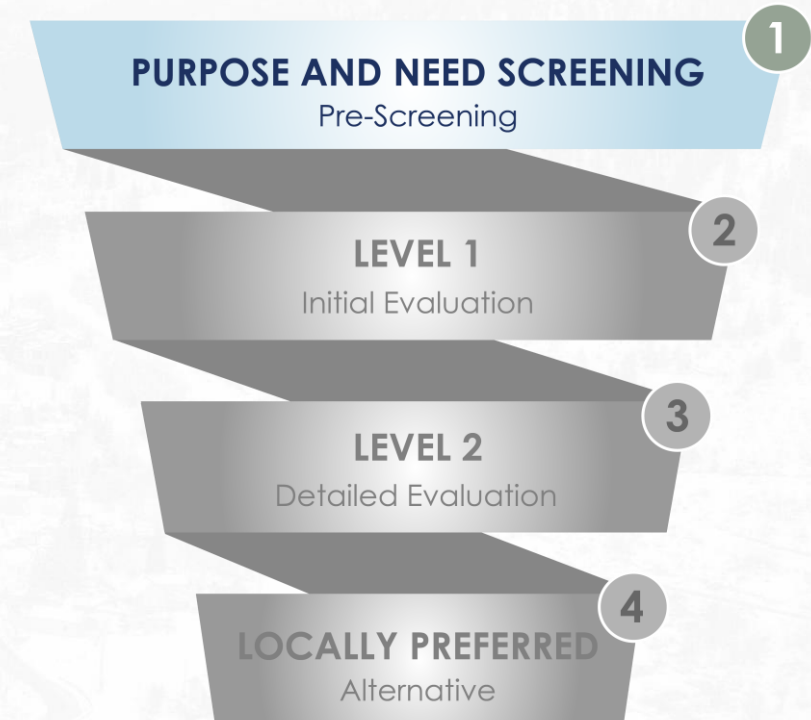


Purpose and Need & Screening

Evaluation Findings:



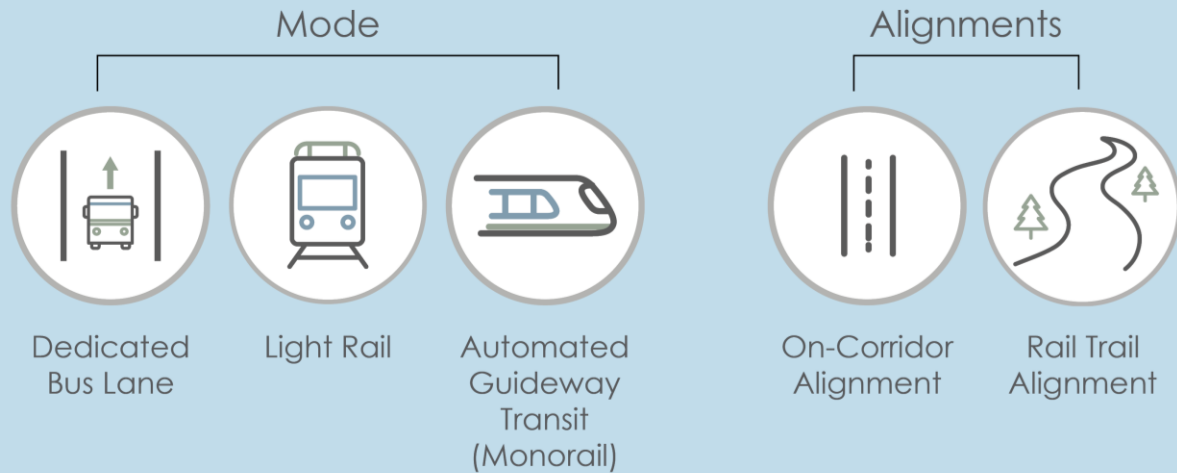
*Dedicated reversible flex lanes for transit will be evaluated in Level 2



Level 1 Current Modes and Alignments

Evaluation Findings

The alternatives evaluated in Level 1



PURPOSE AND NEED SCREENING

Pre-Screening

LEVEL 1

Initial Evaluation

LEVEL 2

Detailed Evaluation

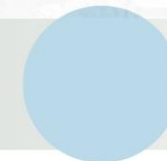
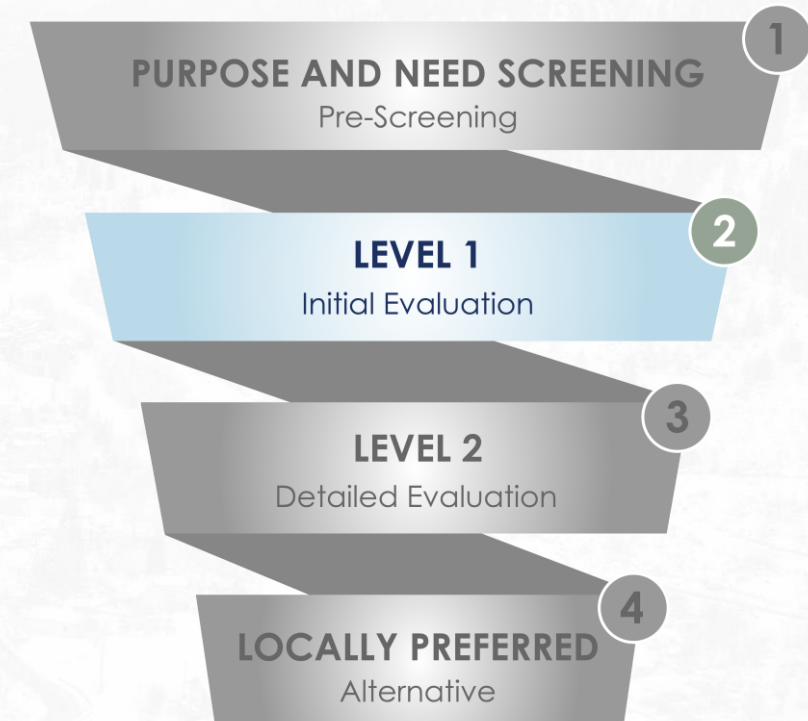
LOCALLY PREFERRED

Alternative

Level 1 Evaluation

Metrics Used:

Current and future population and employment in proximity to the alignment(s).	Proximity to current low-income, youth, and no-car household populations.
Average speed considerations based on corridor and mode characteristics.	Potential for adverse effects on the natural or built environment, and property.
Potential to accommodate exclusive guideway operations.	Alignment of alternative and proximity to key destinations.
Is it feasible to implement by 2034? Is this a service-proven technology? Is it forward-compatible with regional plans?	Supplemented by agency, stakeholder, and public feedback.



Engagement Touchpoints Throughout Process

Events/Meetings

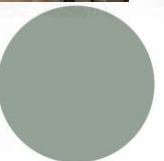
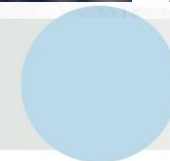
1. **Agency One-on-ones** – spring 2025
2. **Technical Advisory Committee Meeting** – January 23, 2025
3. **Stakeholder Working Group** – April 2, 2025
4. **Public Open House** – May 17, 2025
5. **Prospector Neighborhood Meeting** – August 5, 2025
6. **City Council Meetings**

Other Engagement/Promotion

1. **Social Media Posts/Advertising**
2. **Radio Interview**
3. **Project Website and Hotline**

Key themes:

- Support for on-corridor alignment
- Strong opposition to a Rail Trail alignment
- BRT was the most popular mode
- Interest in advancing a project quickly
- Compatible with existing system
- Some interest in flex lanes



Prospector Open House Outreach

At the July 10th council, staff was directed to conduct a neighborhood specific outreach for the Prospector community.

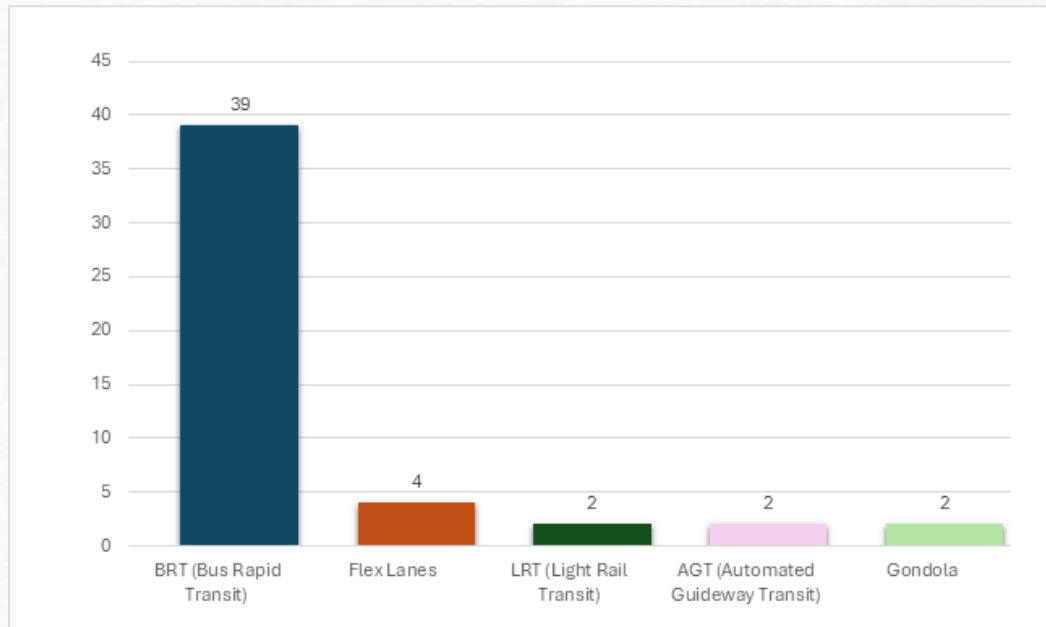
On August 5th, we hosted an informal outreach event at Prospector Park to share information, answer questions, and engage with the community.

- Attendance: 80 (approximately)
- Feedback forms collected: 49
- Recent comments via email: 41

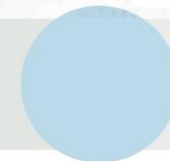
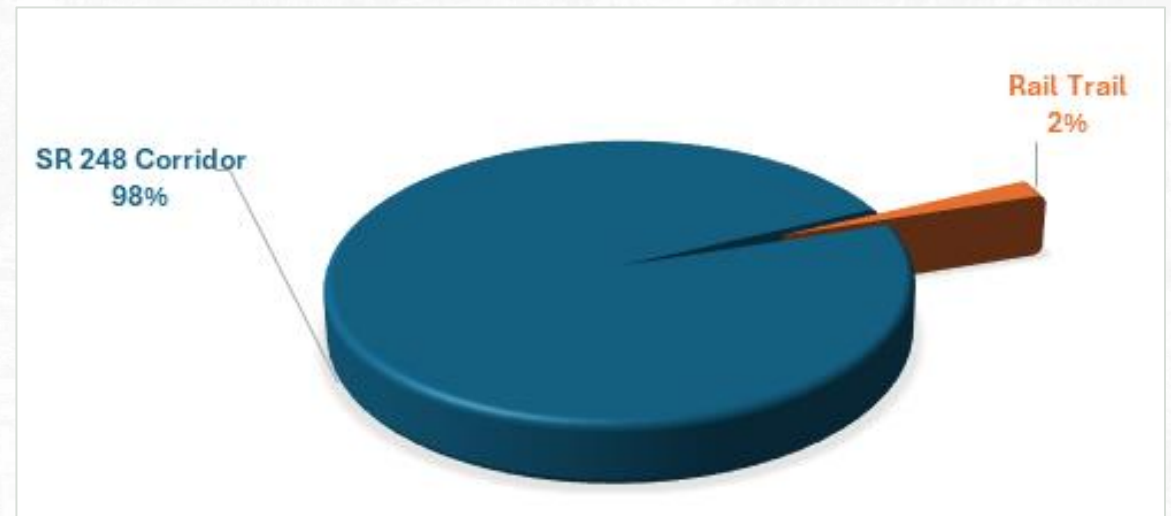


Prospector Open House Outreach

Question 1. Which of the three transit modes best fits Park City's character and community needs?



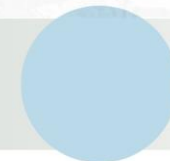
Question 2. What is your preference for the transit route: staying on the SR248 corridor or running on the Rail Trail?



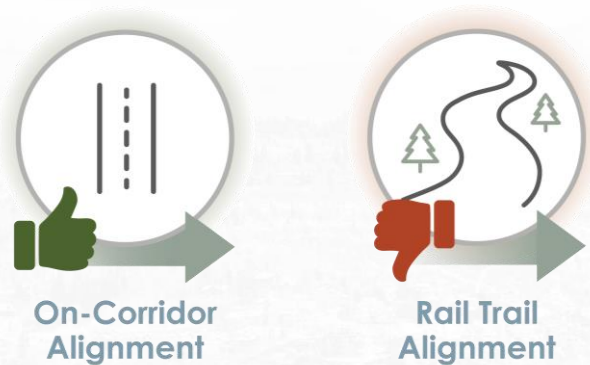
Prospector Open House Outreach

Recent Email Input

- **Mode:** Strong majority prefer BRT on SR-248; some support for flex lanes; few support LRT or monorail, mostly only if on SR-248.
- **Alignment:** Near-unanimous opposition to Rail Trail; overwhelming support for on-corridor/SR-248.
- **Trends:**
 - Protect recreation/open space
 - Avoid high costs of Rail Trail transit
 - Favor better bus/park-and-ride use
 - Preserving wildlife/environment

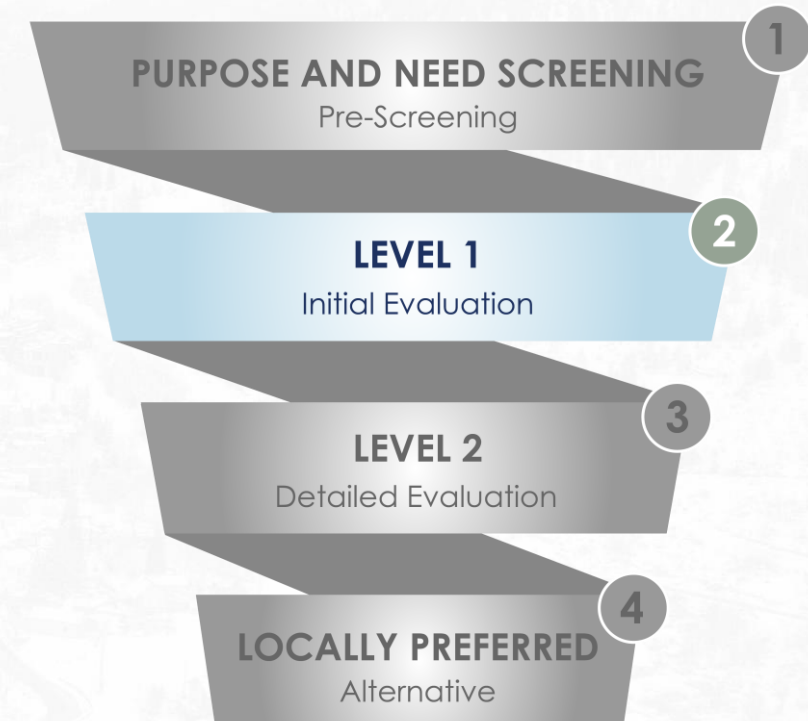


Level 1 Evaluation – Alignment Results



- | | |
|-----------------------------|--|
| SR-248 alignment | <ul style="list-style-type: none">- Best performing alignment- Less environmentally impactful- Serves more people than off-corridor alignment- Majority of public and stakeholders support this alignment |
| Rail Trail alignment | <ul style="list-style-type: none">- More environmentally impactful- Constraints around conservation easement- Community concerns on impacts |

Is Council comfortable eliminating the Rail Trail alignment from further study?



Level 1 Evaluation - Mode Results



Dedicated Bus Lanes

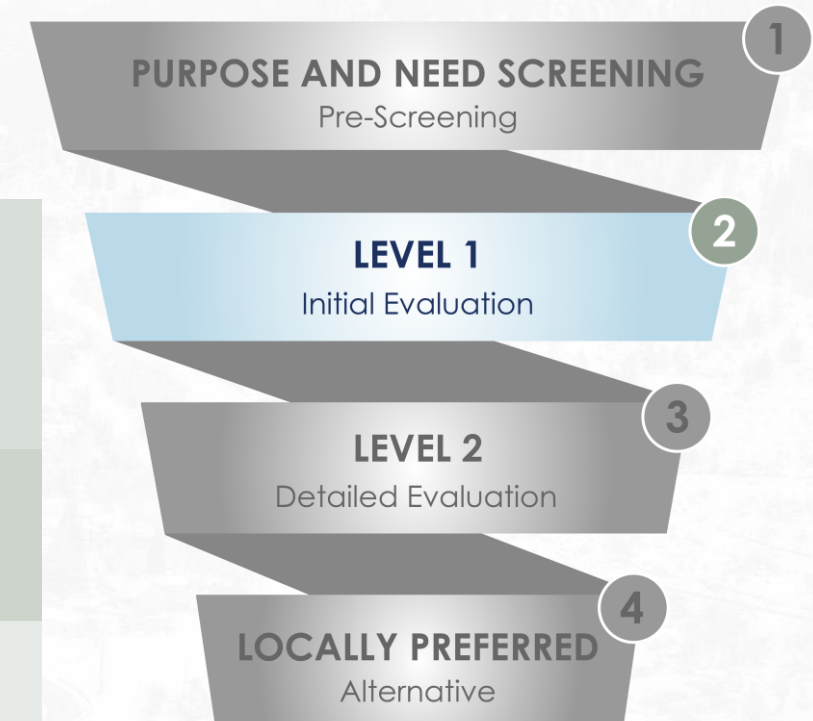


Light Rail



Automated Guideway Transit (Monorail)

BRT	<ul style="list-style-type: none"> - Best performing mode - Most forward-compatible mode with transit system - Service-proven technology - Fewer environmental impacts - Majority support from public due to cost, fewer impacts, and compatibility with current system
Light Rail	<ul style="list-style-type: none"> - Service-proven technology - Implementation challenges within timeframe - Challenges around O&M needs and required rail design standards - Concerns from stakeholders over the cost versus the benefit of this investment
AGT	<ul style="list-style-type: none"> - Challenges around service-proven technology for FTA - Challenges around feasibility to implement within timeframe - Challenges around footprint, and station accessibility

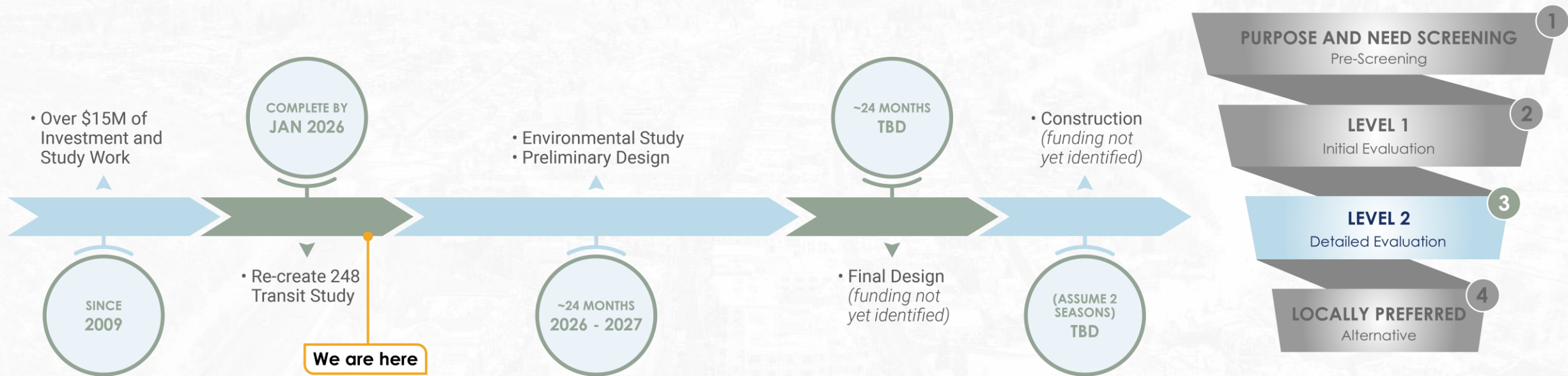


Is Council comfortable eliminating lower performing mode(s) from future study?



Next Steps

1. Advance refined range of alternatives to Level 2 evaluation.
2. Identify the best performing transit project that meets the agreed-upon corridor goals, within the timeframe identified.



SUPPLEMENTAL SLIDES



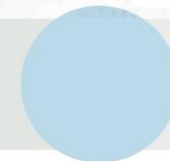
Existing and Future Conditions

Local and regional population and job growth is expected to increase

- Summit County is expected to increase in population by 28% in 2050.
- Wasatch County is expected to see an increase of 80% in population in 2050.
- Employment will increase by 22% in Summit County and 33% in Wasatch County in 2050.
- Trips utilizing the study area corridor originating in eastern Summit and Wasatch Counties are projected to increase by 43% in 2050.
 - From 800,000 trips annually in 2024 to 1,145,000 trips.

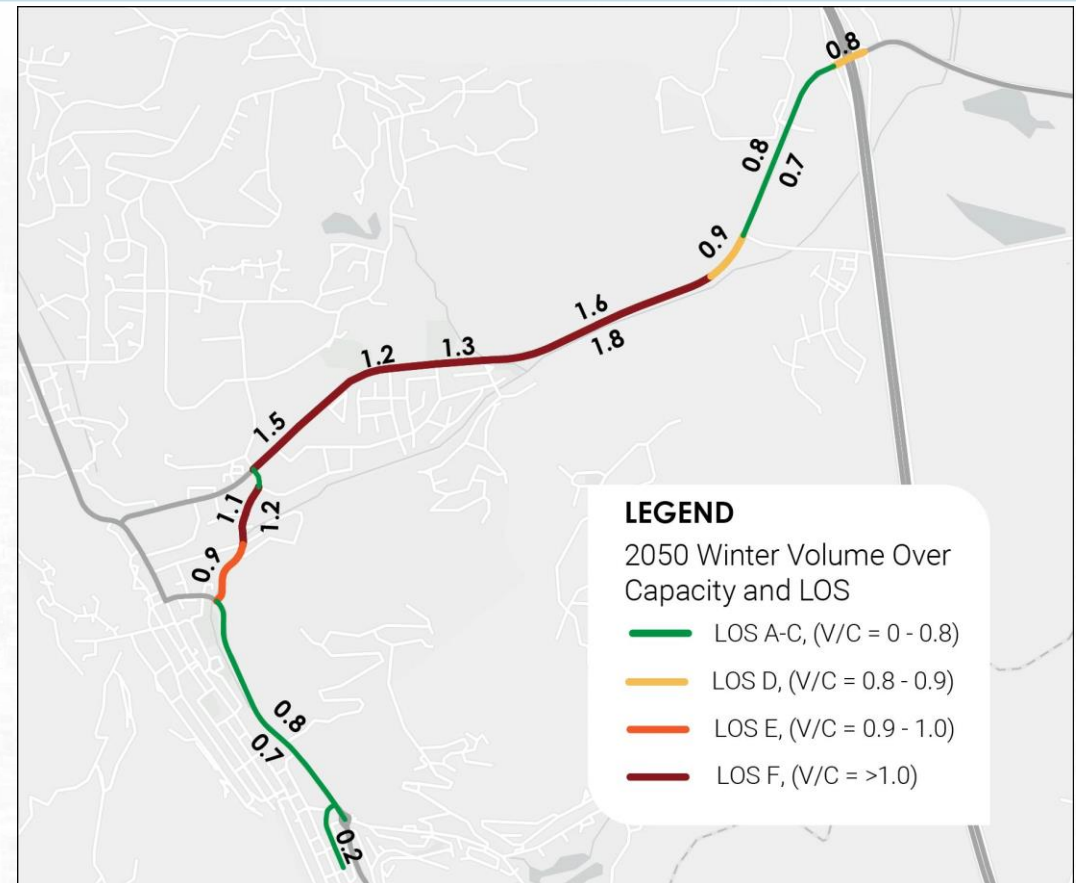
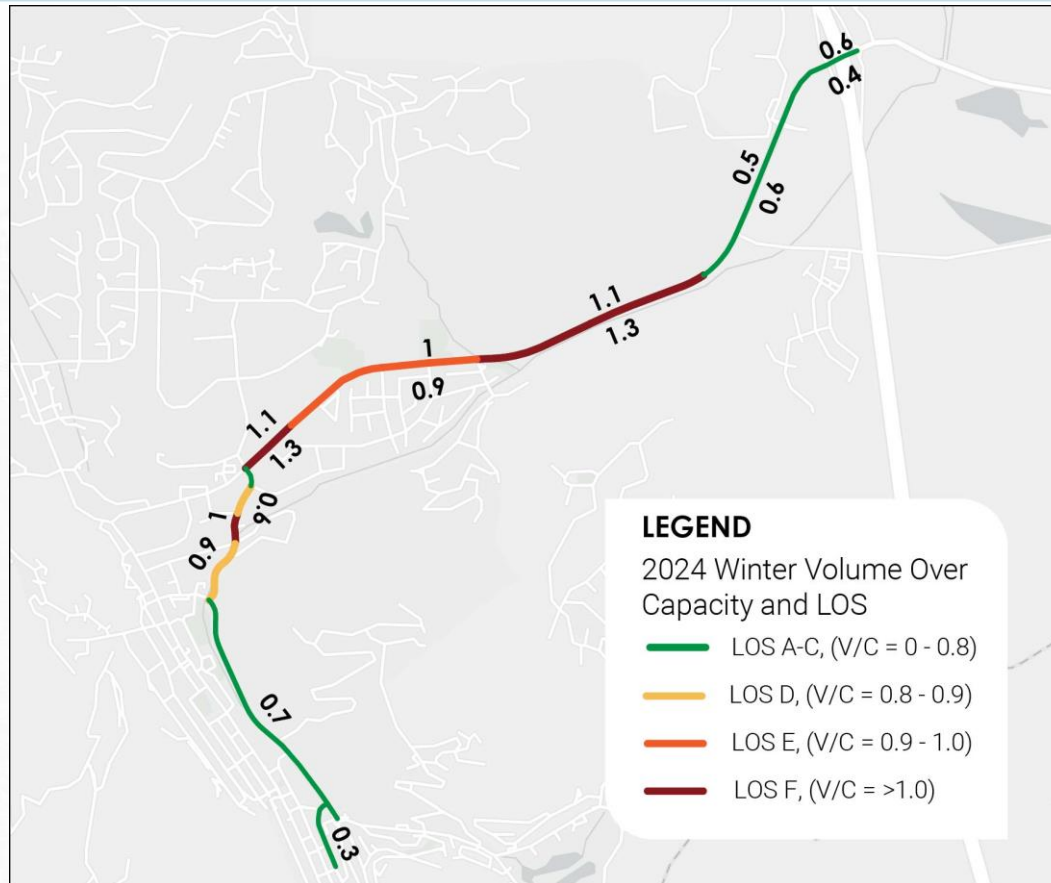
CATEGORY	2024	2050	PERCENT CHANGE
Study Area			
Population	6,981	7,973	14.21%
Household	3,592	4,696	30.73%
Employment	17,574	21,736	23.68%
Summit County			
Population	44,003	56,361	28.08%
Household	17,133	25,379	48.13%
Employment	41,466	50,567	21.95%
Wasatch County			
Population	38,291	68,789	80%
Household	12,777	26,861	110%
Employment	16,632	22,047	33%

Current and Forecasted Numbers for Population, Household, and Employment
Source: WFRC-MAG Travel Demand Model

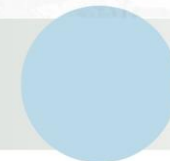


Existing and Future Conditions

Current and future corridor capacity exacerbates congestion and travel delay

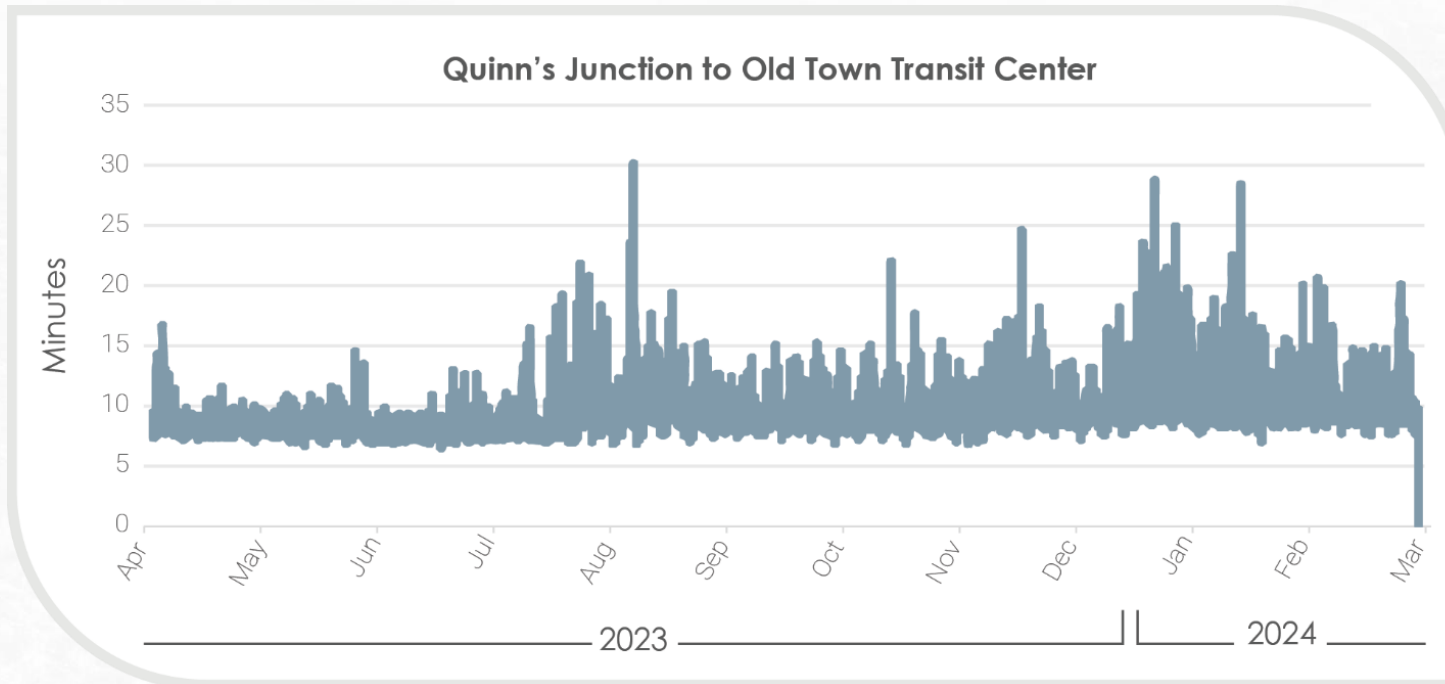


2024 and 2050 Non-Peak Hour Winter LOS Source: Summit/Wasatch Travel Demand Model

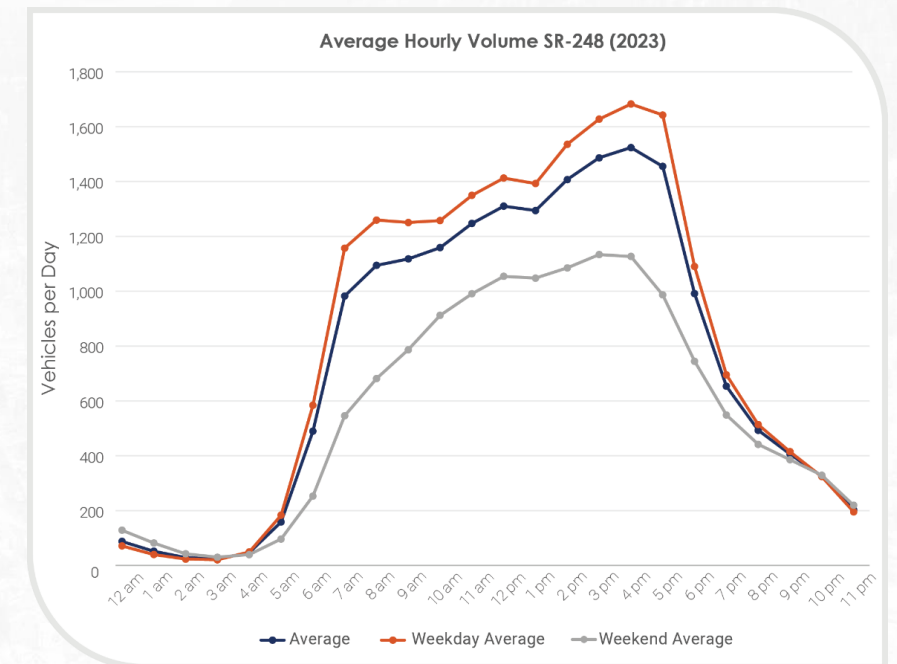


Existing and Future Conditions

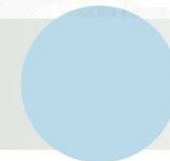
Current transit service can be unreliable due to peak time traffic volumes and travel times



Average Travel Times from Quinn's Junction to OTTC
Source: Iteris/ClearGuide



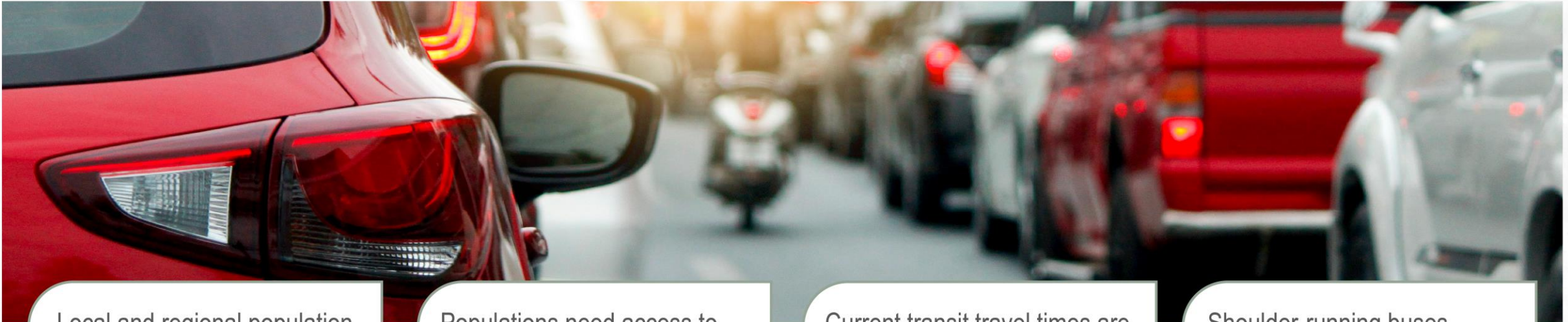
Average Hourly Traffic Volumes on SR-248 in 2023
Source: UDOT AADT



Project Need Statements

Developed after a thorough existing and future conditions analysis

Re create **248**



Local and regional population and job growth are substantial and will continue to increase travel demand on the corridor.

Populations need access to key destinations on the corridor between Quinn's Junction and the OTTC for employment, education, and services.

Current transit travel times are often unreliable due to existing and future corridor congestion, which is exacerbated during peak times.

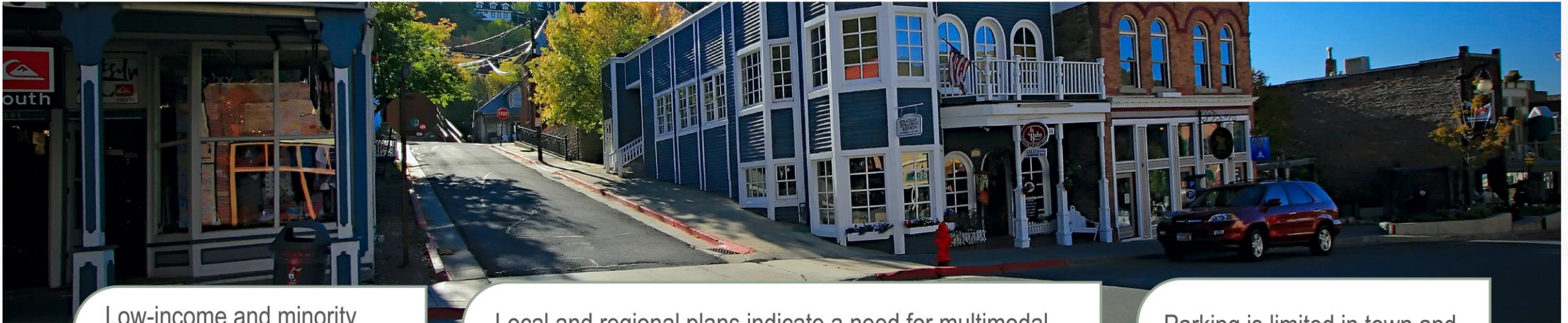
Shoulder-running buses transitioning into mixed-flow traffic limit the ability to provide contiguous transit service and decrease transit reliability.



Project Need Statements

Developed after a thorough existing and future conditions analysis

Re create **248**



Low-income and minority populations living on and near the corridor, and those commuting into the area for work, need reliable transit service.

Local and regional plans indicate a need for multimodal corridor solutions to support efforts that promote satellite parking strategies that are well-served by a high-frequency transit backbone network and are in line with the local desire to limit widening.

Parking is limited in town and highly utilized; additional travel modes are needed to access Park City.



Project Purpose Statements

These are based on data that supports the project Need statements



Support the transportation demands of population, employment growth, and economic resiliency in the region.

Increase the reliability, accessibility, and overall resiliency of travel on the corridor by improving transit travel times between Quinn's Junction and OTTC.

Enhance the quality of life by improving equitable access to opportunities between existing and planned employment, housing, and key destination centers on the corridor, especially during peak periods.

Support local and regional plans and policies that address transportation demand management, sustainability, and equity and avoid excessive road widening.

Enhance mobility along the corridor through transportation choices.



Summary of Purpose and Need Screening

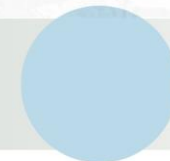
Alternative	MEASURES OF EFFECTIVENESS							FEAS.
	Does the alternative reduce congestion or reduce travel delay?	Does the alternative provide access to key destinations on-corridor?	Does the alternative reduce transit travel times?	Does the alternative increase on-time performance of transit?	Does the alternative provide reliable transit service on-corridor for low-income and minorities?	Does the alternative provide high-frequency transit on-corridor with limited road widening?	Does the alternative provide additional travel modes on-corridor in the study area?	Is the alternative feasible to deliver before 2034; is it service-proven technology?
Gondola	Yellow	Red	Yellow	Green	Red	Red	Red	Yellow
One Way Loop	Yellow	Red	Red	Red	Red	Red	Red	Green
Reversible Flex Lanes	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Green
Dedicated Bus Lanes	Yellow	Green	Green	Green	Green	Green	Green	Green
Light Rail/Streetcar	Yellow	Green	Green	Green	Green	Red	Green	Yellow
ATG	Yellow	Green	Yellow	Yellow	Yellow	Yellow	Green	Yellow
Rail Trail Transit Alignment	Yellow	Red	Yellow	Yellow	Red	Red	Red	Yellow
EV Tunnel	Red	Red	Red	Red	Red	Red	Red	Red
Traditional Widening	Yellow	Yellow	Red	Red	Red	Red	Red	Green
Commuter Rail	Yellow	Red	Yellow	Green	Red	Red	Red	Yellow
Minor Transit Improvements	Red	Yellow	Red	Red	Red	Red	Yellow	Green
No Action Alternative	Not Screened							

Yes  Maybe  No 



Level 1 Evaluation Criteria

MEASURE OF EFFECTIVENESS	METRIC
Provides access to key destinations on-corridor	Current and future population and employment in proximity to the alignment(s), ¼ mile and ½ mile analyses.
Reduction in transit travel times	Average speed considerations based on corridor and mode characteristics (e.g. what we know about industry standards for these modes).
Transit on-time performance	Potential to accommodate exclusive transit operations. Compatibility with local and regional system.
Reliable transit on-corridor for low-income and youth populations	Proximity to current low-income, youth, and no-car household populations (¼ mile).
Provides high-frequency transit on-corridor with limited road widening	Potential for adverse effects on the natural or built environment, and property.
Provides additional travel modes on-corridor	Alignment of alternative and proximity to key destinations, ¼ mile analysis.
Feasible and service proven?	Is this alternative feasible to implement by 2034? Y/N. Is this a service-proven technology? Y/N. Is it forward-compatible with regional plans? Y/N.
Additional info: Public, agency, stakeholder feedback	Not part of a formal evaluation, but a place to capture preferences/feedback from agency partners and the public.



Transit Mode Definitions



Dedicated Bus Lanes

Bus Rapid Transit

- Operates in exclusive ROW, center-or side-running
- May operate in mixed-flow traffic on Bonanza Drive and Deer Valley Drive
- Considerations for how to operate exclusively with flex lanes will be analyzed
- Assume ~3-6 stations, with spacing of ~ ½ to 1 mile between
- For Rail Trail alignment, assume cross section includes a trail

On-Corridor Alignment: Yes

Rail Trail Alignment: Yes



Light Rail

or Streetcar

- Light rail operates in exclusive ROW, assume center-running
- Assume streetcar runs in-lane with general purpose travel lanes
- Assume 2-4 stations, ~ 1 mile between, but highly dependent on density and land uses

On-Corridor Alignment: Yes

Rail Trail Alignment: No*

**considering neighborhood context, LRT may be more impactful*



Automated Guideway Transit

Monorail

- Operates in exclusive ROW, elevated/completely grade separated including stations
- Assume 2-4 stations, with spacing of ~1 mile between
- For Rail Trail alignment, assume cross section includes a trail

On-Corridor Alignment: Yes

Rail Trail Alignment: Yes

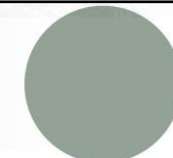
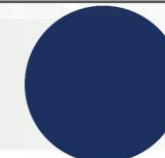


Level 1 Detailed Findings

Screening Criteria (MOEs)	METRIC	ON-CORRIDOR ALTERNATIVES (SR-248, BONANZA DRIVE, DEER VALLEY DRIVE)			OFF-CORRIDOR ALTERNATIVES (RAIL TRAIL, BONANZA DRIVE, DEER VALLEY DRIVE)			NO ACTION ALTERNATIVE (Not scored – provided for comparative purposes)
		BRT	LRT	AGT	BRT	LRT	AGT	
Provides access to key destinations on-corridor	Current and future population and employment in proximity to the alignment(s), ¼ mile.	High Performance			Medium Performance			Current and future population and employment in proximity to the alignment(s) would grow as shown under the alternatives.
		Year	Population	Employment	Year	Population	Employment	
		2025	6,523	17,828	2025	5,568	15,847	
		2050	7,318	22,390	2050	7,899	18,794	
Reduction in transit travel times.	Average speed considerations based on corridor and mode characteristics.	High Performance Max speed of 75 mph. Assume a travel speed between 35-50 mph, in line with community context. Station spacing and signal priority will influence travel times.	High Performance Max speed of 55 mph. Assume a travel speed between 35-50 mph, in line with community context. Station spacing and signal priority will influence travel times.	High Performance Max speed of 65 mph. Assume a travel speed between 35-50 mph, in line with community context. Station locations and signal priority will influence travel times.	High Performance Max speed of 65 mph. Assume a travel speed between 35-50 mph, in line with community context. This alignment has an assumed benefit that no signalization will impede transit reliability, and no potential for conflicts with broken-down vehicles in shoulders.	High Performance Max speed of 55 mph. Assume a travel speed between 35-50 mph, in line with community context. This alignment has an assumed benefit that no signalization will impede transit reliability, and no potential for conflicts with broken-down vehicles in shoulders.	High Performance Max speed of 65 mph. Assume a travel speed between 35-50 mph, in line with community context. This alignment has an assumed benefit that no signalization will impede transit reliability, and no potential for conflicts with broken-down vehicles in shoulders.	Existing transit speeds would remain as is which are in line with community context.

Level 1 Detailed Findings

Screening Criteria (MOEs)	METRIC	ON-CORRIDOR ALTERNATIVES (SR-248, BONANZA DRIVE, DEER VALLEY DRIVE)			OFF-CORRIDOR ALTERNATIVES (RAIL TRAIL, BONANZA DRIVE, DEER VALLEY DRIVE)			NO ACTION ALTERNATIVE (Not scored – provided for comparative purposes)
		BRT	LRT	AGT	BRT	LRT	AGT	
Transit on-time performance	Potential to accommodate exclusive transit operations? Y/N.	High Performance Y	Medium Performance Y	Medium Performance Y	High Performance Y	Medium Performance Y	Medium Performance Y	Y
	Compatible with existing system? Y/N.	Y	N	N	Y	N	N	N/A
Reliable transit on- corridor for low-income and youth populations	Proximity to current low-income, youth, and no-car household populations (¼ mile analysis.)	High Performance The on-corridor alignment provides ¼ mile access to census tract 9643.08 with a 9.4% low-income rate census tract 9644.02 with a 3.4% low-income rate. It also provides ¼ mile access to five census tract block groups that have no-vehicle households. One block group has 6% no-vehicle households, two block groups are 5% no-vehicle households, one block group is 3%, and one is 2%. Six of the block groups within ¼ mile of the on-corridor alignment have youth populations (under 18 years old) hovering around 20% of the total population. There are two at 21%, one at 20%, two at 19%, and one at 17%.			Medium Performance The off-corridor alignment provides ¼ mile access to census tract 9643.08 with a 9.4% low-income rate census tract 9644.02 with a 3.4% low-income rate. Compared to the on-corridor alignment, the rail trail provides less access to the census tract with the 9.4% low-income rate. It also provides ¼ mile access to three census tract block groups that have no-vehicle households. One of these block groups has 6% no-vehicle households and two block groups have 5% no-vehicle households. Three of the block groups within a ¼ mile of the rail off-corridor alignment have youth populations (under 18 years old) hovering around 20% of the total population. One is 21%, one is 20%, and one is 19%.			Proximity to low-income, youth, and no-car household populations would remain the same as shown under the on-corridor alternatives; however, without action, these populations have less opportunity to utilize public transit. No change from current conditions.

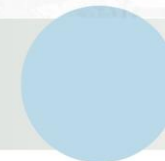


Level 1 Detailed Findings

Screening Criteria (MOEs)	METRIC	ON-CORRIDOR ALTERNATIVES (SR-248, BONANZA DRIVE, DEER VALLEY DRIVE)			OFF-CORRIDOR ALTERNATIVES (RAIL TRAIL, BONANZA DRIVE, DEER VALLEY DRIVE)			NO ACTION ALTERNATIVE (Not scored – provided for comparative purposes)
		BRT	LRT	AGT	BRT	LRT	AGT	
Provides high-frequency transit on-corridor with limited road widening	Potential for adverse effects on natural environment.	Medium Performance This alternative potentially impacts the approximately 0.29 acres of wetlands and 479 linear feet of streams.	Medium Performance This alternative potentially affects ~0.20 acres of wetlands and ~454 linear feet of streams.	High Performance This alternative shows no impact to wetlands or streams.	Medium Performance This alternative potentially impacts ~1.5 acres of wetlands and 4,071 linear feet of streams.	Low Performance This alternative potentially impacts ~3.3 acres of wetlands and ~4,237 linear feet of streams.	Low Performance This alternative potentially impacts ~3.4 acres of wetlands and ~3,697 linear feet of streams.	No new impacts to natural environment.
	Potential for adverse effects on the build environment and property.	High Performance The alignment remains mostly in the existing ROW.	Medium Performance The alignment remains mostly in the existing ROW with the exception of wider turning radii at intersections.	Low Performance This alignment expands the ROW footprint of the study corridor the most and affects the most parcels.	Medium Performance Potential for further impacts by the need to make connections to/from the trail to origins and destinations.	Medium Performance Potential for further impacts by the need to make connections to/from the trail to origins and destinations.	Medium Performance Potential for further impacts by the need to make connections to/from the trail to origins and destinations.	No new impacts to built environment.
Provides additional travel modes on-corridor	Alignment of alternative and proximity to key destinations, ¼ mile.	High Performance Compared to the on-trail alternatives, the on-corridor alignment provides closer, and more, connections to top destinations including the Snow Creek Market Place and Instacare health clinic. There are 18 high-density, affordable housing developments within a 1/4-mile of the corridor alignment.			Medium Performance The Rail Trail alignment is further away from top destinations that are located along the SR-248 corridor. There would be less direct connections to destinations like the Fresh Market plaza, Snow Creek Market Place, and Park City High School. There are 16 high-density, affordable housing developments within a 1/4 mile of the alternative alignments.			Alignment and proximity to key destinations would remain the same.

Level 1 Detailed Findings

Screening Criteria (MOEs)	METRIC	ON-CORRIDOR ALTERNATIVES (SR-248, BONANZA DRIVE, DEER VALLEY DRIVE)			OFF-CORRIDOR ALTERNATIVES (RAIL TRAIL, BONANZA DRIVE, DEER VALLEY DRIVE)			NO ACTION ALTERNATIVE (Not scored – provided for comparative purposes)
		BRT	LRT	AGT	BRT	LRT	AGT	
Feasible / Service-Proven Technology	Is this alternative feasible to implement by 2034? Y/N. Is this a service-proven technology? Y/N. Forward compatible with regional plans? Y/N.	High Performance	Medium Performance	Low Performance	High Performance	Medium Performance	Low Performance	N/A
		Y	Y	N	Y	Y	N	N/A
		Y	Y	N	Y	N	N	N/A
		Y	N	N	Y	Y	N	N/A
Stakeholder and Public Feedback (Not used formally in the evaluation)	Meeting and open house feedback.	Broad support for this; it is compatible with the existing system, and seems most attainable to execute.	Some support for this; concerns over the cost of LRT in the short time frame.	Little support for this; concerns over viewshed, cost, and that it appears as a 'novelty idea' and not a transit service.	Concerns over impacts to the communities adjacent to the Rail Trail.			No specific comments were captured related to the No Action Alternative.



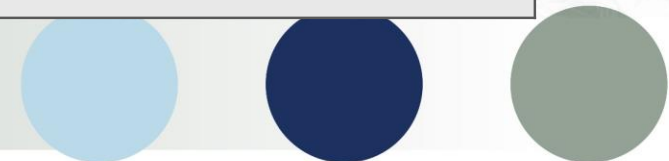
Level 2 Evaluation Criteria

EVALUATION CRITERIA	DESCRIPTION OF METRIC
Transit Reliability	Number of signalized intersections, assessment of intersection volumes, assessment of signalization or TSP, and percentage of alignment in exclusive guideway
Transit Travel Time	Calculated based on alignment, station locations, dwell time, TSP, and speed limits
Daily and Annual Projected Ridership	Transit ridership will be forecasted using FTA STOPS Model
Study Area Transit Trips	Transit trip production compared to no-build and percentage of ridership increase
Transportation System Effects	Assessment of impacts on traffic operations, including property access, travel lanes, shoulders, turning movements, and/or parking
Station Area Accessibility	Walk/bike shed analysis, connectivity for first/last mile at ¼ and ½ mile distances
Land Use Compatibility	Potential to complement and integrate with existing and planned land uses and densities in terms of capacity, stops and alignment, job clustering, and population density (current and future to 2050, if known)



Level 2 Evaluation Criteria

EVALUATION CRITERIA	DESCRIPTION OF METRIC
Capitol Cost Estimate	Quantitative analysis of potential construction and right-of-way acquisition costs, a rough order of magnitude cost will be developed for each alternative. Previous cost estimates from UTA and PCT will be used to develop unit pricing
O&M Cost Estimate	In coordination with the PCT staff, operating costs per year will be estimated
Cost Effectiveness	Cost per rider (ridership/cost)
Construction Complexity	Qualitative analysis of the construction challenges and potential risks
Natural or Built Environmental Considerations	Assessment of the overall risk of project development based on proximity to key environmental resources, and will consider the type of resource, the type of impact, noise, and long-term versus short-term
Estimated Property Impacts	Estimates the quantity of property impacts using GIS and based on an assumed project footprint
Reduction in Vehicle Mileage Travel	Use the travel demand model to assess the reduction of VMT, reported as full corridor level
Feasible and Service Proven	Feasible to implement by 2034, compatible with the existing system, and service-proven



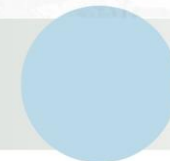
Previous Touchpoints and Decisions

City Council Work Session: April 11, 2024

- Pre-contract award visioning session
 - Discussed SR-298 transit vision
 - Determined analysis needed to define the corridor problems to solve
 - Confirmed desire to advance quickly through the process to prepare for 2034
- **Decision**
 - **Advance a transit study to answer questions about the corridor, and evaluate certain modes in a manner that is compatible with the federal process**

Key themes:

- Desire to advance decisions quickly
- Need more information to make decisions



Previous Touchpoints and Decisions

City Council Meeting: December 6, 2024

- Reaffirmed Purpose and Need and Measures of Effectiveness
- Reviewed Purpose and Need Screening Results
- **Decision**
 - **Council recommended to advance the following alternatives:**
 - **Dedicated Bus**
 - **Light Rail / Streetcar**
 - **Automated Guideway Transit (AGT)**
 - **Additionally:**
 - **Reversible Flex Lanes will be looked at in Level 2**
 - **City Council requested a Rail Trail alignment also be evaluated**

Key themes:

- Desire to advance decisions quickly
- Need more information to make decisions



Previous Touchpoints and Decisions

Technical Advisory Committee Meeting: January 23, 2025

- **Purpose:**
 - Review existing and future conditions, discuss the Range of Alternatives, review the development and findings of the Purpose and Need Screening, and provide public engagement updates.
- **Feedback/Questions Received:**
 - Q: Will cost be a factor when considering the alternatives?
 - A: FTA doesn't allow screening on cost alone, is somewhat included in the feasibility MOE.
 - Q: Would reversible lanes be part of the high frequency bus alternative?
 - A: Yes, this is likely the right application for them, and this will be further studied during the Level 2 Screening.

Key themes:

- Interest in transit that serves the locals and workforce
- Desire to advance decisions quickly



Previous Touchpoints and Decisions

Stakeholder Working Group: April 2, 2025

- **Purpose:**

- Review existing and future conditions and review the development and findings of the Purpose and Need Screening

- **Feedback Received:**

- A desire for durable decisions
- Concerns regarding the off-corridor alignment
 - Noise, vibration, ROW impacts, and impacts to open space
 - Access to key destinations
 - Neighborhood impacts
- Interest in BRT and LRT
 - Supportive of BRT due to its compatibility with the existing transit system
 - BRT meets the feasibility metric
 - LRT may be better for future growth and the desire for a regional rail or high-capacity transit network from SLC

Key themes:

- Desire for decisions to stick
- Concern over who will be the project champions to see this through to project delivery



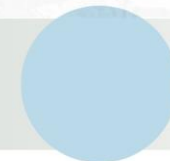
Previous Touchpoints and Decisions

Public Open House: May 17, 2025

- In conjunction with the Spring Projects Open House
- Provided information on:
 - Process & timing
 - Purpose and Need Statements
 - Range of Alternatives and Purpose and Need Screening
 - Level 1 evaluation results
 - Proposed next steps

Key themes:

- Desire to advance a solution quickly, less concerned on mode
- Support from on-corridor alignment, concerns over preserving open space with Rail Trail alignment



Park and Rides



Park and Rides

- Here to answer questions from the June 5th Council
- At the end, we will ask for a path forward
 1. Is Council ready to make a site selection?
 2. Does Council need more information to make a decision?

Scenarios

Scenario A

Richardson Flat Only

Primary PnR site and Bus EOL

- Additional parking
- Additional infrastructure
- New roadway access
- Existing roadway improvements
- Existing lot improvements
- Transit priority elements
- Permanent structures

No Gordo Improvements



Scenarios

Scenario B

Gordo + Richardson Flat

Gordo is primary PnR (200-300 stalls)

- New roadway access
- New infrastructure
- Intersection improvements
- Multimodal enhancements
- Transit priority elements
- Permanent structures
- Development phases

RF existing footprint

- Overflow / event parking
- Digital messaging and wayfinding
- Minor enhancements



Questions from June 5 Council

Question

What is the cost of site improvements?

		Available Lot Size ft ²	New Parking Stalls*	Amenity ft ²	Total Cost
Improvement Option #1 - Minimal Surface Parking - No Amenities					
Scenario A	Richardson Flat	650,000	300	-	\$ 1.9M
Scenario B	Gordo	870,000	300	-	\$ 1.8M
Improvement Option #2 - Maximize Surface Parking					
Scenario A	Richardson Flat	650,000	750	800	\$ 12M
Scenario B	Gordo	870,000	1,000	800	\$ 9M
Improvement Option #3 - Above-Grade Structured Parking**					
Scenario A	Richardson Flat	650,000	1,500	800	\$ 87M
Scenario B	Gordo	870,000	1,500	800	\$ 81M
Improvement Option #4 - Below-Grade Structured Parking w/ Development**					
Scenario A	Richardson Flat	650,000	1,500	800	\$ 147M
Scenario B	Gordo	870,000	1,500	800	\$ 133M
*Note: "New Parking Stalls" does not include the existing parking at RF (750 stalls)					
**Note: Structured parking at RF would likely reduce/impact current surface parking count					

Questions from June 5 Council

Question

What is the feasibility of direct access from US 40 and what is the cost?

Scenario A: Richardson Flat

Access Improvements and Costs

Richardson Flat P&R

Write a description for your map.

Legend

1) New intersection with SR-248

Richardson Flat Rd
Widening for option 2) &
3)

2) Additional entrance/exit

4) US40 Off Ramp &/or On Ramp

Google Earth

Maple © 2025 Garmin

4000 ft



Cost

- 1) New intersection with SR-248
 - \$8.6 Million
- 2) Additional entrance/exit
 - \$3 Million
- 3) US40 Off Ramp &/or On Ramp
 - \$45 Million

Scenario B: Gordo

Access Improvements and Costs

Gordo P&R

Write a description for your map.

Legend

3000' Express Lane

70' Ped/Bike Trails

850' road extension

Legend

- Car lane
- Bus Lane
- Ped Crossing
- Trail

Google Earth

Image © 2025 Airbus

Cost

- Gordo Express Lane
 - \$2.4 Million
- Gordo Separated Express Lane
 - \$3 Million
- Length of lane will impact pricing

Questions from June 5 Council

Question

If we move forward with the Richardson Flat lot, would we need to open the Flagstaff agreement?

Response

The answer is nuanced and depends on use and scale.

Questions from June 5 Council

Question

What are the factors that determine the usage of park and rides?

Response

Several factors have been identified through different national and international studies, which impact the usage of Park and Rides. Here are some of the major factors applicable to Park City:

- Accessibility & Location
- Transit Service
- Parking & Costs
- Safety & Security

Factors for Park & Ride Utilization (Regional Park and Ride Study)

The most common reasons for using Park & Rides were:

1. Lack of parking at destination
2. Saving time, money, gas, etc.

Top concerns about the existing PnRs include:

1. Transit routes and frequency
2. Other-- Signage, inconvenient location, etc.

1,161

total participants

The most desirable PnR features include:

1. Shelters and seating
2. Restrooms
3. EV charging
4. Nearby retail, housing, etc.

Factors for Park & Ride Utilization (WSP)

Accessibility & Location

- Ease of Access
- Proximity to Destinations
- Land use and density
- Total Travel Time

Parking & Costs

- Parking fees
- Parking availability
- Parking convenience
- Total travel cost

Transit Service

- Frequency and reliability
- Travel time
- Seat availability
- One seat rides

Safety & Security

- Perceived and actual safety
- Lighting, CCTV, activity node

Questions from June 5 Council

Question

If soil was moved within that site, would the EPA allow it to remain on that site?

Response

It depends on the scope. Working with the EPA is necessary.

Questions from June 5 Council

Question

Can either of those sites support aerial transit?

Response

Yes, both sites could conceptually support aerial transit facilities.

Questions from June 5 Council

Question

Is a park and ride even needed?

Response

Staff believes enhancements to our current park and ride system are needed for the following reasons:

- Lack of Amenities and Accessibility Is Suppressing Current Use
- Transit Investments Are Coming
- Deer Valley Resort Expansion and Parking Reductions

Questions from June 5 Council

Question

Does Staff have a recommendation for location?

Response

From a transit perspective, Gordo is preferred for cost, travel time, and accessibility, but either site can be improved to deliver effective service.

Park and Rides

1. Is Council ready to make a site selection?
2. Does Council need more information to make a decision?

Questions and Feedback from Council

Thank you



An aerial photograph of a mountain town covered in snow, with a large, snow-covered mountain peak in the background. The town's buildings are densely packed in the foreground and middle ground, with snow-covered roofs and streets. The background features a steep, snow-covered mountain slope.


Amending Ordinance 2024-22

Iron Canyon Annexation

City Council
PL-23-05882 | August 14, 2025

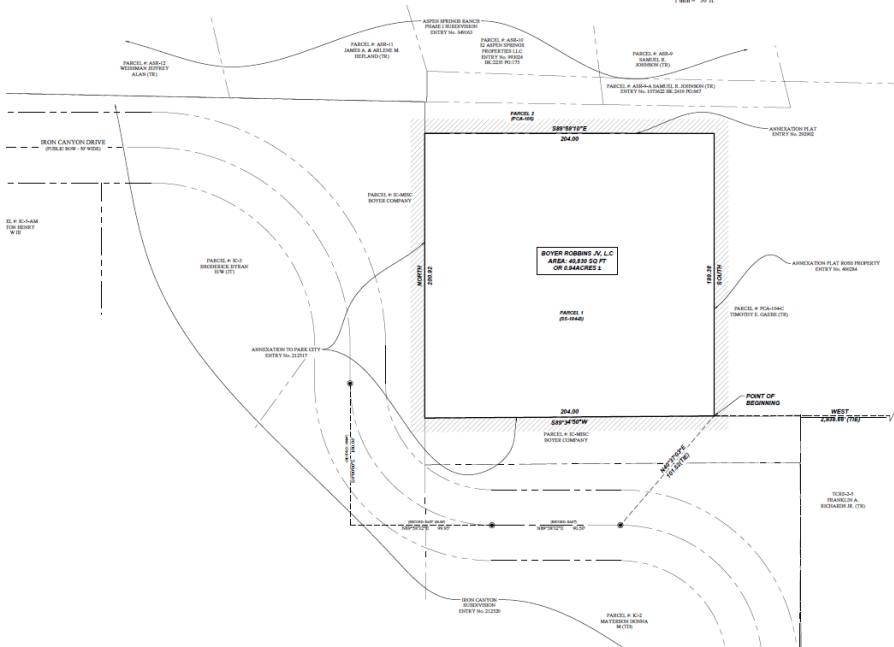


GRAPHIC SCALE

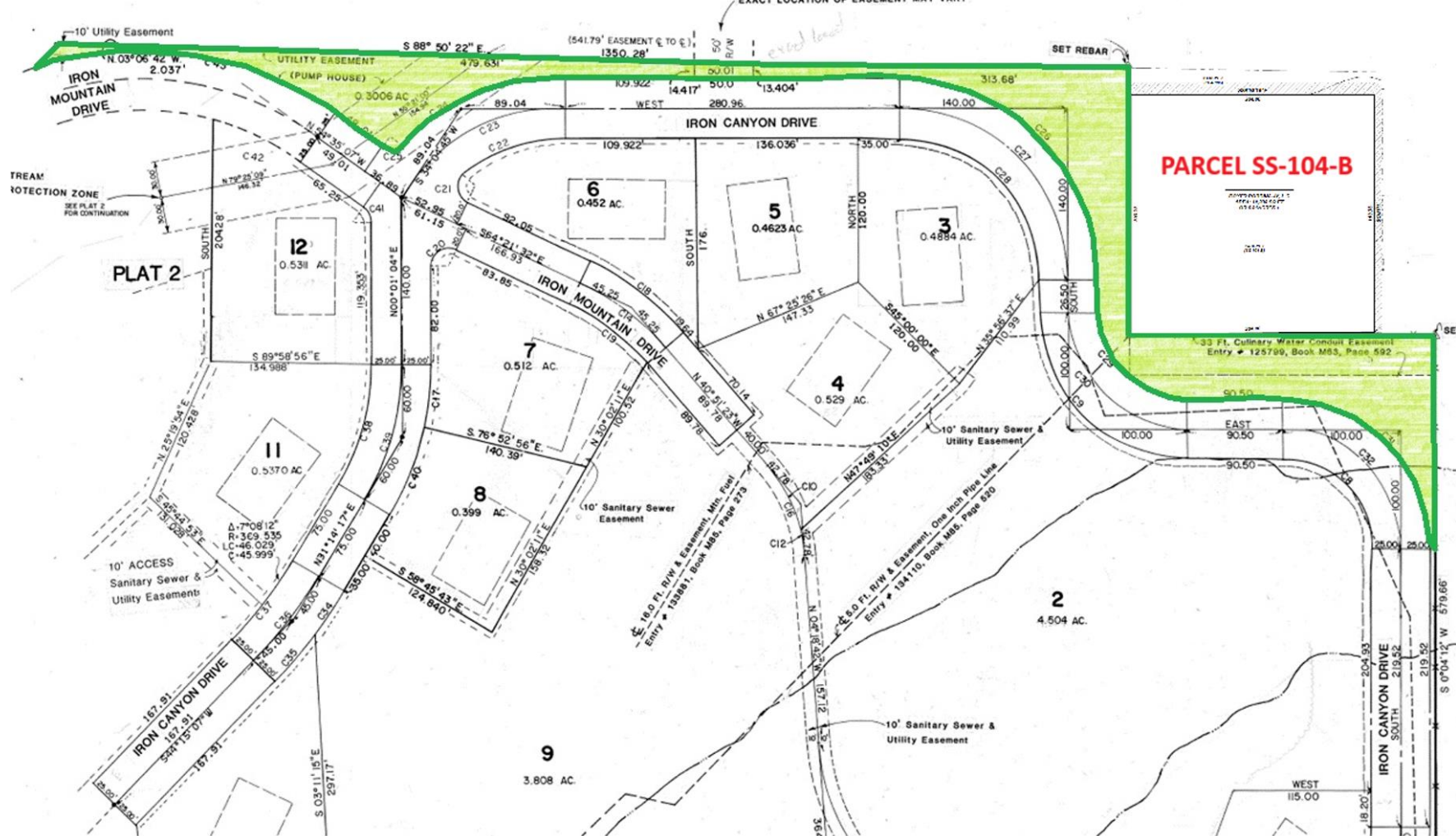


(IN FEET)
1 inch = 30 ft.

EAST 1/4 CORNER OF
SECTION 5, T2S, R4E, S1B&M
SUMMIT COUNTY MONUMENT
(PER ASPEN SPRINGS RANCH PHASE)



- ❖ December 19, 2024 City Council adopted Ord 2024-22 approving annexation of 0.94-acre unincorporated Summit County Parcel
- ❖ Legal Description in Exhibit B of Ord 2024-22 does not match the Annex Plat.
- ❖ Minor amendment to correct the Legal Description and modify the effective date.
- ❖ NO SUBSTANTIVE CHANGES



Staff Recommendation

- (I) Consider Ordinance No. 2025-18 amending Ordinance 2024-22 *Approving an Annexation of Approximately 0.94 Acres Known as the Robbins Parcel Located in the Thaynes Neighborhood, Park City Utah, and Amending the Official Zoning Map of Park City to Zone the Robbins Parcel Single Family and Sensitive Land Overlay*, to modify the effective date, and to make a minor correction to Exhibit B to update the legal description of the 0.94-acre annexation parcel,
- (II) conduct a public hearing, and
- (III) approve Ordinance No. 2025-18



EXERCISING CITY'S RIGHT OF FIRST REFUSAL

2013 COOKE DRIVE



— REQUESTED DIRECTION —

Once the City exercises its ROFR to purchase a deed-restricted duplex unit at 2013 Cooke Drive, what direction would City Council recommend?

1. Staff recommends that the City retain the unit to add to the inventory of employee rental units.
2. Other options include:
 - Resell to highest ranking applicant on the waitlist as is current practice,
 - Resell to a city employee, or
 - Honor the owner's request to sell to a friend who is #238 on the waitlist.

BACKGROUND

HOUSING FOR CITY EMPLOYEES

- 59% of City Employees live outside the PC School District Boundaries
- Transitional housing has been key to successful employee recruitment
- It is increasingly difficult to find permanent alternative housing in the local market where the cost to buy and rent continue to outpace income levels
- An added unit will help launch a long-term housing rental program for city employees

