**AGENDA**
**COUNCIL OF GOVERNMENTS (COG)**
**Tuesday, September 16, 2025**

NOTICE is hereby given that the Summit County Council of Governments (COG) will meet, on Tuesday, September 16, 2025, electronically, via Zoom, and at the anchor location of the 3Kings Water Treatment Plant, 1884 Three Kings Dr., Park City, UT 84060
(All times listed are general in nature, and are subject to change by the Board Chair)

Join Zoom webinar: https://summitcountyut.zoom.us/j/94870632443

To listen by phone only: Dial 1-301-626-6799, Webinar ID: 948 7063 2443

**6:00 PM** - Pledge of Allegiance (5 min)

**6:05 PM** - Discussion and possible approval of Park City's request to reallocate Corridor Preservation Funds; Julia Collins and Kate Swedburg (10 min)
Request
091625 COG PCMC Reallocation Request- Thaynes ROW.pdf

**6:15 PM** - Discussion and possible approval of Kamas request to reallocate Corridor Preservation Funds; Mayor McCormick (10 min)
Request:
091625 COG Reprogramming Request_Kamas_Corridor Preservation Funds.pdf

**6:25 PM** - Discussion and possible approval of Henefer City request to reallocate its Small Cities grant funds to build a road maintenance shop that will house its snow plow trucks, sanders, road safety equipment, etc.; Mayor Richins (10 min)
Request:
091625 COG Reprogramming Request_Henefer_Small Cities Funds.pdf

**6:35 PM** - Discussion and possible approval of Summit County request to reallocate TST funds for SR-32 wetlands mitigation to the purchase of Ure Ranch and creation of a wetlands bank; Senta Beyer and Eva De Laurentiis (10 min)
Request:
COG Reprogramming Request_SC_SR32_Wetlands.pdf

**6:45 PM** - Recommendation for FY2025 TST Funding Levels; Eva De Laurentiis (30 min)
Request:
091625 COG 2025 Awards Recommendations and Applications.pdf

**7:15 PM** - Approval of Minutes dated April 15, 2025 (5 min)
Minutes:
COG Draft Minutes 04-15-25.pdf

**7:20 PM** - Community updates from Mayors (20 min)

**7:40 PM** - Set date of next meeting: _____

**7:45 PM** - Adjournment

*Any prayer or invocation that may be offered before the start of a Summit County Council of Government ("COG") meeting is a voluntary offering by a private citizen; has not been previously reviewed or approved by the COG; should not be considered an endorsement of any particular religion by the COG, as the beliefs, viewpoint, and content are personal to the speaker; and no participation by any person in attendance is required. A list of volunteers is maintained by the Office of the Summit County Clerk ("Clerk") and interested persons should contact the Clerk for further information.*

*Members of the Council of Governments, presenters, and members of public, may attend by electronic means, using Zoom (phone or video). Such members may fully participate in the proceedings as if physically present. The anchor location for purposes of the electronic meeting is the Summit County Courthouse,60 N. Main Street, Coalville, UT 84017.* Individuals with questions, comments, or needing special accommodations pursuant to the Americans with Disabilities Act regarding this meeting may contact Annette Singleton at (435) 336-3025

September 5, 2025

Subject: Request for Reallocation of Corridor Preservation Funds

Dear Carl Miller, Regional Transportation Director

Park City is formally requesting that funds in the amount of $550,000 be reallocated to purchase ROW for Phase 2 of the North-East Connections project, commonly referred to as the Thaynes Pathway. We request this funding be reallocated from the SR-224 and SR-248 Bus Rapid Transit (BRT) project, which was awarded to Park City in 2019.

This provides an opportunity to direct a portion of Park City's previously awarded resources toward an immediate community need: securing right-of-way (ROW) for Phase 2 of the Thaynes Pathway. This project is included in the UDOT Active Transportation Statewide Plan and represents a priority investment for Park City. Reallocating these funds will also ensure that corridor preservation money is spent promptly and effectively.

The Thaynes Pathway serves as a critical connection between Park City Mountain Resort, surrounding neighborhoods, the SR-224 pathway network, and local commercial districts. Phase 1 construction was completed in September 2025, and securing ROW for Phase 2 is imperative to maintain project momentum and continue with construction plans. Advancing this project will enhance safety, improve connectivity, and strengthen the overall functionality of our regional transportation system.

Park City Municipal deeply values the careful stewardship the Summit Council of Governments devotes to allocating Corridor Preservation dollars. Reallocating a portion of the funding will allow our community to advance a complementary project that supports shared goals for mobility, economic vitality, and quality of life.

Thank you for your consideration of this request. We are confident that this reallocation will provide meaningful, near-term benefits to our community while aligning with the broader strategic objectives of the region.

Respectfully,

Timothy Sanderson

Timothy Sanderson
Transportation Director
Park City Municipal Corporation
o: 435.615.5373 | c: 435.659.4090

**Transportation Planning**
1885 Ute Blvd.
Park City, UT 84098
summitcounty.gov

Date: 9/16/2025
To: Council of Governments
Shayne Scott, County Manager
From: Eva De Laurentiis, Transportation Planning Deputy Director
Re: Kamas City Requesting Reprogramming of Corridor Preservation Funds for the Hallam Road Extension Project

The Hallam Road Extension is a priority project for Summit County and is listed as project #5 in Phase I (before 2030) of the County's Long Range Transportation Plan. The proposed project will build a new 2-lane road to connect SR-248 and Hallam Road and is approximately one (1) mile. This connection will improve travel times through Kamas City and Francis City from SR-248.

Kamas City is working with Summit County and Francis City to purchase right-of-way (ROW) for the Hallam Road Extension project. Summit County has $230,000 in Corridor Preservation funds earmarked for Hallam Road, however the current market value of acquisitions needed to complete the project is estimated at $749,000. That leaves an outstanding balance of funds needed of $519,000.

Kamas currently has $907,988 in Corridor Preservation funds: $544,107 for the Simpson Lane project and $363,891 for 1000 West project. Kamas estimates it only needs $236,698 for Simpson Lane and $150,000 for 1000 West. This frees up $521,300 of Corridor Preservation funds that Kamas would like to reprogram to the Hallam Road project.

| Entity | Project | Award | Revised Cost | Funding for Hallam Road |
|---|---|---|---|---|
| Kamas City | Simpson Lane | $ 544,107.00 | $ 236,698.00 | $ 307,409.00 |
| Kamas City | 1000 West | $ 363,891.00 | $ 150,000.00 | $ 213,891.00 |
| Summit County | Hallam Road | $ 230,000.00 | $ - | $ 230,000.00 |
| | | **$ 1,137,998.00** | **$ 386,698.00** | **$ 751,300.00** |

In conclusion, Kamas respectfully requests approval for the reallocation of the balance of Corridor Preservation funds not needed for Simpson Lane and 1000 West to the Hallam Road project. Transfer of these funds would bring the new balance for Hallam Road to $751,300. The Transportation Planning Department has worked closely with Kamas on this request and recommends approval by COG.

**Transportation Planning**
1885 Ute Blvd.
Park City, UT 84098
summitcounty.gov

Date: 9/16/2025
To: Council of Governments
Shayne Scott, County Manager
From: Eva De Laurentiis, Transportation Planning Deputy Director
Re: Henefer Town Requesting Reprogramming of Transportation Sales Tax (TST) Funds

Henefer Town currently has accumulated $124,223 in TST Small Cities funds available for expenditure. These funds were previously earmarked for repairs of the Henefer Railroad Bridge (Structure #043035C) and a citywide seal coat of public roads. In addition, Summit County is recommending Henefer receive $16,554 in Small Cities funds for 2025 for a total balance to $140,777.

| Entity | Project | Award |
|---|---|---|
| Henefer | Henefer Railroadr Bridge | $ 43,175.00 |
| Henefer | City Wide Seal Coat 2024 | $ 50,000.00 |
| Henefer | 3rd Quarter Tax 3-Year Average (Previous Awards) | $ 31,048.00 |
| Henefer | 3th Quarter Tax 3-Year Average (New 2025 Award) | $ 16,554.00 |
| | **Amount to be reprogramed** | **$140,777.00** |

Henefer requests to reprogram these funds to build a 60’ x 40' four-bay road maintenance shop. The facility would house transportation equipment such as snowplows, safety equipment, signage, and barricades, as well as provide workspace for equipment repair, sidewalk maintenance tools, and storage. To complete the project, Henefer pledges a local match of $60,000–$70,000.

Under Utah Code (UCA 59-12-2212.2), TST funds are intended for construction of roads, traffic and pedestrian safety infrastructure, public transit, and corridor preservation (attachment). Typically, a building/facility is not an allowable use of TST funds according to Utah Code UCA 59-12-2212.2. However, in 2021, TST funds were used for High Valley Transit’s headquarters and a transit/maintenance center in Kamas that provide bus storage, minor maintenance bays, wash bays, and office space. Summit County staff have reviewed Henefer’s request and believe a

maintenance facility would fall under the "operation of a class C road;" thereby making it eligible for Small Cities funds.

Henefer requests approval for the reallocation of existing awarded resources for a new road maintenance shop. Based on past precedent, and the need for a building to house transportation infrastructure equipment, the Transportation Planning Department recommends approval by COG.

**Attachment: Utah Code 5-12-2212.2. Allowable uses of local option sales and use tax revenue**

**Transportation Planning**
1885 Ute Blvd.
Park City, UT 84098
summitcounty.gov

**Date:** 9/16/2025
**To:** Council of Governments
Shayne Scott, County Manager
**From:** Eva De Laurentiis, Transportation Planning Deputy Director
**Re:** Summit County requests reallocation of TST funds from the SR-32 Trail Project wetlands mitigation to the purchase of Ure Ranch for mitigation and creation of a wetlands bank

Summit County has $2,988,500 in active Transportation Sales Tax (TST) funds programmed for the SR-32 Trail Extension project, phases II, III, and IV. The SR-32 Trail Extension project will construct a paved multi-use path connecting Marion Town to Kamas City and Kamas City to Francis City. Phase I connecting Oakley City to Marion with a path parallel to SR-32 was completed in 2022 using TST funds and a UDOT TIF Grant.

Phase II of this project (Marion to Kamas) requires wetlands mitigation and $210,000 of the $1,500,000 total award is earmarked for the purchase of wetlands credits or property for the necessary mitigation work. The property must include water rights. As part of a separate initiative led by the Summit County Lands and Natural Resources department, the County is in the process of purchasing Ure Ranch in Kamas for conservation use. The Ure Ranch property is 834 acres with parcels that span across both the northern and southern sides of SR-248. The County plans to dedicate 24 acres of property to wetlands mitigation use, that will in turn lead to the restoration and environmental enhancement of the Ure Ranch.

In partnership with the Lands and Natural Resources Department and Public Works, Transportation Planning staff request that the $210,000 in Transportation Sales Tax (TST) funds currently designated for wetlands mitigation on the SR-32 Phase II project be reallocated toward the purchase of Ure Ranch. The County will conduct wetlands mitigation for the SR-32 trail project on the Ure Ranch property.

The $210,000 represents the amount that was to be paid to the South Summit School District for mitigation (including associated water rights) under a Cooperative Agreement between Summit County and the District, dated January 19, 2023.

**Benefits of Mitigation on the Ure Ranch**

- **Efficiency and Cost Savings**: Since the County is already purchasing the Ure Ranch property, mitigation work can be integrated at a lower cost compared to acquiring and developing another site.
- **Long-Term Value**: Mitigation costs are generally estimated at $100,000 per acre. At a 5:1 mitigation ratio, the 24-acre Ure Ranch site could provide roughly 5 acres of wetland impact mitigation, equating to a minimum of $500,000 in potential mitigation value for this and future projects.
- **Future Flexibility**: By establishing a mitigation area on the Ure Ranch, the County creates a "bank" of wetland credits that can be applied to multiple future projects, avoiding repeated land acquisition and permitting expenses.
- **Avoided Costs Elsewhere**: Alternative sites would require purchasing costly land in Summit County, securing water rights, and constructing wetlands. In addition, mitigation property must be permanently restricted or placed in a conservation easement.

In conclusion, Summit County is requesting to reallocate $210,000 in Transportation Sales Tax (TST) funds originally set aside for wetlands mitigation on the SR-32 Trail, Phase II project toward the purchase of Ure Ranch in Kamas. The 834-acre property, already being acquired for conservation, includes 24 acres suitable for wetlands mitigation, meeting the project's requirements while creating a long-term environmental asset. By using Ure Ranch for mitigation, the County achieves significant cost savings, generates a mitigation "bank" for future projects, and avoids the expense of purchasing additional land and water rights elsewhere. This approach ensures both regulatory compliance for the SR-32 Trail, Phase II project, and long-term environmental and financial benefits for Summit County.

**Transportation Planning**
1885 West Ute Boulevard
Park City, UT 84098
summitcounty.gov

Date: 9/16/2025
To: Council of Governments (COG)
Shayne Scott, County Manager
From: Eva De Laurentiis, Transportation Planning Deputy Director
Re: FY2025 Transportation Sales Tax Projects and Small City Grants Approval Request

Background:

The Council of Governments (COG) has previously reviewed details of the Transportation Sales Tax requirements that are governed by UCA 59-12-2217. Per State Code, the COG serves as the program manager and is responsible for developing funding criteria, program priorities, and for recommending projects to the Summit County Council for final approval.

Transportation sales tax revenue as of July 2025 is trending 1.3% below 2024 results. It is expected to finish the year equal to the FY2025 budgeted amount of $8,007,500. A budget of $8,007,500, less the annual debt service payment of $1,650,000 for the 2018 sales tax bond, results in total available revenue of $6,357,500 for 2025.

Transportation Sales Tax Projects:

Summit County, High Valley Transit (HVT), and Park City Municipal Corporation (PCMC) collectively submitted 9 project applications in 2025 totaling $13,906,000. Summit County requested $1,593; High Valley Transit requested $5,000,000; and PCMC requested $9,083,000. Table 1 on the next page is a summary of new projects, how they scored, and proposed funding levels:

Table 1

| Applicant | Location | Project Name | Project Type | Project Score (out of 100) | Funding Request | Proposed Funding Amount |
|---|---|---|---|---|---|---|
| Park City | Park City | Thaynes Pathway (Phase 2) | Improve bike/ped connections | 86 | $ 3,798,000.00 | $ 1,215,000.00 |
| Park City | Park City | Transit Signal Priority Technology Upgrade | Improve safety and enable real-time information | 86 | $ 285,000.00 | $ 285,000.00 |
| High Valley Transit | Kimball/ Park City | SR-224 BRT | Reduce congestion/ improve transit connections | 85 | $ 5,000,000.00 | $ 2,000,000.00 |
| Park City | Park City | Little Kate-Monitor Drive Bike/Ped Improvements | Improve bike/ped connections | 81 | $ 3,230,000.00 | $ 1,500,000.00 |
| Summit County | Eastern Summit County | Icy Springs Interchange | Improve bike/ped connection and intersection safety | 66 | $ 400,000.00 | $ 337,500.00 |
| Summit County | Eastern Summit County | Hoytsville Bridge | Repalce bridge due to safety concerns | 60 | $ 500,000.00 | $ 337,500.00 |
| Summit County | Countywide | Vanpool Program | Reduce congestion/ provide alternative transportation options | 60 | $ 80,000.00 | $ 80,000.00 |
| Summit County | Eastern Summit County | Weber Canyon Bridge | Repalce bridge due to safety concerns | 40 | $ 488,000.00 | $ - |
| Summit County | Countywide | Bikeshare Program | Improve bike/ped connections | 30 | $ 125,000.00 | $ 120,000.00 |
| **TOTAL** | | | | | **$ 13,906,000.00** | **$ 5,875,000.00** |

Small Cities Grant:

Small Cities Grant program is allocated based on the 3-year average of 3rd Quarter taxes collected and the 3-year average of the 2nd Quarter tax percentages. Each city will still need to submit a payment request at the completion of a project for reimbursement. Projects no longer need to be approved but will still need to fall under the Transportation Sales Tax State Code requirements governed by UCA 59-12-2217. Each city will have 5 years to spend the money.

For 2025, $483,040.26 is to be allocated to Small Cities Grants. Table 2 on the next page is a summary of the Small Cities Grants:

Table 2

| Entity | Fund Source | Funding Amount |
|---|---|---|
| Coalville | 3rd Quarter Tax 3-year average | $ 92,046.17 |
| Francis | 3rd Quarter Tax 3-year average | $ 41,283.00 |
| Henefer | 3rd Quarter Tax 3-year average | $ 16,554.85 |
| Kamas | 3rd Quarter Tax 3-year average | $ 280,901.93 |
| Oakley | 3rd Quarter Tax 3-year average | $ 52,254.32 |
| **TOTAL** | | **$ 483,040.26** |

Recommendations:
Summit County staff recommend awarding $3,000,000 to PCMC for its Thaynes Pathway, Little Kate-Monitor Drive, and Transit Signal Priority Upgrade projects. The Thaynes and Transit Signal Priority Upgrade projects scored the highest on the self-score application. Staff recommend PCMC apply again next year for the remaining funds needed for these projects.

Staff recommend awarding $2,000,000 to HVT for the SR-224 BRT project. This project scored 85/100 on the self-core application, putting it in third place. This project was awarded $4,000,000 last year through the TST program. Staff recommend HVT apply again next year for additional funds needed for the project.

Finally, staff recommend awarding $875,000 to Summit County. The Icy Springs Interchange and Hoytsville Bridge projects both address critical safety issues in Eastern Summit County and will be provide the match necessary to leverage Utah Department of Transportation (UDOT) funding. Staff also recommend purchase of new bikes and equipment for Summit Bikeshare to replace aging fleet. Similarly, launching a Vanpool Pilot Program is one of the main strategic objectives in the 2025 County workplan and funds for this program will enable the county to help subsidize costs to area employers at the same level as Park City.

Next Steps:
COG to make a formal recommendation to Council for adoption of FY2025 funding levels.

Attachments:
Applications

June 20, 2025

Summit County
60 N Main Street
PO Box 128
Coalville, UT 84107

RE: TST 3rd Quarter Funding Applications

Dear Ms. De Laurentiis and honorable COG members,

Park City Municipal Corporation is pleased to submit three transportation projects for consideration in the 2025 Summit County Transportation Sales Tax (TST) third quarter funding cycle. These projects are focused on improving safety and regional connectivity, consistent with shared long-range transportation and community goals. As the economic driver of Summit County, these transportation investments will help offset impacts and provide users with transportation options they need in Park City.

1. **Little Kate and Monitor Drive: Safety & Connectivity Improvements - (Score: 81)** Of the three project submittals, this project is Park City's top priority, timed to align with the construction of a federally funded bus stop upgrade. Coordinating both efforts will maximize external investment and take advantage of the construction season for efficient delivery. The 1.3-mile shared-use pathway will connect neighborhoods, recreation, schools, and transit stops in one of the city's most active corridors, while improving the roadway. It supports regional mobility and expands safe travel options for residents and students.

2. **Thaynes Canyon Pathway: Phase 2 - (Score: 86)** This project closes a key gap in the regional active transportation network by extending an off-street pathway along Three Kings Drive and implementing supportive roadway improvements. It improves access between residential neighborhoods and major destinations like the resort base, commercial areas, and future transit investments on SR-224. This will enhance safety and provide a continuous connection to regional transportation infrastructure.

3. **V2X- Transit Signal Priority - (Score: 86)** This investment will equip Park City's transit fleet with V2X (vehicle-to-everything) technology to communicate with UDOT's existing signal infrastructure. The system will improve transit reliability along regional corridors, support future connected vehicle applications, and lay the foundation for expanded transportation coordination throughout Summit County and the Wasatch Back.

We appreciate the COG and County's continued partnership in advancing projects that support safe and efficient transportation across our communities. Please let us know if any additional information would be helpful as you complete your review.

Sincerely,

*Kate Swedburg*

Transportation Grants Administrator
kathryn.swedburg@parkcity.org
(435)659-1296

# Little Kate-Monitor: Safety & Connectivity Improvements

June 20, 2026

Purpose & Scope of the Project:

Park City Municipal is advancing a high-priority transportation project along Little Kate Road and Monitor Drive to enhance safety, mobility, and first and last mile connections between neighborhoods, schools, transit stops, and key community destinations. The project will construct approximately 1.3 miles of new, shared-use pathways designed for users of all ages and abilities.

The first segment will run along the east side of Monitor Drive, connecting SR-248/Kearns Boulevard to Little Kate Road. The second segment continues along Little Kate Road from Lucky John Drive to Holiday Ranch Loop Road. These roads are heavily used by children traveling to the Kearns school campus, residents accessing nearby neighborhoods, and users of the Park City Municipal Athletic and Recreation Center (MARC). Currently, the corridor lacks consistent active transportation infrastructure, which creates daily safety concerns and limits transportation options.

In addition to the new pathways, the project includes upgrades to the street cross-sections and improvements to nine existing bus stops along the corridor. These upgrades will enhance transit access and safety while leveraging a federal grant already secured for the improvement of existing stops to meet ADA standard and other upgraded amenities. By coordinating the pathway and bus stop improvements during a single construction effort, Park City is maximizing the impact of both local and federal investments. This unified approach enhances access to regional transit and supports safer, more connected multimodal travel across the corridor.

This project supports broader regional goals by improving access to key destinations without requiring a car, reducing congestion on the SR-248 corridor, and aligning with active transportation priorities identified in Park City Forward, Summit County's Active Transportation Plan, and UDOT's long-range planning efforts.

The concepts included in this application reflect the project's current planning stage for Monitor Drive and Little Kate Road, Figures 1 and 2 . They are part of an ongoing design process that will incorporate cost analysis, usability, and community feedback.

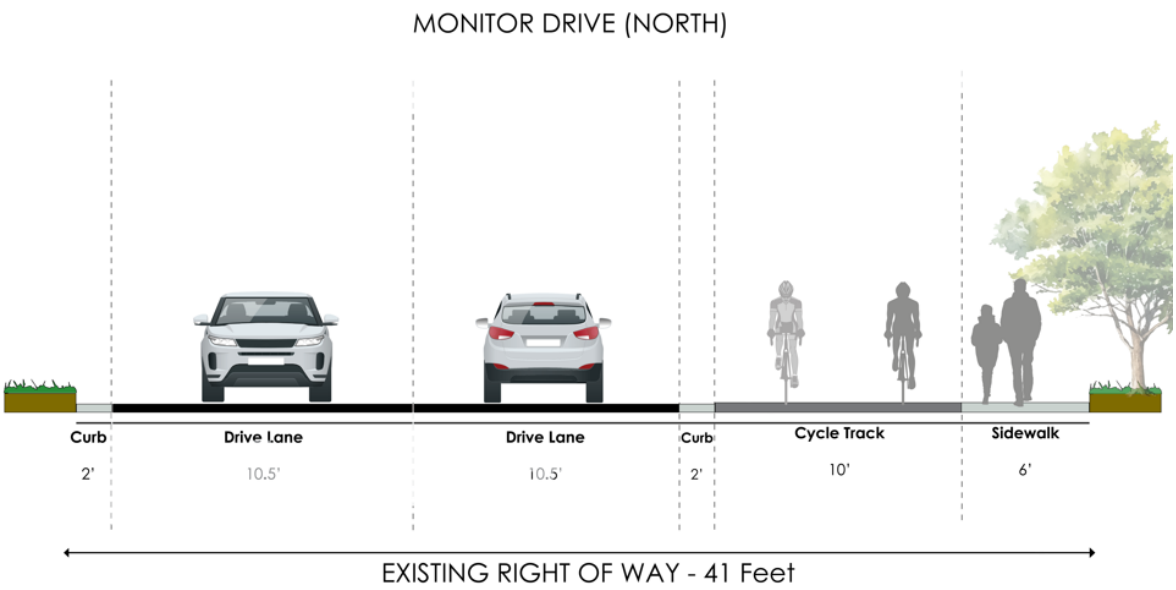



**Figure 1** Shows typical cross sections planned for Monitor Drive north of Kearns Boulevard and south of Little Kate Road.

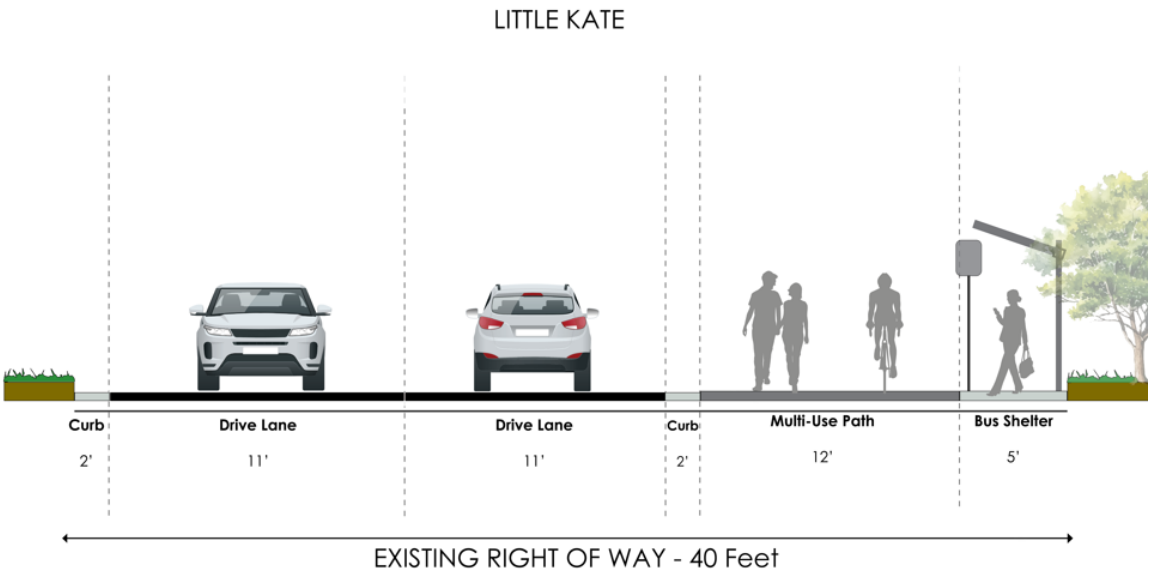



**Figure 2** Shows cross sections planned for Little Kate Road between Lucky John Drive and Holiday Ranch Loop Road.

## Funding Needs:

The total estimated cost for the pathway construction is $6.4 million. This funding request supports completion of design and construction of the shared-use pathways along Monitor Drive and Little Kate Road.

While the project also includes upgrades to nine existing bus stops along the corridor, those improvements are fully funded through a federal grant and considered part of the local match to this funding request. The transit stop enhancements will be covered by federal funds and there is not enough funding to improve the pathways. This application helps to move the first/last mile pathway project into final design and construction and makes for a more complete corridor.

| Little Kate and Monitor AT Improvements: Cost Estimate | |
|---|---|
| Category | Amount |
| PE & Design | $400,000 |
| ROW Acquisition | $0 |
| Construction & CM | $6,000,000 |
| **Total Cost** | **$6,400,000** |

**Project Readiness:**

Concept plans and survey data collection for the Little Kate and Monitor Drive pathway project are complete. Environmental review and detailed design are currently in progress and are expected to be completed by February 2026, with both phases advancing in parallel to maintain schedule momentum.

No significant right-of-way impacts have been identified based on the conceptual design and survey analysis. Park City is also working closely to align the construction timeline for the pathway with the federally funded bus stop upgrades, allowing both efforts to be delivered together. This coordination will minimize disruption and maximize cost efficiency during construction.

Construction advertisement is targeted for early 2026, contingent on securing additional funding to complete final design and move into construction. This streamlined approach supports timely delivery of high-impact improvements that benefit both local users and regional transportation goals.

**Project Consistency:**

This project is consistent with Park City's goals outlined in the 2024 Bicycle and Pedestrian Plan, which prioritizes building safe, comfortable routes that serve users of all ages and abilities. The plan emphasizes improving connections to schools, recreation areas, and community amenities—exactly what this project is designed to do.

It also aligns with broader priorities in Park City Forward, which was completed in 2022, and the 2019 Summit County Active Transportation Plan, both of which call for expanding active

transportation infrastructure, reducing reliance on single-occupancy vehicles, and supporting more connected, multi-modal neighborhoods. This project contributes to those goals by upgrading a key corridor with safe, user-friendly facilities that support walking, biking, and access to transit.

It also supports statewide objectives in UDOT's Long-Range Transportation Plan and Utah's Unified Active Transportation Plan, which promote investment in safe, connected networks that encourage mode shift and improve mobility options across Utah.

Project Location:

Monitor Dr between SR-248 and Little Kate Rd / Little Kate Rd between Lucky John Dr and Holiday Ranch Loop Rd




Schedule Details:

Concept plans and survey data collection for the Little Kate and Monitor Drive pathway project are complete. Environmental review and detailed design are currently in progress and are expected to be completed by February 2026.

These phases are progressing in parallel to keep the project on schedule. Based on conceptual design and survey review findings, no right-of-way impacts are anticipated.

Park City is actively coordinating construction timelines for both the active transportation improvements and the federally funded bus stop upgrades to ensure efficient, cohesive delivery and to minimize disruption along the corridor.

The project is on track for construction advertisement in early 2026, contingent on securing additional funding to complete final design and move into construction.

Application Contact:

Julia Collins
435-649-5309
Transportation Planning Manager
Julia.collins@parkcity.org

**SUMMIT COUNTY**
**COUNCIL OF GOVERNMENTS**
**ADDITIONAL TRANSPORTATION SALES TAX INITIATIVE**
**PROJECT CONCEPT DEVELOPMENT APPLICATION FORM**

Overview:
Applications must be relating to a regionally significant transportation facility within the county, including cities, or for new capacity or congestion mitigation projects. Projects with more regional impacts and that address congestion will be funded over other projects with higher scores.

Process:
The Council of Governments will annually accept Project Concept Development Reports/Applications proposed to be funded by the County Option for Transportation Sale and Use Tax and create a priority list of the regionally significant transportation facility projects. In 2025, all project applications will be due on or **before 5pm on Friday, June 20th, 2025,** and must be submitted to the Summit County Transportation Planning Deputy Director via email (edelaurentiis@summitcountyutah.gov). Project Concept Development Reports/Applications will be distributed to the Council of Governments for review and subsequently discussed in public by the Council of Governments at their regularly scheduled meeting in July of 2025.

The priority list of regionally significant transportation facility projects will then be presented to the County Council for final approval at the first available meeting following the recommendation of the Council of Governments.

Funding:
Projects funded from the County Option for Transportation Sale and Use Tax must be included in the Summit County Budget for the year the project is proposed. The maximum amount available for projects in 2025 is as follows:

| | |
|---|---|
| County Transportation Initiative | $6 Million |

County Option for Transportation Sale and Use Tax funds can and will accrue over time so that larger projects may be programed.

**SUMMIT COUNTY**
**COUNCIL OF GOVERNMENTS**
**ADDITIONAL TRANSPORTATION SALES TAX INITIATIVE**
**PROJECT CONCEPT DEVELOPMENT APPLICATION FORM**

Project Name: AT Improvements: Little Kate and Monitor Drive

Application Date: 6/20/2025

Applicant (City/County): Park CIty Municipal Corporation

Contact for City/County: Julia Collins

Mailing Address: 445 Marsac Drive (PO, Street), 84 06( (zip code)

Email Address: julia.collins@parkcity.org

Project Contact: Steven Dennis

Mailing Address: 445 Marsac Drive (PO, Street) (City) 84 06( (zip code)

Email Address: steven.dennis@parkcity.org

Enter all information requested on these sheets (be as concise as possible) and submit with attachments (drawings, photos, estimate), staple together; do not include, cover sheet, heavy weight paper or plastic, binders or blank sheets. Limit number of sheets in application 10 sheets when possible. No penalty for number of sheets submitted. Additional information may be requested and required if required per the Council of Governments (COG).

Phase Funds Being Requested (Check all that apply):
*Funds are only programmed one year in advance, but it is helpful to identify future needs.

- ☑ Preliminary Engineering — Funded Year 2025
- ☑ Environmental — Funded Year 2025
- ☑ Right-of-Way — Funded Year 2025
- ☑ Final Design — Funded Year 2025/2026
- ☑ Construction — Funded Year 2026

Purpose/Scope of Project and describe the regional impacts.

Park City Municipal is advancing a high-priority transportation project along Little Kate Road and Monitor Drive to enhance safety, mobility, and first and last mile connections between neighborhoods, schools, transit stops, and key community destinations. The project will construct approximately 1.3 miles of new, shared-use pathways designed for users of all ages and abilities.
The first segment will run along the east side of Monitor Drive, connecting SR-248/Kearns Boulevard to Little Kate Road. The second segment continues along Little Kate Road from Lucky John Drive to Holiday Ranch Loop Road. These roads are heavily used by children traveling to the Kearns school campus, residents accessing nearby neighborhoods, and users of the Park City Municipal Athletic and Recreation Center (MARC). Currently, the corridor lacks consistent active transportation infrastructure, which creates daily safety concerns and limits transportation options.
In addition to the new pathways, the project includes upgrades to the street cross-sections and improvements to nine existing bus stops along the corridor. These upgrades will enhance transit access and safety while leveraging a federal grant already secured for the improvement of existing stops to meet ADA standard and other upgraded amenities. By coordinating the pathway and bus stop improvements during a single construction effort, Park City is maximizing the impact of both local and federal investments. This unified approach enhances access to regional transit and supports safer, more connected multimodal travel across the corridor.
This project supports broader regional goals by improving access to key destinations without requiring a car, reducing congestion on the SR-248 corridor, and aligning with active transportation priorities identified in Park City Forward, Summit County's Active Transportation Plan, and UDOT's long-range planning efforts.
The concepts included in this application reflect the project's current planning stage for Monitor Drive and Little Kate Road, Figures 1 and 2 . They are part of an ongoing design process that will incorporate cost analysis, usability, and community feedback.

Describe the problem the project will solve (i.e. congestion, safety, connectivity, etc.)

While there are existing sidewalks and some bike facilities along Monitor Drive and Little Kate Road, they are narrow, inconsistent, and not designed to serve users of all ages and abilities. The current layout creates conflicts between users and doesn't provide the level of safety or comfort needed for students, families, or people using mobility devices. This project will replace and upgrade those facilities with a continuous, wider, shared-use pathway that separates non-motorized users from traffic and provides a safer, more accessible route. It improves day-to-day connectivity between homes, schools, transit stops, and community destinations while providing safer travel options for those who walk, bike, or rely on transit-expanding travel options along a very busy regional corridor.

**SUMMIT COUNTY**
**COUNCIL OF GOVERNMENTS**
**ADDITIONAL TRANSPORTATION SALES TAX INITIATIVE**
**PROJECT CONCEPT DEVELOPMENT APPLICATION FORM**

## CONCEPTUAL PROJECT INFORMATION

### Project Readiness

Provide the status of the project. Describe the stage of work the project is in: Environmental Review, Design, or Right of Way, not started, in progress, completed? Describe.

Concept plans and survey data collection for the Little Kate and Monitor Drive pathway project are complete. Environmental review and detailed design are currently in progress and are expected to be completed by February 2026, with both phases advancing in parallel to maintain schedule momentum.
No significant right-of-way impacts have been identified based on the conceptual design and survey analysis. Park City is also working closely to align the construction timeline for the pathway with the federally funded bus stop upgrades, allowing both efforts to be delivered together. This coordination will minimize disruption and maximize cost efficiency during construction.
Construction advertisement is targeted for early 2026, contingent on securing additional funding to complete final design and move into construction. This streamlined approach supports timely delivery of high-impact improvements that benefit both local users and regional transportation goals.

### Project Consistency

Is the project consistent with local, regional, or statewide plans (i.e. State Long Range Transportation Plan, General Plan, corridor plan, local transportation master plan)? Describe.

This project is consistent with Park City's goals outlined in the 2024 Bicycle and Pedestrian Plan, which prioritizes building safe, comfortable routes that serve users of all ages and abilities. The plan emphasizes improving connections to schools, recreation areas, and community amenities—exactly what this project is designed to do.
It also aligns with broader priorities in Park City Forward, which was completed in 2022, and the 2019 Summit County Active Transportation Plan, both of which call for expanding active transportation infrastructure, reducing reliance on single-occupancy vehicles, and supporting more connected, multi-modal neighborhoods. This project contributes to those goals by upgrading a key corridor with safe, user-friendly facilities that support walking, biking, and access to transit.
It also supports statewide objectives in UDOT's Long-Range Transportation Plan and Utah's Unified Active Transportation Plan, which promote investment in safe, connected networks that encourage mode shift and improve mobility options across Utah.

Project Location: Monitor Dr between SR-248 and Little Kate Rd / Little Kate Rd between Lucky John Dr and Holiday Ranch Loop Rd
(Street Address, Intersection, Mile Post, Other Descriptor)

Project Type (Check the Box that Primarily Applies to the Project and go to that Section Below):
*Projects that affect multiple modes will have a higher score (See Page 7)

- ☐ Congestion Relief – Roads (Go to Page 4)
- ☑ Mode Choice – Active Transportation (Go to Page 5)
- ☐ Mode Choice – Transit (Go to Page 6)
- ☐ None of the Above (Go to Page 7)

**SUMMIT COUNTY**
**COUNCIL OF GOVERNMENTS**
**ADDITIONAL TRANSPORTATION SALES TAX INITIATIVE**
**PROJECT CONCEPT DEVELOPMENT APPLICATION FORM**

## Congestion Relief – Roads

Score 0 – 30 _____ (Total)

Functional Classification of Roadway: (Check One) view map Score 0 – 5 _____ (Total)

| | |
|---|---|
| ☐ Principal Arterial | 5 |
| ☐ Minor Arterial | 4 |
| ☐ Major Collector | 3 |
| ☐ Minor Collector | 2 |
| ☐ Local Road | 0 |

Existing ADT: (Check One) view map
Score 0 – 5 _____ (Total)

| | |
|---|---|
| ☐ 10,000 + | 5 |
| ☐ 5,001 - 10,000 | 4 |
| ☐ 3,001 - 5,000 | 3 |
| ☐ 1,001 - 3,000 | 2 |
| ☐ 500 - 1,000 | 1 |
| ☐ >500 | 0 |

Existing LOS: (Check One)
Score 0 – 5 _____ (Total)

| | |
|---|---|
| ☐ F | 5 |
| ☐ E | 4 |
| ☐ D | 3 |
| ☐ C | 2 |
| ☐ B | 1 |
| ☐ A | 0 |

Percent of Freight Traffic: (Check One) view spreadsheet and use the most recent year
Score 0 – 5 _____ (Total)

| | |
|---|---|
| ☐ 20% | 5 |
| ☐ 16 – 20% | 4 |
| ☐ 11 – 15% | 3 |
| ☐ 6 – 10% | 2 |
| ☐ 1- 5% | 1 |
| ☐ >1% | 0 |

Accessibility to Community Facilities (library, park, government building, or hospital within 0.5-mile buffer): (Check One)
Score 0 – 5 _____ (Total)

| | |
|---|---|
| ☐ 4+ | 5 |
| ☐ 3 | 4 |
| ☐ 2 | 3 |
| ☐ 1 | 2 |
| ☐ 0 | 0 |

Accessibility to Schools (K-12 public and private within 0.5-mile buffer): (Check One)
Score 0 – 5 _____ (Total)

| | |
|---|---|
| ☐ 3+ | 5 |
| ☐ 2 | 4 |
| ☐ 1 | 3 |
| ☐ 0 | 0 |

**SUMMIT COUNTY**
**COUNCIL OF GOVERNMENTS**
**ADDITIONAL TRANSPORTATION SALES TAX INITIATIVE**
**PROJECT CONCEPT DEVELOPMENT APPLICATION FORM**

## Mode Choice – Active Transportation

Score 0 – 30 28 (Total)

Separation from Roadway: (Check One)
Score 0 – 5 4 (Total)

| | | |
|---|---|---|
| ☐ | Arterial w/ barrier or grade | 5 |
| ☑ | Collector w/ barrier or grade | 4 |
| ☐ | Arterial w/ striping | 3 |
| ☐ | Collector w/ striping | 2 |
| ☐ | None | 0 |

Pathway Widths: (Check One)
Score 0 – 5 5 (Total)

| | | |
|---|---|---|
| ☑ | New Trail >8' | 5 |
| ☐ | New Trail 4-8' | 4 |
| ☐ | Widen Existing Trail >8' | 3 |
| ☐ | Widen Existing Trail 4-8' | 2 |

Accessibility to Community Facilities (library, park, government building, or hospital within 0.5-mile buffer): (Check One)
Score 0 – 5 5 (Total)

| | | |
|---|---|---|
| ☑ | 4+ | 5 |
| ☐ | 3 | 4 |
| ☐ | 2 | 3 |
| ☐ | 1 | 2 |
| ☐ | 0 | 0 |

Transit Stops within 0.25-mile buffer: (Check One)
Score 0 – 5 5 (Total)

| | | |
|---|---|---|
| ☑ | >4 | 5 |
| ☐ | 4 | 4 |
| ☐ | 3 | 3 |
| ☐ | 2 | 2 |
| ☐ | 1 | 1 |
| ☐ | 0 | 0 |

Adds New Pathway Connection to the System: (Check One)
Score 0 – 5 4 (Total)

| | | |
|---|---|---|
| ☐ | Arterial to Arterial | 5 |
| ☑ | Arterial to Collector | 4 |
| ☐ | Collector to Collector | 3 |
| ☐ | Arterial to Local | 2 |
| ☐ | Collector to Local | 1 |
| ☐ | Local to Local | 0 |

Accessibility to Schools (K-12 public and private within 0.5-mile buffer): (Check One)
Score 0 – 5 5 (Total)

| | | |
|---|---|---|
| ☑ | 3+ | 5 |
| ☐ | 2 | 4 |
| ☐ | 1 | 3 |
| ☐ | 0 | 0 |

**SUMMIT COUNTY**
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**PROJECT CONCEPT DEVELOPMENT APPLICATION FORM**

## Mode Choice – Transit

Score 0 – 30 _____ (Total)

Increased System Wide Ridership: (Check One)

Score 0 – 5 _____ (Total)

| | |
|---|---|
| ☐ >5% | 5 |
| ☐ 4-5% | 4 |
| ☐ 3-4% | 3 |
| ☐ 2-3% | 2 |
| ☐ 1-2% | 1 |

Number of Existing or Proposed Daily Riders: (Check One)

Score 0 – 5 _____ (Total)

| | |
|---|---|
| ☐ >500 | 5 |
| ☐ 400 | 4 |
| ☐ 300 | 3 |
| ☐ 200 | 2 |
| ☐ 100 | 1 |
| ☐ <100 | 0 |

Accessibility to Community Facilities (library, park, government building, or hospital within 0.5-mile buffer): (Check One)

Score 0 – 5 _____ (Total)

| | |
|---|---|
| ☐ 4+ | 5 |
| ☐ 3 | 4 |
| ☐ 2 | 3 |
| ☐ 1 | 2 |

Transit Stops: (Check One)

Score 0 – 5 _____ (Total)

| | |
|---|---|
| ☐ >8 | 5 |
| ☐ 7 | 4 |
| ☐ 6 | 3 |
| ☐ 5 | 2 |
| ☐ 4 | 1 |
| ☐ <3 | 0 |

Level of Frequency Proposed: (Check One)

Score 0 – 5 _____ (Total)

| | |
|---|---|
| ☐ 10 Min | 5 |
| ☐ 15 Min | 4 |
| ☐ 20 Min | 3 |
| ☐ 30 Min | 2 |
| ☐ 45 Min | 1 |
| ☐ >60 Min | 0 |

Accessibility to Schools (K-12 public and private within 0.5-mile buffer): (Check One)

Score 0 – 5 _____ (Total)

| | |
|---|---|
| ☐ 3+ | 5 |
| ☐ 2 | 4 |
| ☐ 1 | 3 |
| ☐ 0 | 0 |

**SUMMIT COUNTY**
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**ADDITIONAL TRANSPORTATION SALES TAX INITIATIVE**
**PROJECT CONCEPT DEVELOPMENT APPLICATION FORM**

## ALL PROJECTS MUST COMPLETE THIS SECTION

**Preliminary Environmental Assessment:** Score 0 – 10
Expected Environmental Impacts (Subtract Each Impact from the 10 Points) 10 (Total)

| | | | |
|---|---|---|---|
| ☐ Wetlands | -2 | ☐ Soils | -2 |
| ☐ Stream Alteration | -1 | ☐ Wildlife | -1 |
| ☐ Noise | -1 | ☐ Historic/Cultural | -1 |
| ☐ Air Quality | -1 | ☐ Visual | -1 |

**Multi-Modal Projects:** (Check One) Score 0 – 10

2 (Total)

| | |
|---|---|
| ☐ Roadway capacity project includes active transportation and transit | 10 |
| ☐ Roadway capacity project includes transit | 9 |
| ☐ Roadway capacity project includes active transportation | 8 |
| ☐ Transit project includes roadway capacity and active transportation | 7 |
| ☐ Transit project includes roadway capacity | 6 |
| ☐ Transit project includes active transportation | 5 |
| ☐ Active transportation project includes roadway capacity and transit | 4 |
| ☐ Active transportation project includes roadway capacity | 3 |
| ☑ Active transportation project includes transit | 2 |

**Safety:** (Check all that Apply) Score 0 – 20

16 (Total)

| | |
|---|---|
| ☑ Enhances Safe Movement of Pedestrian/Bike | 5 |
| ☑ Reduces Severity of Crashes | 5 |
| ☑ Traffic Calming | 3 |
| ☑ Intersection Reconfiguration | 3 |
| ☐ Traffic Lighting | 2 |
| ☐ Guardrail | 2 |

**Matching Local Funds for Project (including soft match and in-kind):** (Check One)
Score 0 – 10

10 (Total)

| | |
|---|---|
| ☑ >50% | 10 |
| ☐ 35-50% | 8 |
| ☐ 20-35% | 6 |
| ☐ 10-20% | 4 |
| ☐ 1-10% | 2 |

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**ADDITIONAL TRANSPORTATION SALES TAX INITIATIVE**
**PROJECT CONCEPT DEVELOPMENT APPLICATION FORM**

**Readiness of Project:** (Check all the Apply) Score 0 – 10

Expected Needs (Subtract Each Impact from the 10 Points) 9 (Total)

- ☐ Needs an Environmental Impact Statement (EIS) -3
- ☐ Needs additional Right-of-Way -3
- ☐ Needs an Environmental Assessment (EA) -2
- ☑ Needs a Categorial Exclusion (CAT EX) -1
- ☐ Utility Relocation is Required -1

**Permits Required:** Score 0 – 10

Expected Permits (Subtract Each Impact from the 10 Points) 6 (Total)

- ☐ USACE 401 -2
- ☐ USACE 404 -2
- ☑ UPDES General Construction -2
- ☑ UDOT Encroachment -2
- ☐ Joint Stream Alteration -2

**Project Financial Information**

Total Project Cost $6,000,000
(Enter amount from Concept Cost Estimate Spread Sheet)

Other Funding Sources, Cash (List)

1. Local Match $450,000
2. Corridor Preservation (R/W funds) $0
3. Federal $2,000,000
4. State $0
5. Other _____ (list) $

Flexi-Match (List Soft Match and In-Kind)

1. PCMC Staff-Project Mgmnt $320,000
2. _____ $
3. _____ $

Total Match $2,770,000

Net Project Cost Request **$** 3,230,000

53 %

TOTAL SCORE 81 (100 max)

**SUMMIT COUNTY**
**COUNCIL OF GOVERNMENTS**
**ADDITIONAL TRANSPORTATION SALES TAX INITIATIVE**
**PROJECT CONCEPT DEVELOPMENT APPLICATION FORM**

Project Schedule

Anticipated Construction Start Date: May 2026

- Environmental: May 2025
- R/W: n/a
- Design: January 2026
- Bid: February 2026

**STATEMENT OF LOCAL AGENCY RESPONSIBILITY APPLICANT SIGNATURE**

By signing this application and statement the above listed Local Government agrees that if this application is selected for funding Council of Governments and the County Council, they (Local Government) will provide the local matching funds as needed by the project to execute the project as presented in this application in a timely way beginning when the project is in its first funded year.

Applicant Signature: _____

Applicant Title: Transportation Manager

Required Attachments

- ☑ VICINITY MAP (AERIAL PHOTO AND OR PICTURE OF THE SITE)
- ☑ PROJECT PLAN (INCLUDE SITE PLAN OR PROJECT SKETCH UP TO 2 SHEETS)
- ☑ OTHER DETAILS THAT MAY BE HELP TO EVALUATE THE PROJECT
- ☑ CONCEPT PROJECT COST ESTIMATE SPREADSHEET
- ☑ ANTICIPATED SCHEDULE DETAILS
- ☐ OTHER _____

# Thaynes Multi-use Pathway: Phase 2

June 20, 2025

### Purpose & Scope of the Project:

Phase 2 of the Thaynes shared-use pathway will create a safer, more accessible route for users traveling between the Thaynes Canyon neighborhood and key destinations along SR-224, including Park City Mountain Resort and the Snow Creek commercial area. This segment builds on the progress of Phase 1, which was funded through the TST 3rd Quarter Program in 2021 and is scheduled for completion in August 2025. If funded and constructed, Phase 2 will close a critical gap in the local and regional active transportation network and improve bus stops and roadway improvements, connecting residential, commercial, and recreational areas along this stretch of SR-224.

Currently, this corridor lacks a connected pathway, forcing people to walk or bike alongside vehicle traffic. This creates safety concerns and limits access, particularly for families and less experienced cyclists. Completing the pathway will provide a fully separate, consistent route that supports everyday trips, improves access to transit, businesses and recreation.

Beyond local benefits, this project strengthens regional connectivity. It addresses a long-identified gap between the SR-224 shared-use path and the resort base area—expanding access to future transit investments like the SR-224 Bus Rapid Transit (BRT) corridor. It also supports broader transportation goals by improving multi-modal links between neighborhoods and major activity centers along the regional corridor, contributing to reduced congestion and a more balanced transportation system. By linking key residential neighborhoods with commercial and recreational destinations, this project advances active transportation goals identified in both Park City and Summit County's long-range plans.

Project elements include the following:

- New shared-use pathway with continuous and separate facilities.
- ADA-compliant features to ensure accessibility for people of all ages and abilities.
- Pathway transitions and tie-ins to existing infrastructure built in Phase 1 with connections near Park City Mountain Resort and Snow Creek commercial area.
- Drainage and grading improvements along the roadway and pathway corridor to address slope and runoff concerns.
- Traffic calming and roadway modifications
- Crosswalk enhancements and intersection treatments, as needed, to improve visibility and safety at crossings and bus stops.
- Bus stop improvements funded through another project
- Landscaping and aesthetic improvements to maintain neighborhood character and visual continuity.

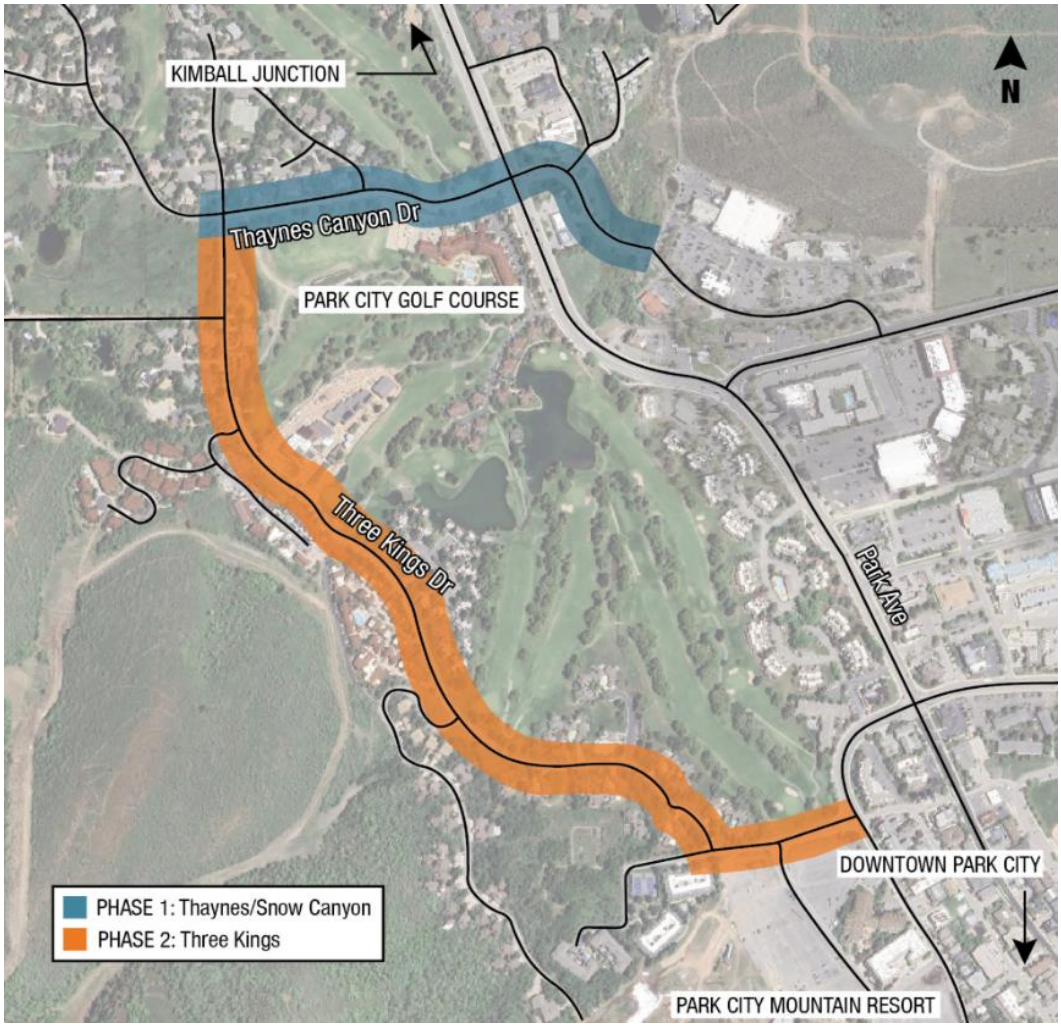



**Figure 1** Shows the locations Phase 1 and Phase 2 of the Thaynes multi-use pathway also known as North East Pathway Connections.

## Project Goals:

- Improve safety for pedestrians and cyclists by providing a separate, dedicated pathway along a currently unprotected stretch of roadway.
- Expand active transportation options by creating a continuous, comfortable connection between neighborhoods, recreation areas, and commercial centers.
- Build on the success of Phase 1 and align with the Three Kings Drive vision plan by implementing a preferred alternative that balances safety, connectivity, and minimal right-of-way impact.
- Advance community-wide transportation goals by reducing short vehicle trips and contributing to Park City's broader active transportation network.
- Help mitigate impacts to locals of increasing traffic and congestion, while maintaining and enhancing Three Kings

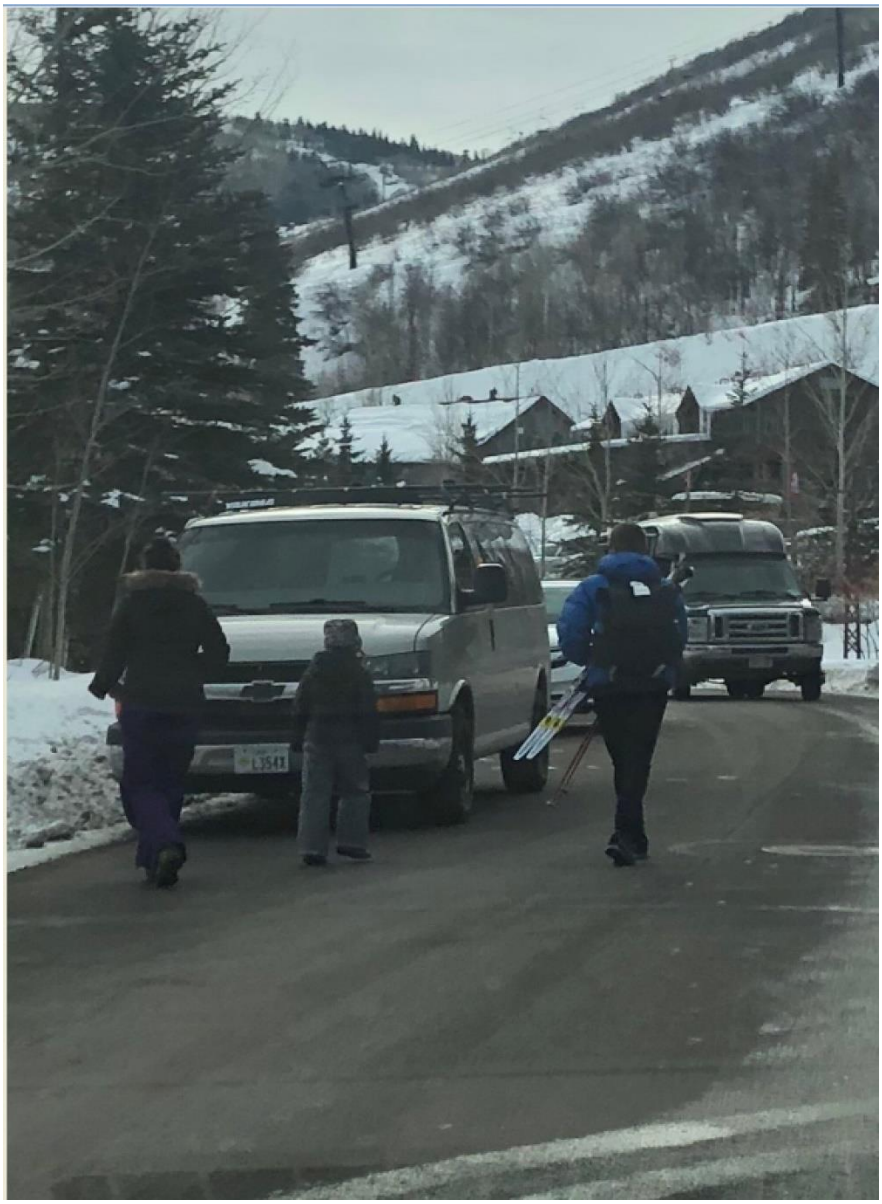


***Figure 2:*** *Pedestrians on Three Kings, returning from Park City Base Area*

## Funding Needs:

Phase 2 design is currently underway, supported by funds from the County and the State Transportation Investment Fund (TIF). However, additional funding is needed to move the project into construction. Completing this connection will build on the success of Phase 1 and deliver a fully functional, high-comfort route through a critical part of the region.

| Transit Signal Priority- V2X: Cost Estimate | |
|---|---|
| Category | Amount |
| PE & Design | $500,000 |
| ROW Acquisition | $250,000 |
| Construction & CM | $5,000,000 |
| **Total Cost** | **$5,750,000** |

Project Readiness:

This project is a critical connection for the Region, which is why it is advancing quickly toward construction. An engineering consultant has been selected, and design is already underway. Field survey data has been collected and will support preliminary design, environmental documentation, and right-of-way review throughout Summer 2025.

Park City is currently conducting an alternatives analysis to determine the preferred pathway alignment, evaluating cost, usability, impacts, and community feedback. A final alignment will be selected by July 2025 to allow full design to proceed. Final design and construction documents are expected to be completed by Winter 2025–2026, with the project on track for bid advertisement in Spring 2026.

Current funding covers all preconstruction work, but additional support is needed to complete construction. The project timeline is intentionally aligned with the SR-224 BRT project to ensure uninterrupted active transportation access to schools, commercial destinations, and Park City Mountain Resort. Final cost estimates will be available in Fall 2025.

Project Consistency:

In 2024 Park City adopted the Bicycle and Pedestrian Plan which identifies this pathway as a future connection. Furthermore, it builds upon the already constructed Phase 1 to improve safety and enhance connectivity. See Figure 3.

This project supports the goals of Park City Forward, which in 2022 prioritized improved active transportation options in neighborhoods for better access to key destinations and reducing reliance on single-occupancy vehicle trips.

Regionally, the project supports Summit County's Active Transportation Plan by improving connectivity, encouraging sustainable travel, and providing safer, more accessible routes for people of all ages and abilities. It also complements Utah's Unified Transportation Planning efforts, which recognize this corridor as a potential future connection. It fits within the long-term vision shared by both the city and county for a more connected, bike- and pedestrian-friendly network.



**Figure 3** Phase 1 construction in progress on Thaynes Canyon Drive

### Schedule Details*:

- Current Phase: Design in progress through Fall 2025
- Final Design Target: January 2026
- Construction Target: Spring/Summer 2026

*pending adequate funding for construction.

### Application Contact:

Julia Collins
435-649-5309
Transportation Planning Manager
Julia.collins@parkcity.org

**SUMMIT COUNTY**
**COUNCIL OF GOVERNMENTS**
**ADDITIONAL TRANSPORTATION SALES TAX INITIATIVE**
**PROJECT CONCEPT DEVELOPMENT APPLICATION FORM**

Overview:
Applications must be relating to a regionally significant transportation facility within the county, including cities, or for new capacity or congestion mitigation projects. Projects with more regional impacts and that address congestion will be funded over other projects with higher scores.

Process:
The Council of Governments will annually accept Project Concept Development Reports/Applications proposed to be funded by the County Option for Transportation Sale and Use Tax and create a priority list of the regionally significant transportation facility projects. In 2025, all project applications will be due on or **before 5pm on Friday, June 20th, 2025,** and must be submitted to the Summit County Transportation Planning Deputy Director via email (edelaurentiis@summitcountyutah.gov). Project Concept Development Reports/Applications will be distributed to the Council of Governments for review and subsequently discussed in public by the Council of Governments at their regularly scheduled meeting in July of 2025.

The priority list of regionally significant transportation facility projects will then be presented to the County Council for final approval at the first available meeting following the recommendation of the Council of Governments.

Funding:
Projects funded from the County Option for Transportation Sale and Use Tax must be included in the Summit County Budget for the year the project is proposed. The maximum amount available for projects in 2025 is as follows:

| | |
|---|---|
| County Transportation Initiative | $6 Million |

County Option for Transportation Sale and Use Tax funds can and will accrue over time so that larger projects may be programed.

**SUMMIT COUNTY**
**COUNCIL OF GOVERNMENTS**
**ADDITIONAL TRANSPORTATION SALES TAX INITIATIVE**
**PROJECT CONCEPT DEVELOPMENT APPLICATION FORM**

Project Name: AT Improvements: Little Kate and Monitor Drive

Application Date: 6/20/2025

Applicant (City/County): Park CIty Municipal Corporation

Contact for City/County: Julia Collins

Mailing Address: 445 Marsac Drive (PO, Street), 84 06( (zip code)

Email Address: julia.collins@parkcity.org

Project Contact: Steven Dennis

Mailing Address: 445 Marsac Drive (PO, Street) (City) 84 06( (zip code)

Email Address: steven.dennis@parkcity.org

Enter all information requested on these sheets (be as concise as possible) and submit with attachments (drawings, photos, estimate), staple together; do not include, cover sheet, heavy weight paper or plastic, binders or blank sheets. Limit number of sheets in application 10 sheets when possible. No penalty for number of sheets submitted. Additional information may be requested and required if required per the Council of Governments (COG).

Phase Funds Being Requested (Check all that apply):
*Funds are only programmed one year in advance, but it is helpful to identify future needs.

- ☑ Preliminary Engineering — Funded Year 2025
- ☑ Environmental — Funded Year 2025
- ☑ Right-of-Way — Funded Year 2025
- ☑ Final Design — Funded Year 2025/2026
- ☑ Construction — Funded Year 2026

Purpose/Scope of Project and describe the regional impacts.

Park City Municipal is advancing a high-priority transportation project along Little Kate Road and Monitor Drive to enhance safety, mobility, and first and last mile connections between neighborhoods, schools, transit stops, and key community destinations. The project will construct approximately 1.3 miles of new, shared-use pathways designed for users of all ages and abilities.
The first segment will run along the east side of Monitor Drive, connecting SR-248/Kearns Boulevard to Little Kate Road. The second segment continues along Little Kate Road from Lucky John Drive to Holiday Ranch Loop Road. These roads are heavily used by children traveling to the Kearns school campus, residents accessing nearby neighborhoods, and users of the Park City Municipal Athletic and Recreation Center (MARC). Currently, the corridor lacks consistent active transportation infrastructure, which creates daily safety concerns and limits transportation options.
In addition to the new pathways, the project includes upgrades to the street cross-sections and improvements to nine existing bus stops along the corridor. These upgrades will enhance transit access and safety while leveraging a federal grant already secured for the improvement of existing stops to meet ADA standard and other upgraded amenities. By coordinating the pathway and bus stop improvements during a single construction effort, Park City is maximizing the impact of both local and federal investments. This unified approach enhances access to regional transit and supports safer, more connected multimodal travel across the corridor.
This project supports broader regional goals by improving access to key destinations without requiring a car, reducing congestion on the SR-248 corridor, and aligning with active transportation priorities identified in Park City Forward, Summit County's Active Transportation Plan, and UDOT's long-range planning efforts.
The concepts included in this application reflect the project's current planning stage for Monitor Drive and Little Kate Road, Figures 1 and 2 . They are part of an ongoing design process that will incorporate cost analysis, usability, and community feedback.

Describe the problem the project will solve (i.e. congestion, safety, connectivity, etc.)

While there are existing sidewalks and some bike facilities along Monitor Drive and Little Kate Road, they are narrow, inconsistent, and not designed to serve users of all ages and abilities. The current layout creates conflicts between users and doesn't provide the level of safety or comfort needed for students, families, or people using mobility devices. This project will replace and upgrade those facilities with a continuous, wider, shared-use pathway that separates non-motorized users from traffic and provides a safer, more accessible route. It improves day-to-day connectivity between homes, schools, transit stops, and community destinations while providing safer travel options for those who walk, bike, or rely on transit-expanding travel options along a very busy regional corridor.

**SUMMIT COUNTY**
**COUNCIL OF GOVERNMENTS**
**ADDITIONAL TRANSPORTATION SALES TAX INITIATIVE**
**PROJECT CONCEPT DEVELOPMENT APPLICATION FORM**

## CONCEPTUAL PROJECT INFORMATION

### Project Readiness

Provide the status of the project. Describe the stage of work the project is in: Environmental Review, Design, or Right of Way, not started, in progress, completed? Describe.

Concept plans and survey data collection for the Little Kate and Monitor Drive pathway project are complete. Environmental review and detailed design are currently in progress and are expected to be completed by February 2026, with both phases advancing in parallel to maintain schedule momentum.
No significant right-of-way impacts have been identified based on the conceptual design and survey analysis. Park City is also working closely to align the construction timeline for the pathway with the federally funded bus stop upgrades, allowing both efforts to be delivered together. This coordination will minimize disruption and maximize cost efficiency during construction.
Construction advertisement is targeted for early 2026, contingent on securing additional funding to complete final design and move into construction. This streamlined approach supports timely delivery of high-impact improvements that benefit both local users and regional transportation goals.

### Project Consistency

Is the project consistent with local, regional, or statewide plans (i.e. State Long Range Transportation Plan, General Plan, corridor plan, local transportation master plan)? Describe.

This project is consistent with Park City's goals outlined in the 2024 Bicycle and Pedestrian Plan, which prioritizes building safe, comfortable routes that serve users of all ages and abilities. The plan emphasizes improving connections to schools, recreation areas, and community amenities—exactly what this project is designed to do.
It also aligns with broader priorities in Park City Forward, which was completed in 2022, and the 2019 Summit County Active Transportation Plan, both of which call for expanding active transportation infrastructure, reducing reliance on single-occupancy vehicles, and supporting more connected, multi-modal neighborhoods. This project contributes to those goals by upgrading a key corridor with safe, user-friendly facilities that support walking, biking, and access to transit.
It also supports statewide objectives in UDOT's Long-Range Transportation Plan and Utah's Unified Active Transportation Plan, which promote investment in safe, connected networks that encourage mode shift and improve mobility options across Utah.

Project Location: Monitor Dr between SR-248 and Little Kate Rd / Little Kate Rd between Lucky John Dr and Holiday Ranch Loop Rd
(Street Address, Intersection, Mile Post, Other Descriptor)

Project Type (Check the Box that Primarily Applies to the Project and go to that Section Below):
*Projects that affect multiple modes will have a higher score (See Page 7)

- ☐ Congestion Relief – Roads (Go to Page 4)
- ☑ Mode Choice – Active Transportation (Go to Page 5)
- ☐ Mode Choice – Transit (Go to Page 6)
- ☐ None of the Above (Go to Page 7)

**SUMMIT COUNTY**
**COUNCIL OF GOVERNMENTS**
**ADDITIONAL TRANSPORTATION SALES TAX INITIATIVE**
**PROJECT CONCEPT DEVELOPMENT APPLICATION FORM**

## Congestion Relief – Roads

Score 0 – 30 _____ (Total)

Functional Classification of Roadway: (Check One) view map Score 0 – 5 _____ (Total)

| | |
|---|---|
| ☐ Principal Arterial | 5 |
| ☐ Minor Arterial | 4 |
| ☐ Major Collector | 3 |
| ☐ Minor Collector | 2 |
| ☐ Local Road | 0 |

Existing ADT: (Check One) view map
Score 0 – 5 _____ (Total)

| | |
|---|---|
| ☐ 10,000 + | 5 |
| ☐ 5,001 - 10,000 | 4 |
| ☐ 3,001 - 5,000 | 3 |
| ☐ 1,001 - 3,000 | 2 |
| ☐ 500 - 1,000 | 1 |
| ☐ >500 | 0 |

Existing LOS: (Check One)
Score 0 – 5 _____ (Total)

| | |
|---|---|
| ☐ F | 5 |
| ☐ E | 4 |
| ☐ D | 3 |
| ☐ C | 2 |
| ☐ B | 1 |
| ☐ A | 0 |

Percent of Freight Traffic: (Check One) view spreadsheet and use the most recent year
Score 0 – 5 _____ (Total)

| | |
|---|---|
| ☐ 20% | 5 |
| ☐ 16 – 20% | 4 |
| ☐ 11 – 15% | 3 |
| ☐ 6 – 10% | 2 |
| ☐ 1- 5% | 1 |
| ☐ >1% | 0 |

Accessibility to Community Facilities (library, park, government building, or hospital within 0.5-mile buffer): (Check One)
Score 0 – 5 _____ (Total)

| | |
|---|---|
| ☐ 4+ | 5 |
| ☐ 3 | 4 |
| ☐ 2 | 3 |
| ☐ 1 | 2 |
| ☐ 0 | 0 |

Accessibility to Schools (K-12 public and private within 0.5-mile buffer): (Check One)
Score 0 – 5 _____ (Total)

| | |
|---|---|
| ☐ 3+ | 5 |
| ☐ 2 | 4 |
| ☐ 1 | 3 |
| ☐ 0 | 0 |

**SUMMIT COUNTY**
**COUNCIL OF GOVERNMENTS**
**ADDITIONAL TRANSPORTATION SALES TAX INITIATIVE**
**PROJECT CONCEPT DEVELOPMENT APPLICATION FORM**

## Mode Choice – Active Transportation

Score 0 – 30 28 (Total)

Separation from Roadway: (Check One)
Score 0 – 5 4 (Total)

| | | |
|---|---|---|
| ☐ | Arterial w/ barrier or grade | 5 |
| ☑ | Collector w/ barrier or grade | 4 |
| ☐ | Arterial w/ striping | 3 |
| ☐ | Collector w/ striping | 2 |
| ☐ | None | 0 |

Pathway Widths: (Check One)
Score 0 – 5 5 (Total)

| | | |
|---|---|---|
| ☑ | New Trail >8' | 5 |
| ☐ | New Trail 4-8' | 4 |
| ☐ | Widen Existing Trail >8' | 3 |
| ☐ | Widen Existing Trail 4-8' | 2 |

Accessibility to Community Facilities (library, park, government building, or hospital within 0.5-mile buffer): (Check One)
Score 0 – 5 5 (Total)

| | | |
|---|---|---|
| ☑ | 4+ | 5 |
| ☐ | 3 | 4 |
| ☐ | 2 | 3 |
| ☐ | 1 | 2 |
| ☐ | 0 | 0 |

Transit Stops within 0.25-mile buffer: (Check One)
Score 0 – 5 5 (Total)

| | | |
|---|---|---|
| ☑ | >4 | 5 |
| ☐ | 4 | 4 |
| ☐ | 3 | 3 |
| ☐ | 2 | 2 |
| ☐ | 1 | 1 |
| ☐ | 0 | 0 |

Adds New Pathway Connection to the System: (Check One)
Score 0 – 5 4 (Total)

| | | |
|---|---|---|
| ☐ | Arterial to Arterial | 5 |
| ☑ | Arterial to Collector | 4 |
| ☐ | Collector to Collector | 3 |
| ☐ | Arterial to Local | 2 |
| ☐ | Collector to Local | 1 |
| ☐ | Local to Local | 0 |

Accessibility to Schools (K-12 public and private within 0.5-mile buffer): (Check One)
Score 0 – 5 5 (Total)

| | | |
|---|---|---|
| ☑ | 3+ | 5 |
| ☐ | 2 | 4 |
| ☐ | 1 | 3 |
| ☐ | 0 | 0 |

## Mode Choice – Transit

Score 0 – 30 _____ (Total)

Increased System Wide Ridership: (Check One)

Score 0 – 5 _____ (Total)

| | |
|---|---|
| ☐ >5% | 5 |
| ☐ 4-5% | 4 |
| ☐ 3-4% | 3 |
| ☐ 2-3% | 2 |
| ☐ 1-2% | 1 |

Number of Existing or Proposed Daily Riders: (Check One)

Score 0 – 5 _____ (Total)

| | |
|---|---|
| ☐ >500 | 5 |
| ☐ 400 | 4 |
| ☐ 300 | 3 |
| ☐ 200 | 2 |
| ☐ 100 | 1 |
| ☐ <100 | 0 |

Accessibility to Community Facilities (library, park, government building, or hospital within 0.5-mile buffer): (Check One)

Score 0 – 5 _____ (Total)

| | |
|---|---|
| ☐ 4+ | 5 |
| ☐ 3 | 4 |
| ☐ 2 | 3 |
| ☐ 1 | 2 |

Transit Stops: (Check One)

Score 0 – 5 _____ (Total)

| | |
|---|---|
| ☐ >8 | 5 |
| ☐ 7 | 4 |
| ☐ 6 | 3 |
| ☐ 5 | 2 |
| ☐ 4 | 1 |
| ☐ <3 | 0 |

Level of Frequency Proposed: (Check One)

Score 0 – 5 _____ (Total)

| | |
|---|---|
| ☐ 10 Min | 5 |
| ☐ 15 Min | 4 |
| ☐ 20 Min | 3 |
| ☐ 30 Min | 2 |
| ☐ 45 Min | 1 |
| ☐ >60 Min | 0 |

Accessibility to Schools (K-12 public and private within 0.5-mile buffer): (Check One)

Score 0 – 5 _____ (Total)

| | |
|---|---|
| ☐ 3+ | 5 |
| ☐ 2 | 4 |
| ☐ 1 | 3 |
| ☐ 0 | 0 |

**SUMMIT COUNTY**
**COUNCIL OF GOVERNMENTS**
**ADDITIONAL TRANSPORTATION SALES TAX INITIATIVE**
**PROJECT CONCEPT DEVELOPMENT APPLICATION FORM**

## ALL PROJECTS MUST COMPLETE THIS SECTION

**Preliminary Environmental Assessment:** Score 0 – 10
Expected Environmental Impacts (Subtract Each Impact from the 10 Points) 10 (Total)

| | | | | | |
|---|---|---|---|---|---|
| ☐ | Wetlands | -2 | ☐ | Soils | -2 |
| ☐ | Stream Alteration | -1 | ☐ | Wildlife | -1 |
| ☐ | Noise | -1 | ☐ | Historic/Cultural | -1 |
| ☐ | Air Quality | -1 | ☐ | Visual | -1 |

**Multi-Modal Projects:** (Check One) Score 0 – 10

2 (Total)

| | | |
|---|---|---|
| ☐ | Roadway capacity project includes active transportation and transit | 10 |
| ☐ | Roadway capacity project includes transit | 9 |
| ☐ | Roadway capacity project includes active transportation | 8 |
| ☐ | Transit project includes roadway capacity and active transportation | 7 |
| ☐ | Transit project includes roadway capacity | 6 |
| ☐ | Transit project includes active transportation | 5 |
| ☐ | Active transportation project includes roadway capacity and transit | 4 |
| ☐ | Active transportation project includes roadway capacity | 3 |
| ☑ | Active transportation project includes transit | 2 |

**Safety:** (Check all that Apply) Score 0 – 20

16 (Total)

| | | |
|---|---|---|
| ☑ | Enhances Safe Movement of Pedestrian/Bike | 5 |
| ☑ | Reduces Severity of Crashes | 5 |
| ☑ | Traffic Calming | 3 |
| ☑ | Intersection Reconfiguration | 3 |
| ☐ | Traffic Lighting | 2 |
| ☐ | Guardrail | 2 |

**Matching Local Funds for Project (including soft match and in-kind):** (Check One)
Score 0 – 10

10 (Total)

| | | |
|---|---|---|
| ☑ | >50% | 10 |
| ☐ | 35-50% | 8 |
| ☐ | 20-35% | 6 |
| ☐ | 10-20% | 4 |
| ☐ | 1-10% | 2 |

**SUMMIT COUNTY**
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**PROJECT CONCEPT DEVELOPMENT APPLICATION FORM**

**Readiness of Project:** (Check all the Apply) Score 0 – 10

Expected Needs (Subtract Each Impact from the 10 Points) 9 (Total)

- ☐ Needs an Environmental Impact Statement (EIS) -3
- ☐ Needs additional Right-of-Way -3
- ☐ Needs an Environmental Assessment (EA) -2
- ☑ Needs a Categorial Exclusion (CAT EX) -1
- ☐ Utility Relocation is Required -1

**Permits Required:** Score 0 – 10

Expected Permits (Subtract Each Impact from the 10 Points) 6 (Total)

- ☐ USACE 401 -2
- ☐ USACE 404 -2
- ☑ UPDES General Construction -2
- ☑ UDOT Encroachment -2
- ☐ Joint Stream Alteration -2

**Project Financial Information**

Total Project Cost $6,000,000
(Enter amount from Concept Cost Estimate Spread Sheet)

Other Funding Sources, Cash (List)

1. Local Match $450,000
2. Corridor Preservation (R/W funds) $0
3. Federal $2,000,000
4. State $0
5. Other _____ (list) $

Flexi-Match (List Soft Match and In-Kind)

1. PCMC Staff-Project Mgmnt $320,000
2. _____ $
3. _____ $

Total Match $2,770,000

Net Project Cost Request **$** 3,230,000

53 %

TOTAL SCORE 81 (100 max)

**SUMMIT COUNTY**
**COUNCIL OF GOVERNMENTS**
**ADDITIONAL TRANSPORTATION SALES TAX INITIATIVE**
**PROJECT CONCEPT DEVELOPMENT APPLICATION FORM**

Project Schedule

Anticipated Construction Start Date: May 2026

- Environmental: May 2025
- R/W: n/a
- Design: January 2026
- Bid: February 2026

**STATEMENT OF LOCAL AGENCY RESPONSIBILITY APPLICANT SIGNATURE**

By signing this application and statement the above listed Local Government agrees that if this application is selected for funding Council of Governments and the County Council, they (Local Government) will provide the local matching funds as needed by the project to execute the project as presented in this application in a timely way beginning when the project is in its first funded year.

Applicant Signature: _____

Applicant Title: Transportation Manager

Required Attachments

- ☑ VICINITY MAP (AERIAL PHOTO AND OR PICTURE OF THE SITE)
- ☑ PROJECT PLAN (INCLUDE SITE PLAN OR PROJECT SKETCH UP TO 2 SHEETS)
- ☑ OTHER DETAILS THAT MAY BE HELP TO EVALUATE THE PROJECT
- ☑ CONCEPT PROJECT COST ESTIMATE SPREADSHEET
- ☑ ANTICIPATED SCHEDULE DETAILS
- ☐ OTHER _____

# Transit Signal Priority: V2X Technology

June 20, 2025

### Purpose & Scope of the Project:

Park City Municipal Corporation is advancing the deployment of a cutting-edge Transit Signal Priority (TSP) system using Vehicle-to-Everything (V2X) communication technology. This project will equip the City's transit fleet with on-board units that communicate with roadside unit (RSU) equipment already installed by UDOT, enabling real-time adjustments to traffic signals. This coordination technology allows buses and emergency vehicles to move more efficiently through intersections, improving schedule reliability without compromising general traffic flow. It also allows emergency vehicles to safely change signals response time is critical, enhancing safety for all road users. V2X technology will directly improve traffic circulation and safety along key regional corridors like SR224 and SR248.

Implementing V2X in Park City leverages UDOT's existing infrastructure and creates a foundation for broader adoption throughout Summit County and the Wasatch Back. The project demonstrates system effectiveness and opens the door for future expansion to other transit, emergency response, and public works fleets, supporting a more coordinated regional approach to connected transportation.

While the primary goal is to improve transit travel time, the V2X system also supports long-term connected vehicle applications and emergency services. On-board units will collect safety-related data to inform future roadway condition alerts, emergency response coordination, and overall system-wide operations. This investment will outfit each bus with the necessary hardware that communicates with the traffic signals. This infrastructure will be instrumental to improving on-time performance in Park City and will enhance the local transit service while contributing to broader regional goals—reducing congestion, supporting smarter traffic management, and aligning with UDOT's "Smart Roadways" Transportation Data Network.

### Project Goals:

- Improve on-time performance, thus increasing ridership and enhancing the transit customers' experience.
- Reduce delays at traffic signals to support faster, more efficient service.
- Increase reliability of service, especially during peak times.
- Support long-term safety and mobility goals through connected vehicle technology.
- Improve SR224/SR248 intersection safety and predictability for all road users.
- Contribute to regional efforts to reduce congestion and improve coordination with UDOT systems.

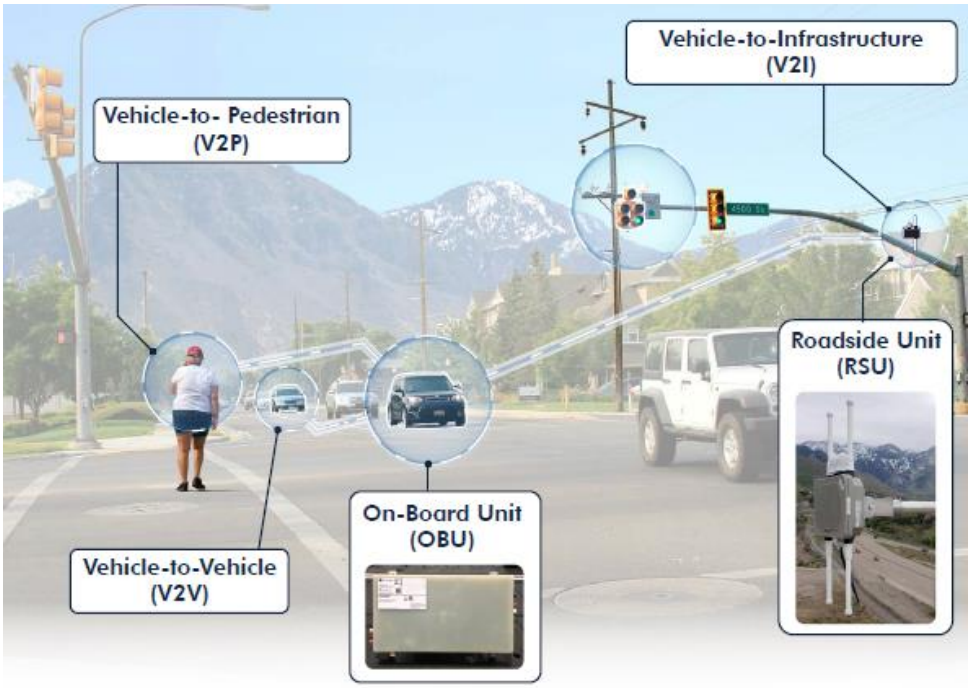



**Figure 1** Illustration of the Connected Vehicle Communication Ecosystem –showing the various Vehicle-to-Everything (V2X) communication types, including Vehicle-to-Pedestrian (V2P), Vehicle-to-Vehicle (V2V), and Vehicle-to-Infrastructure (V2I), enabled by On-Board Units (OBU) in vehicles and Roadside Units (RSU) integrated with traffic infrastructure.

### Funding Needs:

Park City has committed to providing local match funds to support this project, with City Council approval already in place. However, additional funding is needed to support the deployment of the system across the full transit fleet.

The project will equip 40 transit vehicles with on-board V2X sensors, each at a cost of $6,500 per unit, for a total of $260,000 in equipment. An additional $120,000 is estimated for installation and system integration, bringing the total implementation cost to $380,000.

With UDOT's roadside infrastructure already in place, this project represents a cost-effective opportunity to deliver advanced Transit Signal Priority capabilities to Park City's transit system—and by extension, to the broader regional network. Grant funding will allow Park City to fully realize the benefits of this system and accelerate its deployment.

| Transit Signal Priority- V2X: Cost Estimate | |
|---|---|
| **Category** | **Amount** |
| 40 Sensors ($6,500 per bus) | $260,000 |
| Installation | $120,000 |
| **Total Cost** | **$380,000** |

Project Readiness:
Park City plans to complete installation and testing by Winter 2025–2026, ensuring the system is operational during the busiest time of year to maximize its impact. City Council has approved funding to begin equipment procurement, and Park City is prepared to move forward upon securing additional implementation support. Park City will partner with UDOT on the installation which may be contracted or conducted through a hybrid of PCMC staff time. Installation involves mounting a small on-board unit in the vehicle and a discrete antenna on the roof, which is connected through the vehicle's AVL main computer.

Because UDOT's signal infrastructure is already live and operational, this project can proceed almost immediately in Fall of 2025 with minimal disruption once funding is available.

Project Consistency:
This project is consistent with local, regional, and statewide transportation plans. It directly supports the goals outlined in Park City Forward and the City's Transportation Master Plan by improving transit reliability, embracing innovative technologies, and expanding mobility options. It also aligns with Summit County's transportation planning efforts, including the Active Transportation Plan, which emphasizes multimodal connectivity and transit access across the region. At the state level, the project advances UDOT's Long-Range Transportation Plan and Connected and Automated Vehicle (CAV) strategy, both of which prioritize the use of smart infrastructure to improve transportation system efficiency, safety, and resiliency. By reducing reliance on single-occupancy vehicles and improving transit performance, the V2X–TSP project supports broader goals related to congestion management, sustainability, and regional mobility.

Schedule Details:
Equipment procurement will begin once funding is secured. Implementation will follow in coordination with UDOT, based on production timelines and deployment logistics. The project can proceed independently of other construction activities, with the goal of a Winter 2025-2026 implementation which allows for a flexible and efficient rollout.

Application Contact:
Julia Collins
435-649-5309
Transportation Planning Manager
Julia.collins@parkcity.org

**SUMMIT COUNTY**
**COUNCIL OF GOVERNMENTS**
**ADDITIONAL TRANSPORTATION SALES TAX INITIATIVE**
**PROJECT CONCEPT DEVELOPMENT APPLICATION FORM**

Overview:
Applications must be relating to a regionally significant transportation facility within the county, including cities, or for new capacity or congestion mitigation projects. Projects with more regional impacts and that address congestion will be funded over other projects with higher scores.

Process:
The Council of Governments will annually accept Project Concept Development Reports/Applications proposed to be funded by the County Option for Transportation Sale and Use Tax and create a priority list of the regionally significant transportation facility projects. In 2025, all project applications will be due on or **before 5pm on Friday, June 20th, 2025,** and must be submitted to the Summit County Transportation Planning Deputy Director via email (edelaurentiis@summitcountyutah.gov). Project Concept Development Reports/Applications will be distributed to the Council of Governments for review and subsequently discussed in public by the Council of Governments at their regularly scheduled meeting in July of 2025.

The priority list of regionally significant transportation facility projects will then be presented to the County Council for final approval at the first available meeting following the recommendation of the Council of Governments.

Funding:
Projects funded from the County Option for Transportation Sale and Use Tax must be included in the Summit County Budget for the year the project is proposed. The maximum amount available for projects in 2025 is as follows:

| | |
|---|---|
| County Transportation Initiative | $6 Million |

County Option for Transportation Sale and Use Tax funds can and will accrue over time so that larger projects may be programed.

**SUMMIT COUNTY**
**COUNCIL OF GOVERNMENTS**
**ADDITIONAL TRANSPORTATION SALES TAX INITIATIVE**
**PROJECT CONCEPT DEVELOPMENT APPLICATION FORM**

Project Name: AT Improvements: Little Kate and Monitor Drive

Application Date: 6/20/2025

Applicant (City/County): Park CIty Municipal Corporation

Contact for City/County: Julia Collins

Mailing Address: 445 Marsac Drive (PO, Street), 84 06( (zip code)

Email Address: julia.collins@parkcity.org

Project Contact: Steven Dennis

Mailing Address: 445 Marsac Drive (PO, Street) (City) 84 06( (zip code)

Email Address: steven.dennis@parkcity.org

Enter all information requested on these sheets (be as concise as possible) and submit with attachments (drawings, photos, estimate), staple together; do not include, cover sheet, heavy weight paper or plastic, binders or blank sheets. Limit number of sheets in application 10 sheets when possible. No penalty for number of sheets submitted. Additional information may be requested and required if required per the Council of Governments (COG).

Phase Funds Being Requested (Check all that apply):
*Funds are only programmed one year in advance, but it is helpful to identify future needs.

- ☑ Preliminary Engineering — Funded Year 2025
- ☑ Environmental — Funded Year 2025
- ☑ Right-of-Way — Funded Year 2025
- ☑ Final Design — Funded Year 2025/2026
- ☑ Construction — Funded Year 2026

Purpose/Scope of Project and describe the regional impacts.

Park City Municipal is advancing a high-priority transportation project along Little Kate Road and Monitor Drive to enhance safety, mobility, and first and last mile connections between neighborhoods, schools, transit stops, and key community destinations. The project will construct approximately 1.3 miles of new, shared-use pathways designed for users of all ages and abilities.
The first segment will run along the east side of Monitor Drive, connecting SR-248/Kearns Boulevard to Little Kate Road. The second segment continues along Little Kate Road from Lucky John Drive to Holiday Ranch Loop Road. These roads are heavily used by children traveling to the Kearns school campus, residents accessing nearby neighborhoods, and users of the Park City Municipal Athletic and Recreation Center (MARC). Currently, the corridor lacks consistent active transportation infrastructure, which creates daily safety concerns and limits transportation options.
In addition to the new pathways, the project includes upgrades to the street cross-sections and improvements to nine existing bus stops along the corridor. These upgrades will enhance transit access and safety while leveraging a federal grant already secured for the improvement of existing stops to meet ADA standard and other upgraded amenities. By coordinating the pathway and bus stop improvements during a single construction effort, Park City is maximizing the impact of both local and federal investments. This unified approach enhances access to regional transit and supports safer, more connected multimodal travel across the corridor.
This project supports broader regional goals by improving access to key destinations without requiring a car, reducing congestion on the SR-248 corridor, and aligning with active transportation priorities identified in Park City Forward, Summit County's Active Transportation Plan, and UDOT's long-range planning efforts.
The concepts included in this application reflect the project's current planning stage for Monitor Drive and Little Kate Road, Figures 1 and 2 . They are part of an ongoing design process that will incorporate cost analysis, usability, and community feedback.

Describe the problem the project will solve (i.e. congestion, safety, connectivity, etc.)

While there are existing sidewalks and some bike facilities along Monitor Drive and Little Kate Road, they are narrow, inconsistent, and not designed to serve users of all ages and abilities. The current layout creates conflicts between users and doesn't provide the level of safety or comfort needed for students, families, or people using mobility devices. This project will replace and upgrade those facilities with a continuous, wider, shared-use pathway that separates non-motorized users from traffic and provides a safer, more accessible route. It improves day-to-day connectivity between homes, schools, transit stops, and community destinations while providing safer travel options for those who walk, bike, or rely on transit-expanding travel options along a very busy regional corridor.

**SUMMIT COUNTY**
**COUNCIL OF GOVERNMENTS**
**ADDITIONAL TRANSPORTATION SALES TAX INITIATIVE**
**PROJECT CONCEPT DEVELOPMENT APPLICATION FORM**

## CONCEPTUAL PROJECT INFORMATION

### Project Readiness

Provide the status of the project. Describe the stage of work the project is in: Environmental Review, Design, or Right of Way, not started, in progress, completed? Describe.

Concept plans and survey data collection for the Little Kate and Monitor Drive pathway project are complete. Environmental review and detailed design are currently in progress and are expected to be completed by February 2026, with both phases advancing in parallel to maintain schedule momentum.
No significant right-of-way impacts have been identified based on the conceptual design and survey analysis. Park City is also working closely to align the construction timeline for the pathway with the federally funded bus stop upgrades, allowing both efforts to be delivered together. This coordination will minimize disruption and maximize cost efficiency during construction.
Construction advertisement is targeted for early 2026, contingent on securing additional funding to complete final design and move into construction. This streamlined approach supports timely delivery of high-impact improvements that benefit both local users and regional transportation goals.

### Project Consistency

Is the project consistent with local, regional, or statewide plans (i.e. State Long Range Transportation Plan, General Plan, corridor plan, local transportation master plan)? Describe.

This project is consistent with Park City's goals outlined in the 2024 Bicycle and Pedestrian Plan, which prioritizes building safe, comfortable routes that serve users of all ages and abilities. The plan emphasizes improving connections to schools, recreation areas, and community amenities—exactly what this project is designed to do.
It also aligns with broader priorities in Park City Forward, which was completed in 2022, and the 2019 Summit County Active Transportation Plan, both of which call for expanding active transportation infrastructure, reducing reliance on single-occupancy vehicles, and supporting more connected, multi-modal neighborhoods. This project contributes to those goals by upgrading a key corridor with safe, user-friendly facilities that support walking, biking, and access to transit.
It also supports statewide objectives in UDOT's Long-Range Transportation Plan and Utah's Unified Active Transportation Plan, which promote investment in safe, connected networks that encourage mode shift and improve mobility options across Utah.

Project Location: Monitor Dr between SR-248 and Little Kate Rd / Little Kate Rd between Lucky John Dr and Holiday Ranch Loop Rd
(Street Address, Intersection, Mile Post, Other Descriptor)

Project Type (Check the Box that Primarily Applies to the Project and go to that Section Below):
*Projects that affect multiple modes will have a higher score (See Page 7)

- ☐ Congestion Relief – Roads (Go to Page 4)
- ☑ Mode Choice – Active Transportation (Go to Page 5)
- ☐ Mode Choice – Transit (Go to Page 6)
- ☐ None of the Above (Go to Page 7)

**SUMMIT COUNTY**
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**PROJECT CONCEPT DEVELOPMENT APPLICATION FORM**

## Congestion Relief – Roads

Score 0 – 30 _____ (Total)

Functional Classification of Roadway: (Check One) view map Score 0 – 5 _____ (Total)

| | |
|---|---|
| ☐ Principal Arterial | 5 |
| ☐ Minor Arterial | 4 |
| ☐ Major Collector | 3 |
| ☐ Minor Collector | 2 |
| ☐ Local Road | 0 |

Existing ADT: (Check One) view map
Score 0 – 5 _____ (Total)

| | |
|---|---|
| ☐ 10,000 + | 5 |
| ☐ 5,001 - 10,000 | 4 |
| ☐ 3,001 - 5,000 | 3 |
| ☐ 1,001 - 3,000 | 2 |
| ☐ 500 - 1,000 | 1 |
| ☐ >500 | 0 |

Existing LOS: (Check One)
Score 0 – 5 _____ (Total)

| | |
|---|---|
| ☐ F | 5 |
| ☐ E | 4 |
| ☐ D | 3 |
| ☐ C | 2 |
| ☐ B | 1 |
| ☐ A | 0 |

Percent of Freight Traffic: (Check One) view spreadsheet and use the most recent year
Score 0 – 5 _____ (Total)

| | |
|---|---|
| ☐ 20% | 5 |
| ☐ 16 – 20% | 4 |
| ☐ 11 – 15% | 3 |
| ☐ 6 – 10% | 2 |
| ☐ 1- 5% | 1 |
| ☐ >1% | 0 |

Accessibility to Community Facilities (library, park, government building, or hospital within 0.5-mile buffer): (Check One)
Score 0 – 5 _____ (Total)

| | |
|---|---|
| ☐ 4+ | 5 |
| ☐ 3 | 4 |
| ☐ 2 | 3 |
| ☐ 1 | 2 |
| ☐ 0 | 0 |

Accessibility to Schools (K-12 public and private within 0.5-mile buffer): (Check One)
Score 0 – 5 _____ (Total)

| | |
|---|---|
| ☐ 3+ | 5 |
| ☐ 2 | 4 |
| ☐ 1 | 3 |
| ☐ 0 | 0 |

**SUMMIT COUNTY**
**COUNCIL OF GOVERNMENTS**
**ADDITIONAL TRANSPORTATION SALES TAX INITIATIVE**
**PROJECT CONCEPT DEVELOPMENT APPLICATION FORM**

## Mode Choice – Active Transportation

Score 0 – 30 28 (Total)

Separation from Roadway: (Check One)
Score 0 – 5 4 (Total)

| | | |
|---|---|---|
| ☐ | Arterial w/ barrier or grade | 5 |
| ☑ | Collector w/ barrier or grade | 4 |
| ☐ | Arterial w/ striping | 3 |
| ☐ | Collector w/ striping | 2 |
| ☐ | None | 0 |

Pathway Widths: (Check One)
Score 0 – 5 5 (Total)

| | | |
|---|---|---|
| ☑ | New Trail >8' | 5 |
| ☐ | New Trail 4-8' | 4 |
| ☐ | Widen Existing Trail >8' | 3 |
| ☐ | Widen Existing Trail 4-8' | 2 |

Accessibility to Community Facilities (library, park, government building, or hospital within 0.5-mile buffer): (Check One)
Score 0 – 5 5 (Total)

| | | |
|---|---|---|
| ☑ | 4+ | 5 |
| ☐ | 3 | 4 |
| ☐ | 2 | 3 |
| ☐ | 1 | 2 |
| ☐ | 0 | 0 |

Transit Stops within 0.25-mile buffer: (Check One)
Score 0 – 5 5 (Total)

| | | |
|---|---|---|
| ☑ | >4 | 5 |
| ☐ | 4 | 4 |
| ☐ | 3 | 3 |
| ☐ | 2 | 2 |
| ☐ | 1 | 1 |
| ☐ | 0 | 0 |

Adds New Pathway Connection to the System: (Check One)
Score 0 – 5 4 (Total)

| | | |
|---|---|---|
| ☐ | Arterial to Arterial | 5 |
| ☑ | Arterial to Collector | 4 |
| ☐ | Collector to Collector | 3 |
| ☐ | Arterial to Local | 2 |
| ☐ | Collector to Local | 1 |
| ☐ | Local to Local | 0 |

Accessibility to Schools (K-12 public and private within 0.5-mile buffer): (Check One)
Score 0 – 5 5 (Total)

| | | |
|---|---|---|
| ☑ | 3+ | 5 |
| ☐ | 2 | 4 |
| ☐ | 1 | 3 |
| ☐ | 0 | 0 |

## Mode Choice – Transit

Score 0 – 30 _____ (Total)

Increased System Wide Ridership: (Check One)

Score 0 – 5 _____ (Total)

- ☐ >5% 5
- ☐ 4-5% 4
- ☐ 3-4% 3
- ☐ 2-3% 2
- ☐ 1-2% 1

Number of Existing or Proposed Daily Riders: (Check One)

Score 0 – 5 _____ (Total)

- ☐ >500 5
- ☐ 400 4
- ☐ 300 3
- ☐ 200 2
- ☐ 100 1
- ☐ <100 0

Accessibility to Community Facilities (library, park, government building, or hospital within 0.5-mile buffer): (Check One)

Score 0 – 5 _____ (Total)

- ☐ 4+ 5
- ☐ 3 4
- ☐ 2 3
- ☐ 1 2

Transit Stops: (Check One)

Score 0 – 5 _____ (Total)

- ☐ >8 5
- ☐ 7 4
- ☐ 6 3
- ☐ 5 2
- ☐ 4 1
- ☐ <3 0

Level of Frequency Proposed: (Check One)

Score 0 – 5 _____ (Total)

- ☐ 10 Min 5
- ☐ 15 Min 4
- ☐ 20 Min 3
- ☐ 30 Min 2
- ☐ 45 Min 1
- ☐ >60 Min 0

Accessibility to Schools (K-12 public and private within 0.5-mile buffer): (Check One)

Score 0 – 5 _____ (Total)

- ☐ 3+ 5
- ☐ 2 4
- ☐ 1 3
- ☐ 0 0

**SUMMIT COUNTY**
**COUNCIL OF GOVERNMENTS**
**ADDITIONAL TRANSPORTATION SALES TAX INITIATIVE**
**PROJECT CONCEPT DEVELOPMENT APPLICATION FORM**

## ALL PROJECTS MUST COMPLETE THIS SECTION

**Preliminary Environmental Assessment:** Score 0 – 10
Expected Environmental Impacts (Subtract Each Impact from the 10 Points) 10 (Total)

| | | | | | |
|---|---|---|---|---|---|
| ☐ | Wetlands | -2 | ☐ | Soils | -2 |
| ☐ | Stream Alteration | -1 | ☐ | Wildlife | -1 |
| ☐ | Noise | -1 | ☐ | Historic/Cultural | -1 |
| ☐ | Air Quality | -1 | ☐ | Visual | -1 |

**Multi-Modal Projects:** (Check One) Score 0 – 10

2 (Total)

| | | |
|---|---|---|
| ☐ | Roadway capacity project includes active transportation and transit | 10 |
| ☐ | Roadway capacity project includes transit | 9 |
| ☐ | Roadway capacity project includes active transportation | 8 |
| ☐ | Transit project includes roadway capacity and active transportation | 7 |
| ☐ | Transit project includes roadway capacity | 6 |
| ☐ | Transit project includes active transportation | 5 |
| ☐ | Active transportation project includes roadway capacity and transit | 4 |
| ☐ | Active transportation project includes roadway capacity | 3 |
| ☑ | Active transportation project includes transit | 2 |

**Safety:** (Check all that Apply) Score 0 – 20

16 (Total)

| | | |
|---|---|---|
| ☑ | Enhances Safe Movement of Pedestrian/Bike | 5 |
| ☑ | Reduces Severity of Crashes | 5 |
| ☑ | Traffic Calming | 3 |
| ☑ | Intersection Reconfiguration | 3 |
| ☐ | Traffic Lighting | 2 |
| ☐ | Guardrail | 2 |

**Matching Local Funds for Project (including soft match and in-kind):** (Check One)
Score 0 – 10

10 (Total)

| | | |
|---|---|---|
| ☑ | >50% | 10 |
| ☐ | 35-50% | 8 |
| ☐ | 20-35% | 6 |
| ☐ | 10-20% | 4 |
| ☐ | 1-10% | 2 |

**SUMMIT COUNTY**
**COUNCIL OF GOVERNMENTS**
**ADDITIONAL TRANSPORTATION SALES TAX INITIATIVE**
**PROJECT CONCEPT DEVELOPMENT APPLICATION FORM**

**Readiness of Project:** (Check all the Apply) Score 0 – 10
Expected Needs (Subtract Each Impact from the 10 Points) 9 (Total)

- ☐ Needs an Environmental Impact Statement (EIS) -3
- ☐ Needs additional Right-of-Way -3
- ☐ Needs an Environmental Assessment (EA) -2
- ☑ Needs a Categorial Exclusion (CAT EX) -1
- ☐ Utility Relocation is Required -1

**Permits Required:** Score 0 – 10
Expected Permits (Subtract Each Impact from the 10 Points) 6 (Total)

- ☐ USACE 401 -2
- ☐ USACE 404 -2
- ☑ UPDES General Construction -2
- ☑ UDOT Encroachment -2
- ☐ Joint Stream Alteration -2

**Project Financial Information**
Total Project Cost $ $6,000,000
(Enter amount from Concept Cost Estimate Spread Sheet)

Other Funding Sources, Cash (List)

1. Local Match $ 450,000
2. Corridor Preservation (R/W funds) $ 0
3. Federal $ 2,000,000
4. State $ 0
5. Other _____ (list) $ _____

Flexi-Match (List Soft Match and In-Kind)

1. PCMC Staff-Project Mgmnt $ 320,000
2. _____ $ _____
3. _____ $ _____

Total Match $ 2,770,000

Net Project Cost Request **$** 3,230,000
53 %

TOTAL SCORE 81 (100 max)

**SUMMIT COUNTY**
**COUNCIL OF GOVERNMENTS**
**ADDITIONAL TRANSPORTATION SALES TAX INITIATIVE**
**PROJECT CONCEPT DEVELOPMENT APPLICATION FORM**

Project Schedule

Anticipated Construction Start Date: May 2026

- Environmental: May 2025
- R/W: n/a
- Design: January 2026
- Bid: February 2026

**STATEMENT OF LOCAL AGENCY RESPONSIBILITY APPLICANT SIGNATURE**

By signing this application and statement the above listed Local Government agrees that if this application is selected for funding Council of Governments and the County Council, they (Local Government) will provide the local matching funds as needed by the project to execute the project as presented in this application in a timely way beginning when the project is in its first funded year.

Applicant Signature: _____

Applicant Title: Transportation Manager

Required Attachments

- ☑ VICINITY MAP (AERIAL PHOTO AND OR PICTURE OF THE SITE)
- ☑ PROJECT PLAN (INCLUDE SITE PLAN OR PROJECT SKETCH UP TO 2 SHEETS)
- ☑ OTHER DETAILS THAT MAY BE HELP TO EVALUATE THE PROJECT
- ☑ CONCEPT PROJECT COST ESTIMATE SPREADSHEET
- ☑ ANTICIPATED SCHEDULE DETAILS
- ☐ OTHER _____




# Summit County
# Council of Governments
# Additional Transportation Sales Tax Initiative
# Project Concept Development Application
# High Valley Transit
# SR-224 Bus Rapid Transit

June 20, 2025

Appendix A

**SUMMIT COUNTY**
**COUNCIL OF GOVERNMENTS**
**ADDITIONAL TRANSPORTATION SALES TAX INITIATIVE**
**PROJECT CONCEPT DEVELOPMENT APPLICATION FORM**

Overview:
Applications must be relating to a regionally significant transportation facility within the county, including cities, or for new capacity or congestion mitigation projects. Projects with more regional impacts and that address congestion will be funded over other projects with higher scores.

Process:
The Council of Governments will annually accept Project Concept Development Reports/Applications proposed to be funded by the County Option for Transportation Sale and Use Tax and create a priority list of the regionally significant transportation facility projects. In 2025, all project applications will be due on or **before 5pm on Friday, June 20th, 2025,** and must be submitted to the Summit County Transportation Planning Deputy Director via email (edelaurentiis@summitcountyutah.gov). Project Concept Development Reports/Applications will be distributed to the Council of Governments for review and subsequently discussed in public by the Council of Governments at their regularly scheduled meeting in July of 2025.

The priority list of regionally significant transportation facility projects will then be presented to the County Council for final approval at the first available meeting following the recommendation of the Council of Governments.

Funding:
Projects funded from the County Option for Transportation Sale and Use Tax must be included in the Summit County Budget for the year the project is proposed. The maximum amount available for projects in 2025 is as follows:

| | |
|---|---|
| County Transportation Initiative | $6 Million |

County Option for Transportation Sale and Use Tax funds can and will accrue over time so that larger projects may be programed.

**SUMMIT COUNTY**
**COUNCIL OF GOVERNMENTS**
**ADDITIONAL TRANSPORTATION SALES TAX INITIATIVE**
**PROJECT CONCEPT DEVELOPMENT APPLICATION FORM**

Project Name: SR-224 Bus Rapid Transit

Application Date: 6/20/2025

Applicant (City/County): High Valley Transit

Contact for City/County: Caroline Rodriguez

Mailing Address: 1570 Sego Lily Wy (PO, Street), 8409 (zip code)

Email Address: crodriguez@hvtutah.gov

Project Contact: Gabe Shields

Mailing Address: 1570 Sego Llily Wy (PO, Street) (City) 8409 (zip code)

Email Address: gshields@hvtutah.gov

Enter all information requested on these sheets (be as concise as possible) and submit with attachments (drawings, photos, estimate), staple together; do not include, cover sheet, heavy weight paper or plastic, binders or blank sheets. Limit number of sheets in application 10 sheets when possible. No penalty for number of sheets submitted. Additional information may be requested and required if required per the Council of Governments (COG).

Phase Funds Being Requested (Check all that apply):
*Funds are only programmed one year in advance, but it is helpful to identify future needs.

- ☐ Preliminary Engineering — Funded Year _____
- ☐ Environmental — Funded Year _____
- ☐ Right-of-Way — Funded Year _____
- ☐ Final Design — Funded Year _____
- ☑ Construction — Funded Year 2025

Purpose/Scope of Project and describe the regional impacts.

There is no transportation project more important AND immediately ready in the Wasatch Back than the SR-224 Bus Rapid Transit project. Please see attached Project Description.

Describe the problem the project will solve (i.e. congestion, safety, connectivity, etc.)

Please see Attachment C - Project Narrative

**SUMMIT COUNTY**
**COUNCIL OF GOVERNMENTS**
**ADDITIONAL TRANSPORTATION SALES TAX INITIATIVE**
**PROJECT CONCEPT DEVELOPMENT APPLICATION FORM**

## CONCEPTUAL PROJECT INFORMATION

**Project Readiness**

Provide the status of the project. Describe the stage of work the project is in: Environmental Review, Design, or Right of Way, not started, in progress, completed? Describe.

Project Development: complete; Environmental: complete
Final Design: 30% complete; 60% in July 2025; 100% in December 2025.
Right of way acquisition in progress; Construction anticipated to begin August 2025.
Federal funding awarded: $26 million (grant agreement executed)
State funding awarded: $30.3 million (grant agreement executed)

**Project Consistency**

Is the project consistent with local, regional, or statewide plans (i.e. State Long Range Transportation Plan, General Plan, corridor plan, local transportation master plan)? Describe.

SR-224 BRT is identified in UDOT's statewide plan (STIP), Park City's short and long range transit plans, Summit County's Long Range Transportation Plan, and is a baseline condition for the current Kimball Junction interchange EIS.
Every transportation-related plan drafted within the last decade has identified the SR-224 Bus Rapid Transit project as an unmet need.

Project Location: SR-224 between the Kimball Junction interchange and the Old Town Transit Center.
(Street Address, Intersection, Mile Post, Other Descriptor)

Project Type (Check the Box that Primarily Applies to the Project and go to that Section Below):
*Projects that affect multiple modes will have a higher score (See Page 7)

- ☐ Congestion Relief – Roads (Go to Page 4)
- ☐ Mode Choice – Active Transportation (Go to Page 5)
- ☒ Mode Choice – Transit (Go to Page 6)
- ☐ None of the Above (Go to Page 7)

**SUMMIT COUNTY**
**COUNCIL OF GOVERNMENTS**
**ADDITIONAL TRANSPORTATION SALES TAX INITIATIVE**
**PROJECT CONCEPT DEVELOPMENT APPLICATION FORM**

## Congestion Relief – Roads

Score 0 – 30 _____ (Total)

Functional Classification of Roadway: (Check One) view map Score 0 – 5 _____ (Total)

| | |
|---|---|
| ☐ Principal Arterial | 5 |
| ☐ Minor Arterial | 4 |
| ☐ Major Collector | 3 |
| ☐ Minor Collector | 2 |
| ☐ Local Road | 0 |

Existing ADT: (Check One) view map
Score 0 – 5 _____ (Total)

| | |
|---|---|
| ☐ 10,000 + | 5 |
| ☐ 5,001 - 10,000 | 4 |
| ☐ 3,001 - 5,000 | 3 |
| ☐ 1,001 - 3,000 | 2 |
| ☐ 500 - 1,000 | 1 |
| ☐ >500 | 0 |

Existing LOS: (Check One)
Score 0 – 5 _____ (Total)

| | |
|---|---|
| ☐ F | 5 |
| ☐ E | 4 |
| ☐ D | 3 |
| ☐ C | 2 |
| ☐ B | 1 |
| ☐ A | 0 |

Percent of Freight Traffic: (Check One) view spreadsheet and use the most recent year
Score 0 – 5 _____ (Total)

| | |
|---|---|
| ☐ 20% | 5 |
| ☐ 16 – 20% | 4 |
| ☐ 11 – 15% | 3 |
| ☐ 6 – 10% | 2 |
| ☐ 1- 5% | 1 |
| ☐ >1% | 0 |

Accessibility to Community Facilities (library, park, government building, or hospital within 0.5-mile buffer): (Check One)
Score 0 – 5 _____ (Total)

| | |
|---|---|
| ☐ 4+ | 5 |
| ☐ 3 | 4 |
| ☐ 2 | 3 |
| ☐ 1 | 2 |
| ☐ 0 | 0 |

Accessibility to Schools (K-12 public and private within 0.5-mile buffer): (Check One)
Score 0 – 5 _____ (Total)

| | |
|---|---|
| ☐ 3+ | 5 |
| ☐ 2 | 4 |
| ☐ 1 | 3 |
| ☐ 0 | 0 |

**SUMMIT COUNTY**
**COUNCIL OF GOVERNMENTS**
**ADDITIONAL TRANSPORTATION SALES TAX INITIATIVE**
**PROJECT CONCEPT DEVELOPMENT APPLICATION FORM**

## Mode Choice – Active Transportation

Score 0 – 30 _____ (Total)

Separation from Roadway: (Check One)
Score 0 – 5 _____ (Total)

| | |
|---|---|
| ☐ Arterial w/ barrier or grade | 5 |
| ☐ Collector w/ barrier or grade | 4 |
| ☐ Arterial w/ striping | 3 |
| ☐ Collector w/ striping | 2 |
| ☐ None | 0 |

Pathway Widths: (Check One)
Score 0 – 5 _____ (Total)

| | |
|---|---|
| ☐ New Trail >8' | 5 |
| ☐ New Trail 4-8' | 4 |
| ☐ Widen Existing Trail >8' | 3 |
| ☐ Widen Existing Trail 4-8' | 2 |

Accessibility to Community Facilities (library, park, government building, or hospital within 0.5-mile buffer): (Check One)
Score 0 – 5 _____ (Total)

| | |
|---|---|
| ☐ 4+ | 5 |
| ☐ 3 | 4 |
| ☐ 2 | 3 |
| ☐ 1 | 2 |
| ☐ 0 | 0 |

Transit Stops within 0.25-mile buffer: (Check One)
Score 0 – 5 _____ (Total)

| | |
|---|---|
| ☐ >4 | 5 |
| ☐ 4 | 4 |
| ☐ 3 | 3 |
| ☐ 2 | 2 |
| ☐ 1 | 1 |
| ☐ 0 | 0 |

Adds New Pathway Connection to the System: (Check One)
Score 0 – 5 _____ (Total)

| | |
|---|---|
| ☐ Arterial to Arterial | 5 |
| ☐ Arterial to Collector | 4 |
| ☐ Collector to Collector | 3 |
| ☐ Arterial to Local | 2 |
| ☐ Collector to Local | 1 |
| ☐ Local to Local | 0 |

Accessibility to Schools (K-12 public and private within 0.5-mile buffer): (Check One)
Score 0 – 5 _____ (Total)

| | |
|---|---|
| ☐ 3+ | 5 |
| ☐ 2 | 4 |
| ☐ 1 | 3 |
| ☐ 0 | 0 |

**SUMMIT COUNTY**
**COUNCIL OF GOVERNMENTS**
**ADDITIONAL TRANSPORTATION SALES TAX INITIATIVE**
**PROJECT CONCEPT DEVELOPMENT APPLICATION FORM**

## Mode Choice – Transit

Score 0 – 30 30 (Total)

Increased System Wide Ridership: (Check One)

Score 0 – 5 5 (Total)

| | |
|---|---|
| ☑ >5% | 5 |
| ☐ 4-5% | 4 |
| ☐ 3-4% | 3 |
| ☐ 2-3% | 2 |
| ☐ 1-2% | 1 |

Transit Stops: (Check One)

Score 0 – 5 5 (Total)

| | |
|---|---|
| ☑ >8 | 5 |
| ☐ 7 | 4 |
| ☐ 6 | 3 |
| ☐ 5 | 2 |
| ☐ 4 | 1 |
| ☐ <3 | 0 |

Number of Existing or Proposed Daily Riders: (Check One)

Score 0 – 5 5 (Total)

| | |
|---|---|
| ☑ >500 | 5 |
| ☐ 400 | 4 |
| ☐ 300 | 3 |
| ☐ 200 | 2 |
| ☐ 100 | 1 |
| ☐ <100 | 0 |

Level of Frequency Proposed: (Check One)

Score 0 – 5 5 (Total)

| | |
|---|---|
| ☑ 10 Min | 5 |
| ☐ 15 Min | 4 |
| ☐ 20 Min | 3 |
| ☐ 30 Min | 2 |
| ☐ 45 Min | 1 |
| ☐ >60 Min | 0 |

Accessibility to Community Facilities (library, park, government building, or hospital within 0.5-mile buffer): (Check One)

Score 0 – 5 5 (Total)

| | |
|---|---|
| ☑ 4+ | 5 |
| ☐ 3 | 4 |
| ☐ 2 | 3 |
| ☐ 1 | 2 |

Accessibility to Schools (K-12 public and private within 0.5-mile buffer): (Check One)

Score 0 – 5 5 (Total)

| | |
|---|---|
| ☑ 3+ | 5 |
| ☐ 2 | 4 |
| ☐ 1 | 3 |
| ☐ 0 | 0 |

SUMMIT COUNTY
COUNCIL OF GOVERNMENTS
ADDITIONAL TRANSPORTATION SALES TAX INITIATIVE
PROJECT CONCEPT DEVELOPMENT APPLICATION FORM

**ALL PROJECTS MUST COMPLETE THIS SECTION**

**Preliminary Environmental Assessment:** Score 0 – 10
Expected Environmental Impacts (Subtract Each Impact from the 10 Points)

10 (Total)

| | | | |
|---|---|---|---|
| ☐ Wetlands | -2 | ☐ Soils | -2 |
| ☐ Stream Alteration | -1 | ☐ Wildlife | -1 |
| ☐ Noise | -1 | ☐ Historic/Cultural | -1 |
| ☐ Air Quality | -1 | ☐ Visual | -1 |

**Multi-Modal Projects:** (Check One) Score 0 – 10

7 (Total)

| | |
|---|---|
| ☐ Roadway capacity project includes active transportation and transit | 10 |
| ☐ Roadway capacity project includes transit | 9 |
| ☐ Roadway capacity project includes active transportation | 8 |
| ☑ Transit project includes roadway capacity and active transportation | 7 |
| ☐ Transit project includes roadway capacity | 6 |
| ☐ Transit project includes active transportation | 5 |
| ☐ Active transportation project includes roadway capacity and transit | 4 |
| ☐ Active transportation project includes roadway capacity | 3 |
| ☐ Active transportation project includes transit | 2 |

**Safety:** (Check all that Apply) Score 0 – 20

18 (Total)

| | |
|---|---|
| ☑ Enhances Safe Movement of Pedestrian/Bike | 5 |
| ☑ Reduces Severity of Crashes | 5 |
| ☑ Traffic Calming | 3 |
| ☑ Intersection Reconfiguration | 3 |
| ☑ Traffic Lighting | 2 |
| ☐ Guardrail | 2 |

**Matching Local Funds for Project (including soft match and in-kind):** (Check One)
Score 0 – 10

10 (Total)

| | |
|---|---|
| ☑ >50% | 10 |
| ☐ 35-50% | 8 |
| ☐ 20-35% | 6 |
| ☐ 10-20% | 4 |
| ☐ 1-10% | 2 |

**SUMMIT COUNTY**
**COUNCIL OF GOVERNMENTS**
**ADDITIONAL TRANSPORTATION SALES TAX INITIATIVE**
**PROJECT CONCEPT DEVELOPMENT APPLICATION FORM**

**Readiness of Project:** (Check all the Apply) — Score 0 – 10
Expected Needs (Subtract Each Impact from the 10 Points)

6 (Total)

| | | |
|---|---|---|
| ☐ | Needs an Environmental Impact Statement (EIS) | -3 |
| ☑ | Needs additional Right-of-Way | -3 |
| ☐ | Needs an Environmental Assessment (EA) | -2 |
| ☐ | Needs a Categorial Exclusion (CAT EX) | -1 |
| ☑ | Utility Relocation is Required | -1 |

**Permits Required:** — Score 0 – 10
Expected Permits (Subtract Each Impact from the 10 Points)

4 (Total)

| | | |
|---|---|---|
| ☐ | USACE 401 | -2 |
| ☑ | USACE 404 | -2 |
| ☐ | UPDES General Construction | -2 |
| ☑ | UDOT Encroachment | -2 |
| ☑ | Joint Stream Alteration | -2 |

**Project Financial Information**

Total Project Cost (Enter amount from Concept Cost Estimate Spread Sheet) — $119,225,500

Other Funding Sources, Cash (List)

1. Local Match — $55,775,500
2. Corridor Preservation (R/W funds) — $2,150,000
3. Federal — $26,000,000
4. State — $30,300,000
5. Other _____ (list) — $_____

Flexi-Match (List Soft Match and In-Kind)

1. _____ — $_____
2. _____ — $_____
3. _____ — $_____

Total Match — $_____

Net Project Cost Request — $5,000,000

4 %

TOTAL SCORE 85 (100 max)

**SUMMIT COUNTY**
**COUNCIL OF GOVERNMENTS**
**ADDITIONAL TRANSPORTATION SALES TAX INITIATIVE**
**PROJECT CONCEPT DEVELOPMENT APPLICATION FORM**

Project Schedule

Anticipated Construction Start Date: 8/21/25

- Environmental: Complete
- R/W: 5/2/25-3/31/26
- Design: 7/9/25-3/16/26
- Bid: 12/19/25-3/12/26

**STATEMENT OF LOCAL AGENCY RESPONSIBILITY APPLICANT SIGNATURE**

By signing this application and statement the above listed Local Government agrees that if this application is selected for funding Council of Governments and the County Council, they (Local Government) will provide the local matching funds as needed by the project to execute the project as presented in this application in a timely way beginning when the project is in its first funded year.

Applicant Signature: Caroline Rodriguez

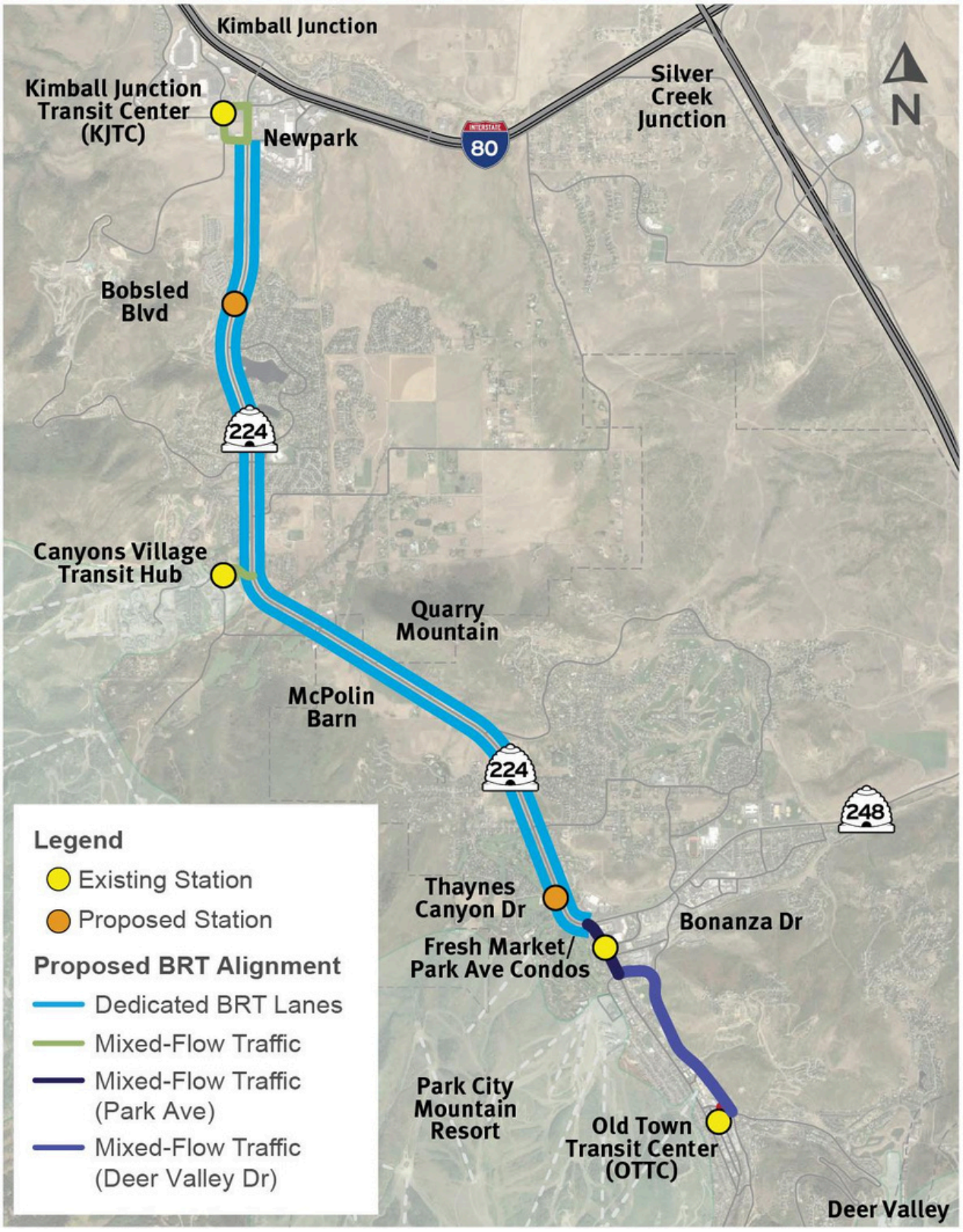
Applicant Title: Executive Director

Required Attachments

- ☑ VICINITY MAP (AERIAL PHOTO AND OR PICTURE OF THE SITE)
- ☑ PROJECT PLAN (INCLUDE SITE PLAN OR PROJECT SKETCH UP TO 2 SHEETS)
- ☑ OTHER DETAILS THAT MAY BE HELP TO EVALUATE THE PROJECT
- ☑ CONCEPT PROJECT COST ESTIMATE SPREADSHEET
- ☑ ANTICIPATED SCHEDULE DETAILS
- ☑ OTHER Environmental Mitigation Table

# ATTACHMENT A

## VICINITY MAP


Kimball Junction
Kimball Junction Transit Center (KJTC)
Newpark
80
Silver Creek Junction
N
Bobsled Blvd
224
Canyons Village Transit Hub
Quarry Mountain
McPolin Barn
224
248
Thaynes Canyon Dr
Bonanza Dr
Fresh Market/ Park Ave Condos
Park City Mountain Resort
Old Town Transit Center (OTTC)
Deer Valley
Legend
Existing Station
Proposed Station
Proposed BRT Alignment
Dedicated BRT Lanes
Mixed-Flow Traffic
Mixed-Flow Traffic (Park Ave)
Mixed-Flow Traffic (Deer Valley Dr)

# ATTACHMENT B

## PROJECT PLAN

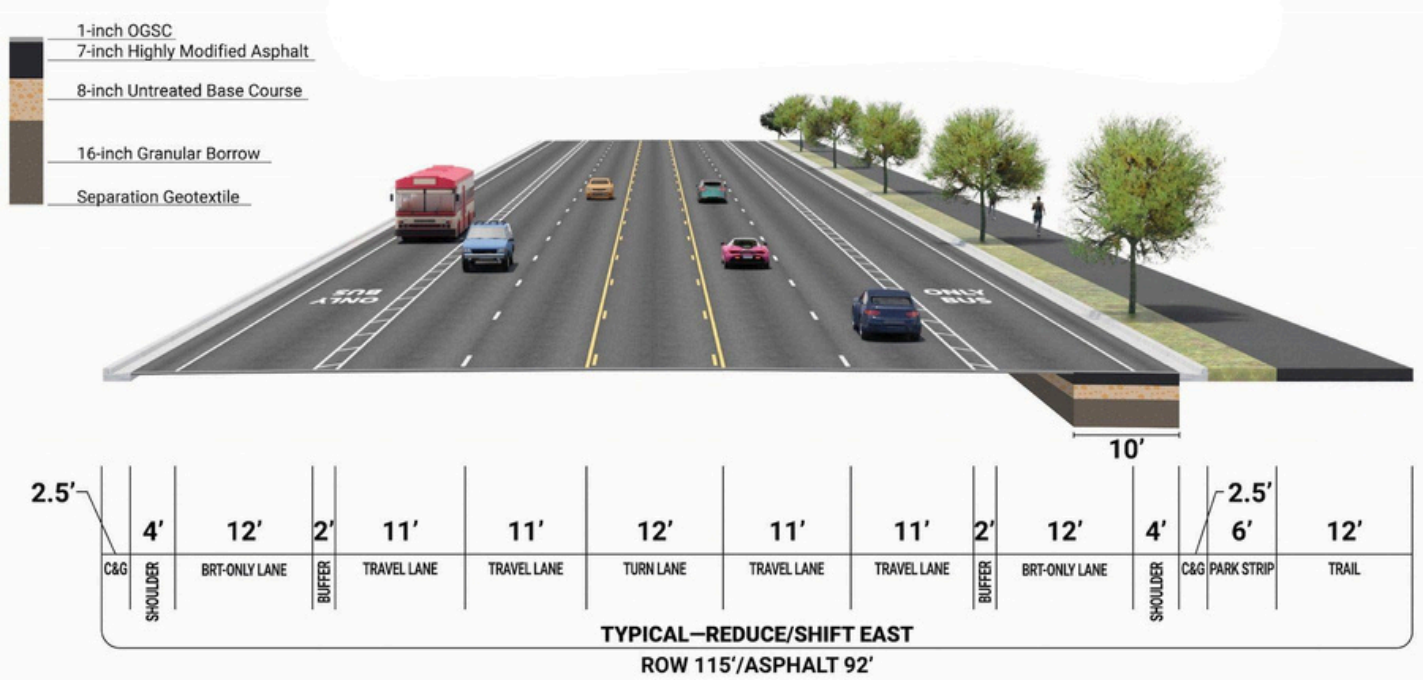



Figure 1 - Dedicated Transit Lanes on SR-224 from Kimball Junction to Kearns Boulevard

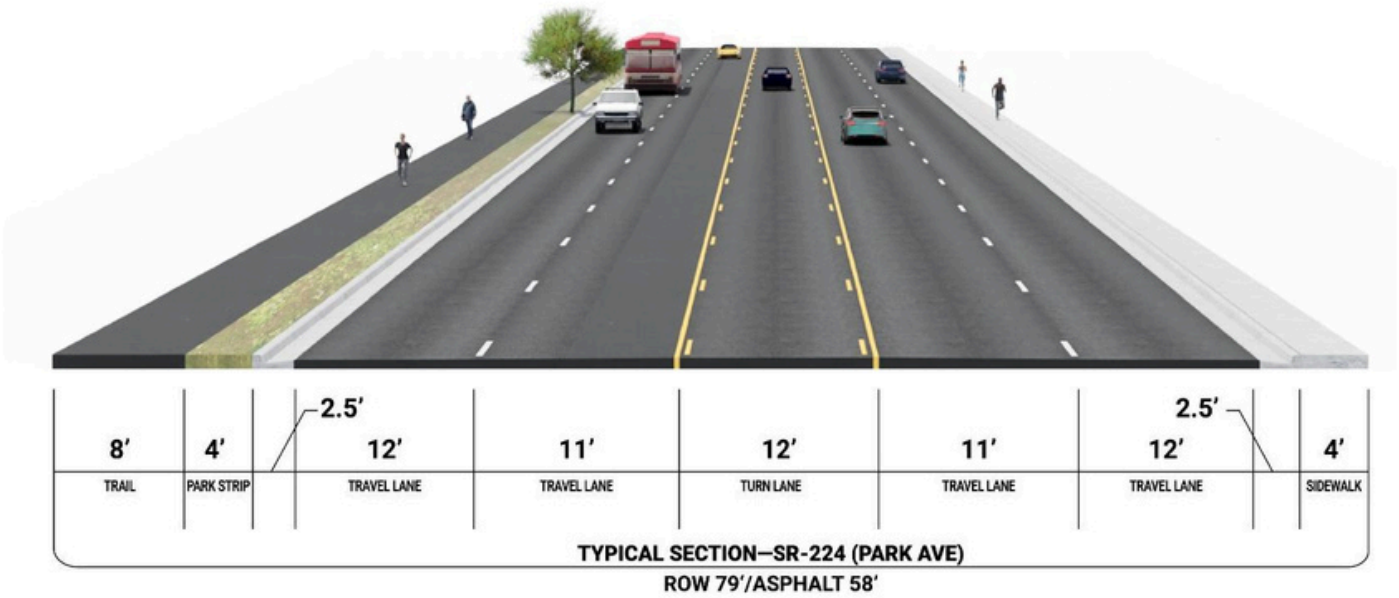



Figure 2 - Mixed Flow Transit Lanes on SR-224 from Kearns Boulevard to Deer Valley Drive

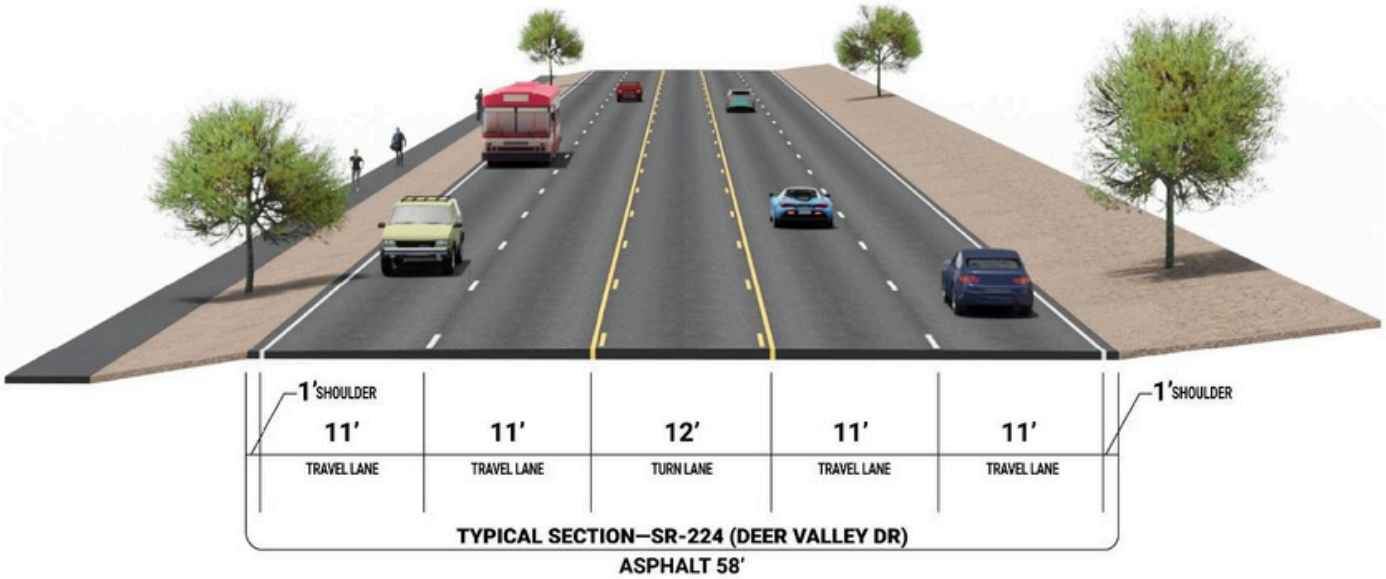



Figure 3 - Mixed Flow Lanes on Deer Valley Drive from SR-224 to Old Town Transit Center



Figure 4 - BRT Station Rendering

# ATTACHMENT C

## PROJECT NARRATIVE

# The S.R. 224 Electric Bus and Bus Rapid Transit Project

State Route (S.R.) 224 is the primary north-south artery within Summit County, Utah, serving as a critical connection for Park City's population, the unincorporated Snyderville area, and world-renowned recreation destinations. This vital corridor is the essential gateway linking Park City's historic core, including Main Street and major resorts, with key Snyderville destinations and interstate access. However, persistent and increasing congestion, coupled with insufficient parking capacity and the severe impacts of housing affordability on the workforce, fundamentally impede regional mobility, economic prosperity, and environmental objectives.

The S.R. 224 Electric Bus and Bus Rapid Transit (BRT) Project represents a pivotal, collaborative initiative among Summit County's High Valley Transit, Park City Transit, and the Utah Department of Transportation (UDOT). This transformative project is designed to establish S.R. 224 as a high-efficiency, multimodal transportation backbone. It will achieve this through the implementation of dedicated transit lanes, the acquisition of five battery electric buses and associated charging infrastructure, and the strategic enhancement of transit stations. Our comprehensive approach aims to substantially increase person movement capacity, improve access to opportunities for underserved populations, deliver significant environmental benefits, and bolster safety for all corridor users. This project is not merely an infrastructure upgrade; it is a strategic investment in the sustainable development and long-term vitality of Summit County.

## Critical Challenges Necessitating Intervention

The region faces interconnected challenges that demand immediate and decisive action along the S.R. 224 corridor:

**Pervasive Congestion and Impaired Transit Reliability:** S.R. 224 experiences daily, severe congestion, with peak hourly traffic volumes routinely exceeding 1,800 vehicles per hour, approaching its maximum directional capacity. This chronic congestion results in highly unreliable transit travel times, averaging 17-20 minutes during peak hours and frequently extending beyond 45 minutes, or even an hour, under heavy traffic conditions. Approximately 30% of northbound trips during the PM peak experience delays exceeding five minutes. Such unpredictability discourages transit ridership, hinders timely access to employment and essential services, and contributes to substantial vehicular delays, increasing accident potential. Segments of S.R. 224 around Kimball Junction currently operate at a Level of Service E and F during the PM peak period.

**Insufficient Parking Capacity:** Rapid employment growth—a 40% increase in Summit County over the last decade, significantly surpassing Utah's 15% state average—combined with seasonal tourism and special events, has overwhelmed parking capacity within Park City. Businesses are highly dependent on transit services to facilitate daily employee commutes, as conventional mixed-traffic bus services are too slow and unreliable to serve as a viable alternative to single-occupancy vehicle (SOV) use. This deficiency directly impacts the operational efficiency and economic competitiveness of the region's resortbased economy.

**Affordable Housing Imbalance and Workforce Accessibility:** Summit County presents Utah's least affordable housing market, compelling over 68% of Park City's year-round workforce, and an estimated 5,000 seasonal workers, to commute from outlying areas. For numerous low-income households and zero-vehicle households situated along or near S.R. 224, public transportation is an indispensable necessity. The current unreliable transit system adds to the socioeconomic burdens of commuting, including elevated childcare costs and reduced disposable income stemming from vehicle ownership. An on-board survey confirmed that Summit County residents with limited automobile access and lower household incomes predominantly utilize the transit system, with over one-third advocating for increased service frequency.

## A Comprehensive Solution: The S.R. 224 Electric Bus and BRT Project

The S.R. 224 Electric Bus and BRT Project presents a robust, integrated solution addressing the corridor's multifaceted challenges, designed to provide high-quality, high-capacity, and equitable transit service.

### Project Components and Operational Enhancements:

**Dedicated Transit Lanes:** Constructing 12-foot-wide dedicated lanes in each direction on S.R. 224 between Olympic Boulevard and the S.R. 248 intersection. These lanes will be exclusively reserved for transit vehicles, school buses, and emergency vehicles, enabling them to bypass traffic congestion.

**Electric Bus Fleet Expansion:** Procuring five new battery-electric, zero-emission buses to replace aging diesel/natural gas and older-technology electric buses, complemented by the installation of requisite charging infrastructure.

**Modernized BRT Stations:** Developing two new transit stations and upgrading three existing ones, ensuring modern, integrated, and accessible facilities equipped with real-time information displays, weather protection, and passenger amenities. Low-floor buses and redesigned platforms will facilitate safer and more efficient boarding processes.

**Operational Optimization:** Implementing Traffic Signal Priority (TSP) to grant buses extensions of green light phases, and optimizing intersection configurations (e.g., dual left turns at Canyons) to minimize vehicle idling and enhance traffic flow.

**Increased Service Frequency and Accessibility:** The BRT system will facilitate 10-minute bus frequencies, seven days per week, from 6:55 AM to 11:55 PM, significantly improving service reliability and convenience. Importantly, the system will maintain its fare-free service, ensuring equitable transportation access for all residents.

## Projected Impact and Strategic Benefits

**Crash Reduction:** Dedicated transit lanes inherently reduce conflicts among vehicular traffic, pedestrians, and cyclists. Historical data indicate an average of 175 annual crashes on S.R. 224 between 2010-2020, increasing to 216 annually since 2015. By fostering a modal shift away from SOVs, the project will reduce overall vehicle-miles traveled, contributing to a safer transportation environment and an estimated $8.4 million in safety benefits, including reduced fatalities and injuries.

**Improved Emergency Response**: Dedicated lanes will provide unimpeded access for emergency vehicles, thereby enhancing response times.

**Wildlife Collision Mitigation:** S.R. 224 is identified as the fifth-most dangerous location in Utah for vehicle-wildlife collisions. While speed reductions have been implemented, the project's design will minimize corridor width and incorporate additional measures to further reduce these incidents.

**Pedestrian and Bicycle Safety:** The project design integrates significant pedestrian and bicyclist infrastructure improvements, supporting safer active transportation.

**Zero-Emission Transit:** The integration of new battery-electric buses, powered by 100% renewable energy sourced from a new solar facility in Tooele, Utah, directly aligns with Park City's ambitious goal of achieving net-zero carbon operations by 2022 and community-wide by 2030, and Summit County's objective of reducing GHG emissions 80% below 2014 levels by 2050.

**Reduced Greenhouse Gas Emissions and Air Pollution:** The replacement of older diesel and electric buses with new electric vehicles, coupled with reduced vehicle idling attributed to intersection improvements (e.g., Canyons intersection delay projected to improve by 53 seconds per vehicle during the AM peak), will substantially decrease greenhouse gas emissions and harmful air pollutants, thereby enhancing regional air quality.

**Induced Modal Shift:** By offering a convenient, reliable, and efficient alternative to SOVs, the BRT project is anticipated to induce a significant modal shift, directly reducing overall vehicle-miles traveled and contributing to substantial, long-term emissions reductions.

**Enhanced Access to Opportunity:** The commitment to fare-free transit, combined with the BRT's enhanced reliability, provides a significant economic benefit to lower-income individuals, persons with disabilities, and zero-vehicle households. It effectively bridges mobility gaps, connecting transit-dependent populations to vital employment opportunities, healthcare services, educational institutions, and other critical destinations. Census Tract 9644.02, encompassing downtown Park City along S.R. 224, is identified as a significantly disadvantaged area, underscoring the imperative for improved, affordable mobility options.

**Reduced Transportation Burden:** For low-income households, private vehicle ownership represents a considerable financial burden. This project provides a reliable, cost-free alternative, thereby freeing up household income for essential needs such as housing, groceries, and childcare, directly improving household budgets.

**Integrated Active Transportation:** S.R. 224 serves as a foundational element of the regional bicycle network, encompassing over 500 miles of trails. The project will seamlessly integrate with and enhance this network, promoting active lifestyles and providing crucial first-and last-mile connections to transit services.

**Regional Economic Catalysis:** Summit County's substantial $4.96 billion Gross Regional Product relies fundamentally on the efficient movement of visitors, goods, services, and its workforce, comprising nearly 20,000 year-round and 5,000 seasonal employees. Chronic congestion directly undermines this economic engine.

**Decreased Business Operating Costs:** By mitigating congestion, the project is projected to generate an estimated $15.7 million in travel time savings, out-of-pocket costs, and vehicle operating cost savings, directly benefiting businesses and all corridor users. Reliability improvements are further valued at an additional $16.1 million.

**Improved Employment Access:** The BRT's enhanced reliability will position transit as a more appealing option for the 79% of Park City's workforce who commute from outside the immediate community. This will significantly improve job access and strategically support planned developments such as the Park City Tech Center and new workforce housing initiatives.

## Conclusion

The S.R. 224 Electric Bus and BRT Project is not merely an infrastructure enhancement; it is a critical, multi-faceted investment in the health, equity, and economic resilience of Summit County. By systematically addressing pervasive transportation deficiencies through innovative, sustainable, and community-centric solutions, this project will unlock unprecedented opportunities, foster exemplary environmental stewardship, and secure a robust and prosperous future for all who reside, work, and recreate within our valued region. We are confident that this project presents an exceptional opportunity for impactful funding, delivering substantial returns on investment across all key community objectives.

# ATTACHMENT D

## Concept Project Cost Estimate

| Engineering and Design | |
|---|---|
| Program Management | $ 7,998,707.25 |
| Engineering | $ 10,263,772.13 |
| CM/GC Preconstruction Support | $ 934,788.00 |
| HVT Preconstruction Owner Support | $ 50,000.00 |
| Engineering and Design Contingency | $ 3,000,000.00 |
| **Subtotal** | **$ 22,247,267.38** |

| Construction | |
|---|---|
| Drainage | $ 7,341,344.50 |
| Roadway | $ 20,480,680.50 |
| Signals/ITS | $ 1,575,000.00 |
| Stations | $ 3,701,554.00 |
| Structures | $ 870,165.00 |
| Utilities | $ 914,151.00 |
| Other Direct Costs | $ 5,078,727.00 |
| SWPP | $ 1,085,101.50 |
| Traffic Control | $ 2,578,837.00 |
| QC Program | $ 1,175,480.00 |
| Survey | $ 750,000.00 |
| Escalation | $ 4,050,387.50 |
| Risk | $ 2,326,306.50 |
| Overhead (19.5%) | $ 10,125,908.00 |
| Fee (8%) | $ 4,964,291.50 |
| State Furnished Materials | $ 980,000.00 |
| Third Party Utility Costs | $ 50,000.00 |
| Construction Contingency | $ 14,000,000.00 |
| **Subtotal** | **$ 82,047,934.00** |

| Capital Bus Purchase | |
|---|---|
| Bus Purchase | $ 6,754,815.00 |
| Bus Purchase Contingency | $ 675,481.50 |
| **Subtotal** | **$ 7,430,296.50** |

| Real Estate Right of Way | |
|---|---|
| Right of Way | $ 6,250,000.00 |
| Right of Way Contingency | $ 1,250,000.00 |
| **Subtotal** | **$ 7,500,000.00** |

| | |
|---|---|
| **Total** | **$ 119,225,497.88** |

# ATTACHMENT E

## Anticipated Schedule Details

| ID | Task Mode | Task Name | Duration | Start | Finish | Predecessors |
|---|---|---|---|---|---|---|
| 1 | | Program Management NTP | 0 days | Tue 7/2/24 | Tue 7/2/24 | |
| 2 | | Designer NTP | 0 days | Fri 7/19/24 | Fri 7/19/24 | |
| 3 | | **CM/GC Procurement** | **435 days** | **Tue 7/2/24** | **Tue 3/31/26** | |
| 4 | | Write CM/GC Contractor RFP | 36 days | Tue 7/2/24 | Wed 8/21/24 | 1 |
| 5 | | Phase 1 Contract Development (Summit Coun | 9 days | Mon 8/12/24 | Thu 8/22/24 | |
| 6 | | HNTB/Stakeholder Review | 5 days | Fri 8/23/24 | Thu 8/29/24 | 4,5 |
| 7 | | Address HNTB/Stakeholder Comments | 5 days | Fri 8/30/24 | Fri 9/6/24 | 6 |
| 8 | | UDOT Review | 10 days | Mon 9/9/24 | Fri 9/20/24 | 7 |
| 9 | | UDOT Review Meeting | 0 days | Mon 9/16/24 | Mon 9/16/24 | 8SS+6 days |
| 10 | | Address UDOT Comments | 5 days | Mon 9/23/24 | Fri 9/27/24 | 8 |
| 11 | | HVT RFP Approval | 8 days | Mon 9/30/24 | Wed 10/9/24 | 10 |
| 12 | | CM/GC Procurement Advertisement | 0 days | Wed 10/9/24 | Wed 10/9/24 | 11,36 |
| 13 | | CM/GC Proposal Development | 30 days | Thu 10/10/24 | Wed 11/20/24 | 12 |
| 14 | | CM/GC Proposals Due | 0 days | Wed 11/20/24 | Wed 11/20/24 | 13 |
| 15 | | Contractor Selection Evaluation | 9 days | Thu 11/21/24 | Thu 12/5/24 | 14 |
| 16 | | Contractor Scope Negotiation | 30 days | Fri 12/6/24 | Wed 1/22/25 | 15 |
| 17 | | HVT Board Approval | 0 days | Mon 2/24/25 | Mon 2/24/25 | 16 |
| 18 | | Contractor NTP (Phase 1 - Pre-Construction) | 0 days | Mon 2/24/25 | Mon 2/24/25 | 17 |
| 19 | | Phase 1 -Pre-Construction Services | 275 days | Mon 2/24/25 | Tue 3/31/26 | 18 |
| 20 | | **Risk Management** | **386 days** | **Thu 10/17/24** | **Wed 5/6/26** | |
| 21 | | Risk Kick-off Meeting (HNTB and HVT) | 0 days | Thu 10/17/24 | Thu 10/17/24 | 1,2 |
| 22 | | Quarterly Risk Mtg (HVT, HNTB, Designer) | 0 days | Fri 12/6/24 | Fri 12/6/24 | 21FS+35 days |
| 23 | | Risk Workshop (30% Design) | 0 days | Wed 3/5/25 | Wed 3/5/25 | 37FS+20 days |
| 24 | | Quarterly Risk Mtg | 0 days | Thu 6/19/25 | Thu 6/19/25 | 23FS+75 days |
| 25 | | Risk Workshop (60% Design) | 0 days | Thu 9/11/25 | Thu 9/11/25 | 43FS+20 days |
| 26 | | Quarterly Risk Mtg | 0 days | Tue 12/9/25 | Tue 12/9/25 | 25FS+61 days |
| 27 | | Quarterly Risk Mtg (100% Design) | 0 days | Wed 2/11/26 | Wed 2/11/26 | 69FS+20 days |
| 28 | | Quarterly Risk Mtg | 0 days | Wed 5/6/26 | Wed 5/6/26 | 27FS+59 days |
| 29 | | **Design** | **406 days** | **Mon 7/29/24** | **Mon 3/16/26** | |
| 30 | | **Concept Design Validation** | **50 days** | **Mon 7/29/24** | **Mon 10/7/24** | |
| 31 | | Concept Design Validation | 41 days | Mon 7/29/24 | Tue 9/24/24 | 2 |
| 32 | | Submit for Review | 0 days | Tue 9/24/24 | Tue 9/24/24 | 31 |
| 33 | | Stakeholder Review | 5 days | Wed 9/25/24 | Tue 10/1/24 | 32 |
| 34 | | Validation Review Meeting | 0 days | Tue 10/1/24 | Tue 10/1/24 | 33 |
| 35 | | Address Comments | 4 days | Wed 10/2/24 | Mon 10/7/24 | 34 |
| 36 | | Formal Submittal | 0 days | Mon 10/7/24 | Mon 10/7/24 | 35 |
| 37 | | **30% Design** | **80 days** | **Tue 10/8/24** | **Tue 2/4/25** | |
| 38 | | 30% Design Development | 58 days | Tue 10/8/24 | Thu 1/2/25 | 36 |
| 39 | | 30% QC/QA | 9 days | Fri 1/3/25 | Wed 1/15/25 | 38 |
| 40 | | 30% Design Submittal | 0 days | Wed 1/15/25 | Wed 1/15/25 | 39 |
| 41 | | 30% Design Review | 10 days | Thu 1/16/25 | Thu 1/30/25 | 40 |
| 42 | | 30% Design Review Meeting | 1 day | Tue 2/4/25 | Tue 2/4/25 | 41FS+2 days |
| 43 | | **60% Design** | **131 days** | **Wed 2/5/25** | **Tue 8/12/25** | |

| ID | Task Mode | Task Name | Duration | Start | Finish | Predecessors |
|---|---|---|---|---|---|---|
| 44 | | Address 30% Review Comments | 19 days | Wed 2/5/25 | Tue 3/4/25 | 42 |
| 45 | | 60% Design Development | 85 days | Wed 3/5/25 | Wed 7/2/25 | 44 |
| 46 | | 60% QC/QA | 15 days | Thu 7/3/25 | Fri 7/25/25 | 45 |
| 47 | | 60% Design Submittal | 0 days | Fri 7/25/25 | Fri 7/25/25 | 46 |
| 48 | | 60% Design Review | 10 days | Mon 7/28/25 | Fri 8/8/25 | 47 |
| 49 | | 60% Design Review Meeting | 1 day | Tue 8/12/25 | Tue 8/12/25 | 48FS+1 day |
| 50 | | **Design-Early Work** | **64 days** | **Mon 5/12/25** | **Tue 8/12/25** | |
| 51 | | **Value Engineering** | **6 days** | **Fri 5/16/25** | **Fri 5/23/25** | |
| 52 | | Final Decision-C&G Reduction (Segment 7 | 6 days | Fri 5/16/25 | Fri 5/23/25 | |
| 53 | | **Test Holes** | **7 days** | **Mon 5/12/25** | **Tue 5/20/25** | |
| 54 | | Test Holes-Segment 7 (20 Test Holes) | 5 days | Mon 5/12/25 | Fri 5/16/25 | |
| 55 | | Test Holes-Segment 5 (3 Test Holes) | 2 days | Mon 5/19/25 | Tue 5/20/25 | 54 |
| 56 | | **100% Design (Segments 5 and 7)** | **37 days** | **Tue 5/27/25** | **Thu 7/17/25** | **51** |
| 57 | | Develop Early Work Pkg-60% | 5 days | Tue 5/27/25 | Mon 6/2/25 | 52 |
| 58 | | 60% OTS Review (TF Meeting) | 1 day | Tue 6/3/25 | Tue 6/3/25 | 57 |
| 59 | | 100% Design Development | 10 days | Wed 6/4/25 | Tue 6/17/25 | 58 |
| 60 | | 100% QC/QA | 10 days | Wed 6/18/25 | Tue 7/1/25 | 59 |
| 61 | | 100% Design Submittal | 0 days | Tue 7/1/25 | Tue 7/1/25 | 60 |
| 62 | | 100% Design Review | 10 days | Wed 7/2/25 | Wed 7/16/25 | 61 |
| 63 | | 100% Design Review Meeting | 1 day | Thu 7/17/25 | Thu 7/17/25 | 62 |
| 64 | | **RFC Design (Segments 5 and 7)** | **18 days** | **Thu 7/17/25** | **Tue 8/12/25** | |
| 65 | | Address 100% Review Comments | 10 days | Thu 7/17/25 | Thu 7/31/25 | 62 |
| 66 | | QC/QA | 5 days | Fri 8/1/25 | Thu 8/7/25 | 65 |
| 67 | | Comment Resolution Meeting | 1 day | Fri 8/8/25 | Fri 8/8/25 | 66 |
| 68 | | Finalize RFC Plans | 2 days | Mon 8/11/25 | Tue 8/12/25 | 67 |
| 69 | | **100% Design** | **115 days** | **Mon 7/28/25** | **Tue 1/13/26** | |
| 70 | | 100% Design Development | 85 days | Mon 7/28/25 | Tue 11/25/25 | 47 |
| 71 | | 100% QC/QA | 15 days | Wed 11/26/25 | Thu 12/18/25 | 70 |
| 72 | | 100% Design Submittal | 0 days | Thu 12/18/25 | Thu 12/18/25 | 71 |
| 73 | | 100% Design Review | 13 days | Fri 12/19/25 | Fri 1/9/26 | 72 |
| 74 | | 100% Design Review Meeting | 1 day | Tue 1/13/26 | Tue 1/13/26 | 73FS+1 day |
| 75 | | **RFC Design** | **44 days** | **Mon 1/12/26** | **Mon 3/16/26** | |
| 76 | | Address 100% Review Comments | 20 days | Mon 1/12/26 | Mon 2/9/26 | 73 |
| 77 | | QC/QA | 12 days | Tue 2/10/26 | Thu 2/26/26 | 76 |
| 78 | | Comment Resolution Meeting | 1 day | Mon 3/2/26 | Mon 3/2/26 | 77FS+1 day |
| 79 | | Finalize RFC Plans | 10 days | Tue 3/3/26 | Mon 3/16/26 | 78 |
| 80 | | Complete Final Design | 0 days | Mon 3/16/26 | Mon 3/16/26 | 79 |
| 81 | | **ROW** | **226 days** | **Fri 5/2/25** | **Tue 3/31/26** | |
| 82 | | ROW Strategy Meeting | 0 days | Fri 5/2/25 | Fri 5/2/25 | |
| 83 | | Identify Parcels | 10 days | Fri 5/2/25 | Thu 5/15/25 | 82 |
| 84 | | ROW Document Preparation (Est 10 Parcels) | 15 days | Fri 5/16/25 | Fri 6/6/25 | 83 |
| 85 | | Third Party ROW Document Review | 10 days | Mon 6/9/25 | Fri 6/20/25 | 84 |
| 86 | | UDOT ROW Document Approval | 10 days | Mon 6/23/25 | Mon 7/7/25 | 85 |

| ID | Task Mode | Task Name | Duration | Start | Finish | Predecessors |
|---|---|---|---|---|---|---|
| 87 | | ROW Document Preparation (Est 65 Parcels) | 105 days | Tue 7/8/25 | Mon 12/8/25 | 86 |
| 88 | | Third Party ROW Document Review | 10 days | Tue 12/9/25 | Mon 12/22/25 | 87 |
| 89 | | UDOT ROW Document Approval | 10 days | Tue 12/23/25 | Thu 1/8/26 | 88 |
| 90 | | Complete ROW Acquisition | 56 days | Fri 1/9/26 | Tue 3/31/26 | 89 |
| 91 | | **Cost & Pricing** | **171 days** | **Wed 7/2/25** | **Thu 3/12/26** | |
| 92 | | Early Work Pricing | 30 days | Wed 7/2/25 | Thu 8/14/25 | 61 |
| 93 | | 60% Pricing | 40 days | Mon 7/28/25 | Tue 9/23/25 | 47 |
| 94 | | GMP | 55 days | Fri 12/19/25 | Thu 3/12/26 | 72 |
| 95 | | **Construction** | **756 days** | **Tue 6/17/25** | **Wed 6/21/28** | |
| 96 | | **Construction-Early Work** | **105 days** | **Tue 6/17/25** | **Fri 11/14/25** | |
| 97 | | Contract Development | 41 days | Tue 6/17/25 | Thu 8/14/25 | 52,92FF |
| 98 | | HVT Board Approval | 0 days | Thu 8/21/25 | Thu 8/21/25 | 97 |
| 99 | | Construction Contract Executed | 0 days | Thu 8/21/25 | Thu 8/21/25 | 98 |
| 100 | | Permits | 5 days | Wed 8/13/25 | Tue 8/19/25 | 68 |
| 101 | | Begin Construction | 0 days | Thu 8/21/25 | Thu 8/21/25 | 99,100 |
| 102 | | Segment 5 Construction | 30 days | Thu 8/21/25 | Fri 10/3/25 | 101 |
| 103 | | Segment 7 Construction | 60 days | Thu 8/21/25 | Fri 11/14/25 | 101 |
| 104 | | **Construction-RFC** | **614 days** | **Wed 1/14/26** | **Wed 6/21/28** | |
| 105 | | Contract Development | 40 days | Wed 1/14/26 | Thu 3/12/26 | 72,94FF |
| 106 | | HVT Board Approval | 0 days | Thu 3/19/26 | Thu 3/19/26 | 105 |
| 107 | | Construction Contract Executed | 5 days | Thu 3/19/26 | Wed 3/25/26 | 106 |
| 108 | | Permits | 12 days | Tue 3/17/26 | Wed 4/1/26 | 80 |
| 109 | | Begin Construction | 0 days | Wed 4/1/26 | Wed 4/1/26 | 107,108 |
| 110 | | Construction | 560 days | Thu 4/2/26 | Wed 6/21/28 | 109 |
| 111 | | Construction Substantial Completion Date | 0 days | Wed 6/21/28 | Wed 6/21/28 | 110 |
| 112 | | **Bus Procurement** | **445 days** | **Thu 3/20/25** | **Tue 12/29/26** | |
| 113 | | Procurement of Long Lead Items (Bus, chargers, Electrical) | 445 days | Thu 3/20/25 | Tue 12/29/26 | |
| 114 | | Long Lead item delivery/acceptance | 0 days | Tue 12/29/26 | Tue 12/29/26 | 113 |
| 115 | | **Revenue Service** | **120 days** | **Thu 6/22/28** | **Tue 12/12/28** | |
| 116 | | Prep for Revenue Service (Operator Training) | 60 days | Thu 6/22/28 | Fri 9/15/28 | 111,114 |
| 117 | | Planned Revenue Service Opening | 0 days | Fri 9/15/28 | Fri 9/15/28 | 116 |
| 118 | | Period of Performance End Date | 0 days | Fri 9/15/28 | Fri 9/15/28 | 117 |
| 119 | | Grant Closeout | 60 days | Mon 9/18/28 | Tue 12/12/28 | 118 |
| 120 | | **Grant Estimated Project Schedule** | **1085 days** | **Wed 6/5/24** | **Sat 9/30/28** | |
| 121 | | Planned Construction RFP Issue | 0 days | Wed 6/5/24 | Wed 6/5/24 | |
| 122 | | Planned Construction Contract Award | 0 days | Wed 8/21/24 | Wed 8/21/24 | |
| 123 | | Planned Beginning of Construction | 0 days | Wed 4/1/26 | Wed 4/1/26 | |
| 124 | | Planned Delivery of Buses | 0 days | Tue 12/29/26 | Tue 12/29/26 | |
| 125 | | Planned Construction Substantial Completion | 0 days | Tue 6/20/28 | Tue 6/20/28 | |
| 126 | | Planned Revenue Service | 0 days | Sat 9/30/28 | Sat 9/30/28 | |

# ATTACHMENT F

## Mitigation Table

| Environmental Resource | Mitigation |
|---|---|
| **Land Use and Zoning** | No mitigation required. |
| **Land/Property Acquisition, Relocation, Leases and Easements** | Summit County will conduct acquisitions in accordance with the provisions in the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (42 USC Section 61 and the implementing regulation 49 CFR Part 24). This process will ensure just compensation for all properties and will minimize any adverse effects on the current owners and residents. |
| **Environmental Justice** | No mitigation required. |
| **Cultural, Historic and Archaeological Resources** | In accordance with 36 CFR Section 800.13(b), FTA is providing for the protection, evaluation, and treatment of any historic property discovered prior to or during construction. If unanticipated historic and/or archaeological resources are inadvertently discovered during construction, the contractor will immediately stop work and consult with the Utah SHPO and Summit County. If potential adverse effects on historic properties are identified, FTA will continue consultation with the SHPO to resolve those effects before work resumes.<br>No mitigation measures for the adverse effects are currently warranted since no such impacts have been identified to date. |
| **Visual/Aesthetics** | No mitigation required. |
| **Park and Recreation Resources** | During the final design for the Project, the Basin Express trail will be further enhanced for safety, aesthetics, and user experience. During final design, the project partners will apply best practices from other side-running BRT facilities around the country to further develop the right approach for placing signs. Measures that will be incorporated into the trail design during the final design phase of the Project include:<br>• Allow for additional horizontal and vertical variability during final design to further enhance the eventual trail alignment and provide a superior experience for trail users.<br>• Balance utility relocations and further trail enhancements during final design.<br>• Develop landscape retaining walls and other grading measures during final design to look for further opportunities to enhance the trail alignment.<br>• Look for opportunities for other design refinements, such as roadway centerline shifts, for example, that would be developed with the project partners. |
| **Noise and Vibration** | During the final design of the Project, Summit County will conduct a more-detailed analysis of noise-mitigation measures, which will include an assessment of noise walls, including their feasibility and reasonableness (including cost-effectiveness), using UDOT's criteria from its noise-abatement policy (UDOT Policy 08A2-01, *Noise Abatement*, revised May 28, 2020). The goal of noise abatement is to substantially reduce noise, which might or might not result in noise levels below the noise impact criteria thresholds. The small magnitude of the projected increase in the day-night average sound level ($L_{dn}$) with the Project might make it difficult for noise walls to meet UDOT's cost-effectiveness criteria.<br>The Park City Peaks Hotel and the Jupiter Inn Condominiums do not have outdoor noise-sensitive areas between the buildings and the roadway. During final design, Summit County will evaluate the noise impacts at the Park City Peaks Hotel and the Jupiter Inn Condominiums using the indoor noise criterion of 45 dBA. In this area, all existing transit traffic currently uses mixed-flow lanes, including the electric buses, which are quieter than the diesel buses. Although cumulative noise levels are projected to increase on an $L_{dn}$ basis, it's reasonable to assume that transit noise with the Project would not be louder than existing noise levels since buses currently travel the proposed BRT corridor. The hotel's building envelope would likely continue to provide adequate outdoor-to-indoor transmission loss (that is, noise reduction) to facilitate overnight sleep under existing conditions. Therefore, no |

| Environmental Resource | Mitigation |
|---|---|
| | additional mitigation is needed beyond confirming that indoor locations at the Park City Peaks Hotel and Jupiter Inn Condominiums meet the indoor criterion of 45 dBA. |
| **Air Quality** | No mitigation required. |
| **Hazardous Materials** | Summit County will prepare a soil and groundwater sampling plan that specifies a sample-collection approach and laboratory analysis methods that are needed to characterize the nature of contamination, if any, near Site 5 (Blue Roof 7-Eleven #53606) and near Site 7 (Top Stop C-15). Based on the analytical results, a soils and groundwater management plan will be prepared to define the proper handling and disposal of contaminated soils and to identify the appropriate handling and treatment, if needed, of groundwater discharges if groundwater is encountered during construction.<br>If groundwater is encountered during construction, Summit County (or its construction contractor) will obtain coverage for construction dewatering under Utah's General Permit for Construction Dewatering or Hydrostatic Testing (UTG070000) or, if the groundwater is contaminated, a Ground Water Discharge Permit pursuant to state groundwater protection rules (Utah Administrative Code Rule R317-6). These permits require testing and reporting that dewatering discharges do not exceed contaminant concentration limits listed in the permits or, if the groundwater is discharged to a surface water, that the discharge would not cause exceedances of numeric water quality criteria. |
| **Farmland** | No mitigation required. |
| **Floodplains** | Summit County and/or its final design engineer and construction contractor will implement the following measures during final design and/or construction of the Project to reduce floodplain impacts and to ensure that the Project complies with all applicable regulations:<br>• During final design, the design of bridges and culverts will follow FEMA requirements and the requirements of the UDOT *Drainage Manual of Instruction* (2018) since S.R. 224 is a facility owned and maintained by UDOT. Where regulatory floodplains are defined, hydraulic structures will be designed to accommodate a 100-year (1%-annual-chance) flood. Energy-dissipation measures will be included in the design as applicable.<br>• Stream alteration permits will be obtained for all crossings as required by the Utah Division of Water Rights.<br>• Floodplain development permits will be obtained for all locations where the proposed roadway embankment or structural elements would encroach on a regulatory floodplain, and structures will be designed to meet the more stringent of FEMA requirements or local floodplain ordinances.<br>• Summit County and/or its final design engineer will obtain flood-control permits from the applicable Floodplains Administrator (Summit County and/or Park City) for the Tributary to Willow Draw, Spring Creek, Willow Draw, Red Pine Creek, Thaynes Canyon Creek, McLeod Creek, Silver Creek, and Empire Canyon Creek.<br>• Roadway elevations will be a minimum of 2 feet above adjacent floodplain elevations, where those elevations are defined, so that flooding will not interfere with a transportation facility needed for emergency vehicles or evacuation.<br>• Walls will be designed and constructed to minimize longitudinal floodplain impacts. |
| **Water Resources and Water Quality** | Summit County and/or its construction contractor will implement mitigation measures during final design and/or construction of the Project to reduce impacts to water resources and water quality and to ensure that the Project complies with all applicable regulations, including the following: |

| Environmental Resource | Mitigation |
|---|---|
| | • Summit County or its final design consultant will follow UDOT's *Stormwater Quality Design Manual* (2021) since S.R. 224 is a UDOT-owned and -maintained facility and the Project falls within UDOT's MS4 permit.<br>• Summit County or its construction contractor will prepare a SWPPP and obtain a UPDES permit for construction and will monitor restoration efforts for revegetation success.<br>• Summit County will coordinate with UDOT to visually inspect and maintain water quality BMPs to check that they are functioning properly.<br>○ During construction, inspectors for the Project will certify that the BMPs were installed according to contract documents and UDOT standards.<br>○ After construction, UDOT will document and maintain records or inspections, any deficiencies identified during inspections, and the repairs performed on the BMPs. |
| **Wetlands and Waters of the U.S.** | The project design avoids or minimizes impacts to aquatic resources whenever possible while still allowing the proposed transit corridor to meet the purpose of and need for the Project. Impacts to aquatic resources will be further minimized during final design, and implementing water quality BMPs during construction will reduce indirect impacts to aquatic resources. Any temporary construction impacts will be restored. Compensatory mitigation at a minimum 1-for-1 ratio will be required for any Nationwide Permit authorization that exceeds either 0.1 acre of permanent wetland loss or 0.03 acre of permanent stream bed loss. If compensatory mitigation is required, Summit County anticipates developing on-site mitigation plans to rehabilitate or enhance adjacent aquatic resources.<br>Water quality BMPs will be implemented during construction to reduce short-term impacts to aquatic resources. BMPs to reduce sediment will also be implemented during construction, and any long-term impacts to aquatic resources from increased sediment and reduced water quality as a result of the increased amount of impervious surface would be minor. |
| **Threatened and/or Endangered Species** | No mitigation required. |
| **Natural and Biological Resources** | **Mitigation Measures for Effects on Vegetation.** Construction equipment could disturb soils and create favorable conditions for noxious weeds to become established. Noxious weeds that are present in the disturbed areas of the biological resources evaluation area could spread into areas affected by road construction. To prevent further, permanent effects from vegetation disturbance, the following mitigation measures will be implemented:<br>• All fill materials brought onto the construction site will be required to be clean of any chemical contamination per UDOT's General Standard Specifications, Section 02056, *Embankment, Borrow, and Backfill*. Topsoil for landscaping must also be free of weed seeds per UDOT's General Standard Specifications, Section 02912, *Topsoil*.<br>• Compacted soils will be ripped, stabilized, and reseeded with native seed mixes.<br>• The contractor will be required to follow noxious weed mitigation and control measures identified in the most recent version of UDOT Special Provision Section 02924S, *Invasive Weed Control*.<br>• Disturbed areas will be reseeded with native plants, and seedlings and invasive species will then be monitored until the vegetation has re-established. This measure will mitigate direct-disturbance impacts and reduce the potential for weed invasions.<br>**Mitigation Measures for Effects on Migratory Birds.** To avoid impacts to migratory birds, trees and shrubs should be removed during the non-nesting season (about August 15 to April 1). If this is not possible, preconstruction nesting surveys of the area that would be disturbed will be performed by a qualified biologist no more than 10 days before ground-disturbing |

| Environmental Resource | Mitigation |
|---|---|
| | activities to determine whether active bird nests are present. If active nests are found, the construction contractor will coordinate with the UDOT Natural Resources Manager/Biologist to avoid impacts to migratory birds.<br>**Mitigation Measures for Effects on Big-game Species.** Through a separate ongoing UDOT study, the partners are taking a holistic view of wildlife-vehicle collisions along S.R. 224. The partners are currently analyzing the need for and effectiveness of installing additional safety features at key locations along S.R. 224, including the segment in which the dedicated transit lanes would be constructed. Some potential mitigation measures being analyzed as part of the UDOT study include a consistent speed of 45 mph on S.R. 224, improved signage (consistent with the guidelines in the *Manual on Uniform Traffic Control Devices for Streets and Highways*) in the UDOT right-of-way, and the incorporation of additional wildlife warning signs installed outside the roadway clear zone. These warning signs would show silhouettes of the wildlife species that live in the area. |
| **Traffic and Parking** | No mitigation required. |
| **Utilities** | Planning and coordination with local utility providers during the final design and construction of the Project would minimize or eliminate utility conflicts and reduce disruptions in service. This planning and coordination includes submitting a set of plans for the Project to the utility providers for their use in preparing their utility relocation plans. This close coordination would enable the project partners to identify any potential conflicts early on and would provide time for the project partners to formulate strategies to overcome them. No additional mitigation is anticipated. |
| **Construction Impacts** | **Mitigation Measures for Traffic Impacts.** A thorough public information program will be implemented to inform the public about construction impacts, including identifying work hours and alternate routes. Construction signs will be used to notify drivers about work activities and changes in traffic patterns.<br>Impacts from lights used during nighttime construction will be reduced by aiming construction lights directly at the work area and/or shielding the lights.<br>The contractor will be required to develop a maintenance-of-traffic plan that defines measures to reduce construction impacts to traffic. A general requirement of this plan will be that, to the extent reasonably practical, safe access to businesses and homes must be maintained and existing roads must be kept open to traffic unless alternate routes are provided.<br>Access to businesses will be maintained during the construction and post-construction phases of this project. For each phase of the Project, the project partners will coordinate with property owners and businesses to evaluate ways to maintain access while still allowing efficient construction operations. This coordination could entail sharing a temporary access or identifying acceptable timeframes when access is not needed. Adequate signs will be placed in construction areas to direct drivers to businesses.<br>**Mitigation Measures for Utility Impacts.** Planning and coordination with local utility providers during the final design and construction of the Project will minimize or eliminate utility conflicts and reduce disruptions in service. This planning and coordination includes submitting a set of plans for the Project to the utility providers for their use in preparing their utility relocation plans. This close coordination will enable the project partners to identify any potential conflicts early on and will provide time for the project partners to formulate strategies to overcome them.<br>The project specifications will require the contractor to coordinate with the utility providers affected by construction to complete utility agreements before construction, and the |

| Environmental Resource | Mitigation |
|---|---|
| | construction contractor will coordinate with all utility providers to minimize utility service interruptions.<br><br>Before beginning work, the contractor is required to contact Blue Stakes to identify the locations of all utilities. The contractor will be required to use care when excavating to avoid unplanned utility disruptions. If utilities are unintentionally disrupted, the project partners will work with the contractor and the utility companies to restore service as quickly as possible.<br><br>**Mitigation Measures for Air Quality Impacts.** The contractor will be required to follow the appropriate BMPs included in the project partners' plans and specifications for construction. These BMPs include items such as fugitive-dust control and street sweeping.<br><br>**Mitigation Measures for Noise and Vibration Impacts.** The following noise- and vibration-control measures would be applied as needed:<br><br>• Avoid nighttime construction in residential neighborhoods.<br>• Use quieter equipment with enclosed engines or high-performance mufflers.<br>• Locate stationary construction equipment as far as possible from noise-sensitive sites.<br>• Operate earth-moving equipment as far away from sensitive sites as possible.<br>• Avoid impact pile-driving if possible.<br>• Avoid vibratory rollers and packers near sensitive areas.<br><br>**Mitigation Measures for Water Quality Impacts.** The Project would disturb more than 1 acre of ground surface; therefore, a UPDES General Permit for Discharges from Construction Activities (UTRC00000) and an SWPPP are required. The SWPPP will be provided to the construction contractor prior to the notice to proceed. The SWPPP will identify temporary and long-term stormwater BMPs to reduce impacts to receiving waters from construction activities including site grading, materials handling and storage, fueling, and equipment maintenance. The construction contractor will be responsible for finalizing the SWPPP before beginning earth-disturbing activities as well as for implementing and maintaining the project SWPPP throughout project construction.<br><br>**Mitigation Measures for Wetlands and Wildlife Impacts.** BMPs such as silt fences and other erosion-control and sediment-control features will be used in areas adjacent to wetlands. To mitigate any potential impacts to migratory birds, any vegetation removal to occur between June 15 and August 15 will require a survey by a qualified biologist to ensure that any removal would not impact nesting birds.<br><br>**Mitigation Measures for Invasive Species Impacts.** To mitigate the possible introduction of invasive weeds due to construction activities, the invasive-weed BMPs in UDOT's Supplemental Specification 02924S, *Invasive Weed Control*, will be implemented, monitored, and included in the plans and specifications for the Project to require that earth-moving construction equipment is to be properly cleaned before mobilizing onto the project site and to treat any noxious weeds within the project limits and schedule.<br><br>The construction contractor will comply with UDOT's invasive-weed BMP requirements by properly cleaning all earth-moving construction equipment before mobilizing onto the project site, treating any existing noxious weeds before earth-disturbing activities, and avoiding unnecessary earth disturbances. |
| **Public Outreach and Agency Coordination** | No mitigation required. |
| **Safety and Security** | No mitigation required. |

| Environmental Resource | Mitigation |
|---|---|
| **State and Local Permits, Policies and Ordinances** | No mitigation required. |

**SUMMIT COUNTY**
**COUNCIL OF GOVERNMENTS**
**ADDITIONAL TRANSPORTATION SALES TAX INITIATIVE**
**PROJECT CONCEPT DEVELOPMENT APPLICATION FORM**

Overview:
Applications must be relating to a regionally significant transportation facility within the county, including cities, or for new capacity or congestion mitigation projects. Projects with more regional impacts and that address congestion will be funded over other projects with higher scores.

Process:
The Council of Governments will annually accept Project Concept Development Reports/Applications proposed to be funded by the County Option for Transportation Sale and Use Tax and create a priority list of the regionally significant transportation facility projects. In 2025, all project applications will be due on or **before 5pm on Friday, June 20th, 2025,** and must be submitted to the Summit County Transportation Planning Deputy Director via email (edelaurentiis@summitcountyutah.gov). Project Concept Development Reports/Applications will be distributed to the Council of Governments for review and subsequently discussed in public by the Council of Governments at their regularly scheduled meeting in July of 2025.

The priority list of regionally significant transportation facility projects will then be presented to the County Council for final approval at the first available meeting following the recommendation of the Council of Governments.

Funding:
Projects funded from the County Option for Transportation Sale and Use Tax must be included in the Summit County Budget for the year the project is proposed. The maximum amount available for projects in 2025 is as follows:

| | |
|---|---|
| County Transportation Initiative | $6 Million |

County Option for Transportation Sale and Use Tax funds can and will accrue over time so that larger projects may be programed.

**SUMMIT COUNTY**
**COUNCIL OF GOVERNMENTS**
**ADDITIONAL TRANSPORTATION SALES TAX INITIATIVE**
**PROJECT CONCEPT DEVELOPMENT APPLICATION FORM**

Project Name: Summit Bike Share Fleet Replacement

Application Date: _____

Applicant (City/County): Summit Bike Share

Contact for City/County: Senta Beyer

Mailing Address: 60 North Main PO Box 128 (PO, Street), 8401 (zip code)

Email Address: sbeyer@summitcountyutah.gov

Project Contact: Senta Beyer

Mailing Address: 60 North Main PO Box 128 (PO, Street) (City), 8400 (zip code)

Email Address: beyer@summitcountyutah.gov

Enter all information requested on these sheets (be as concise as possible) and submit with attachments (drawings, photos, estimate), staple together; do not include, cover sheet, heavy weight paper or plastic, binders or blank sheets. Limit number of sheets in application 10 sheets when possible. No penalty for number of sheets submitted. Additional information may be requested and required if required per the Council of Governments (COG).

Phase Funds Being Requested (Check all that apply):
*Funds are only programmed one year in advance, but it is helpful to identify future needs.

- ☐ Preliminary Engineering Funded Year _____
- ☐ Environmental Funded Year _____
- ☐ Right-of-Way Funded Year _____
- ☐ Final Design Funded Year _____
- ☐ Construction Funded Year _____

Purpose/Scope of Project and describe the regional impacts.

Summit Bike Share is seeking $125,000 in funding to replace aging equipment that is no longer safe or operable with new bicycles. The program currently operates over 23 stations and maintains a fleet of approximately 250 bikes throughout the Snyderville Basin and Park City area. As a key micromobility resource, Summit Bike Share supports regional transportation goals and advances sustainability initiatives across the greater Park City community.

Describe the problem the project will solve (i.e. congestion, safety, connectivity, etc.)

Approximately 36 new bikes will be purchased to replace those decommissioned due to age and safety concerns. This investment will ensure safe, reliable, and efficient operations for the Summit Bike Share program.

**SUMMIT COUNTY**
**COUNCIL OF GOVERNMENTS**
**ADDITIONAL TRANSPORTATION SALES TAX INITIATIVE**
**PROJECT CONCEPT DEVELOPMENT APPLICATION FORM**

## CONCEPTUAL PROJECT INFORMATION

**Project Readiness**

Provide the status of the project. Describe the stage of work the project is in: Environmental Review, Design, or Right of Way, not started, in progress, completed? Describe.

If TST funding is received, bicycles will be ordered and ready to roll for the 2026 season. Summit Bike share would like to replace 36 bikes @$3500 each for a total cost of ~$125,000.

**Project Consistency**

Is the project consistent with local, regional, or statewide plans (i.e. State Long Range Transportation Plan, General Plan, corridor plan, local transportation master plan)? Describe.

The Summit Bike Share program is a micromobility transit tool that supports local regional transportation efforts and advances local sustainability initiatives throughout the greater Park City area.

Project Location: Snyderville Basin and Park City
(Street Address, Intersection, Mile Post, Other Descriptor)

Project Type (Check the Box that Primarily Applies to the Project and go to that Section Below):
*Projects that affect multiple modes will have a higher score (See Page 7)

- ☐ Congestion Relief – Roads (Go to Page 4)
- ☐ Mode Choice – Active Transportation (Go to Page 5)
- ☐ Mode Choice – Transit (Go to Page 6)
- ☑ None of the Above (Go to Page 7)

**SUMMIT COUNTY**
**COUNCIL OF GOVERNMENTS**
**ADDITIONAL TRANSPORTATION SALES TAX INITIATIVE**
**PROJECT CONCEPT DEVELOPMENT APPLICATION FORM**

## Congestion Relief – Roads

Score 0 – 30 _____ (Total)

Functional Classification of Roadway: (Check One) view map Score 0 – 5 _____ (Total)

| | |
|---|---|
| ☐ Principal Arterial | 5 |
| ☐ Minor Arterial | 4 |
| ☐ Major Collector | 3 |
| ☐ Minor Collector | 2 |
| ☐ Local Road | 0 |

Existing ADT: (Check One) view map Score 0 – 5 _____ (Total)

| | |
|---|---|
| ☐ 10,000 + | 5 |
| ☐ 5,001 - 10,000 | 4 |
| ☐ 3,001 - 5,000 | 3 |
| ☐ 1,001 - 3,000 | 2 |
| ☐ 500 - 1,000 | 1 |
| ☐ >500 | 0 |

Existing LOS: (Check One) Score 0 – 5 _____ (Total)

| | |
|---|---|
| ☐ F | 5 |
| ☐ E | 4 |
| ☐ D | 3 |
| ☐ C | 2 |
| ☐ B | 1 |
| ☐ A | 0 |

Percent of Freight Traffic: (Check One) view spreadsheet and use the most recent year Score 0 – 5 _____ (Total)

| | |
|---|---|
| ☐ 20% | 5 |
| ☐ 16 – 20% | 4 |
| ☐ 11 – 15% | 3 |
| ☐ 6 – 10% | 2 |
| ☐ 1- 5% | 1 |
| ☐ >1% | 0 |

Accessibility to Community Facilities (library, park, government building, or hospital within 0.5-mile buffer): (Check One) Score 0 – 5 _____ (Total)

| | |
|---|---|
| ☐ 4+ | 5 |
| ☐ 3 | 4 |
| ☐ 2 | 3 |
| ☐ 1 | 2 |
| ☐ 0 | 0 |

Accessibility to Schools (K-12 public and private within 0.5-mile buffer): (Check One) Score 0 – 5 _____ (Total)

| | |
|---|---|
| ☐ 3+ | 5 |
| ☐ 2 | 4 |
| ☐ 1 | 3 |
| ☐ 0 | 0 |

## Mode Choice – Active Transportation

Score 0 – 30 _____ (Total)

Separation from Roadway: (Check One)
Score 0 – 5 _____ (Total)

- ☐ Arterial w/ barrier or grade 5
- ☐ Collector w/ barrier or grade 4
- ☐ Arterial w/ striping 3
- ☐ Collector w/ striping 2
- ☐ None 0

Pathway Widths: (Check One)
Score 0 – 5 _____ (Total)

- ☐ New Trail >8' 5
- ☐ New Trail 4-8' 4
- ☐ Widen Existing Trail >8' 3
- ☐ Widen Existing Trail 4-8' 2

Accessibility to Community Facilities (library, park, government building, or hospital within 0.5-mile buffer): (Check One)
Score 0 – 5 _____ (Total)

- ☐ 4+ 5
- ☐ 3 4
- ☐ 2 3
- ☐ 1 2
- ☐ 0 0

Transit Stops within 0.25-mile buffer: (Check One)
Score 0 – 5 _____ (Total)

- ☐ >4 5
- ☐ 4 4
- ☐ 3 3
- ☐ 2 2
- ☐ 1 1
- ☐ 0 0

Adds New Pathway Connection to the System: (Check One)
Score 0 – 5 _____ (Total)

- ☐ Arterial to Arterial 5
- ☐ Arterial to Collector 4
- ☐ Collector to Collector 3
- ☐ Arterial to Local 2
- ☐ Collector to Local 1
- ☐ Local to Local 0

Accessibility to Schools (K-12 public and private within 0.5-mile buffer): (Check One)
Score 0 – 5 _____ (Total)

- ☐ 3+ 5
- ☐ 2 4
- ☐ 1 3
- ☐ 0 0

## Mode Choice – Transit

Score 0 – 30 _____ (Total)

Increased System Wide Ridership: (Check One)

Score 0 – 5 _____ (Total)

| | |
|---|---|
| ☐ >5% | 5 |
| ☐ 4-5% | 4 |
| ☐ 3-4% | 3 |
| ☐ 2-3% | 2 |
| ☐ 1-2% | 1 |

Number of Existing or Proposed Daily Riders: (Check One)

Score 0 – 5 _____ (Total)

| | |
|---|---|
| ☐ >500 | 5 |
| ☐ 400 | 4 |
| ☐ 300 | 3 |
| ☐ 200 | 2 |
| ☐ 100 | 1 |
| ☐ <100 | 0 |

Accessibility to Community Facilities (library, park, government building, or hospital within 0.5-mile buffer): (Check One)

Score 0 – 5 _____ (Total)

| | |
|---|---|
| ☐ 4+ | 5 |
| ☐ 3 | 4 |
| ☐ 2 | 3 |
| ☐ 1 | 2 |

Transit Stops: (Check One)

Score 0 – 5 _____ (Total)

| | |
|---|---|
| ☐ >8 | 5 |
| ☐ 7 | 4 |
| ☐ 6 | 3 |
| ☐ 5 | 2 |
| ☐ 4 | 1 |
| ☐ <3 | 0 |

Level of Frequency Proposed: (Check One)

Score 0 – 5 _____ (Total)

| | |
|---|---|
| ☐ 10 Min | 5 |
| ☐ 15 Min | 4 |
| ☐ 20 Min | 3 |
| ☐ 30 Min | 2 |
| ☐ 45 Min | 1 |
| ☐ >60 Min | 0 |

Accessibility to Schools (K-12 public and private within 0.5-mile buffer): (Check One)

Score 0 – 5 _____ (Total)

| | |
|---|---|
| ☐ 3+ | 5 |
| ☐ 2 | 4 |
| ☐ 1 | 3 |
| ☐ 0 | 0 |

**SUMMIT COUNTY**
**COUNCIL OF GOVERNMENTS**
**ADDITIONAL TRANSPORTATION SALES TAX INITIATIVE**
**PROJECT CONCEPT DEVELOPMENT APPLICATION FORM**

## ALL PROJECTS MUST COMPLETE THIS SECTION

**Preliminary Environmental Assessment:** Score 0 – 10
Expected Environmental Impacts (Subtract Each Impact from the 10 Points)

(Total) ____

| | | | | | |
|---|---|---|---|---|---|
| ☐ | Wetlands | -2 | ☐ | Soils | -2 |
| ☐ | Stream Alteration | -1 | ☐ | Wildlife | -1 |
| ☐ | Noise | -1 | ☐ | Historic/Cultural | -1 |
| ☐ | Air Quality | -1 | ☐ | Visual | -1 |

**Multi-Modal Projects:** (Check One) Score 0 – 10

| | | (Total) |
|---|---|---|
| ☐ | Roadway capacity project includes active transportation and transit | 10 |
| ☐ | Roadway capacity project includes transit | 9 |
| ☐ | Roadway capacity project includes active transportation | 8 |
| ☐ | Transit project includes roadway capacity and active transportation | 7 |
| ☐ | Transit project includes roadway capacity | 6 |
| ☐ | Transit project includes active transportation | 5 |
| ☐ | Active transportation project includes roadway capacity and transit | 4 |
| ☐ | Active transportation project includes roadway capacity | 3 |
| ☐ | Active transportation project includes transit | 2 |

**Safety:** (Check all that Apply) Score 0 – 20

| | | (Total) |
|---|---|---|
| ☐ | Enhances Safe Movement of Pedestrian/Bike | 5 |
| ☐ | Reduces Severity of Crashes | 5 |
| ☐ | Traffic Calming | 3 |
| ☐ | Intersection Reconfiguration | 3 |
| ☐ | Traffic Lighting | 2 |
| ☐ | Guardrail | 2 |

**Matching Local Funds for Project (including soft match and in-kind):** (Check One)
Score 0 – 10

| | | (Total) |
|---|---|---|
| ☑ | >50% | 10 |
| ☑ | 35-50% | 8 |
| ☐ | 20-35% | 6 |
| ☐ | 10-20% | 4 |
| ☐ | 1-10% | 2 |

**SUMMIT COUNTY**
**COUNCIL OF GOVERNMENTS**
**ADDITIONAL TRANSPORTATION SALES TAX INITIATIVE**
**PROJECT CONCEPT DEVELOPMENT APPLICATION FORM**

**Readiness of Project:** (Check all the Apply) Score 0 – 10

Expected Needs (Subtract Each Impact from the 10 Points)

_____ (Total)

- ☐ Needs an Environmental Impact Statement (EIS) -3
- ☐ Needs additional Right-of-Way -3
- ☐ Needs an Environmental Assessment (EA) -2
- ☐ Needs a Categorial Exclusion (CAT EX) -1
- ☐ Utility Relocation is Required -1

**Permits Required:** Score 0 – 10

Expected Permits (Subtract Each Impact from the 10 Points)

_____ (Total)

- ☐ USACE 401 -2
- ☐ USACE 404 -2
- ☐ UPDES General Construction -2
- ☐ UDOT Encroachment -2
- ☐ Joint Stream Alteration -2

**Project Financial Information**

Total Project Cost $125,000

(Enter amount from Concept Cost Estimate Spread Sheet)

Other Funding Sources, Cash (List)

1. Local Match $_____
2. Corridor Preservation (R/W funds) $_____
3. Federal $_____
4. State $_____
5. Other _____(list) $_____

Flexi-Match (List Soft Match and In-Kind)

1. _____ $_____
2. _____ $_____
3. _____ $_____

Total Match $_____

Net Project Cost Request **$** 125,000

_____%

TOTAL SCORE _____ (100 max)

**SUMMIT COUNTY**
**COUNCIL OF GOVERNMENTS**
**ADDITIONAL TRANSPORTATION SALES TAX INITIATIVE**
**PROJECT CONCEPT DEVELOPMENT APPLICATION FORM**

Project Schedule
Anticipated Construction Start Date: 2026

- Environmental _____
- R/W _____
- Design _____
- Bid _____

**STATEMENT OF LOCAL AGENCY RESPONSIBILITY APPLICANT SIGNATURE**
By signing this application and statement the above listed Local Government agrees that if this application is selected for funding Council of Governments and the County Council, they (Local Government) will provide the local matching funds as needed by the project to execute the project as presented in this application in a timely way beginning when the project is in its first funded year.

Applicant Signature: Senta Beyer

Applicant Title: Active Transportation Planning Manager

Required Attachments

- ☐ VICINITY MAP (AERIAL PHOTO AND OR PICTURE OF THE SITE)
- ☐ PROJECT PLAN (INCLUDE SITE PLAN OR PROJECT SKETCH UP TO 2 SHEETS)
- ☐ OTHER DETAILS THAT MAY BE HELP TO EVALUATE THE PROJECT
- ☐ CONCEPT PROJECT COST ESTIMATE SPREADSHEET
- ☐ ANTICIPATED SCHEDULE DETAILS
- ☐ OTHER _____

**SUMMIT COUNTY**
**COUNCIL OF GOVERNMENTS**
**ADDITIONAL TRANSPORTATION SALES TAX INITIATIVE**
**PROJECT CONCEPT DEVELOPMENT APPLICATION FORM**

Overview:
Applications must be relating to a regionally significant transportation facility within the county, including cities, or for new capacity or congestion mitigation projects. Projects with more regional impacts and that address congestion will be funded over other projects with higher scores.

Process:
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| | |
|---|---|
| County Transportation Initiative | $6 Million |

County Option for Transportation Sale and Use Tax funds can and will accrue over time so that larger projects may be programed.

**SUMMIT COUNTY**
**COUNCIL OF GOVERNMENTS**
**ADDITIONAL TRANSPORTATION SALES TAX INITIATIVE**
**PROJECT CONCEPT DEVELOPMENT APPLICATION FORM**

Project Name: AT Improvements: Little Kate and Monitor Drive

Application Date: 6/20/2025

Applicant (City/County): Park CIty Municipal Corporation

Contact for City/County: Julia Collins

Mailing Address: 445 Marsac Drive (PO, Street), 84 06( (zip code)

Email Address: julia.collins@parkcity.org

Project Contact: Steven Dennis

Mailing Address: 445 Marsac Drive (PO, Street) (City) 84 06( (zip code)

Email Address: steven.dennis@parkcity.org

Enter all information requested on these sheets (be as concise as possible) and submit with attachments (drawings, photos, estimate), staple together; do not include, cover sheet, heavy weight paper or plastic, binders or blank sheets. Limit number of sheets in application 10 sheets when possible. No penalty for number of sheets submitted. Additional information may be requested and required if required per the Council of Governments (COG).

Phase Funds Being Requested (Check all that apply):
*Funds are only programmed one year in advance, but it is helpful to identify future needs.

- ☑ Preliminary Engineering — Funded Year 2025
- ☑ Environmental — Funded Year 2025
- ☑ Right-of-Way — Funded Year 2025
- ☑ Final Design — Funded Year 2025/2026
- ☑ Construction — Funded Year 2026

Purpose/Scope of Project and describe the regional impacts.

Park City Municipal is advancing a high-priority transportation project along Little Kate Road and Monitor Drive to enhance safety, mobility, and first and last mile connections between neighborhoods, schools, transit stops, and key community destinations. The project will construct approximately 1.3 miles of new, shared-use pathways designed for users of all ages and abilities.
The first segment will run along the east side of Monitor Drive, connecting SR-248/Kearns Boulevard to Little Kate Road. The second segment continues along Little Kate Road from Lucky John Drive to Holiday Ranch Loop Road. These roads are heavily used by children traveling to the Kearns school campus, residents accessing nearby neighborhoods, and users of the Park City Municipal Athletic and Recreation Center (MARC). Currently, the corridor lacks consistent active transportation infrastructure, which creates daily safety concerns and limits transportation options.
In addition to the new pathways, the project includes upgrades to the street cross-sections and improvements to nine existing bus stops along the corridor. These upgrades will enhance transit access and safety while leveraging a federal grant already secured for the improvement of existing stops to meet ADA standard and other upgraded amenities. By coordinating the pathway and bus stop improvements during a single construction effort, Park City is maximizing the impact of both local and federal investments. This unified approach enhances access to regional transit and supports safer, more connected multimodal travel across the corridor.
This project supports broader regional goals by improving access to key destinations without requiring a car, reducing congestion on the SR-248 corridor, and aligning with active transportation priorities identified in Park City Forward, Summit County's Active Transportation Plan, and UDOT's long-range planning efforts.
The concepts included in this application reflect the project's current planning stage for Monitor Drive and Little Kate Road, Figures 1 and 2 . They are part of an ongoing design process that will incorporate cost analysis, usability, and community feedback.

Describe the problem the project will solve (i.e. congestion, safety, connectivity, etc.)

While there are existing sidewalks and some bike facilities along Monitor Drive and Little Kate Road, they are narrow, inconsistent, and not designed to serve users of all ages and abilities. The current layout creates conflicts between users and doesn't provide the level of safety or comfort needed for students, families, or people using mobility devices. This project will replace and upgrade those facilities with a continuous, wider, shared-use pathway that separates non-motorized users from traffic and provides a safer, more accessible route. It improves day-to-day connectivity between homes, schools, transit stops, and community destinations while providing safer travel options for those who walk, bike, or rely on transit-expanding travel options along a very busy regional corridor.

**SUMMIT COUNTY**
**COUNCIL OF GOVERNMENTS**
**ADDITIONAL TRANSPORTATION SALES TAX INITIATIVE**
**PROJECT CONCEPT DEVELOPMENT APPLICATION FORM**

## CONCEPTUAL PROJECT INFORMATION

### Project Readiness

Provide the status of the project. Describe the stage of work the project is in: Environmental Review, Design, or Right of Way, not started, in progress, completed? Describe.

Concept plans and survey data collection for the Little Kate and Monitor Drive pathway project are complete. Environmental review and detailed design are currently in progress and are expected to be completed by February 2026, with both phases advancing in parallel to maintain schedule momentum.
No significant right-of-way impacts have been identified based on the conceptual design and survey analysis. Park City is also working closely to align the construction timeline for the pathway with the federally funded bus stop upgrades, allowing both efforts to be delivered together. This coordination will minimize disruption and maximize cost efficiency during construction.
Construction advertisement is targeted for early 2026, contingent on securing additional funding to complete final design and move into construction. This streamlined approach supports timely delivery of high-impact improvements that benefit both local users and regional transportation goals.

### Project Consistency

Is the project consistent with local, regional, or statewide plans (i.e. State Long Range Transportation Plan, General Plan, corridor plan, local transportation master plan)? Describe.

This project is consistent with Park City's goals outlined in the 2024 Bicycle and Pedestrian Plan, which prioritizes building safe, comfortable routes that serve users of all ages and abilities. The plan emphasizes improving connections to schools, recreation areas, and community amenities—exactly what this project is designed to do.
It also aligns with broader priorities in Park City Forward, which was completed in 2022, and the 2019 Summit County Active Transportation Plan, both of which call for expanding active transportation infrastructure, reducing reliance on single-occupancy vehicles, and supporting more connected, multi-modal neighborhoods. This project contributes to those goals by upgrading a key corridor with safe, user-friendly facilities that support walking, biking, and access to transit.
It also supports statewide objectives in UDOT's Long-Range Transportation Plan and Utah's Unified Active Transportation Plan, which promote investment in safe, connected networks that encourage mode shift and improve mobility options across Utah.

Project Location: Monitor Dr between SR-248 and Little Kate Rd / Little Kate Rd between Lucky John Dr and Holiday Ranch Loop Rd
(Street Address, Intersection, Mile Post, Other Descriptor)

Project Type (Check the Box that Primarily Applies to the Project and go to that Section Below):
*Projects that affect multiple modes will have a higher score (See Page 7)

- ☐ Congestion Relief – Roads (Go to Page 4)
- ☑ Mode Choice – Active Transportation (Go to Page 5)
- ☐ Mode Choice – Transit (Go to Page 6)
- ☐ None of the Above (Go to Page 7)

**SUMMIT COUNTY**
**COUNCIL OF GOVERNMENTS**
**ADDITIONAL TRANSPORTATION SALES TAX INITIATIVE**
**PROJECT CONCEPT DEVELOPMENT APPLICATION FORM**

## Congestion Relief – Roads

Score 0 – 30 _____ (Total)

Functional Classification of Roadway: (Check One) view map Score 0 – 5 _____ (Total)

| | |
|---|---|
| ☐ Principal Arterial | 5 |
| ☐ Minor Arterial | 4 |
| ☐ Major Collector | 3 |
| ☐ Minor Collector | 2 |
| ☐ Local Road | 0 |

Existing ADT: (Check One) view map
Score 0 – 5 _____ (Total)

| | |
|---|---|
| ☐ 10,000 + | 5 |
| ☐ 5,001 - 10,000 | 4 |
| ☐ 3,001 - 5,000 | 3 |
| ☐ 1,001 - 3,000 | 2 |
| ☐ 500 - 1,000 | 1 |
| ☐ >500 | 0 |

Existing LOS: (Check One)
Score 0 – 5 _____ (Total)

| | |
|---|---|
| ☐ F | 5 |
| ☐ E | 4 |
| ☐ D | 3 |
| ☐ C | 2 |
| ☐ B | 1 |
| ☐ A | 0 |

Percent of Freight Traffic: (Check One) view spreadsheet and use the most recent year
Score 0 – 5 _____ (Total)

| | |
|---|---|
| ☐ 20% | 5 |
| ☐ 16 – 20% | 4 |
| ☐ 11 – 15% | 3 |
| ☐ 6 – 10% | 2 |
| ☐ 1- 5% | 1 |
| ☐ >1% | 0 |

Accessibility to Community Facilities (library, park, government building, or hospital within 0.5-mile buffer): (Check One)
Score 0 – 5 _____ (Total)

| | |
|---|---|
| ☐ 4+ | 5 |
| ☐ 3 | 4 |
| ☐ 2 | 3 |
| ☐ 1 | 2 |
| ☐ 0 | 0 |

Accessibility to Schools (K-12 public and private within 0.5-mile buffer): (Check One)
Score 0 – 5 _____ (Total)

| | |
|---|---|
| ☐ 3+ | 5 |
| ☐ 2 | 4 |
| ☐ 1 | 3 |
| ☐ 0 | 0 |

**SUMMIT COUNTY**
**COUNCIL OF GOVERNMENTS**
**ADDITIONAL TRANSPORTATION SALES TAX INITIATIVE**
**PROJECT CONCEPT DEVELOPMENT APPLICATION FORM**

## Mode Choice – Active Transportation

Score 0 – 30 28 (Total)

Separation from Roadway: (Check One)
Score 0 – 5 4 (Total)

| | | |
|---|---|---|
| ☐ | Arterial w/ barrier or grade | 5 |
| ☑ | Collector w/ barrier or grade | 4 |
| ☐ | Arterial w/ striping | 3 |
| ☐ | Collector w/ striping | 2 |
| ☐ | None | 0 |

Pathway Widths: (Check One)
Score 0 – 5 5 (Total)

| | | |
|---|---|---|
| ☑ | New Trail >8' | 5 |
| ☐ | New Trail 4-8' | 4 |
| ☐ | Widen Existing Trail >8' | 3 |
| ☐ | Widen Existing Trail 4-8' | 2 |

Accessibility to Community Facilities (library, park, government building, or hospital within 0.5-mile buffer): (Check One)
Score 0 – 5 5 (Total)

| | | |
|---|---|---|
| ☑ | 4+ | 5 |
| ☐ | 3 | 4 |
| ☐ | 2 | 3 |
| ☐ | 1 | 2 |
| ☐ | 0 | 0 |

Transit Stops within 0.25-mile buffer: (Check One)
Score 0 – 5 5 (Total)

| | | |
|---|---|---|
| ☑ | >4 | 5 |
| ☐ | 4 | 4 |
| ☐ | 3 | 3 |
| ☐ | 2 | 2 |
| ☐ | 1 | 1 |
| ☐ | 0 | 0 |

Adds New Pathway Connection to the System: (Check One)
Score 0 – 5 4 (Total)

| | | |
|---|---|---|
| ☐ | Arterial to Arterial | 5 |
| ☑ | Arterial to Collector | 4 |
| ☐ | Collector to Collector | 3 |
| ☐ | Arterial to Local | 2 |
| ☐ | Collector to Local | 1 |
| ☐ | Local to Local | 0 |

Accessibility to Schools (K-12 public and private within 0.5-mile buffer): (Check One)
Score 0 – 5 5 (Total)

| | | |
|---|---|---|
| ☑ | 3+ | 5 |
| ☐ | 2 | 4 |
| ☐ | 1 | 3 |
| ☐ | 0 | 0 |

**SUMMIT COUNTY**
**COUNCIL OF GOVERNMENTS**
**ADDITIONAL TRANSPORTATION SALES TAX INITIATIVE**
**PROJECT CONCEPT DEVELOPMENT APPLICATION FORM**

## Mode Choice – Transit

Score 0 – 30 _____ (Total)

Increased System Wide Ridership: (Check One)

Score 0 – 5 _____ (Total)

- ☐ >5% 5
- ☐ 4-5% 4
- ☐ 3-4% 3
- ☐ 2-3% 2
- ☐ 1-2% 1

Number of Existing or Proposed Daily Riders: (Check One)

Score 0 – 5 _____ (Total)

- ☐ >500 5
- ☐ 400 4
- ☐ 300 3
- ☐ 200 2
- ☐ 100 1
- ☐ <100 0

Accessibility to Community Facilities (library, park, government building, or hospital within 0.5-mile buffer): (Check One)

Score 0 – 5 _____ (Total)

- ☐ 4+ 5
- ☐ 3 4
- ☐ 2 3
- ☐ 1 2

Transit Stops: (Check One)

Score 0 – 5 _____ (Total)

- ☐ >8 5
- ☐ 7 4
- ☐ 6 3
- ☐ 5 2
- ☐ 4 1
- ☐ <3 0

Level of Frequency Proposed: (Check One)

Score 0 – 5 _____ (Total)

- ☐ 10 Min 5
- ☐ 15 Min 4
- ☐ 20 Min 3
- ☐ 30 Min 2
- ☐ 45 Min 1
- ☐ >60 Min 0

Accessibility to Schools (K-12 public and private within 0.5-mile buffer): (Check One)

Score 0 – 5 _____ (Total)

- ☐ 3+ 5
- ☐ 2 4
- ☐ 1 3
- ☐ 0 0

**SUMMIT COUNTY**
**COUNCIL OF GOVERNMENTS**
**ADDITIONAL TRANSPORTATION SALES TAX INITIATIVE**
**PROJECT CONCEPT DEVELOPMENT APPLICATION FORM**

## ALL PROJECTS MUST COMPLETE THIS SECTION

**Preliminary Environmental Assessment:** Score 0 – 10
Expected Environmental Impacts (Subtract Each Impact from the 10 Points) 10 (Total)

| | | | | | |
|---|---|---|---|---|---|
| ☐ | Wetlands | -2 | ☐ | Soils | -2 |
| ☐ | Stream Alteration | -1 | ☐ | Wildlife | -1 |
| ☐ | Noise | -1 | ☐ | Historic/Cultural | -1 |
| ☐ | Air Quality | -1 | ☐ | Visual | -1 |

**Multi-Modal Projects:** (Check One) Score 0 – 10

2 (Total)

| | | |
|---|---|---|
| ☐ | Roadway capacity project includes active transportation and transit | 10 |
| ☐ | Roadway capacity project includes transit | 9 |
| ☐ | Roadway capacity project includes active transportation | 8 |
| ☐ | Transit project includes roadway capacity and active transportation | 7 |
| ☐ | Transit project includes roadway capacity | 6 |
| ☐ | Transit project includes active transportation | 5 |
| ☐ | Active transportation project includes roadway capacity and transit | 4 |
| ☐ | Active transportation project includes roadway capacity | 3 |
| ☑ | Active transportation project includes transit | 2 |

**Safety:** (Check all that Apply) Score 0 – 20

16 (Total)

| | | |
|---|---|---|
| ☑ | Enhances Safe Movement of Pedestrian/Bike | 5 |
| ☑ | Reduces Severity of Crashes | 5 |
| ☑ | Traffic Calming | 3 |
| ☑ | Intersection Reconfiguration | 3 |
| ☐ | Traffic Lighting | 2 |
| ☐ | Guardrail | 2 |

**Matching Local Funds for Project (including soft match and in-kind):** (Check One)
Score 0 – 10

10 (Total)

| | | |
|---|---|---|
| ☑ | >50% | 10 |
| ☐ | 35-50% | 8 |
| ☐ | 20-35% | 6 |
| ☐ | 10-20% | 4 |
| ☐ | 1-10% | 2 |

**SUMMIT COUNTY**
**COUNCIL OF GOVERNMENTS**
**ADDITIONAL TRANSPORTATION SALES TAX INITIATIVE**
**PROJECT CONCEPT DEVELOPMENT APPLICATION FORM**

**Readiness of Project:** (Check all the Apply) Score 0 – 10
Expected Needs (Subtract Each Impact from the 10 Points) 9 (Total)

- ☐ Needs an Environmental Impact Statement (EIS) -3
- ☐ Needs additional Right-of-Way -3
- ☐ Needs an Environmental Assessment (EA) -2
- ☑ Needs a Categorial Exclusion (CAT EX) -1
- ☐ Utility Relocation is Required -1

**Permits Required:** Score 0 – 10
Expected Permits (Subtract Each Impact from the 10 Points) 6 (Total)

- ☐ USACE 401 -2
- ☐ USACE 404 -2
- ☑ UPDES General Construction -2
- ☑ UDOT Encroachment -2
- ☐ Joint Stream Alteration -2

**Project Financial Information**
Total Project Cost $ $6,000,000
(Enter amount from Concept Cost Estimate Spread Sheet)

Other Funding Sources, Cash (List)

1. Local Match $ 450,000
2. Corridor Preservation (R/W funds) $ 0
3. Federal $ 2,000,000
4. State $ 0
5. Other _____ (list) $ _____

Flexi-Match (List Soft Match and In-Kind)

1. PCMC Staff-Project Mgmnt $ 320,000
2. _____ $ _____
3. _____ $ _____

Total Match $ 2,770,000

Net Project Cost Request **$** 3,230,000
53 %

TOTAL SCORE 81 (100 max)

**SUMMIT COUNTY**
**COUNCIL OF GOVERNMENTS**
**ADDITIONAL TRANSPORTATION SALES TAX INITIATIVE**
**PROJECT CONCEPT DEVELOPMENT APPLICATION FORM**

Project Schedule

Anticipated Construction Start Date: May 2026

- Environmental: May 2025
- R/W: n/a
- Design: January 2026
- Bid: February 2026

**STATEMENT OF LOCAL AGENCY RESPONSIBILITY APPLICANT SIGNATURE**

By signing this application and statement the above listed Local Government agrees that if this application is selected for funding Council of Governments and the County Council, they (Local Government) will provide the local matching funds as needed by the project to execute the project as presented in this application in a timely way beginning when the project is in its first funded year.

Applicant Signature: Eva De Laurentiis

Applicant Title: Transportation Manager

Required Attachments

- ☑ VICINITY MAP (AERIAL PHOTO AND OR PICTURE OF THE SITE)
- ☑ PROJECT PLAN (INCLUDE SITE PLAN OR PROJECT SKETCH UP TO 2 SHEETS)
- ☑ OTHER DETAILS THAT MAY BE HELP TO EVALUATE THE PROJECT
- ☑ CONCEPT PROJECT COST ESTIMATE SPREADSHEET
- ☑ ANTICIPATED SCHEDULE DETAILS
- ☐ OTHER _____

# Vanpool Program Cost Estimate

| Vanpool type | Origin | Daily mileage | trips per week | Avg. monthly mileage | Cost (mileage based) | Months/Yr | Cost/Van | # of vans | Annual cost |
|---|---|---|---|---|---|---|---|---|---|
| Seasonal | Coalville/Kamas | 40 | 5 | 800 | $570.0 | 4 | $ 2,280.00 | 2 | $4,560 |
| Annual | Coalville/Kamas | 40 | 5 | 800 | $570.0 | 12 | $ 6,840.00 | 1 | $6,840 |
| Seasonal | SLC/Heber | 50 | 5 | 1000 | $705 | 4 | $ 2,820.00 | 6 | $16,920 |
| Annual | SLC/Heber | 50 | 5 | 1000 | $705 | 12 | $ 8,460.00 | 4 | $33,840 |
| Seasonal | Utah County | 100 | 5 | 2000 | $1,375 | 4 | $ 5,500.00 | 1 | $5,500 |
| Annual | Utah County | 100 | 5 | 2000 | $1,375 | 12 | $ 16,500.00 | 1 | $16,500 |
| | | | | | | | | **15** | **$84,160** |

**SUMMIT COUNTY**
**COUNCIL OF GOVERNMENTS**
**ADDITIONAL TRANSPORTATION SALES TAX INITIATIVE**
**PROJECT CONCEPT DEVELOPMENT APPLICATION FORM**

Overview:
Applications must be relating to a regionally significant transportation facility within the county, including cities, or for new capacity or congestion mitigation projects. Projects with more regional impacts and that address congestion will be funded over other projects with higher scores.

Process:
The Council of Governments will annually accept Project Concept Development Reports/Applications proposed to be funded by the County Option for Transportation Sale and Use Tax and create a priority list of the regionally significant transportation facility projects. In 2025, all project applications will be due on or **before 5pm on Friday, June 20th, 2025,** and must be submitted to the Summit County Transportation Planning Deputy Director via email (edelaurentiis@summitcountyutah.gov). Project Concept Development Reports/Applications will be distributed to the Council of Governments for review and subsequently discussed in public by the Council of Governments at their regularly scheduled meeting in July of 2025.

The priority list of regionally significant transportation facility projects will then be presented to the County Council for final approval at the first available meeting following the recommendation of the Council of Governments.

Funding:
Projects funded from the County Option for Transportation Sale and Use Tax must be included in the Summit County Budget for the year the project is proposed. The maximum amount available for projects in 2025 is as follows:

| | |
|---|---|
| County Transportation Initiative | $6 Million |

County Option for Transportation Sale and Use Tax funds can and will accrue over time so that larger projects may be programed.

**SUMMIT COUNTY**
**COUNCIL OF GOVERNMENTS**
**ADDITIONAL TRANSPORTATION SALES TAX INITIATIVE**
**PROJECT CONCEPT DEVELOPMENT APPLICATION FORM**

Project Name: AT Improvements: Little Kate and Monitor Drive

Application Date: 6/20/2025

Applicant (City/County): Park CIty Municipal Corporation

Contact for City/County: Julia Collins

Mailing Address: 445 Marsac Drive (PO, Street), 84 06( (zip code)

Email Address: julia.collins@parkcity.org

Project Contact: Steven Dennis

Mailing Address: 445 Marsac Drive (PO, Street) (City) 84 06( (zip code)

Email Address: steven.dennis@parkcity.org

Enter all information requested on these sheets (be as concise as possible) and submit with attachments (drawings, photos, estimate), staple together; do not include, cover sheet, heavy weight paper or plastic, binders or blank sheets. Limit number of sheets in application 10 sheets when possible. No penalty for number of sheets submitted. Additional information may be requested and required if required per the Council of Governments (COG).

Phase Funds Being Requested (Check all that apply):
*Funds are only programmed one year in advance, but it is helpful to identify future needs.

- ☑ Preliminary Engineering — Funded Year 2025
- ☑ Environmental — Funded Year 2025
- ☑ Right-of-Way — Funded Year 2025
- ☑ Final Design — Funded Year 2025/2026
- ☑ Construction — Funded Year 2026

Purpose/Scope of Project and describe the regional impacts.

Park City Municipal is advancing a high-priority transportation project along Little Kate Road and Monitor Drive to enhance safety, mobility, and first and last mile connections between neighborhoods, schools, transit stops, and key community destinations. The project will construct approximately 1.3 miles of new, shared-use pathways designed for users of all ages and abilities.
The first segment will run along the east side of Monitor Drive, connecting SR-248/Kearns Boulevard to Little Kate Road. The second segment continues along Little Kate Road from Lucky John Drive to Holiday Ranch Loop Road. These roads are heavily used by children traveling to the Kearns school campus, residents accessing nearby neighborhoods, and users of the Park City Municipal Athletic and Recreation Center (MARC). Currently, the corridor lacks consistent active transportation infrastructure, which creates daily safety concerns and limits transportation options.
In addition to the new pathways, the project includes upgrades to the street cross-sections and improvements to nine existing bus stops along the corridor. These upgrades will enhance transit access and safety while leveraging a federal grant already secured for the improvement of existing stops to meet ADA standard and other upgraded amenities. By coordinating the pathway and bus stop improvements during a single construction effort, Park City is maximizing the impact of both local and federal investments. This unified approach enhances access to regional transit and supports safer, more connected multimodal travel across the corridor.
This project supports broader regional goals by improving access to key destinations without requiring a car, reducing congestion on the SR-248 corridor, and aligning with active transportation priorities identified in Park City Forward, Summit County's Active Transportation Plan, and UDOT's long-range planning efforts.
The concepts included in this application reflect the project's current planning stage for Monitor Drive and Little Kate Road, Figures 1 and 2 . They are part of an ongoing design process that will incorporate cost analysis, usability, and community feedback.

Describe the problem the project will solve (i.e. congestion, safety, connectivity, etc.)

While there are existing sidewalks and some bike facilities along Monitor Drive and Little Kate Road, they are narrow, inconsistent, and not designed to serve users of all ages and abilities. The current layout creates conflicts between users and doesn't provide the level of safety or comfort needed for students, families, or people using mobility devices. This project will replace and upgrade those facilities with a continuous, wider, shared-use pathway that separates non-motorized users from traffic and provides a safer, more accessible route. It improves day-to-day connectivity between homes, schools, transit stops, and community destinations while providing safer travel options for those who walk, bike, or rely on transit-expanding travel options along a very busy regional corridor.

**SUMMIT COUNTY**
**COUNCIL OF GOVERNMENTS**
**ADDITIONAL TRANSPORTATION SALES TAX INITIATIVE**
**PROJECT CONCEPT DEVELOPMENT APPLICATION FORM**

## CONCEPTUAL PROJECT INFORMATION

### Project Readiness

Provide the status of the project. Describe the stage of work the project is in: Environmental Review, Design, or Right of Way, not started, in progress, completed? Describe.

Concept plans and survey data collection for the Little Kate and Monitor Drive pathway project are complete. Environmental review and detailed design are currently in progress and are expected to be completed by February 2026, with both phases advancing in parallel to maintain schedule momentum.
No significant right-of-way impacts have been identified based on the conceptual design and survey analysis. Park City is also working closely to align the construction timeline for the pathway with the federally funded bus stop upgrades, allowing both efforts to be delivered together. This coordination will minimize disruption and maximize cost efficiency during construction.
Construction advertisement is targeted for early 2026, contingent on securing additional funding to complete final design and move into construction. This streamlined approach supports timely delivery of high-impact improvements that benefit both local users and regional transportation goals.

### Project Consistency

Is the project consistent with local, regional, or statewide plans (i.e. State Long Range Transportation Plan, General Plan, corridor plan, local transportation master plan)? Describe.

This project is consistent with Park City's goals outlined in the 2024 Bicycle and Pedestrian Plan, which prioritizes building safe, comfortable routes that serve users of all ages and abilities. The plan emphasizes improving connections to schools, recreation areas, and community amenities—exactly what this project is designed to do.
It also aligns with broader priorities in Park City Forward, which was completed in 2022, and the 2019 Summit County Active Transportation Plan, both of which call for expanding active transportation infrastructure, reducing reliance on single-occupancy vehicles, and supporting more connected, multi-modal neighborhoods. This project contributes to those goals by upgrading a key corridor with safe, user-friendly facilities that support walking, biking, and access to transit.
It also supports statewide objectives in UDOT's Long-Range Transportation Plan and Utah's Unified Active Transportation Plan, which promote investment in safe, connected networks that encourage mode shift and improve mobility options across Utah.

Project Location: Monitor Dr between SR-248 and Little Kate Rd / Little Kate Rd between Lucky John Dr and Holiday Ranch Loop Rd
(Street Address, Intersection, Mile Post, Other Descriptor)

Project Type (Check the Box that Primarily Applies to the Project and go to that Section Below):
*Projects that affect multiple modes will have a higher score (See Page 7)

- ☐ Congestion Relief – Roads (Go to Page 4)
- ☑ Mode Choice – Active Transportation (Go to Page 5)
- ☐ Mode Choice – Transit (Go to Page 6)
- ☐ None of the Above (Go to Page 7)

**SUMMIT COUNTY**
**COUNCIL OF GOVERNMENTS**
**ADDITIONAL TRANSPORTATION SALES TAX INITIATIVE**
**PROJECT CONCEPT DEVELOPMENT APPLICATION FORM**

## Congestion Relief – Roads

Score 0 – 30 _____ (Total)

Functional Classification of Roadway: (Check One) view map Score 0 – 5 _____ (Total)

| | |
|---|---|
| ☐ Principal Arterial | 5 |
| ☐ Minor Arterial | 4 |
| ☐ Major Collector | 3 |
| ☐ Minor Collector | 2 |
| ☐ Local Road | 0 |

Existing ADT: (Check One) view map
Score 0 – 5 _____ (Total)

| | |
|---|---|
| ☐ 10,000 + | 5 |
| ☐ 5,001 - 10,000 | 4 |
| ☐ 3,001 - 5,000 | 3 |
| ☐ 1,001 - 3,000 | 2 |
| ☐ 500 - 1,000 | 1 |
| ☐ >500 | 0 |

Existing LOS: (Check One)
Score 0 – 5 _____ (Total)

| | |
|---|---|
| ☐ F | 5 |
| ☐ E | 4 |
| ☐ D | 3 |
| ☐ C | 2 |
| ☐ B | 1 |
| ☐ A | 0 |

Percent of Freight Traffic: (Check One) view spreadsheet and use the most recent year
Score 0 – 5 _____ (Total)

| | |
|---|---|
| ☐ 20% | 5 |
| ☐ 16 – 20% | 4 |
| ☐ 11 – 15% | 3 |
| ☐ 6 – 10% | 2 |
| ☐ 1- 5% | 1 |
| ☐ >1% | 0 |

Accessibility to Community Facilities (library, park, government building, or hospital within 0.5-mile buffer): (Check One)
Score 0 – 5 _____ (Total)

| | |
|---|---|
| ☐ 4+ | 5 |
| ☐ 3 | 4 |
| ☐ 2 | 3 |
| ☐ 1 | 2 |
| ☐ 0 | 0 |

Accessibility to Schools (K-12 public and private within 0.5-mile buffer): (Check One)
Score 0 – 5 _____ (Total)

| | |
|---|---|
| ☐ 3+ | 5 |
| ☐ 2 | 4 |
| ☐ 1 | 3 |
| ☐ 0 | 0 |

**SUMMIT COUNTY**
**COUNCIL OF GOVERNMENTS**
**ADDITIONAL TRANSPORTATION SALES TAX INITIATIVE**
**PROJECT CONCEPT DEVELOPMENT APPLICATION FORM**

## Mode Choice – Active Transportation

Score 0 – 30 28 (Total)

Separation from Roadway: (Check One)
Score 0 – 5 4 (Total)

| | | |
|---|---|---|
| ☐ | Arterial w/ barrier or grade | 5 |
| ☑ | Collector w/ barrier or grade | 4 |
| ☐ | Arterial w/ striping | 3 |
| ☐ | Collector w/ striping | 2 |
| ☐ | None | 0 |

Pathway Widths: (Check One)
Score 0 – 5 5 (Total)

| | | |
|---|---|---|
| ☑ | New Trail >8' | 5 |
| ☐ | New Trail 4-8' | 4 |
| ☐ | Widen Existing Trail >8' | 3 |
| ☐ | Widen Existing Trail 4-8' | 2 |

Accessibility to Community Facilities (library, park, government building, or hospital within 0.5-mile buffer): (Check One)
Score 0 – 5 5 (Total)

| | | |
|---|---|---|
| ☑ | 4+ | 5 |
| ☐ | 3 | 4 |
| ☐ | 2 | 3 |
| ☐ | 1 | 2 |
| ☐ | 0 | 0 |

Transit Stops within 0.25-mile buffer: (Check One)
Score 0 – 5 5 (Total)

| | | |
|---|---|---|
| ☑ | >4 | 5 |
| ☐ | 4 | 4 |
| ☐ | 3 | 3 |
| ☐ | 2 | 2 |
| ☐ | 1 | 1 |
| ☐ | 0 | 0 |

Adds New Pathway Connection to the System: (Check One)
Score 0 – 5 4 (Total)

| | | |
|---|---|---|
| ☐ | Arterial to Arterial | 5 |
| ☑ | Arterial to Collector | 4 |
| ☐ | Collector to Collector | 3 |
| ☐ | Arterial to Local | 2 |
| ☐ | Collector to Local | 1 |
| ☐ | Local to Local | 0 |

Accessibility to Schools (K-12 public and private within 0.5-mile buffer): (Check One)
Score 0 – 5 5 (Total)

| | | |
|---|---|---|
| ☑ | 3+ | 5 |
| ☐ | 2 | 4 |
| ☐ | 1 | 3 |
| ☐ | 0 | 0 |

**SUMMIT COUNTY**
**COUNCIL OF GOVERNMENTS**
**ADDITIONAL TRANSPORTATION SALES TAX INITIATIVE**
**PROJECT CONCEPT DEVELOPMENT APPLICATION FORM**

## Mode Choice – Transit

Score 0 – 30 _____ (Total)

Increased System Wide Ridership: (Check One)

Score 0 – 5 _____ (Total)

- ☐ >5% 5
- ☐ 4-5% 4
- ☐ 3-4% 3
- ☐ 2-3% 2
- ☐ 1-2% 1

Number of Existing or Proposed Daily Riders: (Check One)

Score 0 – 5 _____ (Total)

- ☐ >500 5
- ☐ 400 4
- ☐ 300 3
- ☐ 200 2
- ☐ 100 1
- ☐ <100 0

Accessibility to Community Facilities (library, park, government building, or hospital within 0.5-mile buffer): (Check One)

Score 0 – 5 _____ (Total)

- ☐ 4+ 5
- ☐ 3 4
- ☐ 2 3
- ☐ 1 2

Transit Stops: (Check One)

Score 0 – 5 _____ (Total)

- ☐ >8 5
- ☐ 7 4
- ☐ 6 3
- ☐ 5 2
- ☐ 4 1
- ☐ <3 0

Level of Frequency Proposed: (Check One)

Score 0 – 5 _____ (Total)

- ☐ 10 Min 5
- ☐ 15 Min 4
- ☐ 20 Min 3
- ☐ 30 Min 2
- ☐ 45 Min 1
- ☐ >60 Min 0

Accessibility to Schools (K-12 public and private within 0.5-mile buffer): (Check One)

Score 0 – 5 _____ (Total)

- ☐ 3+ 5
- ☐ 2 4
- ☐ 1 3
- ☐ 0 0

**SUMMIT COUNTY**
**COUNCIL OF GOVERNMENTS**
**ADDITIONAL TRANSPORTATION SALES TAX INITIATIVE**
**PROJECT CONCEPT DEVELOPMENT APPLICATION FORM**

## ALL PROJECTS MUST COMPLETE THIS SECTION

**Preliminary Environmental Assessment:** Score 0 – 10
Expected Environmental Impacts (Subtract Each Impact from the 10 Points) 10 (Total)

| | | | | | |
|---|---|---|---|---|---|
| ☐ | Wetlands | -2 | ☐ | Soils | -2 |
| ☐ | Stream Alteration | -1 | ☐ | Wildlife | -1 |
| ☐ | Noise | -1 | ☐ | Historic/Cultural | -1 |
| ☐ | Air Quality | -1 | ☐ | Visual | -1 |

**Multi-Modal Projects:** (Check One) Score 0 – 10

2 (Total)

| | | |
|---|---|---|
| ☐ | Roadway capacity project includes active transportation and transit | 10 |
| ☐ | Roadway capacity project includes transit | 9 |
| ☐ | Roadway capacity project includes active transportation | 8 |
| ☐ | Transit project includes roadway capacity and active transportation | 7 |
| ☐ | Transit project includes roadway capacity | 6 |
| ☐ | Transit project includes active transportation | 5 |
| ☐ | Active transportation project includes roadway capacity and transit | 4 |
| ☐ | Active transportation project includes roadway capacity | 3 |
| ☑ | Active transportation project includes transit | 2 |

**Safety:** (Check all that Apply) Score 0 – 20

16 (Total)

| | | |
|---|---|---|
| ☑ | Enhances Safe Movement of Pedestrian/Bike | 5 |
| ☑ | Reduces Severity of Crashes | 5 |
| ☑ | Traffic Calming | 3 |
| ☑ | Intersection Reconfiguration | 3 |
| ☐ | Traffic Lighting | 2 |
| ☐ | Guardrail | 2 |

**Matching Local Funds for Project (including soft match and in-kind):** (Check One)
Score 0 – 10

10 (Total)

| | | |
|---|---|---|
| ☑ | >50% | 10 |
| ☐ | 35-50% | 8 |
| ☐ | 20-35% | 6 |
| ☐ | 10-20% | 4 |
| ☐ | 1-10% | 2 |

**SUMMIT COUNTY**
**COUNCIL OF GOVERNMENTS**
**ADDITIONAL TRANSPORTATION SALES TAX INITIATIVE**
**PROJECT CONCEPT DEVELOPMENT APPLICATION FORM**

**Readiness of Project:** (Check all the Apply) Score 0 – 10
Expected Needs (Subtract Each Impact from the 10 Points) 9 (Total)

- ☐ Needs an Environmental Impact Statement (EIS) -3
- ☐ Needs additional Right-of-Way -3
- ☐ Needs an Environmental Assessment (EA) -2
- ☑ Needs a Categorial Exclusion (CAT EX) -1
- ☐ Utility Relocation is Required -1

**Permits Required:** Score 0 – 10
Expected Permits (Subtract Each Impact from the 10 Points) 6 (Total)

- ☐ USACE 401 -2
- ☐ USACE 404 -2
- ☑ UPDES General Construction -2
- ☑ UDOT Encroachment -2
- ☐ Joint Stream Alteration -2

**Project Financial Information**
Total Project Cost $ $6,000,000
(Enter amount from Concept Cost Estimate Spread Sheet)

Other Funding Sources, Cash (List)

1. Local Match $ 450,000
2. Corridor Preservation (R/W funds) $ 0
3. Federal $ 2,000,000
4. State $ 0
5. Other _____ (list) $ _____

Flexi-Match (List Soft Match and In-Kind)

1. PCMC Staff-Project Mgmnt $ 320,000
2. _____ $ _____
3. _____ $ _____

Total Match $ 2,770,000

Net Project Cost Request **$** 3,230,000
53 %

TOTAL SCORE 81 (100 max)

**SUMMIT COUNTY**
**COUNCIL OF GOVERNMENTS**
**ADDITIONAL TRANSPORTATION SALES TAX INITIATIVE**
**PROJECT CONCEPT DEVELOPMENT APPLICATION FORM**

Project Schedule

Anticipated Construction Start Date: May 2026

- Environmental: May 2025
- R/W: n/a
- Design: January 2026
- Bid: February 2026

**STATEMENT OF LOCAL AGENCY RESPONSIBILITY APPLICANT SIGNATURE**

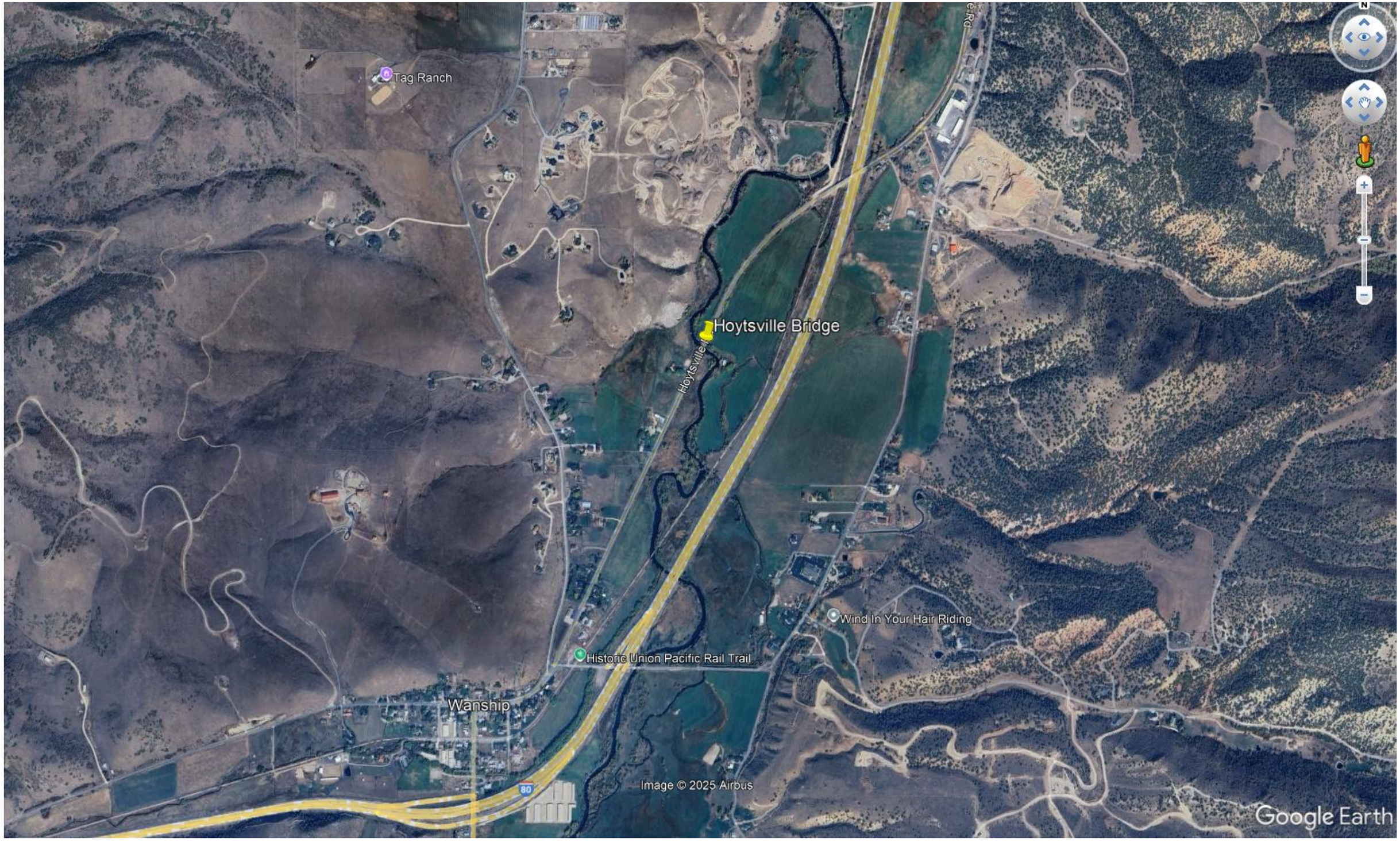
By signing this application and statement the above listed Local Government agrees that if this application is selected for funding Council of Governments and the County Council, they (Local Government) will provide the local matching funds as needed by the project to execute the project as presented in this application in a timely way beginning when the project is in its first funded year.

Applicant Signature: _____

Applicant Title: Transportation Manager

Required Attachments

- ☑ VICINITY MAP (AERIAL PHOTO AND OR PICTURE OF THE SITE)
- ☑ PROJECT PLAN (INCLUDE SITE PLAN OR PROJECT SKETCH UP TO 2 SHEETS)
- ☑ OTHER DETAILS THAT MAY BE HELP TO EVALUATE THE PROJECT
- ☑ CONCEPT PROJECT COST ESTIMATE SPREADSHEET
- ☑ ANTICIPATED SCHEDULE DETAILS
- ☐ OTHER _____


Tag Ranch
Hoytsville Bridge
Hoytsville Rd
Wind In Your Hair Riding
Historic Union Pacific Rail Trail...
Wanship
80
Image © 2025 Airbus
Google Earth

| Item | Estimated Cost (USD) |
|---|---|
| Mobilization | $60,000.00 |
| Excavations and Earthwork | $45,000.00 |
| Concrete Abutments | $90,000.00 |
| Prestressed Concrete Girders and Deck | $220,000.00 |
| Asphalt (3" lift) | $25,000.00 |
| Traffic Control (3 months) | $40,000.00 |
| Guard Rails (TL-3) | $35,000.00 |
| Piles (Steel or Helical) | $80,000.00 |
| Demolition of Existing Bridge | $70,000.00 |
| Road Construction (300 ft) | $60,000.00 |
| Contingency (25%) | $181,250.00 |
| Contractor Overhead and Profit (15%) | $108,750.00 |
| Construction Management | $25,000.00 |
| **Total Estimate** | **$1,040,000.00** |

**SUMMIT COUNTY**
**COUNCIL OF GOVERNMENTS**
**ADDITIONAL TRANSPORTATION SALES TAX INITIATIVE**
**PROJECT CONCEPT DEVELOPMENT APPLICATION FORM**

Overview:
Applications must be relating to a regionally significant transportation facility within the county, including cities, or for new capacity or congestion mitigation projects. Projects with more regional impacts and that address congestion will be funded over other projects with higher scores.

Process:
The Council of Governments will annually accept Project Concept Development Reports/Applications proposed to be funded by the County Option for Transportation Sale and Use Tax and create a priority list of the regionally significant transportation facility projects. In 2025, all project applications will be due on or **before 5pm on Friday, June 20th, 2025,** and must be submitted to the Summit County Transportation Planning Deputy Director via email (edelaurentiis@summitcountyutah.gov). Project Concept Development Reports/Applications will be distributed to the Council of Governments for review and subsequently discussed in public by the Council of Governments at their regularly scheduled meeting in July of 2025.

The priority list of regionally significant transportation facility projects will then be presented to the County Council for final approval at the first available meeting following the recommendation of the Council of Governments.

Funding:
Projects funded from the County Option for Transportation Sale and Use Tax must be included in the Summit County Budget for the year the project is proposed. The maximum amount available for projects in 2025 is as follows:

| | |
|---|---|
| County Transportation Initiative | $6 Million |

County Option for Transportation Sale and Use Tax funds can and will accrue over time so that larger projects may be programed.

**SUMMIT COUNTY**
**COUNCIL OF GOVERNMENTS**
**ADDITIONAL TRANSPORTATION SALES TAX INITIATIVE**
**PROJECT CONCEPT DEVELOPMENT APPLICATION FORM**

Project Name: AT Improvements: Little Kate and Monitor Drive

Application Date: 6/20/2025

Applicant (City/County): Park CIty Municipal Corporation

Contact for City/County: Julia Collins

Mailing Address: 445 Marsac Drive (PO, Street), 84 06( (zip code)

Email Address: julia.collins@parkcity.org

Project Contact: Steven Dennis

Mailing Address: 445 Marsac Drive (PO, Street) (City) 84 06( (zip code)

Email Address: steven.dennis@parkcity.org

Enter all information requested on these sheets (be as concise as possible) and submit with attachments (drawings, photos, estimate), staple together; do not include, cover sheet, heavy weight paper or plastic, binders or blank sheets. Limit number of sheets in application 10 sheets when possible. No penalty for number of sheets submitted. Additional information may be requested and required if required per the Council of Governments (COG).

Phase Funds Being Requested (Check all that apply):
*Funds are only programmed one year in advance, but it is helpful to identify future needs.

- ☑ Preliminary Engineering — Funded Year 2025
- ☑ Environmental — Funded Year 2025
- ☑ Right-of-Way — Funded Year 2025
- ☑ Final Design — Funded Year 2025/2026
- ☑ Construction — Funded Year 2026

Purpose/Scope of Project and describe the regional impacts.

Park City Municipal is advancing a high-priority transportation project along Little Kate Road and Monitor Drive to enhance safety, mobility, and first and last mile connections between neighborhoods, schools, transit stops, and key community destinations. The project will construct approximately 1.3 miles of new, shared-use pathways designed for users of all ages and abilities.
The first segment will run along the east side of Monitor Drive, connecting SR-248/Kearns Boulevard to Little Kate Road. The second segment continues along Little Kate Road from Lucky John Drive to Holiday Ranch Loop Road. These roads are heavily used by children traveling to the Kearns school campus, residents accessing nearby neighborhoods, and users of the Park City Municipal Athletic and Recreation Center (MARC). Currently, the corridor lacks consistent active transportation infrastructure, which creates daily safety concerns and limits transportation options.
In addition to the new pathways, the project includes upgrades to the street cross-sections and improvements to nine existing bus stops along the corridor. These upgrades will enhance transit access and safety while leveraging a federal grant already secured for the improvement of existing stops to meet ADA standard and other upgraded amenities. By coordinating the pathway and bus stop improvements during a single construction effort, Park City is maximizing the impact of both local and federal investments. This unified approach enhances access to regional transit and supports safer, more connected multimodal travel across the corridor.
This project supports broader regional goals by improving access to key destinations without requiring a car, reducing congestion on the SR-248 corridor, and aligning with active transportation priorities identified in Park City Forward, Summit County's Active Transportation Plan, and UDOT's long-range planning efforts.
The concepts included in this application reflect the project's current planning stage for Monitor Drive and Little Kate Road, Figures 1 and 2 . They are part of an ongoing design process that will incorporate cost analysis, usability, and community feedback.

Describe the problem the project will solve (i.e. congestion, safety, connectivity, etc.)

While there are existing sidewalks and some bike facilities along Monitor Drive and Little Kate Road, they are narrow, inconsistent, and not designed to serve users of all ages and abilities. The current layout creates conflicts between users and doesn't provide the level of safety or comfort needed for students, families, or people using mobility devices. This project will replace and upgrade those facilities with a continuous, wider, shared-use pathway that separates non-motorized users from traffic and provides a safer, more accessible route. It improves day-to-day connectivity between homes, schools, transit stops, and community destinations while providing safer travel options for those who walk, bike, or rely on transit-expanding travel options along a very busy regional corridor.

**SUMMIT COUNTY**
**COUNCIL OF GOVERNMENTS**
**ADDITIONAL TRANSPORTATION SALES TAX INITIATIVE**
**PROJECT CONCEPT DEVELOPMENT APPLICATION FORM**

## CONCEPTUAL PROJECT INFORMATION

### Project Readiness

Provide the status of the project. Describe the stage of work the project is in: Environmental Review, Design, or Right of Way, not started, in progress, completed? Describe.

Concept plans and survey data collection for the Little Kate and Monitor Drive pathway project are complete. Environmental review and detailed design are currently in progress and are expected to be completed by February 2026, with both phases advancing in parallel to maintain schedule momentum.
No significant right-of-way impacts have been identified based on the conceptual design and survey analysis. Park City is also working closely to align the construction timeline for the pathway with the federally funded bus stop upgrades, allowing both efforts to be delivered together. This coordination will minimize disruption and maximize cost efficiency during construction.
Construction advertisement is targeted for early 2026, contingent on securing additional funding to complete final design and move into construction. This streamlined approach supports timely delivery of high-impact improvements that benefit both local users and regional transportation goals.

### Project Consistency

Is the project consistent with local, regional, or statewide plans (i.e. State Long Range Transportation Plan, General Plan, corridor plan, local transportation master plan)? Describe.

This project is consistent with Park City's goals outlined in the 2024 Bicycle and Pedestrian Plan, which prioritizes building safe, comfortable routes that serve users of all ages and abilities. The plan emphasizes improving connections to schools, recreation areas, and community amenities—exactly what this project is designed to do.
It also aligns with broader priorities in Park City Forward, which was completed in 2022, and the 2019 Summit County Active Transportation Plan, both of which call for expanding active transportation infrastructure, reducing reliance on single-occupancy vehicles, and supporting more connected, multi-modal neighborhoods. This project contributes to those goals by upgrading a key corridor with safe, user-friendly facilities that support walking, biking, and access to transit.
It also supports statewide objectives in UDOT's Long-Range Transportation Plan and Utah's Unified Active Transportation Plan, which promote investment in safe, connected networks that encourage mode shift and improve mobility options across Utah.

Project Location: Monitor Dr between SR-248 and Little Kate Rd / Little Kate Rd between Lucky John Dr and Holiday Ranch Loop Rd
(Street Address, Intersection, Mile Post, Other Descriptor)

Project Type (Check the Box that Primarily Applies to the Project and go to that Section Below):
*Projects that affect multiple modes will have a higher score (See Page 7)

- ☐ Congestion Relief – Roads (Go to Page 4)
- ☑ Mode Choice – Active Transportation (Go to Page 5)
- ☐ Mode Choice – Transit (Go to Page 6)
- ☐ None of the Above (Go to Page 7)

**SUMMIT COUNTY**
**COUNCIL OF GOVERNMENTS**
**ADDITIONAL TRANSPORTATION SALES TAX INITIATIVE**
**PROJECT CONCEPT DEVELOPMENT APPLICATION FORM**

## Congestion Relief – Roads

Score 0 – 30 _____ (Total)

Functional Classification of Roadway: (Check One) view map Score 0 – 5 _____ (Total)

| | |
|---|---|
| ☐ Principal Arterial | 5 |
| ☐ Minor Arterial | 4 |
| ☐ Major Collector | 3 |
| ☐ Minor Collector | 2 |
| ☐ Local Road | 0 |

Existing ADT: (Check One) view map
Score 0 – 5 _____ (Total)

| | |
|---|---|
| ☐ 10,000 + | 5 |
| ☐ 5,001 - 10,000 | 4 |
| ☐ 3,001 - 5,000 | 3 |
| ☐ 1,001 - 3,000 | 2 |
| ☐ 500 - 1,000 | 1 |
| ☐ >500 | 0 |

Existing LOS: (Check One)
Score 0 – 5 _____ (Total)

| | |
|---|---|
| ☐ F | 5 |
| ☐ E | 4 |
| ☐ D | 3 |
| ☐ C | 2 |
| ☐ B | 1 |
| ☐ A | 0 |

Percent of Freight Traffic: (Check One) view spreadsheet and use the most recent year
Score 0 – 5 _____ (Total)

| | |
|---|---|
| ☐ 20% | 5 |
| ☐ 16 – 20% | 4 |
| ☐ 11 – 15% | 3 |
| ☐ 6 – 10% | 2 |
| ☐ 1- 5% | 1 |
| ☐ >1% | 0 |

Accessibility to Community Facilities (library, park, government building, or hospital within 0.5-mile buffer): (Check One)
Score 0 – 5 _____ (Total)

| | |
|---|---|
| ☐ 4+ | 5 |
| ☐ 3 | 4 |
| ☐ 2 | 3 |
| ☐ 1 | 2 |
| ☐ 0 | 0 |

Accessibility to Schools (K-12 public and private within 0.5-mile buffer): (Check One)
Score 0 – 5 _____ (Total)

| | |
|---|---|
| ☐ 3+ | 5 |
| ☐ 2 | 4 |
| ☐ 1 | 3 |
| ☐ 0 | 0 |

**SUMMIT COUNTY**
**COUNCIL OF GOVERNMENTS**
**ADDITIONAL TRANSPORTATION SALES TAX INITIATIVE**
**PROJECT CONCEPT DEVELOPMENT APPLICATION FORM**

## Mode Choice – Active Transportation

Score 0 – 30 28 (Total)

Separation from Roadway: (Check One)
Score 0 – 5 4 (Total)

| | | |
|---|---|---|
| ☐ | Arterial w/ barrier or grade | 5 |
| ☑ | Collector w/ barrier or grade | 4 |
| ☐ | Arterial w/ striping | 3 |
| ☐ | Collector w/ striping | 2 |
| ☐ | None | 0 |

Pathway Widths: (Check One)
Score 0 – 5 5 (Total)

| | | |
|---|---|---|
| ☑ | New Trail >8' | 5 |
| ☐ | New Trail 4-8' | 4 |
| ☐ | Widen Existing Trail >8' | 3 |
| ☐ | Widen Existing Trail 4-8' | 2 |

Accessibility to Community Facilities (library, park, government building, or hospital within 0.5-mile buffer): (Check One)
Score 0 – 5 5 (Total)

| | | |
|---|---|---|
| ☑ | 4+ | 5 |
| ☐ | 3 | 4 |
| ☐ | 2 | 3 |
| ☐ | 1 | 2 |
| ☐ | 0 | 0 |

Transit Stops within 0.25-mile buffer: (Check One)
Score 0 – 5 5 (Total)

| | | |
|---|---|---|
| ☑ | >4 | 5 |
| ☐ | 4 | 4 |
| ☐ | 3 | 3 |
| ☐ | 2 | 2 |
| ☐ | 1 | 1 |
| ☐ | 0 | 0 |

Adds New Pathway Connection to the System: (Check One)
Score 0 – 5 4 (Total)

| | | |
|---|---|---|
| ☐ | Arterial to Arterial | 5 |
| ☑ | Arterial to Collector | 4 |
| ☐ | Collector to Collector | 3 |
| ☐ | Arterial to Local | 2 |
| ☐ | Collector to Local | 1 |
| ☐ | Local to Local | 0 |

Accessibility to Schools (K-12 public and private within 0.5-mile buffer): (Check One)
Score 0 – 5 5 (Total)

| | | |
|---|---|---|
| ☑ | 3+ | 5 |
| ☐ | 2 | 4 |
| ☐ | 1 | 3 |
| ☐ | 0 | 0 |

**SUMMIT COUNTY**
**COUNCIL OF GOVERNMENTS**
**ADDITIONAL TRANSPORTATION SALES TAX INITIATIVE**
**PROJECT CONCEPT DEVELOPMENT APPLICATION FORM**

## Mode Choice – Transit

Score 0 – 30 _____ (Total)

Increased System Wide Ridership: (Check One)

Score 0 – 5 _____ (Total)

- ☐ >5% 5
- ☐ 4-5% 4
- ☐ 3-4% 3
- ☐ 2-3% 2
- ☐ 1-2% 1

Transit Stops: (Check One)

Score 0 – 5 _____ (Total)

- ☐ >8 5
- ☐ 7 4
- ☐ 6 3
- ☐ 5 2
- ☐ 4 1
- ☐ <3 0

Number of Existing or Proposed Daily Riders: (Check One)

Score 0 – 5 _____ (Total)

- ☐ >500 5
- ☐ 400 4
- ☐ 300 3
- ☐ 200 2
- ☐ 100 1
- ☐ <100 0

Level of Frequency Proposed: (Check One)

Score 0 – 5 _____ (Total)

- ☐ 10 Min 5
- ☐ 15 Min 4
- ☐ 20 Min 3
- ☐ 30 Min 2
- ☐ 45 Min 1
- ☐ >60 Min 0

Accessibility to Community Facilities (library, park, government building, or hospital within 0.5-mile buffer): (Check One)

Score 0 – 5 _____ (Total)

- ☐ 4+ 5
- ☐ 3 4
- ☐ 2 3
- ☐ 1 2

Accessibility to Schools (K-12 public and private within 0.5-mile buffer): (Check One)

Score 0 – 5 _____ (Total)

- ☐ 3+ 5
- ☐ 2 4
- ☐ 1 3
- ☐ 0 0

**SUMMIT COUNTY**
**COUNCIL OF GOVERNMENTS**
**ADDITIONAL TRANSPORTATION SALES TAX INITIATIVE**
**PROJECT CONCEPT DEVELOPMENT APPLICATION FORM**

## ALL PROJECTS MUST COMPLETE THIS SECTION

**Preliminary Environmental Assessment:** Score 0 – 10
Expected Environmental Impacts (Subtract Each Impact from the 10 Points) 10 (Total)

| | | | | | |
|---|---|---|---|---|---|
| ☐ | Wetlands | -2 | ☐ | Soils | -2 |
| ☐ | Stream Alteration | -1 | ☐ | Wildlife | -1 |
| ☐ | Noise | -1 | ☐ | Historic/Cultural | -1 |
| ☐ | Air Quality | -1 | ☐ | Visual | -1 |

**Multi-Modal Projects:** (Check One) Score 0 – 10

2 (Total)

| | | |
|---|---|---|
| ☐ | Roadway capacity project includes active transportation and transit | 10 |
| ☐ | Roadway capacity project includes transit | 9 |
| ☐ | Roadway capacity project includes active transportation | 8 |
| ☐ | Transit project includes roadway capacity and active transportation | 7 |
| ☐ | Transit project includes roadway capacity | 6 |
| ☐ | Transit project includes active transportation | 5 |
| ☐ | Active transportation project includes roadway capacity and transit | 4 |
| ☐ | Active transportation project includes roadway capacity | 3 |
| ☑ | Active transportation project includes transit | 2 |

**Safety:** (Check all that Apply) Score 0 – 20

16 (Total)

| | | |
|---|---|---|
| ☑ | Enhances Safe Movement of Pedestrian/Bike | 5 |
| ☑ | Reduces Severity of Crashes | 5 |
| ☑ | Traffic Calming | 3 |
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| ☐ | Traffic Lighting | 2 |
| ☐ | Guardrail | 2 |

**Matching Local Funds for Project (including soft match and in-kind):** (Check One)
Score 0 – 10

10 (Total)

| | | |
|---|---|---|
| ☑ | >50% | 10 |
| ☐ | 35-50% | 8 |
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| ☐ | 10-20% | 4 |
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**SUMMIT COUNTY**
**COUNCIL OF GOVERNMENTS**
**ADDITIONAL TRANSPORTATION SALES TAX INITIATIVE**
**PROJECT CONCEPT DEVELOPMENT APPLICATION FORM**

**Readiness of Project:** (Check all the Apply) Score 0 – 10
Expected Needs (Subtract Each Impact from the 10 Points) 9 (Total)

- ☐ Needs an Environmental Impact Statement (EIS) -3
- ☐ Needs additional Right-of-Way -3
- ☐ Needs an Environmental Assessment (EA) -2
- ☑ Needs a Categorial Exclusion (CAT EX) -1
- ☐ Utility Relocation is Required -1

**Permits Required:** Score 0 – 10
Expected Permits (Subtract Each Impact from the 10 Points) 6 (Total)

- ☐ USACE 401 -2
- ☐ USACE 404 -2
- ☑ UPDES General Construction -2
- ☑ UDOT Encroachment -2
- ☐ Joint Stream Alteration -2

**Project Financial Information**
Total Project Cost $6,000,000
(Enter amount from Concept Cost Estimate Spread Sheet)

Other Funding Sources, Cash (List)

1. Local Match $450,000
2. Corridor Preservation (R/W funds) $0
3. Federal $2,000,000
4. State $0
5. Other _____ (list) $

Flexi-Match (List Soft Match and In-Kind)

1. PCMC Staff-Project Mgmnt $320,000
2. _____ $
3. _____ $

Total Match $2,770,000

Net Project Cost Request **$** 3,230,000
53 %

TOTAL SCORE 81 (100 max)

**SUMMIT COUNTY**
**COUNCIL OF GOVERNMENTS**
**ADDITIONAL TRANSPORTATION SALES TAX INITIATIVE**
**PROJECT CONCEPT DEVELOPMENT APPLICATION FORM**

Project Schedule

Anticipated Construction Start Date: May 2026

- Environmental: May 2025
- R/W: n/a
- Design: January 2026
- Bid: February 2026

**STATEMENT OF LOCAL AGENCY RESPONSIBILITY APPLICANT SIGNATURE**

By signing this application and statement the above listed Local Government agrees that if this application is selected for funding Council of Governments and the County Council, they (Local Government) will provide the local matching funds as needed by the project to execute the project as presented in this application in a timely way beginning when the project is in its first funded year.

Applicant Signature: Senta Beyer

Applicant Title: Transportation Manager

Required Attachments

- ☑ VICINITY MAP (AERIAL PHOTO AND OR PICTURE OF THE SITE)
- ☑ PROJECT PLAN (INCLUDE SITE PLAN OR PROJECT SKETCH UP TO 2 SHEETS)
- ☑ OTHER DETAILS THAT MAY BE HELP TO EVALUATE THE PROJECT
- ☑ CONCEPT PROJECT COST ESTIMATE SPREADSHEET
- ☑ ANTICIPATED SCHEDULE DETAILS
- ☐ OTHER _____

11+00
12+00
13+00
14+00
15+00
16+00
17+00
18+00
ICY SPRINGS RD
00+6
00+8
00+9
7+00
35 MPH (ASSUMED SPEED FOR RAMP TERMINAL)
30 MPH (UPLAN)
ROADWAY EXCAVATION
(PLAN QUANTITY) REQ'D
(1068 SQ FT x .3 FT)
BORROW (PLAN QUANTITY) REQ'D (672 CU YD)
GRANULAR BORROW (PLAN QUANTITY) REQ'D (933 CU YD)
UNTREATED BASE COURSE REQ'D (1,330 TONS)
HMHMA REQ'D (1,544 TONS)
8767 SQ FT
I-15 EB OFF RAMP
N65°34'46"E
PT 2+80.3022
PT 9+21.4255
PC 6+64.3135
N 14859058.010
E 1629712.729
N 14859305.776
E 1630256.355
N 14859305.940
E 1629762.199
N 14859572.447
E 1630287.447
Δ 91°32'21.4" LT
R 9661.57
T 129.79
L 259.58
PI 11+29.7869
N 14859305.244
E 1629972.447
Δ 34°15'32.9" LT
R 430.00
T 132.53
L 257.11
PI 14+84.1841T
N 14859305.940
E 1629762.199
N
E
REVISIONS
NO. DATE APPROVED BY REMARKS
UTAH DEPARTMENT OF TRANSPORTATION
APPROVED
PROFESSIONAL ENGINEER
DRAWN BY BBZ
QC CHECKED BY
01/27/2024
DATE
PROJECT
PROJECT NUMBER
PIN
ROADWAY
SHEET NO.

**PIN: PROJECT # PROJECT NAME:**

## Cost Estimate - Concept Level

**Prepared By:** B. Zobell **Date** 6/27/2024

**Proposed Project Scope:** RECONSTRUCT EB I-80 OFF RAMP AT ICY RD IN COALVILLE AT TERMINAL

Manually Input

| | | | |
|---|---|---|---|
| Approximate Route Reference Mile Post (BEGIN) = | | (END) = | |
| Project Length = | 0.000 | miles | ft |
| Current Year = | 2024 | | |
| Assumed Construction Year = | 2027 | | |
| Construction Items Inflation Factor = | 1.22 | 3 | yrs for inflation |
| Assumed Yearly Inflation for Engineering Services (PE and CE) (%/yr) = | 3.75% | | |
| Assumed Yearly Inflation for Right of Way (%/yr) = | 4.0% | | |
| Items not Estimated (% of Construction) = | 30.0% | | Increased Inlfation to Account for Variability due to small size of project. |
| Preliminary Engineering (% of Construction + Incentives) = | 8.0% | | |
| Construction Engineering (% of Construction + Incentives) = | 10.0% | | |

| Construction Items | | Cost | Remarks |
|---|---|---|---|
| Pulic Information Services | | $5,000 | |
| Roadway and Drainage | | $376,368 | |
| Traffic and Safety | | $16,300 | |
| Sttructures | | $0 | |
| Environmental Mitigation | | $10,000 | |
| ITS | | $0 | |
| | | | |
| | Subtotal | $407,668 | |
| | Items not Estimated (30%) | $122,300 | |
| | **Construction Subtotal** | **$529,968** | |
| P.E. Cost | **P.E. Subtotal** | **$42,397** | 8% |
| C.E. Cost | **C.E. Subtotal** | **$52,997** | 10% |
| Right of Way Urban/Suburban Residential | **Right of Way Subtotal** | $0 | |
| Utilities | **Utilities Subtotal** | $0 | |
| Incentives | **Incentives Subtotal** | $0 | |
| Miscellaneous | **Miscellaneous Subtotal** | $0 | |

| Cost Estimate (ePM screen 505) | | 2024 | | 2027 | |
|---|---|---|---|---|---|
| P.E. | | | $42,000 | | $47,000 |
| Right of Way | | | $0 | | $0 |
| Utilities | | | $0 | | $0 |
| Construction | | | $530,000 | | $649,000 |
| C.E. | | | $53,000 | | $59,000 |
| Incentives | | | $0 | | $0 |
| Aesthetics | | 0.75% | $4,000 | | $5,000 |
| Change Order Contingency | | 9.00% | $48,000 | | $59,000 |
| UDOT Oversight | | | $0 | | $0 |
| Miscellaneous | | | $0 | | $0 |
| | | TOTAL | $677,000 | TOTAL | $819,000 |

| | | | | | |
|---|---|---|---|---|---|
| PROPOSED COMMISSION REQUEST | | TOTAL | $677,000 | TOTAL | $819,000 |

## Project Assumptions/Risks

1 _____
2 _____
3 _____
4 _____
5 _____
6 _____
7 _____
8 _____
9 _____
10 _____
11 _____
12 _____
13 _____
14 _____

**SUMMIT COUNTY**
**COUNCIL OF GOVERNMENTS**
**ADDITIONAL TRANSPORTATION SALES TAX INITIATIVE**
**PROJECT CONCEPT DEVELOPMENT APPLICATION FORM**

Overview:
Applications must be relating to a regionally significant transportation facility within the county, including cities, or for new capacity or congestion mitigation projects. Projects with more regional impacts and that address congestion will be funded over other projects with higher scores.

Process:
The Council of Governments will annually accept Project Concept Development Reports/Applications proposed to be funded by the County Option for Transportation Sale and Use Tax and create a priority list of the regionally significant transportation facility projects. In 2025, all project applications will be due on or **before 5pm on Friday, June 20th, 2025,** and must be submitted to the Summit County Transportation Planning Deputy Director via email (edelaurentiis@summitcountyutah.gov). Project Concept Development Reports/Applications will be distributed to the Council of Governments for review and subsequently discussed in public by the Council of Governments at their regularly scheduled meeting in July of 2025.

The priority list of regionally significant transportation facility projects will then be presented to the County Council for final approval at the first available meeting following the recommendation of the Council of Governments.

Funding:
Projects funded from the County Option for Transportation Sale and Use Tax must be included in the Summit County Budget for the year the project is proposed. The maximum amount available for projects in 2025 is as follows:

| | |
|---|---|
| County Transportation Initiative | $6 Million |

County Option for Transportation Sale and Use Tax funds can and will accrue over time so that larger projects may be programed.

**SUMMIT COUNTY**
**COUNCIL OF GOVERNMENTS**
**ADDITIONAL TRANSPORTATION SALES TAX INITIATIVE**
**PROJECT CONCEPT DEVELOPMENT APPLICATION FORM**

Project Name: AT Improvements: Little Kate and Monitor Drive

Application Date: 6/20/2025

Applicant (City/County): Park CIty Municipal Corporation

Contact for City/County: Julia Collins

Mailing Address: 445 Marsac Drive (PO, Street), 84 06( (zip code)

Email Address: julia.collins@parkcity.org

Project Contact: Steven Dennis

Mailing Address: 445 Marsac Drive (PO, Street) (City) 84 06( (zip code)

Email Address: steven.dennis@parkcity.org

Enter all information requested on these sheets (be as concise as possible) and submit with attachments (drawings, photos, estimate), staple together; do not include, cover sheet, heavy weight paper or plastic, binders or blank sheets. Limit number of sheets in application 10 sheets when possible. No penalty for number of sheets submitted. Additional information may be requested and required if required per the Council of Governments (COG).

Phase Funds Being Requested (Check all that apply):
*Funds are only programmed one year in advance, but it is helpful to identify future needs.

- ☑ Preliminary Engineering — Funded Year 2025
- ☑ Environmental — Funded Year 2025
- ☑ Right-of-Way — Funded Year 2025
- ☑ Final Design — Funded Year 2025/2026
- ☑ Construction — Funded Year 2026

Purpose/Scope of Project and describe the regional impacts.

Park City Municipal is advancing a high-priority transportation project along Little Kate Road and Monitor Drive to enhance safety, mobility, and first and last mile connections between neighborhoods, schools, transit stops, and key community destinations. The project will construct approximately 1.3 miles of new, shared-use pathways designed for users of all ages and abilities.
The first segment will run along the east side of Monitor Drive, connecting SR-248/Kearns Boulevard to Little Kate Road. The second segment continues along Little Kate Road from Lucky John Drive to Holiday Ranch Loop Road. These roads are heavily used by children traveling to the Kearns school campus, residents accessing nearby neighborhoods, and users of the Park City Municipal Athletic and Recreation Center (MARC). Currently, the corridor lacks consistent active transportation infrastructure, which creates daily safety concerns and limits transportation options.
In addition to the new pathways, the project includes upgrades to the street cross-sections and improvements to nine existing bus stops along the corridor. These upgrades will enhance transit access and safety while leveraging a federal grant already secured for the improvement of existing stops to meet ADA standard and other upgraded amenities. By coordinating the pathway and bus stop improvements during a single construction effort, Park City is maximizing the impact of both local and federal investments. This unified approach enhances access to regional transit and supports safer, more connected multimodal travel across the corridor.
This project supports broader regional goals by improving access to key destinations without requiring a car, reducing congestion on the SR-248 corridor, and aligning with active transportation priorities identified in Park City Forward, Summit County's Active Transportation Plan, and UDOT's long-range planning efforts.
The concepts included in this application reflect the project's current planning stage for Monitor Drive and Little Kate Road, Figures 1 and 2 . They are part of an ongoing design process that will incorporate cost analysis, usability, and community feedback.

Describe the problem the project will solve (i.e. congestion, safety, connectivity, etc.)

While there are existing sidewalks and some bike facilities along Monitor Drive and Little Kate Road, they are narrow, inconsistent, and not designed to serve users of all ages and abilities. The current layout creates conflicts between users and doesn't provide the level of safety or comfort needed for students, families, or people using mobility devices. This project will replace and upgrade those facilities with a continuous, wider, shared-use pathway that separates non-motorized users from traffic and provides a safer, more accessible route. It improves day-to-day connectivity between homes, schools, transit stops, and community destinations while providing safer travel options for those who walk, bike, or rely on transit-expanding travel options along a very busy regional corridor.

**SUMMIT COUNTY**
**COUNCIL OF GOVERNMENTS**
**ADDITIONAL TRANSPORTATION SALES TAX INITIATIVE**
**PROJECT CONCEPT DEVELOPMENT APPLICATION FORM**

## CONCEPTUAL PROJECT INFORMATION

### Project Readiness

Provide the status of the project. Describe the stage of work the project is in: Environmental Review, Design, or Right of Way, not started, in progress, completed? Describe.

Concept plans and survey data collection for the Little Kate and Monitor Drive pathway project are complete. Environmental review and detailed design are currently in progress and are expected to be completed by February 2026, with both phases advancing in parallel to maintain schedule momentum.
No significant right-of-way impacts have been identified based on the conceptual design and survey analysis. Park City is also working closely to align the construction timeline for the pathway with the federally funded bus stop upgrades, allowing both efforts to be delivered together. This coordination will minimize disruption and maximize cost efficiency during construction.
Construction advertisement is targeted for early 2026, contingent on securing additional funding to complete final design and move into construction. This streamlined approach supports timely delivery of high-impact improvements that benefit both local users and regional transportation goals.

### Project Consistency

Is the project consistent with local, regional, or statewide plans (i.e. State Long Range Transportation Plan, General Plan, corridor plan, local transportation master plan)? Describe.

This project is consistent with Park City's goals outlined in the 2024 Bicycle and Pedestrian Plan, which prioritizes building safe, comfortable routes that serve users of all ages and abilities. The plan emphasizes improving connections to schools, recreation areas, and community amenities—exactly what this project is designed to do.
It also aligns with broader priorities in Park City Forward, which was completed in 2022, and the 2019 Summit County Active Transportation Plan, both of which call for expanding active transportation infrastructure, reducing reliance on single-occupancy vehicles, and supporting more connected, multi-modal neighborhoods. This project contributes to those goals by upgrading a key corridor with safe, user-friendly facilities that support walking, biking, and access to transit.
It also supports statewide objectives in UDOT's Long-Range Transportation Plan and Utah's Unified Active Transportation Plan, which promote investment in safe, connected networks that encourage mode shift and improve mobility options across Utah.

Project Location: Monitor Dr between SR-248 and Little Kate Rd / Little Kate Rd between Lucky John Dr and Holiday Ranch Loop Rd
(Street Address, Intersection, Mile Post, Other Descriptor)

Project Type (Check the Box that Primarily Applies to the Project and go to that Section Below):
*Projects that affect multiple modes will have a higher score (See Page 7)

- ☐ Congestion Relief – Roads (Go to Page 4)
- ☑ Mode Choice – Active Transportation (Go to Page 5)
- ☐ Mode Choice – Transit (Go to Page 6)
- ☐ None of the Above (Go to Page 7)

**SUMMIT COUNTY**
**COUNCIL OF GOVERNMENTS**
**ADDITIONAL TRANSPORTATION SALES TAX INITIATIVE**
**PROJECT CONCEPT DEVELOPMENT APPLICATION FORM**

## Congestion Relief – Roads

Score 0 – 30 _____ (Total)

Functional Classification of Roadway: (Check One) view map Score 0 – 5 _____ (Total)

| | |
|---|---|
| ☐ Principal Arterial | 5 |
| ☐ Minor Arterial | 4 |
| ☐ Major Collector | 3 |
| ☐ Minor Collector | 2 |
| ☐ Local Road | 0 |

Existing ADT: (Check One) view map
Score 0 – 5 _____ (Total)

| | |
|---|---|
| ☐ 10,000 + | 5 |
| ☐ 5,001 - 10,000 | 4 |
| ☐ 3,001 - 5,000 | 3 |
| ☐ 1,001 - 3,000 | 2 |
| ☐ 500 - 1,000 | 1 |
| ☐ >500 | 0 |

Existing LOS: (Check One)
Score 0 – 5 _____ (Total)

| | |
|---|---|
| ☐ F | 5 |
| ☐ E | 4 |
| ☐ D | 3 |
| ☐ C | 2 |
| ☐ B | 1 |
| ☐ A | 0 |

Percent of Freight Traffic: (Check One) view spreadsheet and use the most recent year
Score 0 – 5 _____ (Total)

| | |
|---|---|
| ☐ 20% | 5 |
| ☐ 16 – 20% | 4 |
| ☐ 11 – 15% | 3 |
| ☐ 6 – 10% | 2 |
| ☐ 1- 5% | 1 |
| ☐ >1% | 0 |

Accessibility to Community Facilities (library, park, government building, or hospital within 0.5-mile buffer): (Check One)
Score 0 – 5 _____ (Total)

| | |
|---|---|
| ☐ 4+ | 5 |
| ☐ 3 | 4 |
| ☐ 2 | 3 |
| ☐ 1 | 2 |
| ☐ 0 | 0 |

Accessibility to Schools (K-12 public and private within 0.5-mile buffer): (Check One)
Score 0 – 5 _____ (Total)

| | |
|---|---|
| ☐ 3+ | 5 |
| ☐ 2 | 4 |
| ☐ 1 | 3 |
| ☐ 0 | 0 |

**SUMMIT COUNTY**
**COUNCIL OF GOVERNMENTS**
**ADDITIONAL TRANSPORTATION SALES TAX INITIATIVE**
**PROJECT CONCEPT DEVELOPMENT APPLICATION FORM**

## Mode Choice – Active Transportation

Score 0 – 30 28 (Total)

Separation from Roadway: (Check One)
Score 0 – 5 4 (Total)

| | | |
|---|---|---|
| ☐ | Arterial w/ barrier or grade | 5 |
| ☑ | Collector w/ barrier or grade | 4 |
| ☐ | Arterial w/ striping | 3 |
| ☐ | Collector w/ striping | 2 |
| ☐ | None | 0 |

Pathway Widths: (Check One)
Score 0 – 5 5 (Total)

| | | |
|---|---|---|
| ☑ | New Trail >8' | 5 |
| ☐ | New Trail 4-8' | 4 |
| ☐ | Widen Existing Trail >8' | 3 |
| ☐ | Widen Existing Trail 4-8' | 2 |

Accessibility to Community Facilities (library, park, government building, or hospital within 0.5-mile buffer): (Check One)
Score 0 – 5 5 (Total)

| | | |
|---|---|---|
| ☑ | 4+ | 5 |
| ☐ | 3 | 4 |
| ☐ | 2 | 3 |
| ☐ | 1 | 2 |
| ☐ | 0 | 0 |

Transit Stops within 0.25-mile buffer: (Check One)
Score 0 – 5 5 (Total)

| | | |
|---|---|---|
| ☑ | >4 | 5 |
| ☐ | 4 | 4 |
| ☐ | 3 | 3 |
| ☐ | 2 | 2 |
| ☐ | 1 | 1 |
| ☐ | 0 | 0 |

Adds New Pathway Connection to the System: (Check One)
Score 0 – 5 4 (Total)

| | | |
|---|---|---|
| ☐ | Arterial to Arterial | 5 |
| ☑ | Arterial to Collector | 4 |
| ☐ | Collector to Collector | 3 |
| ☐ | Arterial to Local | 2 |
| ☐ | Collector to Local | 1 |
| ☐ | Local to Local | 0 |

Accessibility to Schools (K-12 public and private within 0.5-mile buffer): (Check One)
Score 0 – 5 5 (Total)

| | | |
|---|---|---|
| ☑ | 3+ | 5 |
| ☐ | 2 | 4 |
| ☐ | 1 | 3 |
| ☐ | 0 | 0 |

**SUMMIT COUNTY**
**COUNCIL OF GOVERNMENTS**
**ADDITIONAL TRANSPORTATION SALES TAX INITIATIVE**
**PROJECT CONCEPT DEVELOPMENT APPLICATION FORM**

## Mode Choice – Transit

Score 0 – 30 _____ (Total)

Increased System Wide Ridership: (Check One)

Score 0 – 5 _____ (Total)

- ☐ >5% 5
- ☐ 4-5% 4
- ☐ 3-4% 3
- ☐ 2-3% 2
- ☐ 1-2% 1

Number of Existing or Proposed Daily Riders: (Check One)

Score 0 – 5 _____ (Total)

- ☐ >500 5
- ☐ 400 4
- ☐ 300 3
- ☐ 200 2
- ☐ 100 1
- ☐ <100 0

Accessibility to Community Facilities (library, park, government building, or hospital within 0.5-mile buffer): (Check One)

Score 0 – 5 _____ (Total)

- ☐ 4+ 5
- ☐ 3 4
- ☐ 2 3
- ☐ 1 2

Transit Stops: (Check One)

Score 0 – 5 _____ (Total)

- ☐ >8 5
- ☐ 7 4
- ☐ 6 3
- ☐ 5 2
- ☐ 4 1
- ☐ <3 0

Level of Frequency Proposed: (Check One)

Score 0 – 5 _____ (Total)

- ☐ 10 Min 5
- ☐ 15 Min 4
- ☐ 20 Min 3
- ☐ 30 Min 2
- ☐ 45 Min 1
- ☐ >60 Min 0

Accessibility to Schools (K-12 public and private within 0.5-mile buffer): (Check One)

Score 0 – 5 _____ (Total)

- ☐ 3+ 5
- ☐ 2 4
- ☐ 1 3
- ☐ 0 0

**SUMMIT COUNTY**
**COUNCIL OF GOVERNMENTS**
**ADDITIONAL TRANSPORTATION SALES TAX INITIATIVE**
**PROJECT CONCEPT DEVELOPMENT APPLICATION FORM**

## ALL PROJECTS MUST COMPLETE THIS SECTION

**Preliminary Environmental Assessment:** Score 0 – 10
Expected Environmental Impacts (Subtract Each Impact from the 10 Points) 10 (Total)

| | | | | | |
|---|---|---|---|---|---|
| ☐ | Wetlands | -2 | ☐ | Soils | -2 |
| ☐ | Stream Alteration | -1 | ☐ | Wildlife | -1 |
| ☐ | Noise | -1 | ☐ | Historic/Cultural | -1 |
| ☐ | Air Quality | -1 | ☐ | Visual | -1 |

**Multi-Modal Projects:** (Check One) Score 0 – 10

2 (Total)

| | | |
|---|---|---|
| ☐ | Roadway capacity project includes active transportation and transit | 10 |
| ☐ | Roadway capacity project includes transit | 9 |
| ☐ | Roadway capacity project includes active transportation | 8 |
| ☐ | Transit project includes roadway capacity and active transportation | 7 |
| ☐ | Transit project includes roadway capacity | 6 |
| ☐ | Transit project includes active transportation | 5 |
| ☐ | Active transportation project includes roadway capacity and transit | 4 |
| ☐ | Active transportation project includes roadway capacity | 3 |
| ☑ | Active transportation project includes transit | 2 |

**Safety:** (Check all that Apply) Score 0 – 20

16 (Total)

| | | |
|---|---|---|
| ☑ | Enhances Safe Movement of Pedestrian/Bike | 5 |
| ☑ | Reduces Severity of Crashes | 5 |
| ☑ | Traffic Calming | 3 |
| ☑ | Intersection Reconfiguration | 3 |
| ☐ | Traffic Lighting | 2 |
| ☐ | Guardrail | 2 |

**Matching Local Funds for Project (including soft match and in-kind):** (Check One)
Score 0 – 10

10 (Total)

| | | |
|---|---|---|
| ☑ | >50% | 10 |
| ☐ | 35-50% | 8 |
| ☐ | 20-35% | 6 |
| ☐ | 10-20% | 4 |
| ☐ | 1-10% | 2 |

**SUMMIT COUNTY**
**COUNCIL OF GOVERNMENTS**
**ADDITIONAL TRANSPORTATION SALES TAX INITIATIVE**
**PROJECT CONCEPT DEVELOPMENT APPLICATION FORM**

**Readiness of Project:** (Check all the Apply) Score 0 – 10
Expected Needs (Subtract Each Impact from the 10 Points) 9 (Total)

- ☐ Needs an Environmental Impact Statement (EIS) -3
- ☐ Needs additional Right-of-Way -3
- ☐ Needs an Environmental Assessment (EA) -2
- ☑ Needs a Categorial Exclusion (CAT EX) -1
- ☐ Utility Relocation is Required -1

**Permits Required:** Score 0 – 10
Expected Permits (Subtract Each Impact from the 10 Points) 6 (Total)

- ☐ USACE 401 -2
- ☐ USACE 404 -2
- ☑ UPDES General Construction -2
- ☑ UDOT Encroachment -2
- ☐ Joint Stream Alteration -2

**Project Financial Information**
Total Project Cost $ $6,000,000
(Enter amount from Concept Cost Estimate Spread Sheet)

Other Funding Sources, Cash (List)

1. Local Match $ 450,000
2. Corridor Preservation (R/W funds) $ 0
3. Federal $ 2,000,000
4. State $ 0
5. Other _____ (list) $ _____

Flexi-Match (List Soft Match and In-Kind)

1. PCMC Staff-Project Mgmnt $ 320,000
2. _____ $ _____
3. _____ $ _____

Total Match $ 2,770,000

Net Project Cost Request **$** 3,230,000
53 %

TOTAL SCORE 81 (100 max)

**SUMMIT COUNTY**
**COUNCIL OF GOVERNMENTS**
**ADDITIONAL TRANSPORTATION SALES TAX INITIATIVE**
**PROJECT CONCEPT DEVELOPMENT APPLICATION FORM**

Project Schedule

Anticipated Construction Start Date: May 2026

- Environmental: May 2025
- R/W: n/a
- Design: January 2026
- Bid: February 2026

**STATEMENT OF LOCAL AGENCY RESPONSIBILITY APPLICANT SIGNATURE**

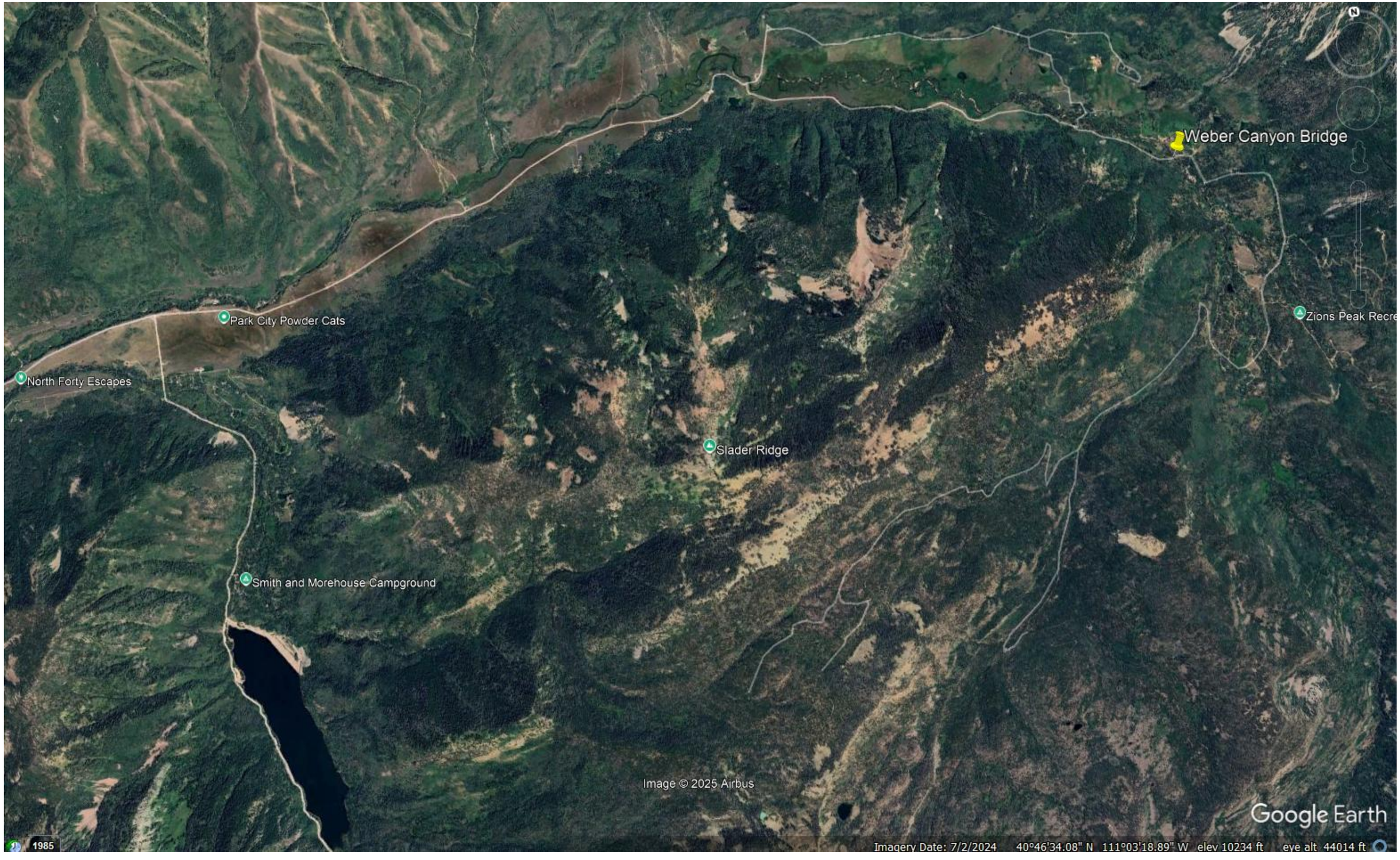
By signing this application and statement the above listed Local Government agrees that if this application is selected for funding Council of Governments and the County Council, they (Local Government) will provide the local matching funds as needed by the project to execute the project as presented in this application in a timely way beginning when the project is in its first funded year.

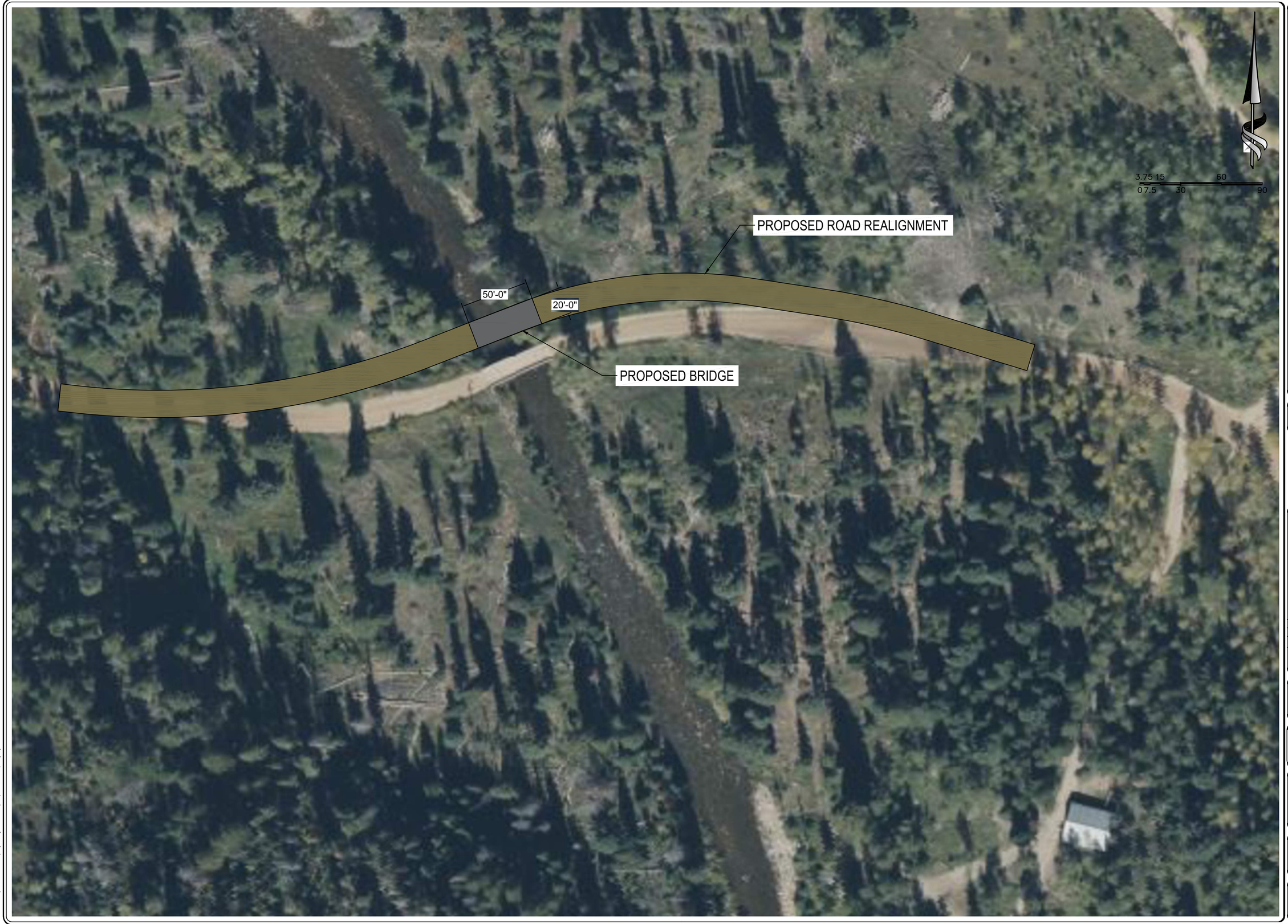
Applicant Signature: _____

Applicant Title: Transportation Manager

Required Attachments

- ☑ VICINITY MAP (AERIAL PHOTO AND OR PICTURE OF THE SITE)
- ☑ PROJECT PLAN (INCLUDE SITE PLAN OR PROJECT SKETCH UP TO 2 SHEETS)
- ☑ OTHER DETAILS THAT MAY BE HELP TO EVALUATE THE PROJECT
- ☑ CONCEPT PROJECT COST ESTIMATE SPREADSHEET
- ☑ ANTICIPATED SCHEDULE DETAILS
- ☐ OTHER _____


Weber Canyon Bridge
Park City Powder Cats
North Forty Escapes
Zions Peak Recre
Slader Ridge
Smith and Morehouse Campground
Image © 2025 Airbus
Google Earth
1985
Imagery Date: 7/2/2024 40°46'34.08" N 111°03'18.89" W elev 10234 ft eye alt 44014 ft




**CONSTRUCTION NOTES**

**DATE ISSUED**
6/17/2025

epic ENGINEERING

**REVISIONS**

| REV # | BY | DATE | DESCRIPTION |
|---|---|---|---|
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |

DRAWN: MS, TS
DESIGNER: MS, TS
REVIEWED: JB

**PROJECT #**
24SM5528

**SCALES**
HORIZ:
VERT:
(24" x 36" SHEET)

0 1"
BAR SCALE MEASURES 1" ON A FULL SIZE SHEET. ADJUST FOR A HALF SIZE SHEET.

**PROJECT NAME:**
WEBER CANYON BRIDGE

**PROJECT LOCATION:**
WEBER CANYON, UTAH

**SHEET TITLE:**
SITE PLAN

**PLAN SET:** CIVIL
**SHEET** C-1

S:\Projects\2024\23 Summit County Bridges\Drawings\DWG - Weber Canyon\Proposed Final\Weber Canyon Bridge.dwg

| Item | Estimated Cost (USD) |
|---|---|
| Mobilization | $40,000.00 |
| Excavations and Earthwork | $33,000.00 |
| Concrete Abutments | $65,000.00 |
| Prestressed Concrete Girders and Deck | $140,000.00 |
| Asphalt (3" lift) | $15,000.00 |
| Traffic Control (3 months) | $35,000.00 |
| Guard Rails (TL-3) | $25,000.00 |
| Piles (Steel or Helical) | $60,000.00 |
| Demolition of Existing Bridge | $50,000.00 |
| Road Construction (300 ft) | $55,000.00 |
| Contingency (25%) | $132,500.00 |
| Contractor Overhead and Profit (15%) | $79,500.00 |
| Construction Management | $20,000.00 |
| **Total Estimate** | **$750,000.00** |

# MINUTES

**SUMMIT COUNTY**

Council of Governments (COG)

COUNTY COURTHOUSE COUNCIL CHAMBERS

60 N MAIN STREET, COALVILLE, UT, 84017

TUESDAY, APRIL 15, 2025

Meeting also conducted via Zoom.

**DRAFT**

1) **Welcome and Introductions; Chair Worel** (6:00 PM)

Kay Richins
Matt McCormick
Jeremie Forman
Zane Woolstenhulme
Nann Worel
Mark Marsh
Tonja B Hanson
Canice Harte
Megan McKenna
Dave Thomas
Eve Furse
Jennifer Lee

2) **Pledge of Allegiance** (6:01 PM)

**Kay Richins made a motion to move the agenda item, approval of minutes, to the next item on the agenda item for the public input session. (6:02 PM). The motion did not receive a second.**

Chair Worel agreed to move the agenda item. (6:02 PM)

3) **Discussion and approval of COG Minutes dated September 16, 2024, November 19, 2024, and February 4, 2025** (6:02 PM)

Minutes:

Attachment: COG Draft Min 9-16-24.pdf

Attachment: COG Draft Min 11-19-24.pdf

Attachment: COG Draft Minutes 02-04-25.pdf

COG members asked questions. Chief Deputy Attorney Dave Thomas responded. (6:03 PM)

**Zane Woolstenhulme made a motion to approve COG Minutes dated September 16, 2024, and November 19, 2024. (6:06 PM). Mark Marsh seconded, and all voted in favor, (5-0).**

Four additional COG members abstained: Kay Richins, Jeremie Forman, Canice Hart, Megan McKenna

**Canice Harte made a motion to approve COG Minutes dated February 4, 2025 as presented in the packet. (6:09 PM). Tonja B Hanson seconded, and all voted in favor, (9-0).**

4) **Discussion and public input session regarding House Bill 356: a legislative change in how Summit County residents elect County Council members** (6:10 PM)

Presentation:

Attachment: Cover Page

Attachment: HB 356 (COG Presentation).pdf

County Council Member Hanson and Chief Deputy Attorney Dave Thomas presented House Bill 356: a legislative change in how Summit County residents elect County Council members. COG members asked questions. Chief Deputy Thomas responded. (6:10 PM)

Chair Worel opened the meeting for a public hearing. (6:23 PM)

Attachment: Public Comment Sign-in Sheet 4-15-2025

Rory Swenson, Coalville, was called to speak. (6:24 pm)

Attachment: Rory Swensen Public Comments 4-15-2025

Catherine R Taylor, Coalville, was called to speak. (6:27 pm)

Tory Welch, Hoytsville, was called to speak. (6:30 PM)

Walter Brock, Coalville, was called to speak (6:34 PM)

Jerry Heck, Oakley, was called to speak. (6:35 PM)

Shaun Powis, Coalville, was called to speak. (6:38 PM)

Sue Pollard, Weber Canyon, was called to speak. (6:39 pm)

Catherine R Taylor, Coalville, was called to speak a second time. (6:42 pm)

Ari Ioannides, Wanship, was called to speak. (6:43 PM)

Philip D'Agostini, Woodland, was called to speak. (6:46 PM)

Ellen Thompson was called to speak. (6:48 PM)

Kirk Berrett was called to speak. (6:49 PM)

Jimmy May was called to speak. (6:51 PM)

Brenda Scharman, Peoa, was called to speak. (6:54 PM)

Jay Deuser, Snyderville, was called to speak. (6:55 PM)

Hillary Jessup, Snyderville, was called to speak. (6:56 PM)

Gale Pace, Hoytsville, was called to speak. (6:57 PM)

Merlin Johnson, Coalville, was called to speak. (7:00 PM)

Katie Cannarella, unincorporated area of Kamas, Summit County, was called to speak. (7:03 PM)

Chair Worel closed the public hearing. (7:04 PM)

Chair Worel asked Council Member Hanson what action is needed from COG members. Council Member Hanson responded and asked for feedback from COG members. (7:04 PM)

Jeremie Forman provided feedback. (7:05 PM)

Mark Marsh provided feedback. (7:10 PM)

Zane Woolstenhulme provided feedback. (7:13 PM)

Matt McCormick provided feedback. (7:16 pm)

Kay Richins provided feedback. (7:20 PM)

Nann Worel provided feedback. (7:21 PM)

COG members discussed different options. (7:23 PM)

Megan McKenna provided feedback. (7:28 PM)

Tonja B Hanson provided feedback. (7:31 PM)

Canice Harte provided feedback. (7:36 PM)

COG members asked questions. Chief Deputy Attorney Thomas responded. (7:39 PM)

**Zane Woolstenhulme made a motion to advocate for an additional at-large member on the redistricting committee from the unincorporated area of the county and to support the Council if they decide to change how they are proposing to decide who sits on the County Council and which districts they represent. (7:42 PM). Tonja B Hanson seconded.**

COG members discussed the motion and asked questions. (7:43 PM)

Chair Worel stated that it doesn't appear that there is enough interest to move it forward. (7:46 PM)

5) **Community updates from Mayors** (7:47 PM)

Kay Richins provided information about Henefer. (7:48 PM)

Matt McCormick provided information about Kamas. (7:50 PM)

Zane Woolstenhulme provided information about Oakley. (7:50 PM)

Mark Marsh provided information about Coalville. (7:53 PM)

Jeremie Forman provided information about Francis. (7:56 PM)

Nann Worel provided information about Park City. (7:58 PM)

Tonja B Hanson provided information about County activities. (8:00 PM)

Megan McKenna provided information about County activities. (8:01 PM)

Canice Harte provided information about County activities. (8:03 PM)

6) **Set date of next meeting.** (8:04 PM)

The date of the next meeting was set for May 20, 2025, at 6:00 PM, at the Richins building.

7) **Adjournment** (8:07 PM)

**Matt McCormick made a motion to adjourn. Kay Richins seconded, and all voted in favor, (9-0).**

Meeting minutes and recordings appear at summitcountyutah.gov/meetings. When in the electronic version of the minutes, clicking on the hyperlinked times takes you to that spot in the meeting recording.