



**PARK CITY COUNCIL MEETING
SUMMIT COUNTY, UTAH
March 19, 2026**

The Council of Park City, Utah, will hold its regular meeting in person at the Marsac Municipal Building, City Council Chambers, at 445 Marsac Avenue, Park City, Utah 84060. Meetings will also be available online and may have options to listen, watch, or participate virtually. [Click here for more information.](#)

Zoom Link:

<https://us02web.zoom.us/j/83063690635>

CLOSED SESSION - 3:00 p.m.

The Council may consider a motion to enter into a closed session for specific purposes allowed under the Open and Public Meetings Act (Utah Code § 52-4-205), including to discuss the purchase, exchange, lease, or sale of real property; litigation; the character, competence, or fitness of an individual; for attorney-client communications (Utah Code section 78B-1-137); or any other lawful purpose.

WORK SESSION

3:30 p.m. - Capital Budget Process and Overview

4:25 p.m. - Discuss FY27 Compensation Strategy

4:55 p.m. - High Valley Transit Construction Activities Presentation

5:15 p.m. - Break

REGULAR MEETING - 5:30 p.m.

I. ROLL CALL

II. APPOINTMENT

1. Appointment of Adam Lenhard as City Manager of Park City Municipal Corporation

III. COMMUNICATIONS AND DISCLOSURES FROM COUNCIL AND STAFF

Council Questions and Comments

Staff Communications Reports

1. Re-Create 248 Transit Study: Public Outreach Recap
2. Park City Municipal Website Redesign
3. December 2025 Sales Tax Report
4. Overview of Vanpool Pilot Program

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

V. CONSIDERATION OF MINUTES

1. Consideration to Approve the City Council Meeting Minutes from February 25 and 26, 2026

VI. CONSENT AGENDA

1. Request to Authorize the City Manager to Execute an Agreement with the Center for Transportation and the Environment in a Form Approved by the City Attorney's Office for Consultant Services to Develop Park City Transit's Phase II Zero Emission Transition Plan Not to Exceed \$150,000
2. Request to Execute a Contract with the Following Artists: Anna Leigh Moore, Emily Miquelon, and Scout Maziarz, in a Form Approved by the City Attorney's Office and Recommended by the Public Art Advisory Board, for the Design of Artful Bike Racks, Not to Exceed \$800 per Approved Design, For a Total Amount Not to Exceed \$5,600
3. Request to Authorize the City Manager to Execute a 24-Month Trial-Use Agreement in a Form Approved by the City Attorney's Office with Transtax Advisors, LLC., to Assist the City in Securing Federal Clean Energy Tax Credits Available Under the Inflation Reduction Act of 2022 through the Elective Pay (Direct Pay) Program
4. Request to Authorize the Mayor to Enter into a City Manager Employment Agreement with Adam Lenhard, in a Form Approved by the City Attorney

VII. OLD BUSINESS

1. Discuss Design and Strategy Preferences for the Bonanza 5-Acre Site Redevelopment
(A) Public Input (B) Possible Action
2. Consideration to Authorize a Second Amendment to the Exclusive Negotiation Agreement with Brinshore Development, LLC, in a Form Approved by the City Attorney, to Proceed in Good Faith to Negotiate the Master Development Agreements to Support the Bonanza 5-Acre Site Redevelopment Partnership
(A) Public Input (B) Action

VIII. ADJOURNMENT

Pursuant to the Americans with Disabilities Act, individuals needing special accommodations during the meeting should notify the City Recorder at 435-615-5007 at least 24 hours prior to the meeting.

***Parking is available at no charge for Council meeting attendees who park in the China Bridge parking structure.**



City Council Staff Report

Subject: Capital Budget Overview
Department: Budget Department
Date: March 19, 2026

Recommendation

In advance of the City Manager's budget recommendation in April, we are seeking Council input on the pace and scale of our long-term capital ambitions and ensuring we have strategic alignment between our vision for new assets and the long-term operating capacity required to maintain them.

As a reminder, the full list of capital projects and the City Manager's recommendation will come before Council on April 30, ahead of the Tentative Budget adoption on May 7th.

Executive Summary

Capital Budget Framework

The Capital Budget is the primary vehicle for realizing Park City's long-term vision. Park City's ability to deliver world-class infrastructure and projects relies on a diverse stack of revenue, including sales tax, fund balances, intergovernmental revenue, and fees. We are entering a phase of potential significant investment. The 5-year capital plan has the possibility for several legacy-defining projects that represent years of community visioning and long-range planning. Across all funds, there are approximately \$317M in capital projects through FY27. Due to historic trends of revenue savings in the City's Capital Fund, material financial resources for significant capital projects exist.

Operating Realities

While the City does have capacity for significant new capital expenses, long-term operating and maintenance obligations should also be considered. A common misconception in municipal finance is that constructing or acquiring an asset is a one-time expense. In reality, every new mile of road, community center, property acquisition, or conservation easement carries an invisible price tag that compounds over time. Once an acquisition or project is completed, it often becomes an ongoing operating expense.

From legal oversight and public safety to specialized maintenance and IT support, our capital ambitions place a significant, unfunded burden on the General Fund. Unlike the Capital Budget, the Operating Budget has no new dedicated funding sources to offset this growth. As our capital footprint expands, the operating budget becomes more constrained, absent larger-scale macro growth. Therefore, capital opportunity is simultaneously paired with more limited operational capacity to support additional investments in personnel and maintenance while keeping pace with inflation.

Analysis

Lens on Expense

To better understand the Capital Fund, it is important to look beyond the simple in-progress or future project list. We have created four categories to help contextualize the projects, their priority and funding requests.

Category	Definition	Key Examples	Impact on Operating Budget
Ongoing Maintenance	Non-negotiable upkeep of existing legal and structural assets.	Pavement management, fleet replacement, software/IT upgrades.	High: Requires consistent oversight and planning from staff and technical expertise.
Future Maintenance	Known liabilities resulting from past development, policy, or service level expectations.	Ice Arena structural remediation, Spriggs Barn preservation.	Predictable: A proper asset management plan allows for long-term staffing and utility planning.
In-Progress Discretionary	Approved projects currently in the development or construction phase.	Community Center building, trail improvements, housing assets.	Immediate: Typically requires a "step-up" in operating support upon completion.
Future Discretionary	Planned projects that have not yet broken ground or been fully committed.	Clark Ranch, Senior Center, 5-Acre Site.	Variable: Represents the new burden we are choosing to take on, and the impact on operations depends on multiple factors.

Our 5-year capital plan (excluding Enterprise Funds), including new requests, totals \$163M among the four categories. This figure represents the amount requested by project managers and does not include future project options that may impact city contribution or cost. Adhering to best practices, we aim to fund recurring maintenance and replacement with stable, recurring revenue streams rather than one-time fund balances or cash on hand.

Additionally, new assets must be considered alongside corresponding operating costs, staffing plans, and ongoing maintenance expenses. With the possibility of revenue projections remaining flat for the foreseeable future, our current trajectory creates a structural trade-off: we must either strategically reduce existing expenses to accommodate new infrastructure or identify sustainable revenue sources or realignment to bridge the gap.

To ensure long-term operating budget stability, we propose a revenue reallocation to support the General Fund. While we do not have a firm recommendation at this point, we are currently analyzing two primary levers:

1. **Resort Tax Transfer:** Reducing or eliminating the ~\$4M (25%) transfer currently directed to the Transportation Fund and allowing the fund to move toward a more self-sustaining enterprise model.

2. **CIP Reallocation:** Rebalancing revenue streams currently allocated to the Capital Fund to ensure funding for the people and services that make the infrastructure work.

Both the Transportation and Capital Funds have greater financial flexibility through additional revenue levers and the ability to adjust the timing of projects, flexibility the General Fund does not have.

Funding Multiple Large-scale Capital Projects

Our presentation and discussion will outline multiple funding strategies – utilizing fund balance, existing recurring revenues, and leveraging financing options. We can accomplish a significant amount of new and existing capital projects under this strategy.

The key question for Council is, are we prepared to move beyond the "pay-as-you-go" and "re-evaluate every few months" cycle and move to a new strategy that:

- **Leverages financing tools** – allowing us to deliver legacy projects in the near future
- **Realigns revenue** - ensuring we can operate and maintain what we build
- **Commits to consistent action** - navigating the inevitable inconveniences of construction to achieve our community vision

City Council Staff Report

Subject: FY27 Compensation Strategy
Author: Sarah Mangano, Amy Villarreal, Penny Frates
Department: Human Resources and Budget
Date: March 19, 2026



Recommendation

We are seeking City Council's direction regarding the FY27 compensation strategy. The following options are presented for consideration:

- A. Implement a 2.8% COLA at an estimated cost of \$860K to the general fund.
- B. Implement salary band leveling at an estimated cost of \$1.75 million without a COLA adjustment.
- C. Implement both a 2.8% COLA and a salary band leveling increase at an estimated cost of \$2.6 million.
- D. Maintain a personnel budget-neutral approach for FY27 where only compulsory benefits (payroll taxes and URS) are increased.

Each option reflects a different balance between fiscal constraint and workforce competitiveness. Option C would fund the current pay plan philosophy that was adopted in 2023. City Council may also propose alternative approaches, parameters, or limitations for consideration. All costs listed above are fully burdened, inclusive of taxes, benefits, and retirement.

Executive Summary

From Stabilization to Sustainability

In 2022, Park City Municipal faced significant workforce challenges, including elevated turnover, persistent vacancies, and declining morale. More than 45 positions were vacant – several for more than a year – signaling that the City's compensation structure was no longer aligned with the realities of the Park City labor market.

In response, City Council funded a comprehensive compensation study in 2023. The objective was not simply to adjust wages, but to stabilize the organization and rebuild long-term competitiveness as an employer. Following the study, Park City adopted a clear compensation philosophy:

“We pay competitively for the unique nature of the Park City job market.”

The resulting framework simplified more than 160 pay grades into 13 salary bands, with an additional six-grade Police table. Each grade was designed to support progression through the range within 8–10 years, contingent upon solid performance (a rating of 3 or higher). The bands also allow employees to anticipate and forecast compensation growth over time, depending on experience and performance, but this is only possible if we continue to invest in Park City job market *and* performance-based increases, rather than only cost-of-living adjustment (COLA).

During implementation in July 2024, Human Resources, Budget, and the City Manager recommended the following actions:

1. Place new employees at the minimum of their pay band
2. Ensure employees' salaries are aligned within their respective pay bands
3. Convert lump-sum merit payments into base salary
4. Increase employees to the midpoint of their new band or provide a 7% base salary increase, whichever is greater
5. Commit to updated compensation studies every 3-5 years (or when there is a significant market change.)

This approach prioritized employees lower within their pay bands and aligned with the new compensation framework. But it also limited compensation growth for employees with more than four years of role experience who were meeting performance expectations because it held them near the midpoint of their pay band, resulting in below-market compensation. The total implementation cost was approximately \$1,720,000 to the General Fund. The reallocation of the lump sum merit was \$1,000,000 net neutral making the actual budget increase \$720,000.

Maintaining Momentum

In July 2025, Council approved a 2.5% cost-of-living adjustment in accordance with the BLS recommended adjustment. This action helped address inflationary pressure and preserve purchasing power, but did not move employees through the salary structure based on performance or tenure, and continued to pay many employees below market. The progression model embedded in the compensation philosophy has not yet been fully realized.

As the City approaches the FY27 budget cycle, inflation remains a factor. The Bureau of Labor Statistics reports a 2.8% cost-of-living increase for the Mountain West region. Relying solely on COLA adjustments risks undercompensating employees for experience and performance and would gradually erode the competitive structure the City has worked to build.

The City now faces a strategic inflection point – whether to sustain the momentum created by the compensation study by funding the current pay plan or allow the framework to become static over time and continue to pay employees below market.

Funding

Staff is analyzing several strategies to support investment in personnel, including maintaining non-critical vacancies, reviewing service levels for operational efficiencies, and evaluating staffing models to ensure alignment with organizational priorities. However, relying on one-time savings or maintaining vacancies is not a long-term strategy that can support our pay plan philosophy. A fundamental shift, such as rebalancing revenue allocations between the various funds, operations and capital, or identifying new funding sources to free up General Fund resources, is necessary to ensure the sustainability of our compensation philosophy and longevity of our workforce, especially during years with lower revenue.

If Council is in favor of upholding our commitment to pay competitively for the unique nature of the Park City job market, funding strategies will be presented to Council during the FY27 budget meetings.



High Valley
TRANSIT

SR-224 BRT 2026 Construction Update

1

Introductions

Gabriel Shields, HVT

Kat La Chapelle, Stacy Witbeck

Dianne Olson, Stacy Witbeck



Goals for today

- 1. Provide program update**
- 2. Preview 2026 construction schedule**



Program Timeline



Program Update

1. 100% design results
2. Construction pricing status
3. ROW Update
 - *2026 properties cleared for construction*
4. Upcoming events
 - *Project name announcement: April 3*
 - *Construction open house: April 7*

Final design: Box of Rocks



Final design: Thaynes Canyon Drive



Final design: McPolin Barn area



Final design: Thaynes Station



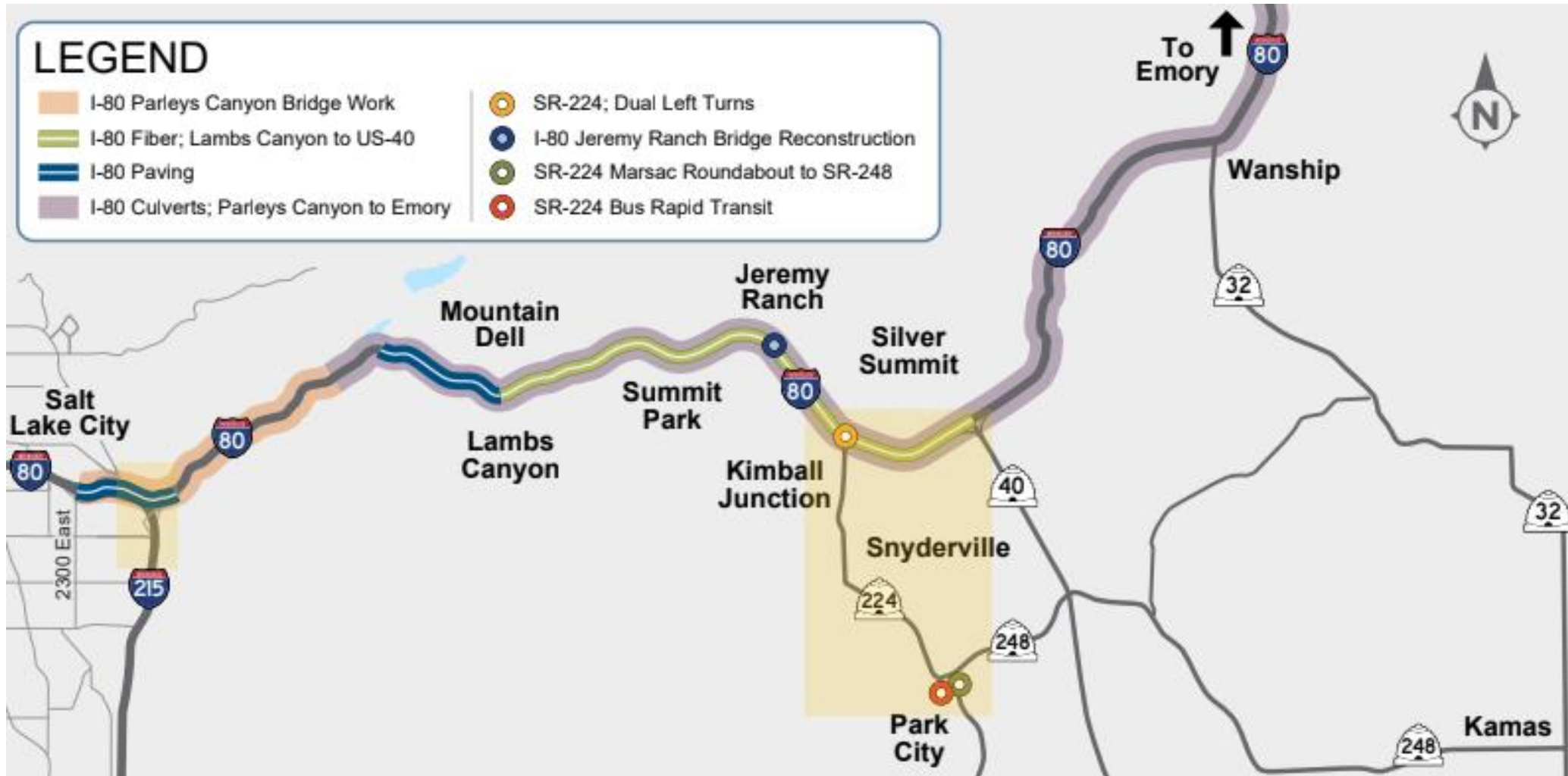
Final design: Park Ave. Condos



Final design: McPolin Barn area



I-80 Summit Co & Parleys Canyon Project Overview



2

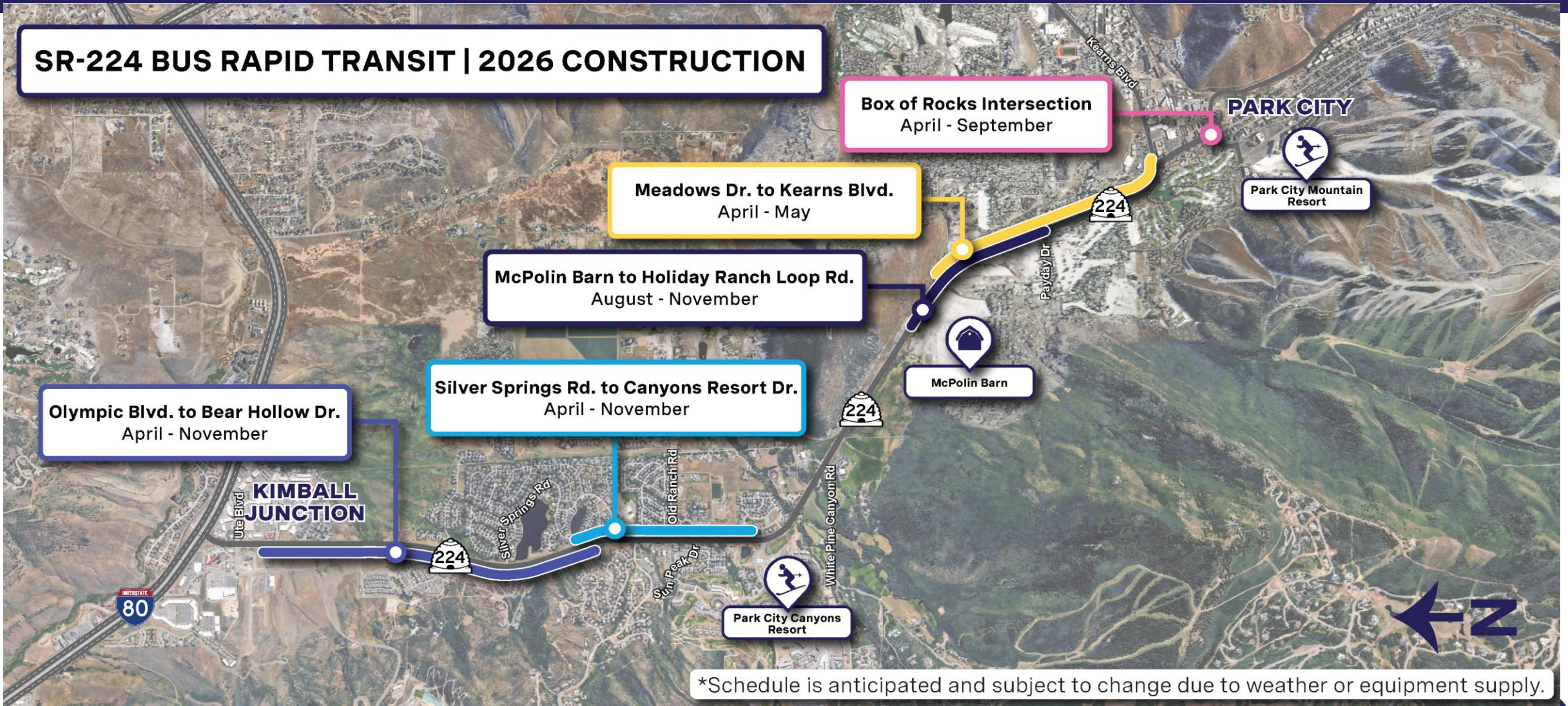
2026 Construction Schedule



Maintenance of Traffic plans

- 1. 2 lanes traffic open in each direction during the day**
- 2. Construction halted on holidays (Memorial Day, 4th of July, Pioneer Day, Labor Day/Miners Day)**
- 3. No work anticipated December - March**

2026 Construction



3

Public Information Plans



Public Outreach Tools

- Mailers
- Hotline
- Email updates
- Text Updates
- Project website
- Social media
- Personal visits



Public Outreach Efforts

- **Residents** – Door to doors, email updates, informational booths at community events
- **User Groups** (trail users, cyclists, visitors) - Signage, traffic alerts, social media notices via community partners
- **Commuters/Riders** - Signage, traffic alerts
- **Businesses** – Open for business & access signage, business liaison
- **Adjacent project coordination**

Public Response Policy

- Calls/emails returned within 24 hours
- Notices (flier, email, website, social) 2 weeks prior to new activity
- Traffic alerts and VMS signage 1 week prior
- 72 hr/48 hr notice prior to planned utility or access interruption
- Coordination with adjacent construction projects to manage confusion

Community Advisory Board (CAB)

Purpose:

- **Evaluate the contractor's public performance and administer an incentive**
- **Bring issues forward to the project team for increased responsiveness and success**
- **Communicate schedule, progress, and other project information to community representatives**

19 individuals representing:

- **Area businesses, residents, community organizations, user groups, tourism, and other local entities**

CAB will meet three times a year beginning March 24th

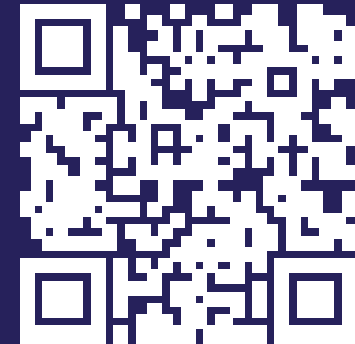
We're here for you!

Hotline: 435-200-5135

Email: BRT@HVTutah.gov

Website: www.hvtutah.gov/sr224-brt

**SIGN UP FOR
PROJECT
EMAIL
UPDATES!**





High Valley
TRANSIT

Thank You!

1570 Segoe Lily Way
Park City, UT 84098
hi@hvtutah.gov

City Council

Staff Communication

Subject: Re-create 248: Transit Study Public Outreach Recap
Author: Conor Campobasso, Senior Transportation Planner; Julia Collins, Transportation Planning Manager
Department: Transportation Planning
Date: March 19, 2026

Summary

This staff report summarizes outreach completed to date for the Re-create 248 Transit Study. Outreach is intended to keep the community and corridor partners informed as the Study has evaluated transit options on SR-248 and now advances with the Locally Preferred Alternative (LPA) adopted by Council.

To date, engagement has combined in-person meetings and events with ongoing digital and print communications. Community input has consistently emphasized support for an on-corridor alignment, strong opposition to a Rail Trail alignment, and strong interest in bus improvements with exclusive/dedicated lanes (with some continued interest in flex lanes and rail options). This feedback is being used to refine alternatives, project messaging, and future engagement as the Study progresses.

Engagement highlights (to date)

Since project launch, outreach has included:

- Approximately 100-120 participants across two community open houses (about 50-60 attendees at each – not all of which signed in).
- Approximately 80 attendees at the Prospector Neighborhood meeting.
- Direct feedback received through ongoing channels.
- Stakeholder Working Group (21 stakeholders invited)
 - Will expand the group and meet more frequently in the NEPA phase.
- Technical Advisory Committee: three meetings to date.
 - Consisted of UDOT, High Valley Transit, Summit County, and Mountainland Association of Governments.
- Property owner meetings along the SR-248 corridor have begun and will continue as the project advances.

Outreach approach

Outreach has been designed to: (1) provide accurate, timely information about Study purpose, screening steps, and milestones; (2) gather feedback on alternatives and evaluation criteria; and (3) work directly with key stakeholders, partners, and community groups as decisions approach.

Engagement touchpoints to date

Engagement touchpoints completed to date include the following events and meetings:

- Partner agency one-on-one meetings (spring 2025).
- Technical Advisory Committee meetings (three meetings to date).
- Stakeholder Working Group meeting held April 2, 2025.
- PCMC Spring Projects Open House (May 13, 2025, Park City Library; approximately 50-60 community members engaged).
- Public Open House (May 17, 2025; approximately 50-60 attendees).

- Prospector Neighborhood Meeting (August 5, 2025; approximately 80 attendees).
- Transportation Open House (October 14, 2025; approximately 50-60 attendees).
- City Council meetings (nine total) and liaison meetings.
- Property owner meetings along the SR-248 corridor (initiated; ongoing).
- Questions and feedback received via email and hotline.

Additional engagement and promotion have included:

- Project website updates and resource hosting.
 - parkcity.gov/departments/transportation-planning/re-create-248
- Social media posts, geo-targeted digital advertising, and email outreach aligned with key milestones (locations determined by park and ride visitor base).
- Radio interview and local news coverage (two Re-Create 248 specific coverages and several council recaps).
- Business cards distributed with a QR code linking to project resources (over 100 handed out).
- Study area door hanger (200 handed out).
- Printed handouts and comment cards used at events to capture written feedback and questions (~100 returned comment cards).

Ongoing communication tools

The project team continues to collect questions and feedback through the Study's ongoing communication channels:

- Public email: info@re-create248study.com
- Study hotline: 435-777-8378

What we heard

Across outreach touchpoints, several themes have emerged consistently:

- Support for an on-corridor alignment and strong opposition to a Rail Trail alignment.
- Strong support for bus improvements with exclusive/dedicated lanes; some interest in light rail and other fixed-guideway options; small interest in traditional widening; very little wanted to do nothing.
- Interest in advancing an actionable project quickly and in a way that can integrate with (and build upon) the existing transit system.
- Questions about flex lanes and why they were (or were not) advanced through screening.

How engagement is shaping the study

Community and stakeholder input is informing key considerations for the next phase of work, including:

- Reflecting community values and aesthetics in design decisions to maintain Park City's character.
- Communicating Council decisions and study updates (including right-of-way, cost implications, and system integration considerations) in a clear, timely way.
- Evaluating potential dedicated drop-off zones at park-and-ride facilities to support school traffic and rideshare use.
- Exploring options such as ski locker storage at park-and-ride locations to incentivize bus use.
- Ensuring school access is maintained without increasing congestion, particularly near Park City High School.
- Continuing technical evaluation of exclusive bus lane concepts and feasibility.

Next steps

City Council selected a Locally Preferred Alternative (LPA) on January 20, 2026: dedicated, side-running bus lanes on SR-248. Over the next two months, the project team will refine the concept (operations, access, right-of-way needs, and preliminary design) to prepare for the NEPA Environmental Assessment (EA). During NEPA, outreach will expand substantially, meeting federal requirements and going beyond them to reach corridor users and those most directly affected.

Staff plans to implement the following public outreach and communications strategy:

- Hire a dedicated public outreach project manager (PM) to lead NEPA engagement and coordinate with the project team and agency partners.
- Develop a NEPA Public Involvement Plan (PIP) that meets federal requirements (public notice, scoping, opportunities for comment, and documentation of responses) and sets clear goals, audiences, and feedback loops.
- Continue with targeted property owner and tenant outreach along the SR-248 corridor, including small-group meetings, direct mail/email updates, and one-on-one availability to discuss access, right-of-way, and construction questions.
- Utilize on-board transit surveys and intercept outreach at key stops/park-and-rides (including seasonal peak periods) to reach riders who may not attend meetings.
- Redesign the Citizen Advisory Group to be broader and more representative of corridor stakeholders (residents, businesses, employers, schools, commuters, transit riders, seniors, and people with disabilities), with clear roles and regular check-ins.
- Coordinate with community-based organizations and hard-to-reach groups; provide accessible options (ADA-compliant venues, virtual options, translated materials as needed) to support Title VI and environmental justice outreach.
- Maintain ongoing project communications (website updates, email list, social media, and earned media) timed to key NEPA milestones, with plain-language summaries of what changed based on public input.

Exhibits

Exhibit A: Re-Create 248 Transit Study: Public Involvement Summary Report

RE-CREATE 248 STUDY
PUBLIC ENGAGEMENT
REPORT

Date: March 2026

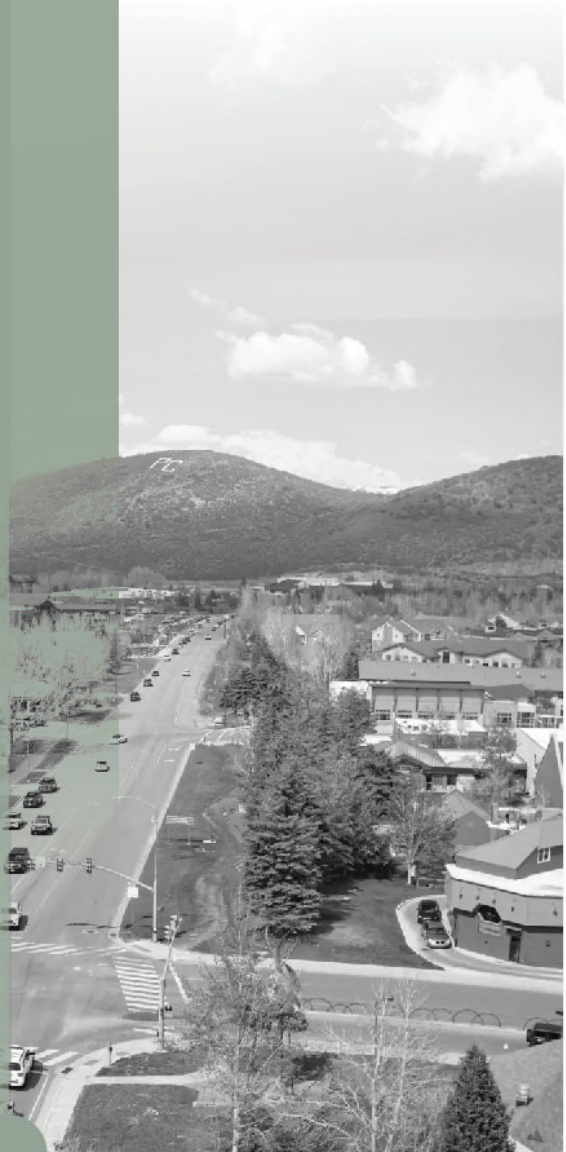


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Acronyms and Abbreviations

AGT	Automated Guideway Transit
BRT	Bus Rapid Transit
FTA	Federal Transit Administration
HVT	High Valley Transit
LPA	Locally Preferred Alternative
LRT	Light Rail Transit
MAG	Mountainland Association of Governments
OTTC	Old Town Transit Center
PCMC	Park City Municipal Corporation
PCT	Park City Transit
PI	Public Involvement
Rail Trail	Historic Union Pacific Rail Trail
Re-create 248	Re-create 248 Transit Study
ROW	Right-of-way
S RTP	Short Range Transit Plan
TAC	Technical Advisory Committee
UDOT	Utah Department of Transportation

1 PUBLIC INVOLVEMENT SUMMARY

Park City Municipal Corporation (PCMC), in partnership with the Utah Department of Transportation (UDOT), completed a transit study analysis on SR-248, exploring transit opportunities to connect travelers from east Summit County to Park City. The study area consisted of the state-owned facility of SR-248 from US-40 to Bonanza Drive, locally-owned Bonanza Drive from SR-248 to SR-224 (Deer Valley Drive in this area), and from Deer Valley Drive to the Old Town Transit Center.

Public Involvement (PI) was a key component to the study and was used to engage the public, stakeholders, and elected officials to support the decision-making process. PI activities conducted during the study included planning for and facilitating a public meeting, stakeholder workshops, neighborhood meetings, a public comment period, agency/partner coordination through group and one-on-meetings, City Council briefings, and other PI outreach methods to gather feedback on the study from stakeholders.

This report outlines the PI team's outreach and public involvement efforts throughout the Re-Create 248 Transit Study (Re-create 248). Public comments, feedback, dialogue, and outreach data help provide context, drive strategic thinking, and center community needs in the planning process.

2 GOALS

The PI goals determined at the start of the study were as follows:

- Conduct effective and proactive stakeholder outreach to engage and educate the public and key stakeholders about the study process.
- Meet Title VI and Federal Transit Administration (FTA) requirements.
- Engage a broad representation of audiences, including underrepresented communities.
- Glean insight from people living in, commuting to, and visiting Park City.
- Support consistent, transparent information-sharing with Park City Mayor and Council.
- Assist study in progressing and moving forward through focused stakeholder and public outreach.

3 MEETINGS AND EVENTS

(See Appendix A: Meetings and Events)

The PI team worked together with PCMC and UDOT to help schedule, prepare materials for, advertise, take notes for, and facilitate the following meetings and events.

3.1 AGENCY ONE-ON-ONES

The PI team met with three stakeholder groups one-on-one for the study. The following stakeholders were engaged:

- **Oct. 7, 2024** – UDOT Region Two and UDOT Transit
 - Geoff Dupaix
 - Ivana Vladislavljevic
 - Kristen Hoschouer
 - Christopher Chesnut
 - Robert Steward
 - Preston Adamson
- **Oct. 11, 2024** – UDOT Rural Transit
 - Alana Spendlove (former UDOT staff)
 - Becky Collins
- **January 17, 2025** – Summit County and High Valley Transit (HVT)
 - Caroline Rodriguez
 - Gabe Shields

3.2 TECHNICAL ADVISORY COMMITTEE MEETING

Study partners and cities in the study area were engaged throughout the study process through the formation of a Technical Advisory Committee (TAC). The TAC was composed of technical planning and/or engineering staff from each agency. The following agencies were engaged:

- UDOT
- PCMC
- Summit County
- HVT
- Mountainland Association of Governments (MAG)

A total of three TAC meetings were held throughout the study:

1. **Nov. 18, 2024** – Discussed the study overview, existing and future conditions, Purpose and Need statement, range of alternatives, Purpose and Need screening, and public engagement updates.

2. **Jan. 23, 2025** – Reviewed existing and future conditions, discussed the range of alternatives, reviewed the development and findings of the Purpose and Need screening, and provided public engagement updates.
3. **Dec. 16, 2025** – Reviewed key decisions made to date, discussed detailed evaluation findings (Level 2 screening), and discussed next steps.

3.3 STAKEHOLDER WORKING GROUP

The study team put together a key stakeholder working group during the study. The following stakeholders were engaged:

- Emerging Disruptors Group
 - Casey Christ
 - Herve Lavenant
 - Victoria Schlaepfer (Deer Valley representative)
 - Steven Yevoli
 - Josh Finken
- Local Neighborhood Representatives
 - Prospector Representatives
 - Todd Fischer
 - Craig Dennis
 - Bo Pitkin
 - Kai Czajka
 - Kaite Wilking
 - Vail
 - Sharon Ottoson
 - Comstock Representatives
 - Steven Rowe
 - Park City Heights
 - Danielle Meister
 - Thaynes Canyon
 - Michael Huerta
 - Julie Breslin
 - Park Meadows

- Mark Reese
- Dianne Walker
- Chatham Hills
 - Kristen Roney
- Aspen Springs
 - Russ Rogers
- Old Town
 - Bill Tink
- Other
 - Alex Butwinski (Former council member and WALC (Park Meadows))

One meeting with this group was held throughout the study:

- **April 2, 2025** - Reviewed existing and future conditions and the development and findings of the Purpose and Need screening and provided feedback related to the following topics:
 - A desire for durable decisions
 - Concerns regarding the off-corridor alignment
 - Noise, vibration, right-of-way (ROW) impacts, and impacts to open space
 - Access to key destinations
 - Neighborhood impacts
 - Interest in Bus Rapid Transit (BRT) and Light Rail Transit (LRT)
 - Supportive of BRT due to its compatibility with the existing transit system
 - BRT meets the feasibility metric
 - LRT may be better for future growth and the desire for a regional rail or high-capacity transit network from Salt Lake City

3.4 PUBLIC OPEN HOUSES

The Re-create 248 team participated in the PCMC Spring Projects Open House on Tuesday, May 13, 2025, from 5 to 7 p.m. at the Park City Library. The study team hosted a section of the open house for members of the public to meet the study team, learn about the study's Purpose and Need, and provide feedback on the range of alternatives and the fatal flaw screening results. Attendees were given a pamphlet to document comments and feedback while they visited each of the five stops:

1. Study Overview
2. Purpose and Need
3. Range of Alternatives
4. Level 1 Evaluation
5. Next Steps

A total of 31 individuals added their names to the sign-in sheet for the Re-create 248 section of the PCMC Spring Projects Open House, and 13 public comments were received and documented. Due to the nature of the public open house being a part of a larger PCMC effort, some attendees came into the Re-Create 248 study room without signing in. It is estimated that closer to 50-60 people participated in the Re-Create 248 portion of the open house.

The City hosted an additional Transportation Open House on October 14, 2025, which included information related to the Re-Create 248 study. Presentation materials focused primarily on the results of the Level 1 study and progress on the Level 2 study. Attendance was estimated at approximately 50 to 60 participants.

3.5 PROSPECTOR NEIGHBORHOOD MEETING

At the request of the PCMC City Council, the study team hosted an informal outreach event on Aug. 5, 2025, at Prospector Park. The purpose of the meeting was to share information, answer questions, and engage with the Prospector community. Approximately 80 people attended, and a total of 49 feedback forms were collected.

After this meeting, the PI team received over 30 additional emails from the public with feedback for the study team. These comments are not included in the official public comment period count and instead are recorded in the email summary in Appendix F.

3.6 CITY COUNCIL MEETINGS

The study team provided nine updates to the PCMC City Council throughout the study. See below for a list of dates and meeting summaries:

- **April 11, 2024** – Discussed SR-248 transit vision, determined analysis needed to define the corridor problems to solve, and confirmed desire to advance quickly through the process to prepare for 2034. The Council decided to advance a transit study to answer questions about the corridor and evaluate certain modes in a manner that is compatible with the federal process.

[View PCMC City Council meeting minutes from April 11, 2024.](#)

- **June 28, 2024** - Park City staff recommend approving a contract with Horrocks to complete an 18-month Transit Alternatives Analysis Study for the SR-248 corridor, to identify and select a preferred high-capacity transit option to improve access to Main

Street and resort areas, reduce car trips, and prepare the project for future federal funding. The study would include alternatives development/screening, modeling, public engagement, and would be fully funded by Summit County.

[View PCMC City Council meeting minutes from June 28, 2024.](#)

- **Sept. 26, 2024** – Collaborated on project charter to formalize shared vision, goals, and processes for advancing the SR-248 Transit Study project.

[View PCMC City Council meeting minutes from Sept. 26, 2024.](#)

- **Dec. 6, 2024** – Reaffirmed Purpose and Need, measures of effectiveness, and Purpose and Need screening results. The Council recommended advancing the following alternatives: dedicated bus lanes, light rail/streetcar, and Automated Guideway Transit (AGT). The Council added reversible flex lanes and the Historic Pacific Rail Trail (Rail Trail) alignment to both be evaluated.

[View PCMC City Council meeting minutes from Dec. 6, 2024.](#)

- **July 10, 2025** - Discussed Level 1 summary memo, Level 2 process, draft evaluation criteria, BRT case studies, and next steps.

[View PCMC City Council meeting minutes from July 10, 2025.](#)

- **Aug. 14, 2025** – Reviewed key decisions made to date, answered council members' questions, discussed overview of corridor goals and screening process, and provided next steps and decisions needed for advancing the project.

[View PCMC City Council meeting minutes from Aug. 14, 2025.](#)

- **Dec. 11, 2025** – Discussed Level 2 screening evaluation criteria, funding strategies, and the Oct. 14, 2025, PCMC Transportation open house and the results for the Re-Create 248 study.

[View PCMC City Council meeting minutes from Dec. 11, 2025.](#)

- **Jan. 8, 2026** – Refamiliarized Council with past key milestones and outcomes, obtained understanding of the federally appropriate Level 2 screening results, discussed the locally preferred alternative (LPA) recommendation, and discussed next steps.

[View PCMC City Council meeting minutes from Jan. 8, 2026.](#)

- **Jan. 20, 2026** – Reviewed project history, defined the LPA and why it is helpful, discussed how the future project footprint will answer questions and reduce impacts, and took action on the LPA resolution to select side running exclusive bus lanes to advance to LPA refinement.

[View PCMC City Council meeting minutes from Jan. 20, 2026.](#)

4 STAKEHOLDER COMMUNICATION

4.1 COLLATERAL

(See Appendix B: Collateral)

To support the study effort, the PI team developed various types of collateral, including advertisements and meeting materials for the agency partner one-on-one meetings, TAC meetings, stakeholder working group, public open house, and public comment period. These items were designed to effectively communicate key messages and engage the community.

4.2 WEBSITE

(See Appendix C: Website)

The website for this study was hosted on PCMC's website at <https://parkcity.gov/departments/transportation-planning/re-create-248>. Information about the study's background, Purpose and Need, timeline, and other helpful information was hosted on the website. The PI team worked together with PCMC to provide content updates to the website throughout the study. The website was also used to advertise for the public open house and public comment period.

4.3 MEDIA

(See Appendix D: Media)

Various types of media were utilized throughout the study to advertise to the public. To promote the public open house and encourage public feedback, the PI team drafted organic social media content, paid social media content, and a press release for PCMC to distribute through their channels. However, PCMC ultimately decided not to advertise specific projects and instead focus on advertising the overall PCMC Spring Projects Open House, which included many projects in addition to Re-create 248.

On Oct. 10, 2025, PCMC staff also participated in an interview on KPCW to talk about Re-create 248 and PCMC's upcoming fall transportation open house. Park City Transportation Director Tim Sanderson and Senior Transportation Planner Conor Campobasso were interviewed and discussed the planned improvements for SR-248. They talked about the need for improvements to address traffic congestion and safety concerns along the route as well as the study team's efforts up to that point.

4.4 HOTLINE

(See Appendix E: Hotline)

A dedicated study hotline was created and added under the Stay Connected section on the website. The study team decided not to include the hotline on any outgoing materials and instead directed stakeholders to reach out with any questions or concerns through the study email instead. Throughout the study, the PI team received seven inbound and outbound hotline calls.

4.5 EMAIL

(See Appendix F: Email)

The PI team established a study-specific email account, info@re-create248study.com, to allow stakeholders to email the study team with questions, concerns, etc. This email was included on all outreach materials, including collateral, the study website, event materials, etc., and a total of 132 inbound and outbound emails were documented throughout the study.

5 PUBLIC COMMENTS

(See Appendix G: Public Comments)

A public comment period was open to the public to submit feedback on the study from May 13, 2025, to May 27, 2025. A total of 13 comments were received. All recorded comments were submitted in person at the public open house. No comments were received through email during the official public comment period.

5.1 PUBLIC COMMENT SUMMARY

TOPIC	NUMBER OF COMMENTS	THEME	DESCRIPTION
Stop 1 – Study Overview Do you have any feedback on this process?	5	Positive Study Support	The comments reflect a positive reception of the study's objectives and methodology.
Stop 2 – Purpose and Need Do the Purpose and Need capture the vision for mobility on this corridor and in Park City?	4	General Agreement	Several attendees responded positively, suggesting that there is a baseline agreement with the Purpose and Need as presented.
	1	Accessibility and Convenience	One commenter emphasized that the proximity of bus stops is crucial for encouraging public transit use, particularly for individuals in ski boots, suggesting that closer bus stops would enhance ridership.
Stop 3 – Range of Alternatives	4	Questions about Flex Lanes and Alternatives Screening	Attendees expressed confusion over why flex lanes were not advanced and sought clarity on the criteria used for eliminating certain alternatives.

TOPIC	NUMBER OF COMMENTS	THEME	DESCRIPTION
Do you have any feedback on the Purpose and Need Screening process or the alternatives that were advanced into Level 1?	2	Dedicated Bus Lane Preference	Two participants expressed a preference for dedicated bus lanes.
Stop 4 – Level 1 Evaluation Which of the three modes fits best with the community context in Park City?	10	Strong Support for Dedicated Bus Lanes	Multiple comments emphasized a preference for dedicated bus lanes as the primary mode of transit, highlighting their importance for effective service.
	2	General Support for LRT	Some attendees expressed interest in LRT and suggested starting with dedicated bus service to create opportunities for future rail connections. Some concerns about the noise impacts of LRT were expressed.
Stop 4 – Level 1 Evaluation Which alignment do you prefer (Rail Trail or SR-248)?	7	Strong Preference for SR-248	Comments expressed a clear preference for the SR-248 alignment, with attendees emphasizing their support for this option over the Rail Trail alignment.
	4	Rail Trail Dissent	Some participants expressed dissent for the Rail Trail, citing concerns about safety, wildlife, access to and preservation of open space, view sheds, and quality of life. Comments were made about the trail's vital role as a recreational space that preserves Park City's identity.
Stop 5 – Next Steps What should we consider as we advance our evaluation?	7	Various Consideration Requests	The following topics were requested to be considered: Community values and aesthetic Publicizing the council's decisions regarding BRT, LRT, and next steps, including details on ROW studies and cost considerations Adding ski locker buildings to Park and Ride to incentivize bus use Complete engineering analysis of bus lanes

6 LESSONS LEARNED

Throughout the study, the PI team learned the following lessons:

- Flexibility in Planning:** Due to shifting schedules and priorities from PCMC, the PI team had to be flexible in creating materials for the public open house. Originally, the public open house was anticipated to only be about this study, hosted in late 2024. Many advertising materials for this timeline were created, but the study team later decided to

push the public meeting to spring 2025 instead. The PI team updated all the advertising materials with the new timeline. Later, in early 2025, PCMC decided instead to only include the study public open house as a part of their broader, citywide Spring Projects Open House. With this shift, many of the advertising materials created for the open house were not used since they were specifically branded to Re-Create 248. The public open house was still a success, even with the changes from the original PI Plan.

- **Stakeholder Engagement Is Crucial:** Early and continual engagement with community stakeholders, including residents, commuters, businesses, and local organizations, proved essential in identifying transit needs for SR-248. Community and stakeholder engagement has informed key considerations that are guiding the next phase of Re-create 248. The project team is reviewing the following ideas and requests that emerged during recent outreach:
 - Considering community values and aesthetics in all design decisions to maintain Park City's character
 - Sharing council decisions and updates regarding BRT/LRT options, ROW studies, and cost implications
 - Adding dedicated drop-off zones at Park and Ride lots for school traffic and Rideshare use
 - Exploring the addition of ski locker storage at Park and Ride locations
 - Ensuring school access without increasing congestion, particularly around Park City High School

APPENDIX A: MEETINGS AND EVENTS

PUBLIC OPEN HOUSE ATTENDANCE

FIRST NAME	LAST NAME
Alex	██████
Jerry	*Not provided
Ben	*Not provided
Sara	██████
Gavin	██████
Michael	██████
Sydney	██████
Dave	██████
Rob	██████
Alex	██████
Katie	██████
Jerry	██████
Adam	██████
Parker	██████
Ben	██████
Seth	██████
Michael	██████
Craig	██████
Stephanie	██████
Rebecca	██████
Thomas	██████
Claire	██████
James	██████
Derk	██████
Carrie	██████
Kenzie	██████
Rhonda	██████
Mark	██████
Alex	██████
Mark	██████
Jana	██████
Josh	██████
TOTAL	32 Attendees

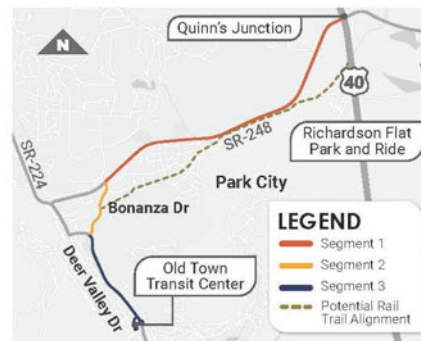
APPENDIX B: COLLATERAL STAKEHOLDER WORKING GROUP INVITATION



STAKEHOLDER WORKING GROUP

STUDY OVERVIEW

Park City Municipal Corporation (PCMC) in partnership with the Utah Department of Transportation (UDOT) has launched the Re-create 248 Transit Study and is currently identifying and evaluating transit alternatives to provide viable transportation choices between Quinn's Junction and the Old Town Transit Center. The study area includes SR-248, the Historic Union Pacific Rail Trail, Bonanza Drive, and Deer Valley Drive. This study will follow a transparent and prescribed process to define transportation needs on the corridor, develop mobility goals, and then identify solutions to meet those goals.



WE NEED TO HEAR FROM YOU!

HOW TO PARTICIPATE

You're invited to participate in a stakeholder working group, which will meet a total of three times throughout the study, to learn about the transit study process and provide input on the proposed alternatives that have been evaluated to date. Your role as a stakeholder is to share constructive feedback as a representative of your community and on behalf of the organizations you represent. Help the study team and Park City determine strengths, opportunities, concerns, or impacts of the proposed alternatives to aid in the evaluation process. **Play a key role in planning for the future of transportation on SR-248 in Park City!**

Your input will be used to shape the outcome of this study, which is a Locally Preferred alternative for transit service, that is eligible for federal funding, and can be advanced into future project phases.



Date:
Wednesday, April 2, 2025



Time:
11:30 a.m. – 2 p.m.



Location:
Park City - City Hall
445 Marsac Ave, Park City, UT 84060
City Council Chambers

**LUNCH
WILL BE
PROVIDED**



HOTLINE: (435) 777-8378
EMAIL: info@re-create248study.com
WEBSITE: www.parkcity.org

PUBLIC OPEN HOUSE FLYER

re·create 248

YOU'RE INVITED TO PARK CITY'S SPRING PROJECTS OPEN HOUSE!

You are invited to attend Park City's Spring Projects Open House and learn about the Re-create 248 Transit Study (Re-create 248) on **Tuesday, May 13, 2025, from 5 to 7 p.m. at the Park City Library**. Come meet the study team, learn about the study's purpose and need, and provide feedback on alternatives.

PARK CITY SPRING PROJECTS OPEN HOUSE

<div style="display: flex; align-items: center;"> Date: Tuesday, May 13, 2025 </div>	<div style="display: flex; align-items: center;"> Location: Park City Library 1255 Park Ave, Park City, UT 84060 </div>
<div style="display: flex; align-items: center;"> Time: 5–7 p.m. </div>	

STUDY PURPOSE

Park City Municipal Corporation (PCMC), in partnership with the Utah Department of Transportation (UDOT), has launched Re-create 248, which aims to transform the way we travel along SR-248. By understanding the nature of regional traffic and transportation needs, the study team will develop solutions that help provide mobility choices for local residents, employees, and visitors.

re·create 248

ANTICIPATED TIMELINE

SCAN TO LEARN MORE →

HOTLINE: 435-777-8378
 EMAIL: info@re-create248study.com

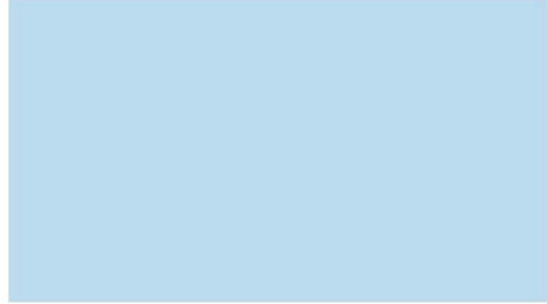
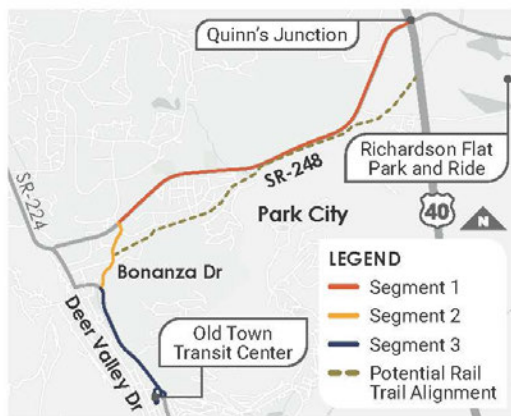
PUBLIC OPEN HOUSE DOOR HANGER



YOU'RE INVITED TO PARK CITY'S SPRING PROJECTS OPEN HOUSE!

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RE-CREATE 248 STUDY AREA



STUDY PURPOSE

Park City Municipal Corporation (PCMC), in partnership with the Utah Department of Transportation (UDOT), has launched Re-create 248, which aims to transform the way we travel along SR-248. By understanding the nature of regional traffic and transportation needs, the study team will develop solutions that help provide mobility choices for local residents, employees, and visitors.

PARK CITY SPRING PROJECTS OPEN HOUSE

 Date: Tuesday, May 13, 2025	 Time: 5-7 p.m.
--	---

 **Location:**
 Park City Library
 1255 Park Ave, Park City, UT 84060

SCAN TO
LEARN MORE



HOTLINE: 435-777-8378
 EMAIL: info@re-create248study.com



PUBLIC OPEN HOUSE MAILER

Re·create 248

YOU'RE INVITED TO PARK CITY'S SPRING PROJECTS OPEN HOUSE!

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PARK CITY SPRING PROJECTS OPEN HOUSE

<p>Date: Tuesday, May 13, 2025</p>	<p>Location: Park City Library 1255 Park Ave, Park City, UT 84060</p>
<p>Time: 5-7 p.m.</p>	

STUDY PURPOSE

Park City Municipal Corporation (PCMC), in partnership with the Utah Department of Transportation (UDOT), has launched Re-create 248, which aims to transform the way we travel along SR-248. By understanding the nature of regional traffic and transportation needs, the study team will develop solutions that help provide mobility choices for local residents, employees, and visitors.

ANTICIPATED TIMELINE

Public Workshop (indicated by star icons)

SCAN TO LEARN MORE


HOTLINE: 435-777-8378
EMAIL: info@re-create248study.com


PUBLIC OPEN HOUSE SOCIAL MEDIA GRAPHICS

A social media graphic for the Park City Spring Projects Open House. It features a background image of a mountainous landscape. The graphic includes the 'Re·create 248' logo at the top left. A dark blue banner across the middle contains the title 'PARK CITY SPRING PROJECTS OPEN HOUSE'. Below this, three white boxes with icons provide details: a calendar icon for the date 'Tuesday, May 13, 2025', a clock icon for the time '5-6:30 p.m.', and a location pin icon for the location 'Park City Library, 1255 Park Ave, Park City, UT 84060'. At the bottom, there are logos for 'PARK CITY 1884' and 'LIDOT Keeping Utah Moving'.

A social media graphic for the Park City Spring Projects Open House, similar to the one above but with a different layout. It features a background image of a mountainous landscape. The graphic includes the 'Re·create 248' logo at the top left. A dark blue banner across the middle contains the title 'PARK CITY SPRING PROJECTS OPEN HOUSE'. Below this, three white boxes with icons provide details: a calendar icon for the date 'Tuesday, May 13, 2025', a clock icon for the time '5-6:30 p.m.', and a location pin icon for the location 'Park City Library, 1255 Park Ave, Park City, UT 84060'. At the bottom, there are logos for 'PARK CITY 1884' and 'LIDOT Keeping Utah Moving'.

PUBLIC OPEN HOUSE BOARDS

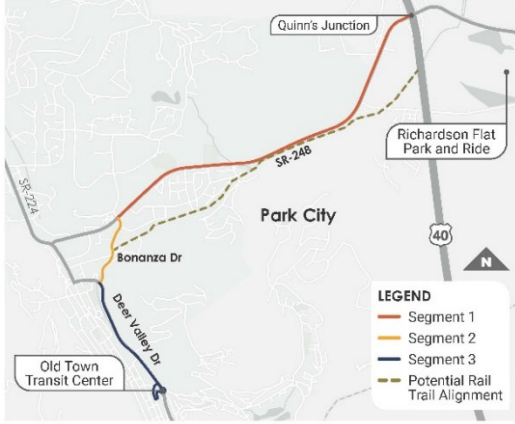





STUDY OVERVIEW


Park City, in coordination with UDOT, has launched the Re-create 248 Transit Study to:

1. Evaluate transit service opportunities between Quinn’s Junction and the Old Town Transit Center (OTTC).
2. Understand and address community mobility needs.
3. Follow a process that will allow Park City to apply for federal funds for a future project.





STUDY SCHEDULE






EMAIL: info@re-create248study.com
 WEBSITE: www.parkcity.org





 Re·create 248


STOP 1




STUDY OVERVIEW

 EMAIL: info@re-create248study.com
WEBSITE: www.parkcity.org







BACKGROUND

2009

2010

2011

2012

2013

2014

2015

2016

2017

2018

2019

2020

2021

2022

2023

2024

2025

CORRIDOR STUDY

Looked at alternatives and ultimately recommended a four-lane cross-section with HOV/Bus Lanes east of Wyatt Earp Way.

CONCEPT REPORT

UDOT completed a report recommending a five-lane cross section for the entirety of SR-248.

TECHNICAL MEMORANDUM

UDOT/PCMC study that indicated current and future operational concerns on the corridor.

EA STUDY

UDOT-led study that analyzed various alternatives and ultimately recommended adding additional turn lanes, intersection widening, bike lanes, and a five-lane cross section at the PC Hill choke point.

PC FORWARD

Park City's Transportation Master Plan that indicated high-capacity transit on SR-248 as a Phase 1 priority.

SHORT-RANGE TRANSIT PLAN

Recommends high-frequency express transit on SR-248 to park-and-ride lots.

EMERGING DISRUPTORS

Looked at a variety of transportation technologies, city-wide, with some ideas around SR-248 specifically including reversible flex lanes and HOV/bus lanes.

REGIONAL PARK AND RIDE STUDY

An ongoing study will identify park and ride location(s) to serve local and regional transit trips.

COMPLETED PROJECTS

<ul style="list-style-type: none"> • 2010: Comstock pedestrian tunnels • 2010: Comstock complete street reconstruction • 2018: High School pedestrian tunnel • 2021: Pedestrian safety improvements at crossings • 2021: Westbound shoulder reconstructed 	<ul style="list-style-type: none"> • 2022: New traffic signal at Richardson Flat Road • 2022: Activation of the Richardson Flat Park and Ride • 2023: Eastbound shoulder reconstructed • 2023/2024: Express transit service
--	---

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STOP 2



PURPOSE AND NEED

*Why do we need a transit solution (Needs),
and what are our objectives (Purposes)?*



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IMPROVE TRANSIT TRAVEL TIMES

NEED:

- Populations need access to key destinations on-corridor for employment, education, and services.
- Current transit travel times are often unreliable due to existing and future corridor congestion, especially during peak times.
- Shoulder-running buses transitioning into traffic decreases transit reliability.

PURPOSE:

Increase the reliability, accessibility, and overall resiliency of travel on the corridor by improving transit travel times.

TRAVEL DELAY IMPACTS QUALITY OF LIFE, PARTICULARLY IN THE WINTER



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SUPPORT TRANSPORTATION DEMAND

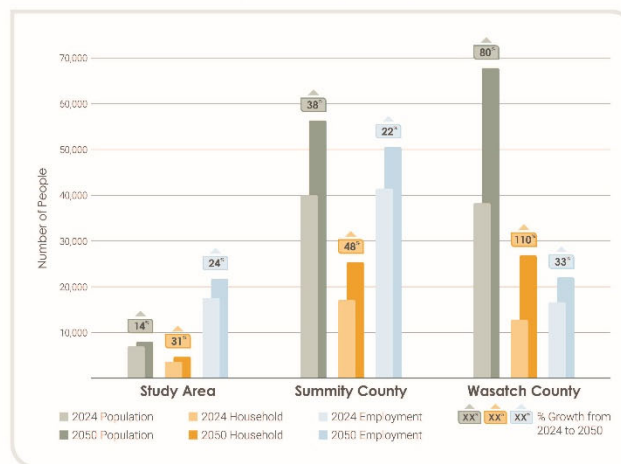
NEED:

Local and regional population and job growth is substantial and will continue to increase travel demand on SR-248.

PURPOSE:

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

JOB, HOUSEHOLD, AND POPULATION GROWTH



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SUPPORT LOCAL AND REGIONAL PLANNING

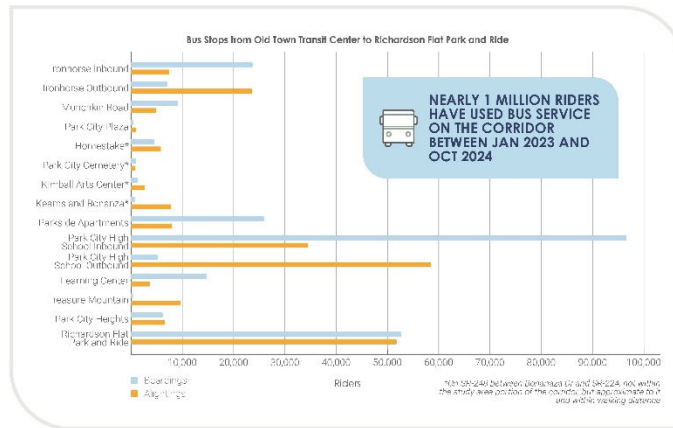
NEED:

Local and regional plans indicate a need for multimodal corridor solutions.

PURPOSE:

Support local and regional plans and policies that address transportation demand management, enhance mobility choices, and avoid excessive road widening.

BUS STOP RIDERSHIP FROM OLD TOWN TRANSIT CENTER TO RICHARDSON FLAT PARK AND RIDE



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WEBSITE: www.parkcity.org



ENHANCE QUALITY OF LIFE FOR ALL

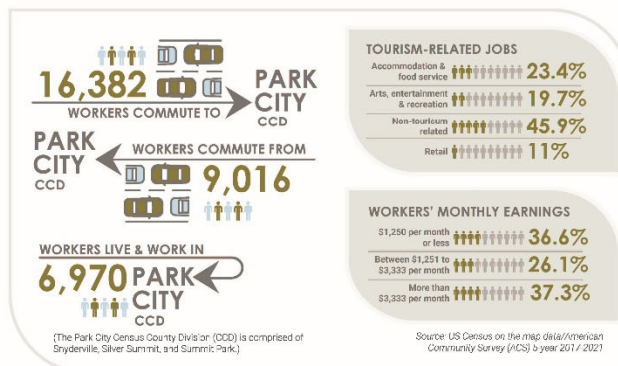
NEED:

Populations living on and near the corridor, and commute into the area for work, need reliable transit service.

PURPOSE:

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

TRAVEL PATTERNS TO AND FROM PARK CITY, MONTHLY EARNINGS OF PARK CITY FROM 2022



EMAIL: info@re-create248study.com
WEBSITE: www.parkcity.org





PROVIDE TRANSPORTATION CHOICES

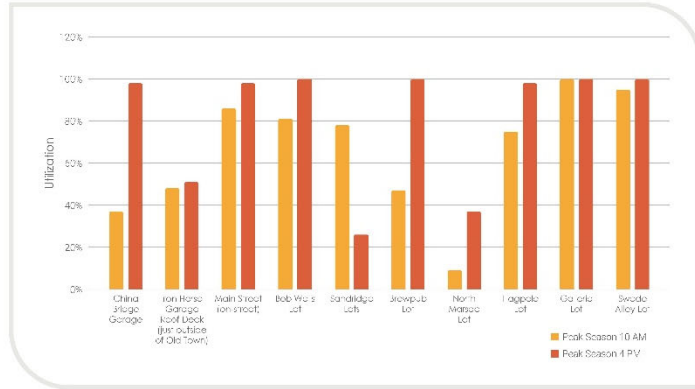
NEED:

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

PURPOSE:

Enhance mobility along the corridor through transportation choices.

IN TOWN PARKING IS OFTEN AT CAPACITY IN THE WINTER



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WEBSITE: www.parkcity.org



 Re·create 248

STOP 3



RANGE OF ALTERNATIVES

 EMAIL: info@re-create248study.com
WEBSITE: www.parkcity.org



Re·create 248

PURPOSE AND NEED SCREENING

The following chart indicates how well, or poorly, the alternative met our Purpose and Need statement.

For the full screening report, scan the QR code

Alternative	MEASURES OF EFFECTIVENESS							FEASIBILITY
	Address congestion or reduce travel delay?	Provide access to key destinations on corridor?	Reduce transit travel times?	Increase on-time performance of transit?	Provide reliable transit service on corridor for populations?	Provide high-frequency transit on corridor with limited road widening?	Provide additional travel modes on corridor in the study area?	Feasible to deliver before 2034, using proven technology?
Gondola	●	●	●	●	●	●	●	●
One Way Loop	●	●	●	●	●	●	●	●
Reversible Flex Lanes	●	●	●	●	●	●	●	●
Dedicated Bus Lane	●	●	●	●	●	●	●	●
Light Rail/Streetcar	●	●	●	●	●	●	●	●
Automated Guideway Transit (AGT)	●	●	●	●	●	●	●	●
Rail Trail Transit Alignment	●	●	●	●	●	●	●	●
EV Tunnel	●	●	●	●	●	●	●	●
Traditional Widening	●	●	●	●	●	●	●	●
Commuter Rail	●	●	●	●	●	●	●	●
Minor Transit Improvements	●	●	●	●	●	●	●	●
No Action Alternative	●	●	●	●	●	●	●	●

● Yes
 ● Maybe
 ● No

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Re·create 248

RANGE OF ALTERNATIVES AND PURPOSE AND NEED SCREENING

A broad range of alternatives were compiled from past studies and local input.

Gondola

One-way Loop

Reversible Flex Lanes

Dedicated Bus Lanes

Light Rail/Streetcar

Automated Guideway Transit (Monorail)

Rail Trail Transit Alignment

Electric Vehicle Tunnel

Traditional Widening

Commuter Rail

Minor Improvements to Existing System

No Action Alternative

How did we determine which alternatives advance?

Collect Data

Define Need Statements

Define Purpose Statements

Develop Measures of Effectiveness (MOEs)

Does the alternative meet MOEs?
Is the alternative feasible?

Yes

Alternative advanced to Level 1 screening

No

Alternative not advanced

A high-level screening was conducted to quickly determine which alternatives did not meet the Purpose and Need of the project.

Gondola

One-way Loop

Reversible Flex Lanes*

Dedicated Bus Lanes

Light Rail/Streetcar

Automated Guideway Transit (Monorail)

Rail Trail Transit Alignment

Electric Vehicle Tunnel

Traditional Widening

Commuter Rail

Minor Improvements to Existing System

No Action Alternative

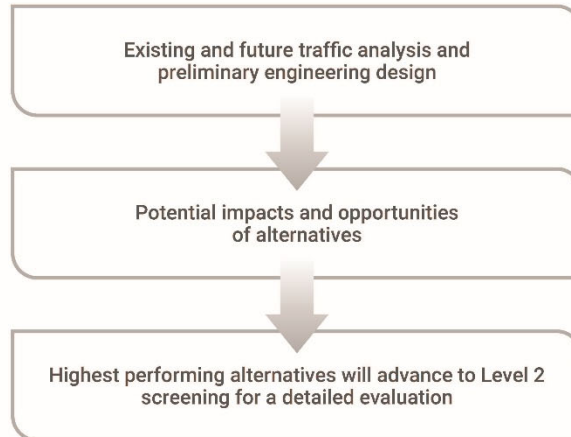
*Alternative will still be considered as a potential transit alternative in future phases.

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WEBSITE: www.parkcity.org




LEVEL 1 EVALUATION

The Level 1 Evaluation, was a high-level planning look at the alternatives. The evaluation used metrics from the previously defined MOEs to identify the **highest performing alternatives**.



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WEBSITE: www.parkcity.org




 Re·create 248

STOP 4



LEVEL 1 EVALUATION

 EMAIL: info@re-create248study.com
WEBSITE: www.parkcity.org





DRAFT LEVEL 1 EVALUATION MATRIX

Results of the Level 1 Screening for on-corridor, and off-corridor (Rail Trail) alignments for the three modes evaluated:

MEASURES OF EFFECTIVENESS	METRIC	ON-CORRIDOR (SR-248/BONANZA/ DEER VALLEY DRIVE)			OFF-CORRIDOR (RAIL TRAIL)			NO-ACTION ALTERNATIVE
		BRT	LRT	AGT	BRT	LRT	AGT	
Provides access to key destinations on-corridor	Current and future population employment in the proximity to the alignment(s), ¼ mile and ½ mile analyses.	●	●	●	●	●	●	●
Reduction in transit travel times	Average speed considerations based on corridor and mode characteristics.	●	●	●	●	●	●	●
Travel on-time performance	Potential to accommodate exclusive transit operations. Compatibility with local and regional system.	●	●	●	●	●	●	●
Reliable transit on-corridor for low-income and youth populations	Proximity to low-income, youth, and no-car household populations (¼ mile).	●	●	●	●	●	●	●
Provides high-frequency transit on-corridor with limited road widening	Potential for adverse effects on the natural or built environment, and property.	●	●	●	●	●	●	●
Provides additional travel modes on-corridor	Alignment of alternative and proximity to key destinations, ¼ mile analysis.	●	●	●	●	●	●	●
Feasible and service proven?	Feasible to implement by 2034? Y/N. Service-proven tech? Y/N. Forward-compatible? Y/N.	●	●	●	●	●	●	●



EMAIL: info@re-create248study.com
WEBSITE: www.parkcity.org



ALTERNATIVES THAT ADVANCED TO LEVEL 1 EVALUATION

MODE	DEDICATED BUS LANES	LIGHT RAIL	AUTOMATED GUIDEWAY TRANSIT/ MONORAIL
EXAMPLE			
DEDICATED LANES?	Yes – dedicated bus lanes	Yes – electrified guideway	Yes – elevated guideway
PASSENGER CAPACITY	60-90 passengers per bus	120-180 passengers per car	8-80 passengers per car
COMPATIBLE WITH EXISTING SYSTEM?	Yes	No	No
OTHER CONSIDERATIONS?	<ul style="list-style-type: none"> Recommended as priority project in Park City Forward. Compatible with High Valley Transit and Park City Transit plans. 	<ul style="list-style-type: none"> Sleep grades and curves may prohibit service. Requires separate operations and maintenance facility. 	<ul style="list-style-type: none"> May not be eligible for federal funding. Requires separate operations and maintenance facility.

Additionally, two alignments were evaluated: an on-corridor alignment (SR-248), and an off-corridor alignment (Rail Trail from Quinn's Junction to Bonanza Drive).



EMAIL: info@re-create248study.com
WEBSITE: www.parkcity.org



 Re·create 248


STOP 5





NEXT STEPS

 EMAIL: info@re-create248study.com
WEBSITE: www.parkcity.org

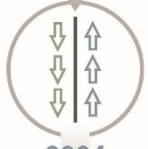









FEASIBILITY METRIC




2034

Implementing a high-frequency transit investment on this corridor, prior to the 2034 Utah Winter Olympics, has been determined as a critical need.



2026


A main goal of this study is to identify a transit project, by January 2026, that can be advanced quickly into the next phase of Environmental Study to meet federal guidelines.




2034

The feasibility metric evaluates each mode to determine if:

- Enough funding can be secured to design and construct the system by 2034




- If the system is easily compatible with the existing transit system, operating transit authority, and maintenance capabilities




2034


- And if the system can be manufactured and implemented to meet federal guidelines prior to 2034



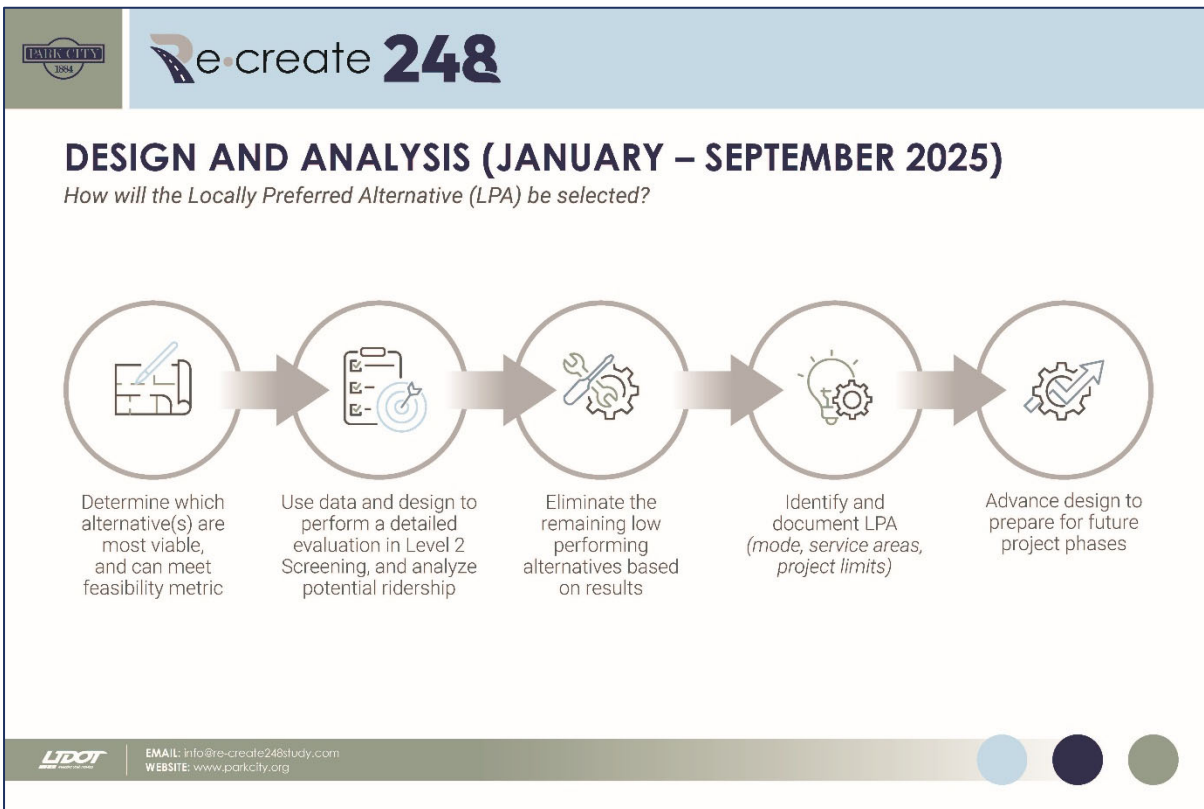
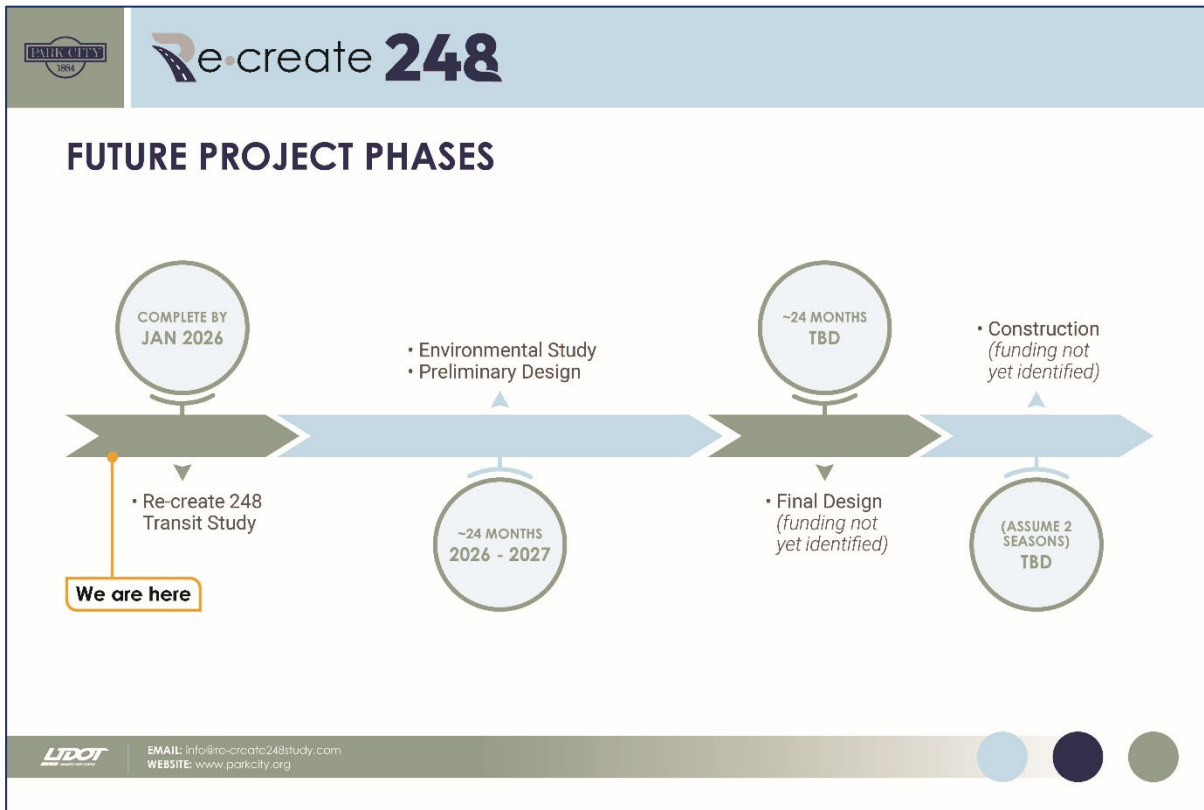
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Re-create 248 Transit Study | Final PI Report

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SUBMIT YOUR ROADMAP HERE!



CONTACT US

Questions or comments?



Hotline: 435-777-8378



Email: info@re-create248study.com



Website: parkcity.org (search Re-create 248)

Scan Here for the Project Website



EMAIL: info@re-create248study.com
WEBSITE: www.parkcity.org



APPENDIX C: WEBSITE

PUBLIC OPEN HOUSE WEBSITE



Website Copy for May 13 Open House

You're Invited to Attend Park City's Spring Projects Open House!

You are invited to attend Park City's Spring Projects Open House to learn about the Re-create 248 Transit Study on Tuesday, May 13, 2025, at the Park City Library. The public is welcome to attend any time between 5 and 6:30 p.m. Come meet the study team, learn about the study's purpose and need, and provide feedback on alternatives. Please note that this open house will have information on multiple projects happening in Park City, and no formal presentation is planned.

Re·create 248

PARK CITY SPRING PROJECTS OPEN HOUSE

Date: Tuesday, May 13, 2025	Time: 5 - 6:30 p.m.	Location: Park City Library 1255 Park Ave, Park City, UT 84060
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PARK CITY **LIDOT**

APPENDIX D: MEDIA

MEDIA TRACKING

NEWS OUTLET	ANCHOR/ AUTHOR	MEDIA TYPE	DATE	TITLE	TO NE	LINK
KPCW	Parker Malatesta	Radio	July 2, 2024	More bus stops? Light rail? Park City explores transit solutions for SR 248	Neutral	Link
KPCW	Parker Malatesta	Radio	Dec. 6, 2024	Park City identifies four alternatives for a SR 248 transit solution	Neutral	Link
Park Record	Park Record Staff	Article	April 23, 2025	Park City to hold open house for spring projects	Neutral	Link
KPCW	Parker Malatesta	Article	May 2, 2025	Park City spring open house to highlight construction, other projects	Neutral	Link
Town Lift	Rebecca Brenner	Article	May 7, 2025	Park City sets May 13 open house to spotlight 20 spring projects	Neutral	Link
Town Lift	Ashtyn Asay	Article	May 8, 2025	Park City Municipal to host Spring Projects Open House on Tuesday, May 9	Neutral	Link
KPCW	Kristine Weller	Article	May 8, 2025	Park City shares spring project updates, future priorities at open house	Neutral	Link
KPCW	Parker Malatesta	Article	May 9, 2025	Park City to host spring projects open house Tuesday	Neutral	Link
KPCW	Roger Goldman	Radio	May 9, 2025	Spring projects open house provides engagement, project updates	Neutral	Link
KPCW	Roger Goldman	Radio	Oct. 10, 2025	Upcoming open house highlights transportation improvements	Neutral	Link

PUBLIC OPEN HOUSE PRESS RELEASE

For Immediate Release



Public invited to attend Park City Spring Projects Open House to provide feedback on Re-create 248 Transit Study

PARK CITY, Utah (May 1, 2025) – Park City Municipal Corporation (PCMC), in partnership with the Utah Department of Transportation (UDOT), has launched the Re-create 248 Transit Study (Re-create 248), which aims to transform the way we travel on SR-248 by providing viable transit options. PCMC is hosting the Spring Projects Open House on Tuesday, May 13, 2025, from 5 to 6:30 p.m. at the Park City Library.

The open house will provide attendees with the opportunity to meet the study team, learn about the study process, and provide feedback on work done to date. Members of the public either living in or commuting to/from Park City are encouraged to attend and provide feedback. The public is welcome to attend any time during the open house, and there will not be a formal presentation. The open house will also have information on other projects happening in Park City.

Re-create 248 aims to understand the regional nature of transportation in the area, with an emphasis on transit needs, and develop solutions to help provide more mobility choices for local residents, employees, and visitors. This study builds on past work along the corridor and is a focused process to evaluate transit alternatives and ultimately select a locally preferred alternative that meets transit needs for the community.

After the open house, the study team will develop conceptual designs and recommend a solution as early as fall 2025. PCMC and UDOT are committed to exploring alternative transportation solutions that improve quality of life for residents, meet regional travel needs, and promote public transportation.

In addition to the open house, the public can also provide feedback by emailing info@re-create248study.com or calling the study hotline at 435-777-8378. More information about the open house and the study can be found at parkcity.org.

Media Contact:

Clayton Scrivner
media@parkcity.org



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APPENDIX E: HOTLINE

NAME	INBOUND/ OUTBOUND	COMMENT	DATE
Heather [REDACTED]	Inbound	A missed call from Heather was received.	8/8/25
Heather [REDACTED]	Inbound	Missed call from Heather, voicemail left: "Hi, this is Heather [REDACTED]. I'm a resident of Prospector. I have, just a question regarding what time they recreate 248 discussion will be occurring at the City Council meeting on Thursday. One... Thing I read, I thought it started at 3.55 PM, so the, meeting would start at that time and open to the public, and now I'm hearing 5.30-ish. So, I'm just wondering if you can let us know What time we should be there. For that meeting. 435-640-2573. Thank you."	8/12/25
Heather [REDACTED]	Outbound	Staci called Heather back and let her know the Park City city council meeting starts at 5:30 p.m. tomorrow and that the Re-create 248 agenda items are a little later down in the agenda. She got Heather's email and told her she would send a link to the agenda. Heather mentioned that there is a large group of people planning to come who strongly oppose the monorail, and then she brought up the Rail Trail. Staci confirmed with her whether she was referring to this study or the Phoston Spur & Rail Trail study. Heather wasn't aware of that study but asked Staci to send her a link to that website as well so she could pass it on to her group. Staci said she would email the website over to her today.	8/13/25
Clair [REDACTED]	Inbound	Missed call and VM left: "Hello, we are Claire and Candace [REDACTED]. We are long-time residents of Park City. We've actually been here since 1988-9. And we live in the Prospector Square area, right next to the rail trail. We've been here, here since 1998. We are adamantly against any changes that would affect the rail trail, and we feel it should be remembered that in 1992, the historic Union Pacific Rail Trail State Park was dedicated as the first non-motorized recreational rail trail in Utah. We feel that any disruption to the trail could be a significant, negative... have a negative impact to our town. It seems to us that the proposals for the light rail or monorail ignore the very spirit of Park City as a small recreational community. And since we are not an urban metro center. we should reject urban metro solutions. Therefore, we are in support of the, ... excuse me, the dedicated bus lanes. ... we feel that that sounds like a great solution, signal priority and quick boarding, and that it could be kind of a micro version of the UTA lanes that are down in Salt Lake. This option is also less destructive to the local environment, and it would be far less expensive for the local taxpayers. We will be attending the meeting tomorrow, but we wanted to make sure that our opinion is strongly notated. If you would like to give us a call back, you're welcome to call us here at, C&W Premier Insurance 435. 649. 3354, or you can reach us at our home, Claire and Candace [REDACTED]. Thank you. "	8/13/25

NAME	INBOUND/ OUTBOUND	COMMENT	DATE
Clair [REDACTED]	Outbound	Staci called Clair and Kandice [REDACTED] back and spoke to Clair. He had left a long voicemail earlier and also emailed the project email with comments about the study. He also asked when the city council meeting was tomorrow. Staci informed him that it starts at 5:30, but the Re-Create 248 items are farther down the agenda. She also got his email and said she would email him a link to the agenda.	8/13/25
Jill [REDACTED]	Inbound	Jill called and left a voicemail: My name is Jill [REDACTED]. I am a Park City resident, living in Park Meadows, full-time, and work at the hospital. My phone number is [REDACTED]. I'm not able to attend the, public forum tonight, but I did want to weigh in about my thoughts on, putting in light rail on our rail trail system. I am fully against this idea. I would really like us to investigate further, the bus routes and, use of our roads. Our walkability and accessibility in Park City is key to our culture, and the rail trail is paramount in our system of walkability, not to mention the impact it would have on all of those neighborhoods. And homeowners, who would be blindsided by such a massive, intrusive endeavor. I would truly like to see us explore other opportunities. I am fully against a light rail system being put on Rail Trail. Again, Jill [REDACTED], 20-year resident of Park City in Park Meadows, [REDACTED]. Thank you.	8/14/25
Jill [REDACTED]	Outbound	Kara returned Jill's call and left a voicemail confirming that they received her comment and it would be documented and passed along to the study team. She encouraged Jill to call back if she had any questions.	8/14/25

APPENDIX F: EMAIL

FIRST NAME	DATE	DIRECTION	EMAIL
Craig	03/18/2025	Inbound	That time is available, and I will put it on my calendar. Craig [REDACTED]
Mark	03/18/2025	Inbound	In response to SWG invite: Kara, Thank you for the invitation. I will be participating in the working group session(s). Respectfully, Mark [REDACTED]
Steven	03/18/2025	Inbound	In response to SWG invite: Hi Kara, Thanks for the message and the invitation. I would be more than happy to participate in this interesting exercise. I'll keep an eye out for the formal invitation. Looking forward to it, Steve
Craig	03/18/2025	Outbound	Hi Craig, Thank you for the prompt response. I will forward you the calendar invitation for reference. Please let me know if you have any questions prior to the meeting. Thanks, Kara
Mark	03/18/2025	Outbound	Hi Mark, Thank you for the quick response. I will send you the calendar invitation for April 2 shortly. Please let me know if you have any questions prior to the meeting. Thanks,

FIRST NAME	DATE	DIRECTION	EMAIL
Steven	03/18/2025	Outbound	Hi Steve, Thank you for the quick response. I will send over the calendar invitation for April 2 shortly. Please let me know if you have any questions prior to the meeting. Thanks! Kara
Stakeholder	03/18/2025	Outbound	Sent to Stakeholder Working Group - list in PI Notebook Attached: 9694_SR 248_Flyer_Working grp mtg.pdf Hello, Park City Municipal Corporation (PCMC), in partnership with the Utah Department of Transportation (UDOT), has launched the Re-create 248 Transit Study (Re-create 248), which aims to transform the way we travel along SR-248. You are invited to participate in the study's in-person stakeholder working group on Wednesday, April 2, from 11:30 a.m. to 2 p.m. You have been selected to participate due to your involvement in past transportation conversations about SR-248. We appreciate your valuable feedback and diverse perspective for this study. Re-create 248 Stakeholder Working Group Date: Wednesday, April 2, 2025 Time: 11:30 a.m.–2 p.m. Location: Park City - City Hall 445 Marsac Ave, Park City, UT 84060 City Council Chambers Please confirm your attendance by responding to this email, and we will follow up with a calendar appointment. For more information about the study, visit our website. Thank you for your participation, Kara [REDACTED]
Casey	03/18/2025	Inbound	In response to SWG invite: Kara Good afternoon and thank you for your email. I would be happy to participate and look forward to meeting you in person. Thank you very much! Casey

FIRST NAME	DATE	DIRECTION	EMAIL
Casey	03/18/2025	Outbound	Hi Casey, Thank you for the quick response. I will send over the calendar invitation for April 2 shortly. Please let me know if you have any questions prior to our meeting. Thanks! Kara
Steven	03/18/2025	Inbound	In response to SWG invite: Happy to participate. Thx Steven [REDACTED]
Steven	03/18/2025	Outbound	Hi Steven, Thank you for the quick response. I will go ahead and send you the calendar invitation. Please feel free to reach out with any questions prior to the meeting. Thanks,
Michael	03/19/2025	Inbound	In response to SWG invite: Hello Kara, Thank you for the invitation to attend the stakeholder working group meeting on April 2. Unfortunately I will be out of the country that day and will be unable to attend. Please keep me posted on any further meetings that may get scheduled. Thank you, Michael [REDACTED]
Michael	03/19/2025	Outbound	Hi Michael, I appreciate you letting us know. We will definitely keep you informed regarding future meetings and collaboration opportunities. Thank you,
Josh	03/19/2025	Inbound	In response to SWG invite: Hi Kara, Thank you for the invite and for the opportunity to participate. Please keep me updated on the event. Thanks! Regards, Josh [REDACTED]

FIRST NAME	DATE	DIRECTION	EMAIL
Josh	03/19/2025	Outbound	Hi Josh, Thank you for the confirmation. I will send over the calendar invitation shortly. Please let me know if you have any questions prior to the meeting. Thanks!
Herve	03/20/2025	Inbound	In response to SWG invite: Hello Kara and good morning, I'd love to participate, but I'll be in Houston launching a half a million square feet facility into production. If possible, I could participate remotely - though I presume you would prefer in-person attendance. Respectfully, Hervé
Herve	03/20/2025	Outbound	Good afternoon Hervé, Thank you for letting us know. We are aiming to hold the meeting exclusively in person, but if there are several conflicts we will add a virtual option closer to the meeting date. I will keep you updated if that is the case. Thanks, Kara
Herve	03/20/2025	Inbound	Thank you. This is very appreciated. Respectfully, Hervé
Josh	03/20/2025	Inbound	Hi Kara, Thanks. A couple of questions: - How best can I prepare for the workshop? - The workshop calendar invitation mentions 3 workshops, is that true? Am I only required for the one workshop on April-2? Thanks! Regards, -Josh [REDACTED]

FIRST NAME	DATE	DIRECTION	EMAIL
Josh	03/20/2025	Outbound	<p>Hi Josh,</p> <p>Great questions! I've included the answers below:</p> <ul style="list-style-type: none"> - Our goal is for the workshop to be conversational, and we will plan to walk through the history and details of the study as a group. If you have time and would like some extra preparation, you can visit our website and review the posted study materials and/or gather feedback from your organization to share during the meeting. - There will be a total of three workshops throughout the course of the study, however, those dates have not yet been determined. We will keep the group updated on future workshops and would value your participation in those as well. <p>Let me know if I can help answer anything else.</p> <p>Thank you,</p>
	03/21/2025	Inbound	<p>In response to SWG invite: Good afternoon, Kara</p> <p>I think I can participate in most of this session, just one more meeting I need to try to reschedule that is a conflict. So please go ahead and send me a calendar invite.</p> <p>Thank you!</p> <p>Sharon</p>
	03/21/2025	Outbound	<p>Hi Sharon,</p> <p>Thank you for letting us know. I will send over the calendar invitation shortly.</p> <p>Please keep us posted if anything changes, and feel free to reach out with any questions in advance of the meeting.</p> <p>Thanks!</p> <p>Kara</p>
Victoria	03/21/2025	Inbound	<p>In response to SWG invite:</p> <p>Hi Kara,</p> <p>Thank you for reaching out and including me in this project. I am available to join the meeting on April 2.</p> <p>Thanks,</p> <p>Victoria</p>

FIRST NAME	DATE	DIRECTION	EMAIL
Victoria	03/21/2025	Outbound	Hi Victoria, Thank you for confirming. I will send over the calendar appointment shortly. Please let me know if you have any questions in advance of the meeting. Thanks, Kara
Sharon	03/21/2025	Inbound	In response to SWG invite: Good afternoon, Kara I think I can participate in most of this session, just one more meeting I need to try to reschedule that is a conflict. So please go ahead and send me a calendar invite. Thank you! Sharon
Sharon	03/21/2025	Outbound	Hi Sharon, Thank you for letting us know. I will send over the calendar invitation shortly. Please keep us posted if anything changes, and feel free to reach out with any questions in advance of the meeting. Thanks! Kara
Alex	03/24/2025	Outbound	Hi Alex, I am following up on our invitation to participate in an in-person stakeholder working group for the Re-create 248 Transit Study, scheduled for Wednesday, April 2, from 11:30 a.m. to 2 p.m. at City Hall in Park City. Your insights are valuable, and we would greatly appreciate your participation as we work to enhance transportation along SR-248. Please confirm your attendance by responding to this email at your earliest convenience. Let us know if you have any questions or require additional details. Thank you,

FIRST NAME	DATE	DIRECTION	EMAIL
Alex	03/24/2025	Inbound	Thanks, I will attend. Alex
Alex	03/24/2025	Outbound	Hi Alex, Thank you for confirming. I will send over the calendar invitation shortly. Please let me know if you have any questions in advance of our meeting. Thanks,
Todd	03/24/2025	Outbound	Hi Todd, I am following up on our invitation to participate in an in-person stakeholder working group for the Re-create 248 Transit Study, scheduled for Wednesday, April 2, from 11:30 a.m. to 2 p.m. at City Hall in Park City. Your insights are valuable, and we would greatly appreciate your participation as we work to enhance transportation along SR-248. Please confirm your attendance by responding to this email at your earliest convenience. Let us know if you have any questions or require additional details. Thank you,
Todd	03/24/2025	Inbound	Thank you for including me and I apologize for not responding sooner. I have been slammed with spring breakers. I have been on some of these committees before and I don't see a lot of action being taken. For example, 248 has been under construction 5 out of the last 6 summers and nothing has even been tried to alleviate some of the traffic such as flex lanes or even just changing to two lanes out of town. I realize we can't solve traffic completely but the fact nothing is tried boggles my mind. If I am being honest, I really don't need or want to spend my time if nothing is going to get done. I am happy to share my thoughts but I have so many other things I could be doing. Let me know any thoughts. Thanks,

FIRST NAME	DATE	DIRECTION	EMAIL
Danielle	03/24/2025	Outbound	<p>Hi Danielle,</p> <p>I am following up on our invitation to participate in an in-person stakeholder working group for the Re-create 248 Transit Study, scheduled for Wednesday, April 2, from 11:30 a.m. to 2 p.m. at City Hall in Park City.</p> <p>Your insights are valuable, and we would greatly appreciate your participation as we work to enhance transportation along SR-248. Please confirm your attendance by responding to this email at your earliest convenience.</p> <p>Let us know if you have any questions or require additional details.</p> <p>Thank you,</p>
Bo	03/24/2025	Outbound	<p>Hi Bo,</p> <p>I am following up on our invitation to participate in an in-person stakeholder working group for the Re-create 248 Transit Study, scheduled for Wednesday, April 2, from 11:30 a.m. to 2 p.m. at City Hall in Park City.</p> <p>Your insights are valuable, and we would greatly appreciate your participation as we work to enhance transportation along SR-248. Please confirm your attendance by responding to this email at your earliest convenience.</p> <p>Let us know if you have any questions or require additional details.</p> <p>Thank you,</p>
Danielle	03/25/2025	Inbound	<p>Hi Kara,</p> <p>I am interested in attending however I have another commitment at 12:30 PM the same day. Is there a way for me to jump into the meeting via Zoom/phone for the first hour?</p> <p>Otherwise, is there a form that I can fill out or respond to some questions that you will be asking the group independently of the meeting?</p> <p>Thank you!</p> <p>Danielle</p>

FIRST NAME	DATE	DIRECTION	EMAIL
Todd	03/27/2025	Outbound	<p>Hi Todd,</p> <p>Thanks for your response and initial feedback on attending the stakeholder working group. This process is focusing on identifying a preferred transit solution to implement prior to the 2034 Olympics. While it is not focused solely on reducing traffic, we believe there will be added benefits of a dedicated transit lane/service, and to your point, we will be looking at flex lanes as a part of this. We appreciate your sentiment on prior studies not being actionable. Our intention is that this process is going to set PCMC up to obtain federal funding to design and construct the project in the near future. The 'low hanging' fruit has been realized on this corridor, and this process is intended to identify a larger investment that tangibly improves mobility along the corridor and at least provides a viable transit alternative to driving.</p> <p>This meeting will present a few specific transit options, and we are looking for feedback on which you think fits in with the community context. If you change your mind please let us know, we would love to have your participation.</p> <p>Thank you,</p>
Danielle	03/27/2025	Outbound	<p>Hi Danielle,</p> <p>Thank you for letting us know. We are aiming to hold the meeting exclusively in person, but if there are several conflicts we will add a virtual option early next week. I will keep you updated if that is the case.</p> <p>Thank you,</p> <p>Kara</p>
Danielle	03/31/2025	Inbound	<p>Hi Kara,</p> <p>My schedule has adjusted and I believe I'll be able to attend on Wednesday. I may need to leave early though.</p> <p>Danielle Meister</p>

FIRST NAME	DATE	DIRECTION	EMAIL
Danielle	03/31/2025	Outbound	Hi Danielle, That's great, thank you for the update. I will send over the calendar invitation shortly. Please let me know if you have any questions. Thanks, Kara
Todd	04/01/2025	Inbound	Thanks for this response back. I'm sorry I won't be able to make it tomorrow. Thanks, Todd

Sean	04/11/2025	Inbound	<p>I wish to express my strong opposition to the potential plans for either a Light Rail Train or Monorail on the current historic Union Pacific Rail Trail. Below are my thoughts and questions aimed at clarifying my concerns, and I encourage you to review them carefully. Thank you for your consideration.</p> <p>The Rail Trail is a beloved and heavily used outdoor recreation asset for Park City. Numerous neighborhoods benefit from backing onto this open space, which is also a vital corridor for local wildlife, including deer and moose. Every day, people walk, hike, walk dogs, ride bikes, and socialize along this beautiful path. The destruction of this area for a Light Rail or Monorail system would be a severe loss—not just for the bordering neighborhoods, but for the entire community. I also question why the stretch of Highway 248 from Bonanza Drive to Highway 40 has not been prioritized for immediate improvements. Implementing flex lanes here could help increase traffic flow into town during the morning and out of town in the evening. Why hasn't widening this section—similar to the segment from Bonanza Drive to Highway 224—been considered as a first step? A dedicated bus or flex lane on 248 could also reduce congestion. The Gordo lot, owned by the City off 248, could serve effectively as a park-and-ride (if designed carefully and properly) and could be connected seamlessly to a dedicated bus lane. Scaling this plan seasonally and implementing it promptly would be a cost-effective way to ease traffic.</p> <p>Furthermore, would a cloverleaf design at the Highway 40 and 248 junction improve traffic flow out of town at the end of the day? Would it minimize bottlenecks and keep congestion to a minimum? Has this been studied by the city, county, or state officials?</p> <p>The Light Rail Train or Monorail plan suggests that all of our traffic is due to day skier visits. While this is a large group likely adding to our traffic issues, there is also a significant amount of additional traffic from delivery trucks, construction vehicles, workers, workers with tools and supplies, parents dropping kids off at school, and so on. For all of these groups, the Light Rail or Monorail is not a solution.</p>
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		<p>Regarding the proposed path for the Light Rail or Monorail on the Rail Trail, I have several questions. Where would the system start, and where would people park and board? If Richardson Flat were chosen, I doubt it would be successful. As people come into town off of Highway 40, it seems doubtful that they'll wait at the light to take a left-hand turn on Richardson Flat Road, and then drive all the way out to the parking lot. I think mentally heading in the opposite direction from town is just something that people are not going to do.</p> <p>Where would the Light Rail and Monorail service end? Would all the visitors be dropped off at the intersection of Bonanza Drive and the Rail Trail? From there, would they all stand around and wait for buses, then board buses either to Park City Resort or Deer Valley Resort? That seems impractical. Or, would these trains head up Bonanza Drive and Deer Valley Drive and drop people off at the Park City Transit Center? Then, once the crowds are at the transit center, would they wait there and board buses to reach either Park City Mountain Resort or Deer Valley Resort? The transit center doesn't seem to have enough space for this. Even with an expansion onto some of the nearby parking lots, I doubt this plan would work. It seems like it would be a long and tedious process for people to park somewhere off Highway 40, take a train into town, then wait for a bus, and finally ride a bus to reach their ski resort destination. Then, they would have to do all of this again at the end of the day in reverse.</p> <p>Or, is there a plan to route a Light Rail Train or Monorail from the Rail Trail and loop to the Park City Base Village, and then over to the Deer Valley Snow Park Village, and then back to the Rail Trail? Again, it seems quite impractical and crazy expensive to build, not to mention all of the communities destroyed with a train in everyone's backyard.</p> <p>Then we have also heard about a far-fetched plan of building a train tunnel, or Subway, underneath the Rail Trail. That sounds like it might cost a gazillion dollars, and still, the same concern is, where does that train service start, and where would that train service end? I believe there are more effective and less disruptive</p>
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FIRST NAME	DATE	DIRECTION	EMAIL
			ways to address transportation needs that do not threaten the community's beloved outdoor spaces and natural beauty. Thank you, Sean [REDACTED]

Kirsten	04/11/2025	Inbound	<p>Dear Elected Council Members and Transportation Leaders,</p> <p>I am writing to express my strong opposition to the proposal of placing a light rail system on the existing Rail Trail. I respectfully urge the council to remove this option from consideration, as it poses significant impacts to our neighborhoods, wetlands, and overall community character.</p> <p>Based on the questions posed at the recent community meeting, I offer the following responses:</p> <p>1. Which of the three transit modes best fits Park City's character and community needs?</p> <p>A dedicated bus rapid transit (BRT) system along SR-248 merits serious consideration. Additionally, a light rail system integrated into the center of SR-248—similar to Salt Lake City's successful TRAX—could be a viable alternative. A toll for non-residents driving into Park City proper could also help manage congestion and generate funding for transit improvements.</p> <p>2. Preferred transit route:</p> <p>The SR-248 corridor is the appropriate location for any transit solution.</p> <p>3. Key factors for evaluation:</p> <p>Traffic analysis: Identify the primary user groups of SR-248 by season—workers, parents transporting students, or tourists heading to resorts—and design solutions that target these groups without disrupting established neighborhoods.</p> <p>Current system usage: Assess how many people utilize the Richardson Flats park-and-ride and our current freebus service. Determine why ridership remains low and what improvements could make the service more accessible, enjoyable, and efficient.</p> <p>Resort partnerships: Consider encouraging or incentivizing Deer Valley to route more visitors and employees through Deer Valley East/Mayflower, reducing peak-season traffic on SR-248.</p> <p>Cost-benefit analysis: Compare the costs and environmental impacts of widening SR-248 for BRT or rail against the far greater expense and disruption of excavating neighborhoods and wetlands to build on the Rail Trail.</p>
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FIRST NAME	DATE	DIRECTION	EMAIL
			<p>Accessibility concerns: If a Rail Trail light rail system were implemented, how would riders access it? Would they be expected to walk through the Prospector neighborhood? For resort-bound travelers, would the route still require additional transfers via bus, gondola, or another train? This extra friction in the journey could greatly reduce adoption rates.</p> <p>Park City already has a free bus network that many residents and visitors underutilize. Before investing in a new system with high costs and environmental consequences, we should focus on improving and marketing what we already have.</p> <p>Thank you for your thoughtful consideration of this matter. I believe we can find solutions that alleviate congestion, protect our neighborhoods and open spaces, and reflect Park City's values.</p> <p>Sincerely, Kirsten [REDACTED]</p>
Dana	04/11/2025	Inbound	<p>The Rail Trail is essential to the health of Park City. Please don't destroy it.</p>
Dana	04/11/2025	Outbound	<p>Hi Dana,</p> <p>Thank you for your input on the Re-create 248 Study. Your feedback has been documented and passed along to the study team.</p> <p>We encourage you to attend the Park City Council meeting this Thursday, Aug. 14th to hear a study update to City Council and provide any additional input at that time.</p> <p>Best, Kara [REDACTED]</p>

FIRST NAME	DATE	DIRECTION	EMAIL
Sean	04/11/2025	Outbound	Hi Sean, Thank you for your input on the Re-create 248 Study. Your feedback has been documented and passed along to the study team. We encourage you to attend the Park City Council meeting this Thursday, Aug. 14th to hear a study update to City Council and provide any additional input at that time. Best, Kara [REDACTED]
	06/03/2025	Inbound	Can you point me to where I can find location and agenda information for the public meeting with UDOT /248 study, scheduled for this evening June 3, 2025. Thank you. Randy [REDACTED]
	06/03/2025	Outbound	Hi Randy, Thanks for reaching out. The open house for the Phoston Spur & Rail Trail Study and U.S. Route 40 Corridor Study will be held from 5-7 p.m. tonight, June 3, at the Utah Film Studios in the Second-Floor Annex (4001 Kearns Blvd, Park City, UT 84060). The meeting will be an open house format, so no formal presentation is planned. There will be multiple boards set up around the room with information on each study. Members of the public are welcome to attend at any time between 5 and 7 p.m. to learn about each study's goals and objectives and provide feedback. We hope to see you there! Kara [REDACTED]
Randy	06/03/2025	Inbound	Can you point me to where I can find location and agenda information for the public meeting with UDOT /248 study, scheduled for this evening June 3, 2025. Thank you. Randy [REDACTED]

FIRST NAME	DATE	DIRECTION	EMAIL
Randy	06/03/2025	Outbound	<p>Hi Randy,</p> <p>Thanks for reaching out. The open house for the Phoston Spur & Rail Trail Study and U.S. Route 40 Corridor Study will be held from 5-7 p.m. tonight, June 3, at the Utah Film Studios in the Second-Floor Annex (4001 Kearns Blvd, Park City, UT 84060).</p> <p>The meeting will be an open house format, so no formal presentation is planned. There will be multiple boards set up around the room with information on each study. Members of the public are welcome to attend at any time between 5 and 7 p.m. to learn about each study's goals and objectives and provide feedback.</p> <p>We hope to see you there!</p> <p>Kara [REDACTED]</p>
Susanne	08/04/2025	Inbound	<p>As a community member of the Prospector neighborhood I am vehemently opposed to building any kind of light rail along the rail trail. My vote would be for dedicated bus lanes. Yes, there is more traffic, but you are building a solution for tourists, visitors and skiers....what about doing what is right by the local community? The rail trail is used daily by local residents and tourists. By putting a light rail in you will be destroying one of our city's greatest areas to recreate.</p> <p>Susanne [REDACTED]</p>

FIRST NAME	DATE	DIRECTION	EMAIL
Susanne	08/04/2025	Inbound	<p>From Tom [REDACTED] ([REDACTED]) I too am a resident and am very concerned with mass transit projects that are expensive and provide for more non-residents to pour into the city. Didn't we just lose Sundance because it made the city too crowded? Mass transit projects are usually designed for transporting workers into a city. Park City is not nearly that size and will only expand the crowds. A reliable and quick bus system is the most efficient and cost effective way of alleviating traffic and keep parking issues under control. The rail trail is well used by the community and by visitors. It also creates opportunities for people to get into Main Street without any public transport.</p> <p>Tom [REDACTED] Canyon Crossing resident.</p>

<p>Jill</p>	<p>08/05/2025</p>	<p>Inbound</p>	<p>Dear Park City Council Members,</p> <p>I am writing as a homeowner who lives along the Rail Trail to express my concern about the proposed consideration of a transit alignment, including a monorail or automated guideway system, along this corridor. The Rail Trail is one of Park City’s most beloved community resources. It’s not just a recreational path — it’s part of the fabric of our neighborhood. Turning it into a high-capacity transit route would significantly impact property values, diminish quality of life for residents, and permanently alter the quiet, natural character of the area.</p> <p>Park City already has a free, citywide bus system, a remarkable asset that is currently underutilized. Before we invest in costly and invasive infrastructure like a monorail, we should focus on enhancing the efficiency, frequency, and visibility of the transportation resources we already possess.</p> <p>The real issue isn’t a lack of transportation modes — it’s too many cars entering the city, especially during peak winter months. Any long-term solution should focus on limiting car congestion rather than introducing infrastructure that disrupts our neighborhoods.</p> <p>According to city data, nearly 20,000 vehicles used SR-248 on an average winter day in 2023, an 11% increase since 2015. And with projected growth expected to increase by 43% by 2050, I understand the need for action. However, I strongly urge the city to prioritize:</p> <ul style="list-style-type: none"> Expanding park-and-ride capacity outside city limits Adding dedicated bus lanes on SR-248 and SR-224 Making the existing bus system faster and more accessible <p>Please protect the integrity of the Rail Trail and the surrounding neighborhoods. Park City has always stood for thoughtful planning and community-first values — let’s continue to lead with those principles.</p> <p>Thank you for your time and service to our community.</p> <p>Sincerely, Jill [REDACTED] [REDACTED] [REDACTED]</p>
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FIRST NAME	DATE	DIRECTION	EMAIL
Susanne	08/06/2025	Outbound	<p>Hi Susanne and Tom, Thank you for your input on the Re-create 248 Study. Your feedback has been documented and passed along to the study team.</p> <p>We encourage you to attend the Park City Council meeting next Thursday, Aug. 14th to hear a study update to City Council and provide any additional input at that time.</p> <p>Best, Kara [REDACTED]</p>

Tim	08/06/2025	Inbound	<p>Dear Conor and team:</p> <p>My wife and I have lived in Prospector for 27 years. Our three kids have attended the elementary, middle and high schools all located on Kearns Blvd.</p> <p>We live on Sidewinder Dr... at the corner of Buffalo Bill. When we moved here we used to roller-blade up and down Sidewinder Dr. with our kids. Can you imagine trying to do that now?</p> <p>Now, with all the growth of traffic on Kearns... half of the traffic now uses the residential part of Sidewinder Dr for a shortcut. Sidewinder Dr is no longer safe for kids. I've had PC Police officers tell me they wouldn't ride their bicycles on Sidewinder because of the traffic. So the Kearns traffic problem has become the Sidewinder traffic problem as well. Its pretty serious.</p> <p>I've have noticed in the presentation materials, there is a consistent goal listed in the Purpose and Need statements. This consistent goal is to minimize any significant widening of Hwy 248. From my reading of the project documents, this consistent goal seems to over-ride any other alternative. By that I mean... it appears there are several alternatives being considered but significant widening of Hwy 248 isn't one of the options being considered. WHY? It is stated that the residents do not want a widened 248. I question that. A significant widening of Hwy 248 would be the least costly solution. It would be the easiest solution to implement time wise. It would minimize the number of government entities involved in the solution. Its damn near a no-brainer. Double 248's width by expanding to the north of 248 towards PC Mtn, the schools and the businesses. Do not expand 248 to the south towards residences. This expansion could include additional traffic lanes, bus lanes and even rail traffic to the OTTC. Put that option up against any other options which impinge on the Rail Trail and see what the public says. Make sure there's a cost and time estimate associated with each option. I think if the options were presented in that manner... more people would see the obvious choice of widening 248.</p> <p>Option Description</p>
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FIRST NAME	DATE	DIRECTION	EMAIL
			<p>Cost Time 1 Significantly widen 248 to include additional car lanes, bus lanes and a commuter rail line. Widening of 248 to be to the north, towards the schools, not towards existing residences. Spend the money needed to make it look nice and be "ideally functional" for all transportation modes. (car, bus, rail) to minimize "induced demand" issues. This will cost \$X dollars and take 3 yrs. \$ X 3 yrs 2 Implement a commuter rail line on the Rail Trail \$ 4X 4 yrs 3 Another option similar to (2) \$ 5X 4 yrs 4 Another option similar to (2) \$ 6X 6 yrs If one looks at the cost and time to implement, I simply fail to see the objection to widening 248. Somehow, past planning efforts have come away with the conclusion that the public is against widening 248. I just don't buy that. The public is against everything. They have to pick something. Present the options in a manner similar to the above chart. See what happens. Tim</p>

FIRST NAME	DATE	DIRECTION	EMAIL
Jill	08/06/2025	Outbound	<p>Hi Jill,</p> <p>Thank you for your input on the Re-create 248 Study. Your feedback has been documented and passed along to the study team.</p> <p>We encourage you to attend the Park City Council meeting next Thursday, Aug. 14th to hear a study update to City Council and provide any additional input at that time.</p> <p>Best, Kara [REDACTED]</p>
Ann	08/06/2025	Inbound	<p>I want to tell you that I am vehemently opposed to any solution that proposes under or above ground rail along the rail trail. It is very sad that the people in power that will vote for this will NOT listen to the residents of Park City who will be affected. The rail trail is a sacred space for this who live alongside of it. We treasure it and are horrified at what you propose. Sincerely, Ann [REDACTED]</p>
Shannon	08/06/2025	Inbound	<p>Dear City Council and Transportation Team,</p> <p>I wanted to reach out to share my strong opposition, and that of my neighbors in the Chatham Hills/ Prospector Area, to any plan that would use the Rail Trail corridor to try and solve the traffic problems on 248.</p> <p>The Rail Trail is one of the things that makes our community special. It's a place where we walk, bike, clear our heads, and connect with nature. Turning it into a traffic solution would be a huge loss for the community and not something we support.</p> <p>I believe we can find another way to address the 248 issues without taking away something so valuable to so many of us.</p> <p>Thanks for your work on this project.</p> <p>Best, Shannon [REDACTED]</p>

FIRST NAME	DATE	DIRECTION	EMAIL
Ann	08/06/2025	Inbound	<p>Hi Ann,</p> <p>Thank you for your input on the Re-create 248 Study. Your feedback has been documented and passed along to the study team.</p> <p>We encourage you to attend the Park City Council meeting next Thursday, Aug. 14th to hear a study update to City Council and provide any additional input at that time.</p> <p>Best, Kara [REDACTED]</p>
Rino & Laraine	08/06/2025	Inbound	<p>I am opposed to the use of the rail trail to solve 248 traffic issues. I think the idea of a train system is absurd costly and would not be used to any degree to reduce congestion. The only viable option is to add an additional traffic lane that can alternate between in and out of town traffic to help reduce the bottleneck created by only one lane of traffic flow on 248.</p> <p>Rino and Laraine [REDACTED] [REDACTED] [REDACTED]</p>

FIRST NAME	DATE	DIRECTION	EMAIL
Kerry & Paul	08/06/2025	Inbound	<p>Hi there, I live at [REDACTED] in the Prospector neighborhood. I was unable to attend the neighborhood event on August 5 about the future of Route 248, but I really wanted to provide my opinion.</p> <p>My main concern is about the exploration of turning the Rail Trail into a road. The Rail Trail is beloved by the community and used by residents of all ages, physical abilities, and socio-economic levels. It helps build a sense of community as it is a place where neighbors cross paths and make new connections. It is used for walking, cycling, commuting, skateboarding, running, cross-country skiing, dog walking, etc.. If this pathway were changed into a road, it would undoubtedly change this dynamic. Far fewer people would go for a stroll or walk their dogs along a roadway even if there were a pedestrian pathway beside it.</p> <p>I ride my bike along the Rail Trail to pick up my mail at the post office on Main Street. My husband and I frequently use the Rail Trail as a travel route to get to Old Town by walking or biking. Once again, if this route were changed into a roadway, we would most likely just drive to Old Town instead, and I'm sure it would be the same for others as well.</p> <p>Destroying the Rail Trail would not cure the bottleneck during high traffic times on Bonanza Drive. It would just result in more cars sitting and idling in that area.</p> <p>The Rail Trail is my favorite thing about living in Prospector. The entire community would lose a very valuable asset and Park City would lose part of what makes so many people want to visit and live here. The focus should be on making Park City more walkable, not less so. We need fewer cars in Park City rather than taking away open space to make room for more cars. I beg you to take the Rail Trail out of consideration as part of the future plans for State Route 248. Any of your other options would be preferable.</p> <p>Sincerely, Kerry [REDACTED]</p>

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Kerry & Paul	08/06/2025	Outbound	<p>Hi Kerry,</p> <p>Thank you for your input on the Re-create 248 Study. Your feedback has been documented and passed along to the study team.</p> <p>We encourage you to attend the Park City Council meeting next Thursday, Aug. 14th to hear a study update to City Council and provide any additional input at that time.</p> <p>Best, Kara [REDACTED]</p>
Rino & Laraine	08/06/2025	Outbound	<p>Hi Rino and Laraine,</p> <p>Thank you for your input on the Re-create 248 Study. Your feedback has been documented and passed along to the study team.</p> <p>We encourage you to attend the Park City Council meeting next Thursday, Aug. 14th to hear a study update to City Council and provide any additional input at that time.</p> <p>Best, Kara [REDACTED]</p>

FIRST NAME	DATE	DIRECTION	EMAIL
Capie	08/06/2025	Inbound	<p>I am strongly opposed to any use of the Rail Trail corridor to address the traffic problems on 248. Here is a repeat of the message I sent to all city council members:</p> <p>Thank you for those of you who came to the august 5 prospector park community meeting.</p> <p>I strongly oppose using the rail trail for anything other than the purposes it now so well serves...exercise, outdoor enjoyment, peaceful, fun and restorative human and natural connection for everyone in our PC community. It is a treasure which heavily influenced our multi-generational family's recent purchase of a home in PC. We use it all the time (as we see so many others too) not only to walk, run or bike but also to get to the bus stop, to do our marketing, to go to shops and restaurants, to go to playgrounds, etc. The traffic issues did not deter us from our purchase but lack of the rail trail would have!</p> <p>I oppose use of the rail trail for light rail, agt, monorail or any other plan which destroys, disrupts or changes the essential nature of the rail trail. Please register my opposition at the august 14 meeting.</p> <p>Thank you. Capie [REDACTED] [REDACTED]</p>

Graham	08/07/2025	Inbound	<p>My name is Graham [REDACTED] and I live at [REDACTED] [REDACTED] (Platted as part of Chatham Crossing). I am a Utah resident. I've had a Park City property for almost 20 years and have been a resident for 10 years.</p> <p>I am writing to register my absolute opposition to the use of the Rail Trail as a potential solution for the Route 248 traffic problems. To my knowledge Bill Ciraco and perhaps a few of his close allies are the only people that support any use of the Rail Trail for a solution to this problem. He has brought this up late at night and I object to the taxpayer having to fund his wild ideas when there are other much cheaper and more appropriate solutions to this problem. This has already been reported by the City Staff who have previously strongly rejected the notion of using the Rail Trail. My reasons are as follows:</p> <ol style="list-style-type: none"> 1. The Rail Trail is an ICONIC amenity for the whole of Park City. It is pristine, well used by both pedestrians and bikers and has a serene atmosphere. There is no way this can be maintained even if the City technically has an easement to allow massive reconstruction of the Trail. For us locals it is the epitome of why we moved to Park City in the first place and should be maintained as such. 2. There are other solutions that would be far more elegant, cheaper and less disruptive, such as having 2 lanes into town in the mornings a 2 lanes out of town in the afternoons/evenings, installing a traffic circle at the Bonanza/Kearns interface and even removing part of PC mountain to widen the road. Bonanza could also be widened as could Kearns Boulevard. As an aside, the new entrance to Deer Valley at the East Village will help the solution. 3. The houses along the rail trail corridor deserve to enjoy their quiet time, which will never be the case with the short term construction and a long term Rail Trail solution. Even if underground from Wyatt Earp Way (Ciraco's latest proposal), the interruptions will be significant and lasting. That kind of solution would also be very expensive, even if technically possible 4. A large amount of traffic on Route 248 is construction traffic, more in the summer but still a lot in the winter.
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FIRST NAME	DATE	DIRECTION	EMAIL
			<p>There is no way that the use of the Rail Trail will alleviate that traffic. It will always travel along Route 248, so a solution requiring a physical change to 248 is required for the construction traffic,</p> <p>As you saw at the "group gathering" meeting this week, there is major opposition to any Rail Trail solution. This is Park City and we have no desire to be a lookalike to some of the European resorts, as Ciraco suggests. Please let me close by saying that OUR FAMILY IS TOTALLY AND COMPLETELY OPPOSED TO ANY 248 SOLUTION THAT INVOLVES CHANGING ANY PART OF THE RAIL TRAIL.</p> <p>Thank you for understanding this opposition and hopefully acting to remove this option from consideration.</p> <p>Graham [REDACTED] [REDACTED]</p>
Graham	08/07/2025	Outbound	<p>Hi Graham,</p> <p>Thank you for your input on the Re-create 248 Study. Your feedback has been documented and passed along to the study team.</p> <p>We encourage you to attend the Park City Council meeting next Thursday, Aug. 14th to hear a study update to City Council and provide any additional input at that time.</p> <p>Best, Kara [REDACTED]</p>
Monica	08/07/2025	Inbound	<p>Hi Monica,</p> <p>Thank you for your input on the Re-create 248 Study. Your feedback has been documented and passed along to the study team.</p> <p>We encourage you to attend the Park City Council meeting next Thursday, Aug. 14th to hear a study update to City Council and provide any additional input at that time.</p> <p>Best, Kara [REDACTED]</p>

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Tim	08/07/2025	Outbound	<p>Hi Tim,</p> <p>Thank you for your input on the Re-create 248 Study. Your feedback has been documented and passed along to the study team.</p> <p>We encourage you to attend the Park City Council meeting next Thursday, Aug. 14th to hear a study update to City Council and provide any additional input at that time.</p> <p>Best, Kara [REDACTED]</p>
Monica	08/07/2025	Outbound	<p>Hi Monica,</p> <p>Thank you for your input on the Re-create 248 Study. Your feedback has been documented and passed along to the study team.</p> <p>We encourage you to attend the Park City Council meeting next Thursday, Aug. 14th to hear a study update to City Council and provide any additional input at that time.</p> <p>Best, Kara [REDACTED]</p>
Shannon	08/07/2025	Outbound	<p>Hi Shannon,</p> <p>Thank you for your input on the Re-create 248 Study. Your feedback has been documented and passed along to the study team.</p> <p>We encourage you to attend the Park City Council meeting next Thursday, Aug. 14th to hear a study update to City Council and provide any additional input at that time.</p> <p>Best, Kara [REDACTED]</p>

Ken	08/07/2025	Inbound	<p>Part 1 of Email Hello "Re-create 248" study group, I am a full-time resident of 84060, a frequent traveler on 248 and an occasional user of our wonderful Rail Trail. While I could not attend the open house this week, I want to express my opinions on the 248 traffic issue. Here's a summary of my position on this issue, with more details below for your consideration.</p> <p>Summary:</p> <p>There are many, MANY inbound and outbound commuters each day on 248 that, by the very nature of their work, must travel in their vehicle and have their vehicle with them during their workday and are not candidates for any type of mass transit. Expanded roadway capacity must be implemented in conjunction with some of the mass transit options being considered to allow the people who need to get into PC for their work as well as folks who are inclined and able to take mass transit to easily get where they're going and back. The Rail Trail is a wonderful feature in Park City and should only be enhanced with re-paving of the shared use path (my road bike is jarred with each crack in the pavement!) along with some of the enhancements that were being considered just a few years ago, such as enhanced connections to other trails, and possible access to concessions and other facilities along the way. Destroying the character of the Rail Trail by adding any form of mass transit along that pristine pathway would be unforgivable.</p> <p>Ok, here's my detailed rationale regarding 1) above: If you drive (as I often do) east on 248 on a workday morning, you will see a significant number of vans, pickup trucks, large trucks carrying construction materials and equipment, repairmen, property managers, contractors, laborers, electricians, plumbers, carpenters and many other trades and workers driving to work in their vehicles. They are not commuting "point to point", they are commuting from their homes or place of business to your house, my house and the many, MANY active renovation and construction sites in PC and they need their vehicles and the tools, materials and supplies that are in their vehicles for their daily work . They are also highly likely to travel to multiple job sites within PC</p>
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			<p>in a given day, as you know if you've scheduled any sort of repair work in your home, which will be "the next time we're scheduling work in Park City". Because of our traffic issue, they want to maximize the number of jobs they schedule in any given day in PC.</p> <p>As is highlighted in the General Plan, 52,000 vehicles come and go each day with a 400% increase in the number of persons working within PC each day. That's 26,000 vehicles carrying 40,000 people into town to work in the morning. Maybe half of that traffic is on 248 with the other half on 224? With as many as one half of those workers not able to utilize mass transit (see my assumptions and numbers below), discussions about traffic mitigation have not addressed these workers, who need expanded highway capacity to get to their work. It seems that the underlying assumption in talks so far is that most people coming into town have the flexibility to use a mass transit option, as if most of the travelers are heading to the slopes, mountain biking trails or their work in Hospitality.</p> <p>I would argue that the folks who can and would use mass transit are, for the most part, already doing so via the Richardson Flats park and ride.</p>

Ken	08/07/2025	Inbound	<p>Part 2 of Email "Flex lanes" could help increase inbound morning and outbound afternoon "worker" traffic only if the "intentional(?)" choke points at the High School and on Bonanza are also removed. To this point, please keep in mind that the road capacity on 248 at the 40 interchange is 3-4 lanes in each direction, with the same capacity at the other end, at the 248/224 interchange. In between, 248 is choked down to one lane in each direction, causing unnecessary backups during both the morning and evening rush because of the significantly higher capacity at either end of that stretch.</p> <p>"Dedicated" bus lanes could help increase driver capacity but only if drivers are allowed to use the additional lane(s) as well. At a minimum carpool 2+, local residents and commuting trade and construction workers highlighted above must be able to utilize that capacity as well. There is no point building an additional travel lane that can only be used by the occasional, and usually quite empty transit bus. Build additional lanes that will help solve the issue, not to create a "virtue signal".</p> <p>I know it goes against one of the General Plan Mission Statements which reads: "We will not increase our road network and will look at creative multi-modal solutions to address traffic and mobility." but quite frankly, that statement is in direct conflict with the current traffic issues, not to mention the significant recent development on the outskirts of PC that will generate further increased in commuter traffic.</p> <p>In the spirit of "data" versus anecdotal observations, on Tuesday, August 5 at 9:16 AM and on Wednesday, August 8 at 8:15 AM I drove from the intersection of Bonanza and 248 to the highway 40 interchange and took videos of the incoming vehicles on 248. While these are just two small samples, they might be indicative of the general nature and proportion of vehicles commuting into PC on a typical workday at this time of year.</p> <p>When I reviewed the videos, I counted the following vehicles:</p> <table data-bbox="1234 1785 1396 1827"> <tr> <td></td> <td>Aug 6</td> <td>Aug 7</td> </tr> </table> <p>Passenger vehicles with no business or trade</p>		Aug 6	Aug 7
	Aug 6	Aug 7				

FIRST NAME	DATE	DIRECTION	EMAIL
			markings 151 100 Pickup trucks with no markings or other indications (e.g. ladders, materials) 39 36 Pickup trucks with trade/business markings or clear indications of work 55 39 Work vans with trade/business markings 7 7 Big trucks hauling something (equipment, landfill, materials) 22 8 Flatbed trucks hauling large construction equipment 3 0 Cement mixers 2 2 Transit busses 2 1 Total 280 194 The ratio of vehicles that are definitely construction/trade related and could not take advantage of mass transit options would be: August 6 $(55 + 7 + 22 + 3 + 2 + 1 = 89/280 = 32\%$, with the remaining 190, or 68% with mass transit potential. August 7 $(39 + 7 + 8 + 0 + 2 + 2 = 58/194 = 30\%$, with the remaining 136, or 70% with mass transit potential. However, we know that many construction/trade workers commute in pickup trucks with no markings, so if we assume that 1/2 of the pickup trucks are carrying these types of workers who cannot utilize mass transit, the ratios become: August 6 $(20 + 55 + 7 + 22 + 3 + 2 + 1 = 110/280 = 39\%$, with the remaining 170, or 61 % transit eligible. August 7 $(18 + 39 + 7 + 8 + 0 + 2 + 2 = 76/194 = 39\%$, with the remaining 118, or 61% with mass transit potential.

Ken	08/07/2025	Inbound	<p>Part 3 of Email In my personal observations of construction/trade workers in my neighborhood, many also commute to work in unmarked personal passenger vehicles, but I've made no attempt to estimate how many passenger vehicles with no business or trade markings could be construction/trade workers who would not take mass transit. But there are some numbers that could be safely assumed. If there are just a few construction/trade/etc. workers commuting by car, the ratio of commuters who cannot, due to the nature of their work utilize mass transit could easily be as high as 50%. I would hope that UDOT or the County can help you with a more accurate and complete analysis of who's coming from and going to where in the morning commute to better help determine the feasibility of various transit and highway expansion options, including adding travel lanes in both directions on 248.</p> <p>And think of how better the afternoon commutes would be for us if we added sufficient capacity to allow these workers to quickly get out of town and on their way home!</p> <p>What about "Induced Demand?", many people ask. While I'm no traffic expert, and acknowledging that Induced Demand can be real, I've read up on it, and my layman's interpretation is:</p> <p>Induced demand happens when one of several alternate means of travel is expanded (and the other options are not) so folks who are using one or more of those alternative routes choose to use the newly expanded roadway, increasing usage more than was planned.</p> <p>Tell me, what are the alternative roadways from route 40 into PC ? There are none. (Silver Summit Parkway basically serves Trailside and MAYBE Kimball Junction but not PC proper). You can only get from there to here on 248. So, if we expand the capacity of 248, where would that "induced demand" come from? There are no alternate roadways carrying traffic from 40 into PC that would switch to the newly expanded roadway. Would the induced demand come from folks deciding not to use the bus?</p> <p>Also, induced demand does not happen when capacity is expanded to address seasonal peak traffic like we</p>
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FIRST NAME	DATE	DIRECTION	EMAIL
			<p>have during ski season or our summer mountain biking season. When the peak season is over, demand returns to its original baseline, it does not increase on any sort of permanent basis.</p> <p>Some ask, "Won't expanding the capacity just move the bottlenecks somewhere else"? As for simply "moving the bottleneck", I agree that other changes must be made to allow traffic to continue flowing. For example, Bonanza SHOULD HAVE BEEN expanded when it was redone a few years ago, and yes, I believe that capacity should be expanded in tandem with a 248 expansion. Recall that just a few years ago, the county offered to increase the number of travel lanes on 248 but PC said "no" because they would have to excavate some of the lowest portions of PC Hill. Not sure that was the real reason.</p> <p>In my experience, the DV/Marsac traffic circle is one of the best traffic solutions that was ever implemented, and as needed should be expanded into two full lanes all around with a dedicated lane for Marsac, coming into the circle. However, in my example of the workers coming into town, they are not headed for DV or PCMR specifically, they are disbursed throughout PC where the various job sites are (your house, my house, etc.), so again thoughts are drifting to day skiers, versus people who are commuting into PC daily for work.</p>

Klaus	08/07/2025	Inbound	<p>Attached: 6 Dec 2024 recommended options.pdf Hello all:</p> <p>Thank you for arranging the gathering at Prospector Park on Tuesday. It was good having the opportunity to connect with representatives of the Department of Transportation and Planning and the City Council and to ask for your support in protecting our Rail Trail to remain a local treasure for the whole community to enjoy. From the meeting, I am sure everyone got a sense of the unified front of resistance any project would face that would turn the Rail Trail into anything else than the sanctuary it is right now.</p> <p>This resistance is justifiably rooted in concerns about the inevitable negative impact on the quality of life and the economic damage that such a project would cause for everyone living along or near the rail trail, as well as the loss of this iconic feature of our community.</p> <p>I remember that already in late 2017, converting the rail trail to a road was under discussion, but was quickly abandoned due to substantial local resistance, litigation concerns, as well as legal and environmental issues. I am not sure what would have changed since.</p> <p>The 2017 assessment was actually confirmed during the December 6, 2024 Council Work Session, when the City's Department of Transportation and Planning, after extensive analysis, recommended proceeding with only 4 of 12 evaluated traffic management options (see attachment). Notably, the Rail Trail was not one of the four options recommended. Even more so, the department's assessment mirrored the concerns and hurdles from 2017. Given this history and these facts, it is hard to understand why the Rail Trail is still being pursued as an option at this point.</p> <p>I understand that the upcoming August 14 City Council meeting is the next important milestone in decision-making, and I am looking forward to attending.</p> <p>I can imagine that representatives of our city are sometimes faced with difficult decisions. But I can assure you that in this regard the vast majority of people in our community I spoke with consider touching the Rail Trail "a bad idea".</p>
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FIRST NAME	DATE	DIRECTION	EMAIL
			My very best Klaus
Klaus	08/07/2025	Outbound	Hi Klaus, Thank you for your input on the Re-create 248 Study. Your feedback has been documented and passed along to the study team. We are encouraging members of the public to attend the Park City Council meeting next Thursday, Aug. 14th to hear a study update and provide any additional input at that time. We look forward to seeing you there as well. Best, Kara [REDACTED]
Capie	08/07/2025	Outbound	Hi Capie, Thank you for your input on the Re-create 248 Study. Your feedback has been documented and passed along to the study team. We are encouraging members of the public to attend the Park City Council meeting next Thursday, Aug. 14th to hear a study update to City Council and provide any additional input. Although If you are unable to make it, your opposition will still be communicated to the team. Best, Kara [REDACTED]

FIRST NAME	DATE	DIRECTION	EMAIL
Ken	08/07/2025	Inbound	<p>Part 4 of Email Traffic circles keep traffic moving and reduce accidents. Could there be room for a suitably sized traffic circle at the 248/Bonanza/Monitor Drive intersection? Or at the Bonanza DVD intersection? At the high school? At the 248/224 intersection? Solutions that expand capacity and keep the traffic moving are the best solutions, in my opinion.</p> <p>I understand the theory that providing an alternate way for some folks to get into town should reduce overall traffic and make it easier for our workers to get to and from work and for us residents to get around town....but have those individuals been identified ? Demographics? Where are they coming from and where are they going? Will a point-to-point delivery get them where they need to go? How do we identify them? How do we count them? Will they take a tram, bus or trolley?</p> <p>Thanks for taking the time to read my entire message, and while I wish you the best of luck with your project, I urge you to consider the needs of all the folks that use 248 and come up with solutions that are practical and workable for everyone.</p> <p>Ken [REDACTED] [REDACTED]</p>
Ryan	08/07/2025	Inbound	<p>Hello,</p> <p>As a resident of Park City, as well as having worked on numerous master plans, PUD's etc. I must say that the idea of taking one of the best pedestrian and off road cycling amenities that our community has and turning it into a light rail system is absolutely absurd.</p> <p>Widen the road or utilize traffic switching lane separators based on the direction of peak travel times.</p> <p>Ryan [REDACTED] [REDACTED] [REDACTED]</p>
Susan	08/07/2025	Inbound	<p>Hello,</p> <p>I'm a resident in Prospector and would like access to the survey regarding transportation options for Park city.</p> <p>Thank you.</p> <p>Susan [REDACTED]</p>

FIRST NAME	DATE	DIRECTION	EMAIL
Susan	08/07/2025	Outbound	<p>Hi Susan,</p> <p>Thanks for reaching out. We have not released a survey for the Re-create 248 project, but if you'd like to review the initial transportation options considered for the study, you can find that in our Range of Alternatives and Purpose and Need Report linked here. Our website is also a good resource for study documents. You can visit our website through this link.</p> <p>Any feedback you have can be sent directly to us. We also encourage you to attend the Park City Council meeting next Thursday, Aug. 14th to hear a study update to City Council and provide any additional input at that time.</p> <p>Let us know if you have any questions.</p> <p>Best, Kara [REDACTED]</p>
	08/08/2025	Outbound	<p>Hi Ken,</p> <p>Thank you for your input on the Re-create 248 Study. Your feedback has been documented and passed along to the study team.</p> <p>We encourage you to attend the Park City Council meeting next Thursday, Aug. 14th to hear a study update to City Council and provide any additional input at that time.</p> <p>Best, Kara [REDACTED]</p>
Ken	08/08/2025	Outbound	<p>Hi Ken,</p> <p>Thank you for your input on the Re-create 248 Study. Your feedback has been documented and passed along to the study team.</p> <p>We encourage you to attend the Park City Council meeting next Thursday, Aug. 14th to hear a study update to City Council and provide any additional input at that time.</p> <p>Best, Kara [REDACTED]</p>

FIRST NAME	DATE	DIRECTION	EMAIL
Ryan	08/08/2025	Outbound	Hi Ryan, Thank you for your input on the Re-create 248 Study. Your feedback has been documented and passed along to the study team. We encourage you to attend the Park City Council meeting next Thursday, Aug. 14th to hear a study update to City Council and provide any additional input at that time. Best, Kara [REDACTED]
Susan	08/08/2025	Inbound	Thank you. Do you know when the public portion begins? Is it at 2:30?
Susan	08/08/2025	Outbound	Hi Susan, You're very welcome. This topic is on the agenda for 3:55 p.m. Here is a link to the full meeting schedule: https://parkcityut.portal.civicclerk.com/event/2463/overview Best, Kara

FIRST NAME	DATE	DIRECTION	EMAIL
Elizabeth	08/08/2025	Inbound	<p>Dear Mayor and City Council,</p> <p>I am begging you to reconsider any plan that would take away or compromise our community’s safe cycling connection via the Rail Trail.</p> <p>My family purchased our million dollar + home in Park City Heights specifically because it offered safe, direct cycling access to both Park City proper and Silver Summit—where our son attends Montessori school. In the summer months, this is not just a weekend ride for us; it’s our daily commute in and out of camp, multiple times a day.</p> <p>We ride this trail to reach our famous mountain bike trail access points.</p> <p>We ride it to the playground.</p> <p>We ride it to get our local groceries.</p> <p>We ride it for our date nights on the town.</p> <p>This path is woven into the fabric of our lives. Taking it away would not only disrupt how we live—it would strip away one of the very reasons we chose to make our home here.</p> <p>SR-248 is not a safe alternative for cyclists—especially for children. As traffic increases year over year, riding alongside that corridor will only become more dangerous.</p> <p>It is a shame the city would even slightly consider removing such a vital path for the local community in order to prioritize tourism interests. The Rail Trail is a proven, heavily used asset that supports environmental sustainability, reduces traffic, and keeps residents safe. I am asking you—parent to parent, neighbor to neighbor—to protect what already works and preserve this connection for the sake of our families, our environment, and our future.</p> <p>Sincerely, Elizabeth [REDACTED] Park City Heights Resident</p>

FIRST NAME	DATE	DIRECTION	EMAIL
Kirsten	08/11/2024	Outbound	<p>Hi Kirsten,</p> <p>Thank you for your input on the Re-create 248 Study. Your feedback has been documented and passed along to the study team.</p> <p>We encourage you to attend the Park City Council meeting this Thursday, Aug. 14th to hear a study update to City Council and provide any additional input at that time.</p> <p>Best, Kara [REDACTED]</p>
Elizabeth	08/11/2025	Outbound	<p>Hi Elizabeth,</p> <p>Thank you for your input on the Re-create 248 Study. Your feedback has been documented and passed along to the study team.</p> <p>We encourage you to attend the Park City Council meeting this Thursday, Aug. 14th to hear a study update to City Council and provide any additional input at that time.</p> <p>Best, Kara [REDACTED]</p>

FIRST NAME	DATE	DIRECTION	EMAIL
Michael	08/11/2025	Inbound	<p>August 11, 2025 Park City City Council 445 Marsac Avenue Park City, UT 84060</p> <p>Dear Members of the Park City City Council,</p> <p>I am writing to express my strong opposition to the proposed plan to replace our beloved Rail Trail with a light rail or monorail transit system. This proposal represents a devastating blow to the recreational heart of our community and would fundamentally alter the character that makes Park City special.</p> <p>The Rail Trail serves as the backbone connecting neighborhoods to nature and residents to the outdoor lifestyle that is fundamental to Park City's identity. Our town's appeal lies not in transit infrastructure, but in our commitment to outdoor recreation and preserving access to the natural environment that surrounds us. The Rail Trail embodies these values perfectly. It is something that enriches daily life and connects our community to the landscape we all cherish.</p> <p>I urge you to reject this proposal and instead focus on transportation solutions that complement, rather than destroy, the recreational infrastructure that makes Park City a place people want to live, work, and visit. Our Rail Trail is a community treasure that, once lost, cannot be recreated.</p> <p>Thank you for considering my strong opposition to this misguided plan.</p> <p>Sincerely, Michael [REDACTED]</p>

FIRST NAME	DATE	DIRECTION	EMAIL
Michael	08/11/2025	Outbound	<p>Hi Michael,</p> <p>Thank you for your input on the Re-create 248 Study. Your feedback has been documented and passed along to the study team.</p> <p>We encourage you to attend the Park City Council meeting this Thursday, Aug. 14th to hear a study update to City Council and provide any additional input at that time.</p> <p>Best, Kara [REDACTED]</p>
Michael	08/11/2025	Inbound	Thanks, Kara!

Joelle	08/11/2025	Inbound	<p>August 11, 2025 Park City City Council 445 Marsac Avenue Park City, UT 84060</p> <p>Dear Members of the Park City City Council,</p> <p>I am writing to express my strong opposition to the proposed plan to replace our beloved Rail Trail with a light rail or monorail transit system. This proposal represents a devastating blow to the recreational heart of our community and would fundamentally alter the character that makes Park City special.</p> <p>The Rail Trail is not simply a path. It is a vital four-season recreation corridor that serves our community year-round. In spring, summer, and fall, it provides safe, accessible routes for bikers, runners, and families exploring our mountain town. In winter, it transforms into a pristine cross-country skiing venue that connects residents and visitors alike to the natural beauty that defines Park City. This versatility is irreplaceable.</p> <p>As someone who regularly bikes and runs the Rail Trail, I can attest to its value as both a recreational resource and a gateway to our extensive network of trails, including the off-leash areas where our community's dogs can enjoy the outdoors. The Rail Trail serves as the backbone connecting neighborhoods to nature and residents to the outdoor lifestyle that is fundamental to Park City's identity.</p> <p>Destroying this treasured asset would have an extremely negative impact on Park City's character. Our town's appeal lies not in transit infrastructure, but in our commitment to outdoor recreation and preserving access to the natural environment that surrounds us. The Rail Trail embodies these values perfectly. It is something that enriches daily life and connects our community to the landscape we all cherish.</p> <p>I urge you to reject this proposal and instead focus on transportation solutions that complement, rather than destroy, the recreational infrastructure that makes Park City a place people want to live, work, and visit. Our Rail Trail is a community treasure that, once lost, cannot be recreated.</p> <p>Thank you for considering my strong opposition to this</p>
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FIRST NAME	DATE	DIRECTION	EMAIL
			misguided plan. Sincerely, Joelle [REDACTED]
Joelle	08/11/2025	Outbound	Hi Joelle, Thank you for your input on the Re-create 248 Study. Your feedback has been documented and passed along to the study team. We encourage you to attend the Park City Council meeting this Thursday, Aug. 14th to hear a study update to City Council and provide any additional input at that time. Best, Kara [REDACTED]
Joelle	08/11/2025	Inbound	Hi Kara, Thank you for your email. I will be out of town on Thursday, but hope to attend future meetings about this. Joelle

Michelle	08/12/2025	Inbound	<p>Hi Park City,</p> <p>We are writing to you as Prospector homeowners for over 25 years. Unlike 224, the Prospector community backs up to 248 with many residents right along its corridor. We are affected by the noise and congestion daily. On the other hand, the rail trail provides us tranquility and walkability which connects us to our neighbors and town.</p> <p>As long time residents of Park City, we throughly enjoyed the 2002 Olympics - we didn't drive. The buses worked amazing, moving people around town. It was so easy and created a stronger community. We are doing this again in 2034 and if Re-create 248 is implemented correctly it would be a game changer in keeping our town vibrant and connected for decades to come.</p> <p>The traffic issue isn't just during the winter months/skier issue, we see this heavy traffic all year long with commuters coming into town to work. Avoiding 248 (Kearns) during the morning commute hours and late afternoon hours isn't feasible for most, so we must provide solutions to our traffic nightmares which will only continue to grow. Here are our thoughts:</p> <p>Short-term solution:</p> <p>Adding reversible lanes during high traffic times is a solid and cost effective option for immediate relief. This ultimately isn't solving the problem, which is getting people out of their cars, but is viable bandaid to providing some congestion relief now.</p> <p>Long-term solutions:</p> <p>The goal is less cars on the road. Changing people's habits is challenging, but if this project can be rewarding/incentivizing and easy/quick for the commuter/skier then it can be successful. We believe this needs to be a multi-faceted approach to be effective.</p> <p>1. Richardsons Flats Transit/Gondola Hub - This is an ideal location before entering town. We need frequent direct routes for buses and a gondola to Deer Valley, Park City Mountain and Main Street. Allow small commercial buildings at Richardsons Flats like a coffee shop, ski/rental shop, bookstore, Resort(s) swag shop which will entice people to park their car, pop in a store while waiting for the bus/gondola.</p>
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FIRST NAME	DATE	DIRECTION	EMAIL
			<p>2. Dedicated bus lane/flex lanes on 248 again with frequent direct routes to major employers making it quick and easy</p> <p>3. Incentives</p> <ul style="list-style-type: none"> - EVERY DAY WORKERS: Partner with local business to incentivize their workers to take transit. Deer Valley builds parking for workers on East Side (hwy 40). - SKIERS: Partner with the ski resorts to offer incentives for skiers using transit options. <p>4. No more public parking garages in town, you build it they will come!</p> <p>I'm pleading with you NO light rail/monorail on 248 or the rail trail. Park City is unique, charming and beautiful. Light rail and monorails are the complete opposite and belong in metropolitan cities. They are NOT the right fit for our historic town or community. Keep our town, don't turn us into a city!</p> <p>Thank you for your time and service, Sean and Michelle [REDACTED]</p>
Jeff	08/12/2025	Inbound	<p>One of the charms of this town is/was its rich history. Now the rail trail is in the crosshairs of a project to destroy part of that history to accommodate carting more idiots into our already overflowing town. The Rail Trail is already used by thousands of people daily for transit and recreation. How many people need to be displaced, and how many moose must die (there are quite a few of them over here) in collisions with a quiet train before the council sees how myopic and misguided the thought process is behind this idea? Widen the road and add transit buses please. It's less expensive, and there are already animal collision mitigation measures in place to reduce collisions along that route.</p> <p>Jeffrey [REDACTED] Suncreek Condos.</p>

Camila Miranda	08/12/2025	Inbound	<p>Dear Park City Transportation Planning Team,</p> <p>I am writing with a heavy heart to express my deep concern regarding the proposed rail alignment from Richardson Flat to the Iron Horse District, that passes through an area that holds some of the most precious and fragile parts of our landscape. This route cuts through vital wetlands, beautiful mountain foothills, and our quiet residential neighborhood.</p> <p>This stretch is one of the last unbroken links between the mountain foothills and the Rail Trail, which is a living breathing sanctuary where deer quietly graze, birds find safe nesting grounds, and neighbors walk in a unique experience where mountains meet open sky. The mountain foothills provide vital natural terrain and scenic beauty that defines Park City's character. The wetlands here are not just scenic, they are an irreplaceable natural resource, providing critical wildlife habitat, natural flood control, and a chance to experience Park City's beauty up close. Rail infrastructure would sever this bond forever, tearing a permanent wound in our environment by silencing the songs of wildlife, degrading both the foothills and wetlands, and erasing a piece of what makes our community unique.</p> <p>Equally concerning and heartbreaking is the impact on the neighborhood itself. This is a peaceful, family oriented area where people walk their dogs, bike with their children, and enjoy the scenic rail trail year round. The noise, vibration, and industrial presence of a rail line would shatter that tranquility. Residents like me, who live directly along the trail, would face constant disruption, a loss of scenic views, and a permanent change to the character of the community.</p> <p>The Rail Trail is not just a path, it is a shared community treasure that supports recreation, tourism, and mental well being. Converting it into an active rail corridor would strip away one of Park City's most beloved and treasured gems.</p> <p>While I appreciate the City's commitment to improving mobility, this alignment asks us to sacrifice far too much of what makes Park City special. I URGE the City to explore alternative routes, routes that will preserve the natural beauty of our town, not destroy it.</p>
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FIRST NAME	DATE	DIRECTION	EMAIL
			<p>I hope that in this case, Park City chooses to protect what cannot be replaced.</p> <p>Sincerely, Camila [REDACTED]</p>
Jennifer	08/12/2025	Inbound	<p>I am very concerned about the discussion around putting light rail where the rail trail currently exists. It seems that development in the Park City area has been mostly focused on economic development, and not very much on open space, wildlife, and recreational activities. I live in the Silver Creek neighborhood, and use the rail trail often in summer and winter. I am in favor of better public transport, but by putting something like a light rail in a corridor like the rail trail, further development in that area is inevitable in the future and will completely change the open space there, no matter what anyone says right now. Thanks, Jen [REDACTED]</p>
Noah	08/12/2026	Inbound	<p>Good Evening,</p> <p>I am writing to express my strong opposition to the use of the Rail Trail for anything other than its current purpose and my strong support for dedicated bus lanes as the best and most taxpayer-dollar efficient option to increase public transit along Kearns Blvd/SR248. The rail trail is a treasure of the outdoors in Park City and it heavily influenced my family's decision to buy a multi-generational home in close proximity to the trail. We use it all the time to walk, run, bike, get to the bus stop, to do our grocery shopping, to go to shops and restaurants, to go to playgrounds, etc. The traffic issues did not deter us from our purchase but lack of the rail trail would have! As a park city voter, I respectfully request you register my strong opposition to the use of the rail trail for anything other than its current purpose in both the study and the upcoming city council meeting.</p> <p>Noah [REDACTED]</p>

FIRST NAME	DATE	DIRECTION	EMAIL
Michelle	08/13/2025	Outbound	<p>Hi Sean and Michelle,</p> <p>Thank you for your input on the Re-create 248 Study. Your feedback has been documented and passed along to the study team.</p> <p>We encourage you both to attend the Park City Council meeting this Thursday, Aug. 14th to hear a study update to City Council and provide any additional input at that time.</p> <p>Best, Kara [REDACTED]</p>
Jeff	08/13/2025	Outbound	<p>Hi Jeffrey,</p> <p>Thank you for your input on the Re-create 248 Study. Your feedback has been documented and passed along to the study team.</p> <p>We encourage you to attend the Park City Council meeting this Thursday, Aug. 14th to hear a study update to City Council and provide any additional input at that time.</p> <p>Best, Kara [REDACTED]</p>
Camila Miranda	08/13/2025	Outbound	<p>Hi Camila,</p> <p>Thank you for your input on the Re-create 248 Study. Your feedback has been documented and passed along to the study team.</p> <p>We encourage you to attend the Park City Council meeting this Thursday, Aug. 14th to hear a study update to City Council and provide any additional input at that time.</p> <p>Best, Kara [REDACTED]</p>

FIRST NAME	DATE	DIRECTION	EMAIL
Noah	08/13/2025	Outbound	Hi Noah, Thank you for your input on the Re-create 248 Study. Your feedback has been documented and passed along to the study team. If possible, we still encourage you to attend the Park City Council meeting this Thursday, Aug. 14th to hear a study update to City Council and provide any additional input at that time. Best, Kara [REDACTED]
Susan	08/13/2025	Outbound	Hi Susan, I am just following up because It appears the meeting schedule has changed. The public portion of tomorrow's meeting now begins at 5:30 p.m. Best, Kara
Susan	08/13/2025	Inbound	Thank you.


FIRST NAME	DATE	DIRECTION	EMAIL
Clair	08/13/2025	Inbound	<p>Hello,</p> <p>We are longtime residents of Park City (since 1989) and have lived in Prospector Square next to the Rail Trail since 1998. We have witnessed the increase in traffic on 248 firsthand and agree there needs to be improvement to the traffic flow.</p> <p>However, we are adamantly against any changes that would affect the Rail Trail. It should be remembered, in 1992, the Historic Union Pacific Rail Trail State Park was dedicated as the first non-motorized recreational rail trail in Utah. Since its establishment bikers, hikers, runners, cross-country skiers, and many others have enjoyed its many benefits - including access to the outdoors, wildlife, and landscape. The Rail Trail is a significant draw for locals, tourists and visitors, and any disruption to it would have a negative impact to our town.</p> <p>It seems to us that the proposals for a Light Rail or Monorail ignore the very spirit of Park City as a small, recreational community. We are not an urban metro center and therefore should reject urban metro solutions. The cost for the infrastructure, dismantling of the local ecosystem and landscape, and the enormous strain of local resources are all sound reasons to reject these options.</p> <p>The solution that still maintains Park City as a local, community driven mountain town is to add dedicated bus lane(s) to 248. The dedicated lane(s) with signal priority and quick boarding would provide Park City with a micro version of the UTA lanes in downtown SLC. This option is less destructive to the local environment than other options and will be far less expensive for the local taxpayers.</p> <p>We will be attending the council meeting on Thursday and will be voicing our opposition to the creation of a Light Rail or Monorail. In the meantime, feel free to reach out if you have any thoughts or questions.</p> <p>Thank you for your immediate attention to this matter.</p> <p>Kindest Regards, Clair and Kandis [REDACTED]</p>

FIRST NAME	DATE	DIRECTION	EMAIL
Clair	08/13/2025	Outbound	<p>Hi Clair and Kandis,</p> <p>Thank you for reaching out with your thoughts on the Re-Create 248 study. I spoke to you on the phone earlier today and just wanted to follow up here with a link to the Park City city council meeting agenda. Here is a link to that agenda: parkcityut.portal.civicclerk.com/event/2463/overview.</p> <p>Like I mentioned on the phone, the Re-Create 248 update is farther down on the city council meeting agenda but the meeting itself starts at 5:30 p.m. We will also pass your comments on to the project team for consideration. For more information about our project visit our website at parkcity.gov/departments/transportation-planning/re-create-248. Let us know if you have any further questions.</p> <p>Thanks, Staci [REDACTED]</p>
Tana	08/13/2025	Inbound	<p>Staci,</p> <p>I share your concerns about putting a train on the Rail Trail—it would fundamentally change the character of the corridor and the surrounding neighborhoods, impacting the people, families, and wildlife that rely on it daily. As a Park City native, I have enjoyed the Rail Trail for as long as I can remember and still run on it every week. This space is one of Park City’s most unique community assets, and preserving its recreational and natural value should be a priority.</p> <p>Instead, I believe we should focus on immediate, practical transit solutions like dedicated bus lanes on 248, building the Gordo Park-and-Ride to intercept cars before they enter town, and implementing flex lanes for outbound traffic during peak hours. These steps would move more people efficiently, reduce congestion, and protect the spaces that make Park City special.</p> <p>With Gratitude, Tana [REDACTED] Park City Council</p>

FIRST NAME	DATE	DIRECTION	EMAIL
Tana	08/13/2025	Outbound	Hi Tana, Will you send this response to [REDACTED]? Clair is the gentleman that sent the comment to us originally. Thank you! Best, Staci [REDACTED]
Tana	08/13/2025	Inbound	Sure! Clair is an old family friend!
Jennifer	08/13/2025	Outbound	Hi Jen, Thank you for your input on the Re-create 248 Study. Your feedback has been documented and passed along to the study team. We encourage you to attend the Park City Council meeting this Thursday, Aug. 14th to hear a study update to City Council and provide any additional input at that time. Best, Kara [REDACTED]
Jennifer	08/13/2025	Inbound	Thanks for the response, Kara. I just had surgery and can't come to the meeting, but am glad I could voice my opinion. Jen
Steven	08/13/2025	Inbound	Hi Julia, I'm thought I would send you the comment letter I sent to Council and the Mayor. Thanks. Steve
Tana	08/14/2025	Outbound	Small world I guess! Thank you. Best, Staci [REDACTED]

<p>Hunter</p>	<p>08/14/2025</p>	<p>Inbound</p>	<p>Hi All!</p> <p>I'm bummed that I will miss the city council meeting tonight, but wanted to send along my comments in regards to the Re-create 248 study you'll be discussing this evening.</p> <p>A plea for the rail trail and transportation options that incentivize public transit:</p> <p>As I took my nightly walk along the rail trail from my home in Prospector last evening, I passed families laughing as their kiddos biked along, others catching up from the day as they sat on benches taking in the fresh air. I listened to the crickets chirp as friends caught up on an impromptu dog walk, spotted my favorite rabbitbrush in bloom, and ended my walk with a chance to catch up with neighbors as we passed.</p> <p>In the 13 years I've lived in Park City, the rail trail has been a constant in my life and is one of the reasons I've chosen again and again to stay here. It's been my favorite part of my bike ride home from work, a place where I catch up with friends and meet others in our community, a connector to other trails I love, and a community asset that allows equitable access to recreation and nature for all.</p> <p>Moving from rural Pennsylvania to Park City, I hadn't had access to public transit and had no idea how much I would love it. I'm so grateful for the impressive public transit system we have here in Park City. I avidly support public transit options that help our environment, reduce traffic, and increase safety on the roads. My bus rides to and from work are also one of my favorite parts of the day. I hope that you will continue to pursue options like a bus rapid transit lane and more park & ride options convenient to major in-roads. I'm not opposed to a light rail or monorail, but do not want to see those options take over the rail trail corridor.</p> <p>The rail trail brings joy, community connection, access to nature, and a safe path of travel throughout Park City and losing that would be devastating to our Community. I encourage you not to move forward with the rail trail alignment as you work through the Re-Create 248 study and instead pursue options along the existing 248</p>
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FIRST NAME	DATE	DIRECTION	EMAIL
			corridor. Thank you! Hunter [REDACTED]
Hunter	08/14/2025	Outbound	Hi Hunter, Thank you for your input on the Re-create 248 Study. Your feedback has been documented and passed along to the study team. We encourage you to attend the Park City Council meeting tonight, Aug. 14th to hear a study update to City Council and provide any additional input at that time. Best, Staci [REDACTED]

FIRST NAME	DATE	DIRECTION	EMAIL
Jeffrey	08/14/2025	Inbound	<p>All,</p> <p>I would like to communicate my input on the selection of modes and alignment for the next level of screening in the Re-Create 248 study and effort.</p> <p>I understand the problem and the need for improved transit along 248. However, the selected mode should not be one that simply increases vehicle volume on 248 as that will simply push the bottle neck somewhere upstream, as the roadway infrastructure in and through Park City simply is not capable of handling the volume of vehicles that are attempting to travel through 248 and Park City. Accordingly, the selected mode should be an alternative that allows people to travel into Park City without relying on a car. Of the alternatives under consideration I support the dedicated bus lanes with park and ride support because that is a mode with a proven record of success and is much more cost effective and less disruptive than the other alternatives under consideration.</p> <p>With respect to the alignment of the mode to improve transit along 248, I strongly oppose any alignment along the rail trail. I believe maintaining the alignment along the existing 248 is the most cost effective and least disruptive alternative. Additionally, the rail trail is an extremely valuable asset for Park City, providing a place for walking, riding, cross country skiing and exercising away from motorized vehicle traffic. It is also an important and well used transportation route for cyclists and pedestrians between Park City and Quinn's Junction. The City should preserve this asset because it adds tremendous value to the quality of life for all Park City residents.</p> <p>I appreciate your time and attention to this matter.</p> <p>Jeff Stevens </p>

FIRST NAME	DATE	DIRECTION	EMAIL
Sarah	08/14/2025	Inbound	<p>Dear Planners:</p> <p>As 35-year residents of Park City and homeowners on Samuel Colt Court in Prospecter for the past 25 years, my husband and I want to express our deep concern over the proposed changes to the Rail Trail. This trail has been an integral part of our daily lives — not only for us and our children over the years, but for countless neighbors, walkers, cyclists, and dog owners who rely on it as a safe, non-motorized corridor through town. The Rail Trail is more than just a recreational amenity; it is a vital connection for in-town residents to reach Main Street and surrounding trails without contributing to traffic or struggling with limited parking. It offers a peaceful, car-free alternative that supports the healthy, sustainable lifestyle Park City has long championed. As residents of Prospecter, we already face significant traffic burdens from both Highway 248 and Sidewinder Drive. Sidewinder, in particular, has become an increasingly dangerous cut-through route. For over two decades, our neighborhood has requested a sidewalk on Sidewinder to improve pedestrian safety — a request still unmet. To now consider adding a third traffic element by introducing motorized use on the Rail Trail would further compromise the safety, character, and livability of our neighborhood.</p> <p>We respectfully urge you to preserve the Rail Trail as a non-motorized corridor. Doing so protects a unique community asset and honors Park City's long-standing values of sustainability, safety, and smart growth. We are not opposed to progress — we simply ask that it be balanced with the well-being of the neighborhoods it affects most directly.</p> <p>Thank you for your time and your ongoing service to our community.</p> <p>Sarah and Derek [REDACTED]</p>

FIRST NAME	DATE	DIRECTION	EMAIL
Sarah	08/14/2025	Outbound	<p>Hi Sarah and Derek, Thank you for your input on the Re-create 248 Study. Your feedback has been documented and passed along to the study team. We encourage you to attend the Park City Council meeting tonight, Thursday, Aug. 14th at 5:30 p.m. to hear a study update to City Council and provide any additional input at that time. Best, Staci [REDACTED]</p>
Steven	08/14/2025	Outbound	<p>Sent by Julia [REDACTED]: Hi Steven, Thank you for your input on the Re-create 248 Study. Your feedback has been documented and passed along to the 248 study team. We encourage you to attend the Park City Council meeting today, Thursday, Aug. 14th to hear a study update to City Council and provide any additional input at that time. The agenda and materials are found here: https://parkcityut.portal.civicclerk.com/event/2463/overview Regards, Julia [REDACTED]</p>
Justin	08/14/2025	Outbound	<p>Sent by Julia [REDACTED]: Hi Justin, Thank you for your input on the Re-create 248 Study. Your feedback has been documented and passed along to the 248 study team. We encourage you to attend the Park City Council meeting today, Thursday, Aug. 14th to hear a study update to City Council and provide any additional input at that time. The agenda and materials are found here: https://parkcityut.portal.civicclerk.com/event/2463/overview Regards, Julia [REDACTED]</p>

FIRST NAME	DATE	DIRECTION	EMAIL
Justin	08/14/2025	Inbound	<p>Transport Planning Manager Julia [REDACTED]</p> <p>I am writing to you as a full time resident of Park city and a concerned citizen with the ideas you are reviewing to combat traffic within Park City. Let me say, I am 110% AGAINST the ideas of a Monorail or Light rail to be built on the City Rail Trail. Either of these ideas to combat traffic would seriously change the town of Park City for the worst and turn our town into some sort of a Disney World debacle. I am asking you to permanently cease discussing these ideas of a Monorail or Light Rail on the Rail Trail for combating traffic woes in Park City.</p> <p>The idea of Rapid Bus Transit (BRT) is a great start to combating traffic but it needs to be easy and convenient to the user which it is not, currently. It takes too much time to get to Richardson Flat parking lot currently, that needs to be fixed - some sort of new direct route to the parking lot. BRT would have to run so often that it is convenient for the user, when one bus leaves another bus is pulling into the parking lot.</p> <p>Thank you for your time in reading this concerning email about the future of Park City and know again, that I am AGAINST any ideas of destroying our rail trail with a Monorail or Light Rail to combat the current traffic issues within Park City.</p> <p>Concerned Resident Justin [REDACTED]</p>

FIRST NAME	DATE	DIRECTION	EMAIL
Heather	08/14/2025	Inbound	<p>Julia,</p> <p>We strongly oppose the construction of a Light Rail Train or Monorail on, below, to the side or above the rail trail, as such developments would be irresponsible and harmful. The trail and surrounding landscape are a cherished community sanctuary, supporting vital habitats and serving as a vital space for exercise, dog walking, family and social connections, children learning to ride safely, enjoying nature, etc. Building a train through this area would disrupt the environment, disturb contaminated soil, and threaten the natural patterns of wildlife and daily routines of residents and visitors. The trail is more than just a pathway; it is an ecological refuge and community asset. Introducing a train would be ineffective and would cause significant negative impacts on both the environment and community well-being.</p> <p>We urge consideration of sustainable alternatives that respect and preserve this invaluable space. This issue has caused considerable community stress, as it has been repeatedly proposed, and we hope this plan will be set aside in favor of more feasible solutions.</p> <p>Additionally, we suggest exploring the possibility of establishing the rail trail as a conservation easement. We also propose prioritizing immediate improvements to the stretch of Highway 248 from Bonanza Drive to Highway 40. Implementing flex lanes here could help increase traffic flow into town during the morning and out in the evening, providing a more practical and sustainable solution.</p> <p>Thank you for your attention to this important matter. Sincerely, Heather [REDACTED]</p>
Heather	08/14/2025	Inbound	<p>Are we able to join the meeting via Zoom as well? If so, would you mind sending me the information?</p>

FIRST NAME	DATE	DIRECTION	EMAIL
Heather	08/14/2025	Outbound	<p>Sent by Conor Campobasso:</p> <p>Hi Heather,</p> <p>Yes, if you plan to just listen in there is a media button on the left side of the link Julia sent. When the meeting starts, that will show the live view. If you plan to make a comment, you can follow the link below and click "08.14.2025 City Council Meeting Link". That should open the Zoom link for you.</p> <p>https://parkcity.gov/government/city-council/city-council-meetings/current-public-meeting-info-listen-live</p> <p>Thanks, Conor</p>
Heather	08/14/2025	Outbound	<p>Sent by Julia [REDACTED]:</p> <p>Hi Heather,</p> <p>Thank you for your input on the Re-create 248 Study. Your feedback has been documented and passed along to the 248 study team.</p> <p>We encourage you to attend the Park City Council meeting today, Thursday, Aug. 14th to hear a study update to City Council and provide any additional input at that time. The agenda and materials are found here: https://parkcityut.portal.civicclerk.com/event/2463/overview</p> <p>Regards, Julia [REDACTED]</p>
Heather	08/14/2025	Outbound	<p>Hi Heather,</p> <p>Thank you for your input on the Re-create 248 Study. Your feedback has been documented and passed along to the study team.</p> <p>As a reminder, tonight, Aug. 14, is the Park City Council meeting. We encourage you to attend to hear a study update to the City Council and provide any additional input at that time.</p> <p>Best, Kara [REDACTED]</p>
Heather	08/14/2025	Inbound	<p>Can we also join the Zoom? If so, what is the information?</p>

FIRST NAME	DATE	DIRECTION	EMAIL
Heather	08/14/2025	Outbound	Hi Heather, I believe the city council will be live streaming the meeting here: https://parkcityut.portal.civicclerk.com/event/2463/media Best, Kara
Park City Municipal Corp.	08/14/2025	Inbound	Thank you for taking the time to share your thoughts and provide comment. We very much appreciate your input and perspective. This is a response to citizen communication on behalf of the Council, so you know it has been received. The Mayor and each Councilmember will review your comments, and if appropriate, one or more of them may respond. If you wish your comments to be a matter of record, please re-submit them here. Your feedback helps us to make better decisions. We are grateful for your participation. Sincerely, Nann, Jeremy, Tana, Ryan, Bill and Ed
Nikki	08/14/2025	Inbound	My name is [REDACTED]. I have lived in Prospector for over 40 years. I strongly oppose turning the Rail Trail into anything other than what it is now. This once quiet neighborhood is being squeezed out of existence for the sole purpose of getting people in and out of here all at the same time. Using the Rail Trail for transportation has reared its ugly head on and off for decades. It was a bad idea back then, and it's a bad idea now.
Nikki	08/15/2025	Outbound	Hi Nikki, Thank you for taking the time to share your thoughts and provide comment on the Re-create 248 study. Your feedback has been documented and passed along to the study team. Best, Kara

FIRST NAME	DATE	DIRECTION	EMAIL
Doug	01/21/2026	Inbound	<p>What is the proposed accommodation for bike travel along or adjacent to segment 1 once dedicated bus lanes are implemented? From the provided image, the bus occupies the entire shoulder.</p> <p>Thank you for your time, service to our community, and consideration.</p> <p>Doug [REDACTED]</p>
Doug	02/05/2026	Outbound	<p>Hi Doug,</p> <p>Thanks for your patience, we are currently wrapping up the study phase and will soon move to the environmental phase starting this spring. To answer your question, integrating pedestrian and bicycle facilities will be part of the next phase of environmental study; ensuring non-motorized users have access to the trail network and to high quality transit is an important part of this project. The images provided previously are representative of the future project, but have not yet been refined to include all amenities and accommodations at this phase. I would check back on our website in the spring/summer for updates on our environmental process.</p> <p>Let me know if you have any further questions.</p> <p>Best, Staci [REDACTED]</p>

APPENDIX G: PUBLIC COMMENTS

Public Open House (May 13, 2025)

NAME	NEIGHBORHOOD	STOP 1 - STUDY OVERVIEW	STOP 2 - PURPOSE AND NEED	STOP 3 - RANGE OF ALTERNATIVES	STOP 4 - LEVEL 1 EVALUATION	STOP 4 - WHICH ALIGNMENT DO YOU PREFER	STOP 5 - NEXT STEPS	FINAL STOP THOUGHTS
Sarah [REDACTED]	Resort Center	Very thorough!	I wasn't sure why income and employment were included here, but I appreciated the later priority of transit stops near denser and affordable housing.	Unclear why flex lanes did not pass.	Dedicated bus lanes!	SR-248	1) High transit frequency. 2) Commit and give it time to work (adoption).	
James [REDACTED]	Thaynes	Using the rail trail for transportation makes a lot of sense since the right-of-way already exists	Not quite. People will be more likely to take the bus if their bus stop is closer, especially if they are in their ski boots.	Not sure why street widening did not meet the Purpose & Need. The only way to make dedicated bus lanes is to widen 224. Using the shoulder is dangerous when people make right turns in front of an oncoming bus.	Dedicated bus lanes. The monorail is 2nd choice.	Rail Trail	Add ski locker buildings to Park & Ride to make people want to take the bus instead of always bringing their gear from home. The city can charge a lot for annual locker pass.	

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Michael [REDACTED]	Silver Summit	Appears a useful comprehensive study/planning effort	Yes		Bus	248	Community values, appropriate aesthetic, fit to/for the permanent residents, attraction to visitors in "lowkey/chill" nature, natural environment, ambiance.	
N/A	N/A			Dedicated bus lanes are ONLY viable option.	Dedicate bus lanes		Do engineering analysis of bus lanes.	
Katie [REDACTED]	Kimball Junction	No, I think it's a good study and a problem that needs remedy! FYI, I made long thoughtful stops. Folks giving stickers were not diligent about giving them :)	Yes	No, would be curious why some alternatives were nixed, but I trust!	I think expanding the bus lane or some sort of monorail!	SR-248. The rail trail is special for recreation. I would prefer we preserve something like this for recreation and preserves PC's identity!	I think you all are taking it all in. Personally, the Heber growth is the scariest factor of them all.	

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N/A	N/A							It appears that dedicated bus lanes may be the answer but....I do believe considering light rail, perhaps on the rail trail may be more forward thinking & carry us into the future.
Josh [REDACTED]	Park Meadows - has in-laws in Prospector				BRT & LRT, although LRT scare me (turn radius), ROW needs money and funding	SR-248. I recognize Council asked for rail trail examination, but rail trail seems like a complete non-starter	Publicize what council advances, BRT, LRT, and next steps ther plus plans: ROW studies, cost, etc.	Rail trail is a major recreational location for all Parkites! No train on the RT!

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N/A	N/A	Process mostly makes sense to me, though the "background" I think would have been better suited to going over the alternatives considered in "Range of Alternatives" Aug-Oct 2024.	Yes - I was surprised that Deer Valley Drive was considered "low"	Some MOEs seem irrelevant - why additional travel modes matters?	Bus lanes	SR-248	Would prefer LRT or AGT if expanded to 224 or elsewhere in town	I feel like LRT and AGT are not different enough options.
N/A	N/A							I like dedicated bus lanes going both ways. 1. PC, 2. DV, 3. Old Town Love light rail off the road, quiet,
Mark [REDACTED]	Prospector				Start with dedicated bus service, create opportunity for future rail line once it connects to SLC airport			

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N/A	N/A				Buses.	SR-248!!! Not the rail trail		No trail on the rail trail! Why not? 1) Too close to residential areas. 2) children play on rail trail. 3) animals (deer, moose, lions, etc.) come down from Solomore to drink in the wetlands on the far side of the rail trail. 4) Over the many years of discussion to do away with the RT, there has been massive dissent by folks living in Prospector.

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N/A	Prospector Park							As a resident in prospector park neighborhood, while I appreciate the need in an effort to keep open space, maintain safe amenity, reduce noise, I strongly prefer no rail trail for transportation
N/A	N/A			Flex lanes & bus lanes	Bus	248, do not removed paved pathway		

Prospector Neighborhood Meeting (Aug. 5, 2025)

FIRST NAME	ZIP CODE	1. WHICH OF THE THREE TRANSIT MODES BEST FITS PARK CITY'S CHARACTER AND COMMUNITY NEEDS?	2. WHAT IS YOUR PREFERENCE FOR THE TRANSIT ROUTE: STAYING ON THE SR-248 CORRIDOR OF RUNNING ON THE RAIL TRAIL?	3. WHAT FACTORS SHOULD WE CONSIDER AS WE CONTINUE EVALUATING OPTIONS?
Katie	84060	Bus - flexibility!	SR-248	Flexibility, price, neighborhood.
John	84060	Biking, walking, auto traffic, self-regulated, rapid bus	SR-248	Common sense, character of the community, no alterations to Rail Trail-no motored vehicles.
Mark	84060	Gondola from Quinn's Junction to Park City resort, have Vail pay for it.	Definitely keep it on the SR-248 corridor. The rail trail is a state park, use is limited to non-motorized vehicles city has no right to use it for buses.	
H.R.	84060	Dedicated bus lanes	Staying on SR-248. The rail trail is historic and should <u>not</u> be touched	Reducing automobile use. Encouraging bus and shuttle use, parking for motor vehicles out of town.
Glenn	84060	BRT	BRT on SR-248. Not Rail Trail	Cost + Disrupting of neighborhood
Sue	84060	Flex lanes on SR-248	ABSOLUTELY NOT on the Rail Trail!!!! The RT is a Park City Prospector iconic resource - it cannot be co-opted for the convenience of non-PC-residents!	Encouraging cars <u>not</u> to enter Park City, take buses, at least carpool - no single driver cars.
Shannon	84060	BRT on 248	Feasibility, adaptability, fiscal responsibility, effectiveness, community	BRT on 248
Sam	84060	Automated guideway transit monorail	Rail Trail	Start project ASAP, no more studies.
Kim	84060		Not on transit on the rail trail. Extra corridor no!	

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Bruce	84060	1. BRT 2. LRT	SR-248	This is a once in a lifetime opportunity to <u>not do</u> the wrong thing by disturbing the rain trail - preserve public land at all costs. PC has prior routes to preserve other undeveloped land.
Robert			SR-248	Remove rail trail from any further consideration. Flex lane on 248.
Jeff & Lisa	84060	Bus system	Stay on 224 - leave the rail trail alone	The rail trail is a crucial corridor for runners, walkers, cyclists, wildlife.
Pam	84060	BRT + gondola, multiple approaches, increase parking fees to change behavior	on SR 248, trailhead is too important an asset	Environmental & neighborhood impact, destroying community asset
David	84060	Bus rapid transit - possibly with one way rush hour lanes	Stay on SR-248	Effective relief of traffic, preserving rail trail as local community resource
Andy	84060	LRT could be perceived as a stretch, but I think it provides best balance between capacity and convenience needs and "park city vibe"	248	Has circulation been considered in addition to greater people-moving capacity? Would replacing traffic lights with roundabouts improve traffic flow?
Nate	84060	Bus route best option!	Stay on SR-248! Do not touch rail trail	Preserving the character of park city! Minimal impact best option.
Melissa	84060	Bus lanes, Thank you!	I believe it should stay on 248 + 224. The Rail Trail is a path that is used by over 2000 walkers, bikers, runners on a daily basis. Obviously much, much more on holidays. Rail Trail connects our trails and our community.	Create & use a dedicated bus lane. More efficient and cost effective. The number of days when the traffic backs up are not worth the expense of a light rail.

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Rich	84060	Bus rapid transit/dedicated bus lanes	Staying on the SR-248 corridor	Keep what we have. Do not loose what we have. Do not create something destructive and expensive. Do not destroy our character.
Lynn & Steve	84060	Dedicated bus lane	100% no on the rail trail. Locals and tourists use it for transportation (no cars) and recreation.	Honoring locals while accommodating tourists.
Madison	84060	A bus system	Not in favor	1) Noise increase, 2) health issues from increased fumes, 3) peoples backyards + using the north side only for expansion
Brandi	84060	BRT for now	248 - rail trail is entirely too busy and a community area	Increasing population well into the future, safety for kids, locals, visitors, & room for growth
Amy	84060	1.) short term - BRT makes the most sense w/ dedicated parking lots outside of town	Staying on 248 but improving it	Dedicated bus lanes, flex lanes during bottlenecks
J.	84060	Bus	SR-248	Need widen SR-248, Rail Trail needs at least remain a recreational path
Todd	84060	Character - buses, community needs monorail	Staying on 248. Although the rail trail used to be a railroad I thnk it is not feasible o put a train on the rail trail. It should be elevated center lane on 248	Keeping the authentic vibes of a town while modernizing needs of residents and visitors

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Brooke	84060 - Prospecter	BRT - dedicated bus lane	Staying on SR 248. There is already infrastructure there for buses. I WOULD NOT want anything on the rail trail. We live in Prospecter and wouldn't want the traffic or noise.	Flex lanes - low cost, continue to improve park & rides. Park outside of town w/ nice buses running constantly. Have nice amenities at the car park to make public transit appealing.
Travis	84060	Bus/BRT	248. The rail trail is a community asset and shouldn't be opened to any motorized travel. Don't touch the rail trail!	Peoples backyards, environmental impact, additional traffic in town. Using the N. side of the road to expand
Carrie	84060	Bus can and should be utilized to ensure people can park and ride and then easily get to where they need to be	248 corridor is the only option. We need to protect the open space/recreation nature and environment on rail trail.	NO rail trail tampering please keep it non motorized. Preserve open space. Cost. Ridership will people use? what have we learned from Richardson flat? Have we given ride enough? need to look at what serves our RESIDENTS!
Dan	84060	BRT or AGT	Hell NO.	Keeping the Rail Trail as is.
James	84060	Bus Rapid Transit on 248	Stay on 248. No Rail Trail!	Property values, open space, community
Brian	84060	BRT	SR-248	Flex lanes for buses. Please PLEASE do not put a monorail thru out backyard. That doesn't fit the PC vibe or culture.
Jay	84060	Dedicated bus lanes on existing 248 corridor	Leave the Rail Trail alone - Bill!!!	No Rail Trail
Tom	84060	Gordo's Busses	Good way to ruin important recreation and dog walking treasure	Out of town guests use the Rail Trail in addition to residents all around town
Dana	84060	Bus Rapid Transit, Flex Lanes	NO RAIL TRAIL!!	Areas impacted by each option.

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Andrew	84060	Flex lane - morning two coming in, evening two going out.	Rail Trail should be out of the question.	The people whole live here should have precedence not the people stick in the traffic jam that they produce by living outside of town.
Ed	84060	Bus rapid transit with changing lanes	SR-248	Park and rides paid parking along 248
Alex	84060	Dedicated bus lanes.	SR-248	Resident sentiment. Preserving local character.
Kyle	84060	Bus provides flexibility to adjust to evolving landscape/community. LRT/AGT are fixed with no option for adjustment (reasonably) in the future.	SR-248. Absolutely no Rail Trail.	Local community, Rail Trail is an asset enjoyed by the community. Merging with higher speed vehicles would be impractical and forever scar the Rail Trail, which is a park.
Bryan	84060	Buses until many more people are here (20 years). Trains could be nice if there were more connections to places like Heber City and Salt Lake. Underground lanes from Wyatt Earp to 224 to bypass residential areas.	248 - see next #3	Rail Trail should be considered for substantial pedestrian improvements. It is already used heavily and could provide a nice alternative travel mode to Quinn's without vehicles.
Kelly	84060	Bus	Stay on SR-248	Hundreds of people use the Rail Trail everyday. Not even an option. Infrastructure cannot handle anymore people in PC.
Kim	84060	NOT a bus route on Rail Trail	Revisit or widen lanes.	That the Rail Trail is a primary route for biking/walking around town.
David	84060	BRT might be more feasible and less expensive. Other two are interesting but look expensive.	Maintain the Rail Trail for bike/walk - if lose the character - then go to 248.	Transit is needed. Vote for higher taxes to pay for it longer term. Even for more \$ - do it right.

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*Not provided	84060		SR-248 corridor	The importance of the Rail Trail as an asset to our community. Preservation of this is key.
Rodney	84060		DO NOT USE THE RAIL TRAIL!!!	All of the prior studies and analysis saying that the Rail Trail is not a viable option. Also the current analysis that the best option is the 248 corridor.
Sallie	84060	Bus! Encourage people to NOT drive. Bus FIRST.	Staying on 248. Rail Trail belongs to the neighbors and locals!! Not negotiable an iconic resource - Do[n't] mess with the Rail Trail.	Anything must discourage people from driving into town - no changes to the Rail Trail.
*Not provided		Go to Aspen. They have it figured out. Multiple Rail Trail types of options and amazing bus service that has its own lane during high traffic hours.	SR-248 NO QUESTION!!!	I don't think this is well thought out. Where would it go? Buil the transit center first. Break ground on it. Do the immediate first (the dedicated lane). Complete it first.
Mark	84060	Go to Aspen they have figured it out. Bus is amazing and the Rail Trail is amazing.	Never on the Rail Trail, keep the trail as it is.	No transit on the Rail Trail.
Kim	84060	Reversible bus lanes on 248	SR-248 corridor. The Rail trail is a precious recreational corridor for the entire community and needs to be respected and conserved.	The question shouldn't be "How can we get more people into Park City," the question needs to be "How can we improve transportation efficiently *AND* preserve the character of our neighborhood and community space for people who actually live and work here!

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Heather	84060	BRT	SR-248 via BRT	Community!!!! Wildlife!!! We are NOT an urban area. Keep transportation on the roads.
Rich	84060	Bus lanes would be best	Not the rail trail	Keeping Park City as nice as possible

City Council Staff Communications Report



Subject: Park City Municipal's Website Redesign (parkcity.gov)

Author: Emma Prysunka

Department: Communications and Community Engagement

Date: March 19, 2026

Background

Beyond the requirement to comply with Utah State Code and migrate to a .gov domain, Park City Municipal's IT and Communications teams identified a critical need to redesign the City's existing website and secure a new vendor. The current site, launched in August 2020, no longer meets organizational standards for functionality, usability, or digital accessibility.

In February 2025, the City initiated a competitive Request for Proposals (RFP) process, prioritizing accessibility compliance, mobile responsiveness, navigation simplicity, and content management efficiency. Following this process, Park City Municipal contracted with Revize to develop the new platform.

The project scope includes:

- A fully redesigned primary municipal site
- Integrated subsites for the Park City Library and PC MARC
- Enhanced landing pages for high-traffic department pages currently hosted on parkcity.gov

The redesign focuses on delivering a modern, resident-centered digital experience through the following key features:

- Data-Informed UX: Prioritizing user needs based on site analytics
- Intuitive Navigation: Simplifying the interface and improving search functionality
- Inclusion: Ensuring full compliance with ADA accessibility standards
- Mobile-First Design: Enhancing responsiveness across all devices
- Efficiency: Streamlining content and launching a domain-integrated virtual assistant
- Visual: Refreshing the overall aesthetic to align with City branding

The project is currently in the quality assurance stage. The vendor has transferred content and data from the legacy site to the new platform, and is working to ensure a seamless transition and proper functionality and appearance ahead of the upcoming launch.

Timeline Overview

The initial five phases of this project – vendor selection, discovery and design approval, site mapping, custom development within the new Content Management System (CMS), and content migration – have been successfully completed.

Current Stage

As of March 2026, the project has entered the post-migration Quality Assurance phase. The Revize team is making minor formatting updates and correcting legacy issues identified during page development to ensure a smooth transition. This phase also includes identifying any custom development needs that emerged during the build. Accessibility tools will be implemented to ensure the new parkcity.gov meets ADA standards and applicable legal requirements.

Next Steps

In the end of March, Training and Beta Review will begin. During this phase, the project team will:

- Solicit site testers to evaluate content accessibility
- Confirm that primary tools and transactional functions are operating as intended
- Refine the site based on tester feedback and conduct additional training for staff as needed

The website is currently scheduled to go live in mid-April 2026. As is common with custom development projects, the timeline has been adjusted throughout the build process to ensure a high-quality final product.

Moving Forward

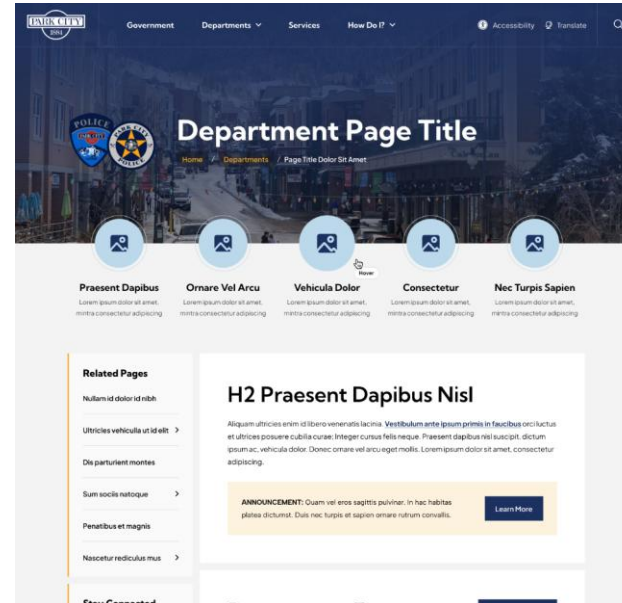
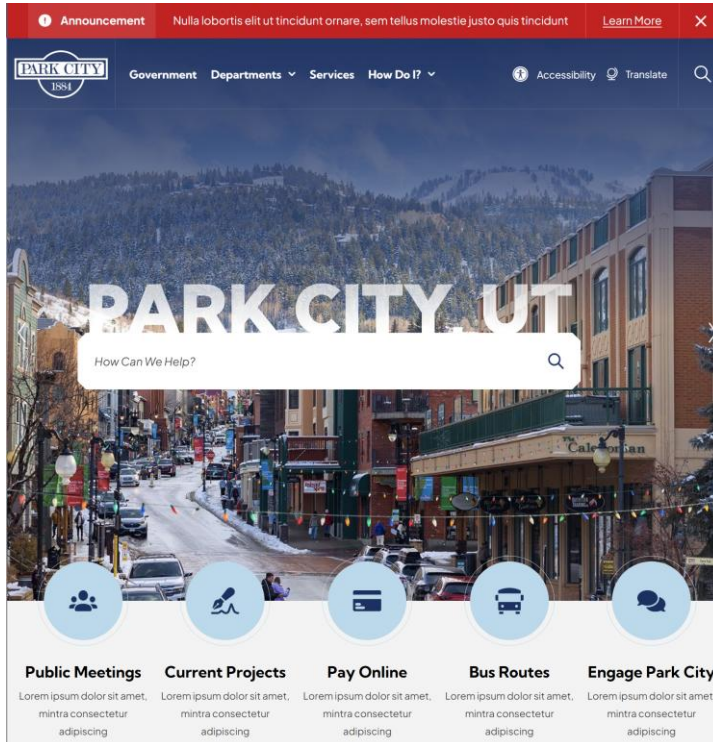
Following the launch, City teams will utilize ongoing analytics to monitor performance, track user behavior, and identify opportunities for iterative improvements to the resident experience.

Exhibits

Exhibit A: parkcity.gov Redesign Design Elements

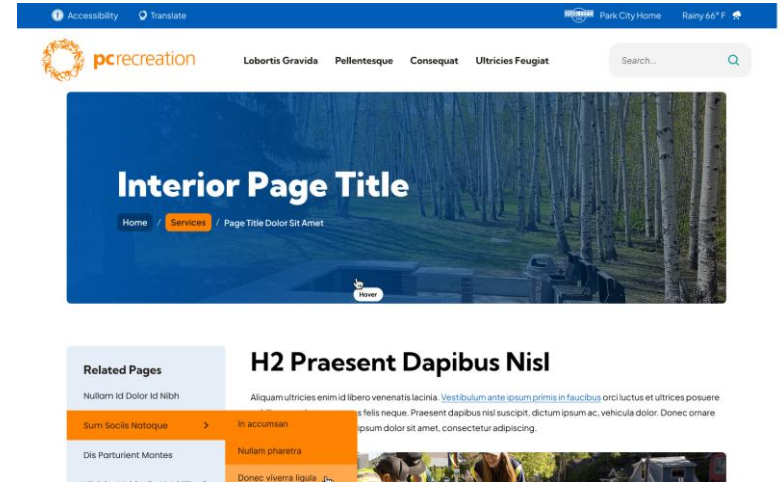
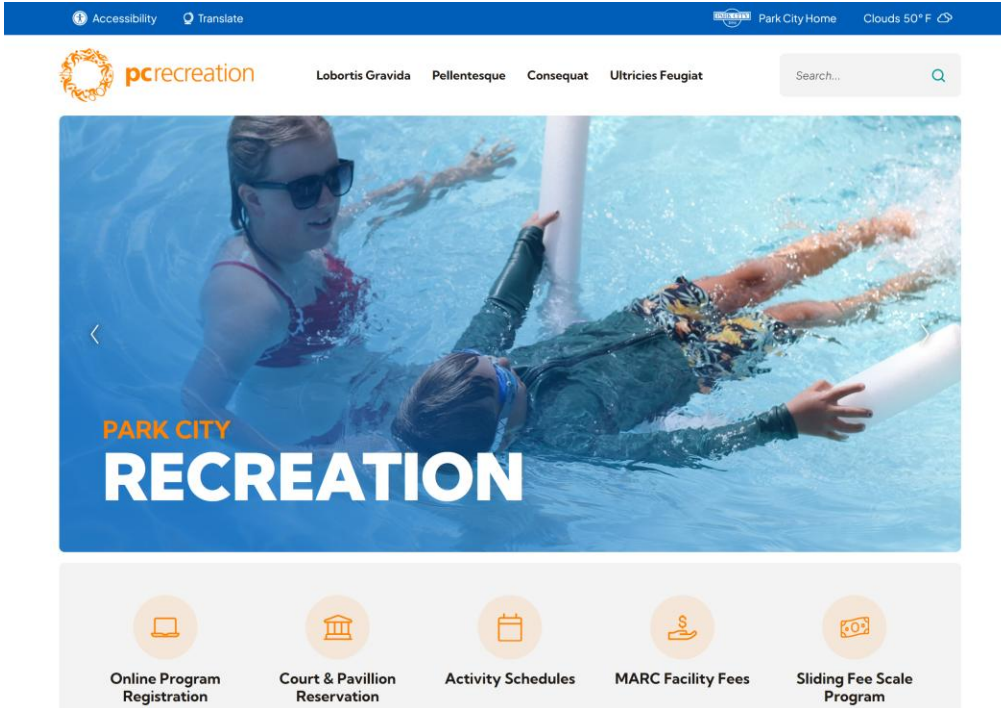
Design

parkcity.gov (Landing Page, Interior Department Page)



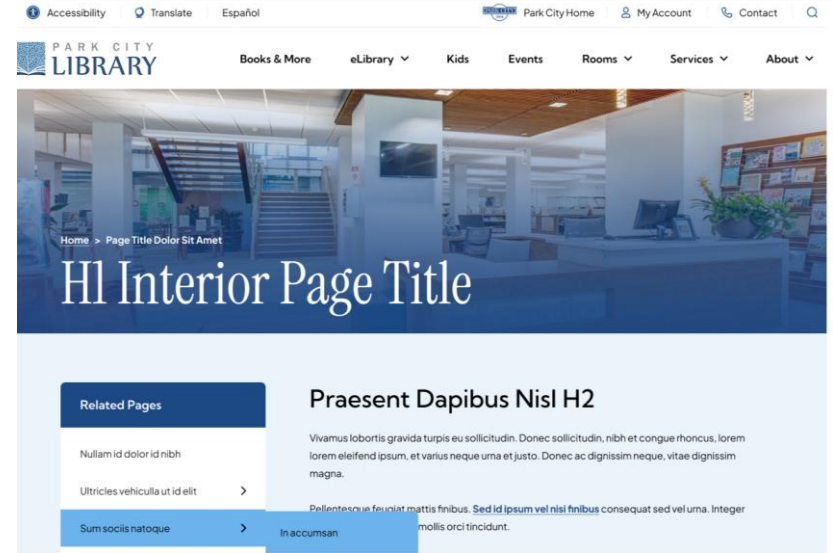
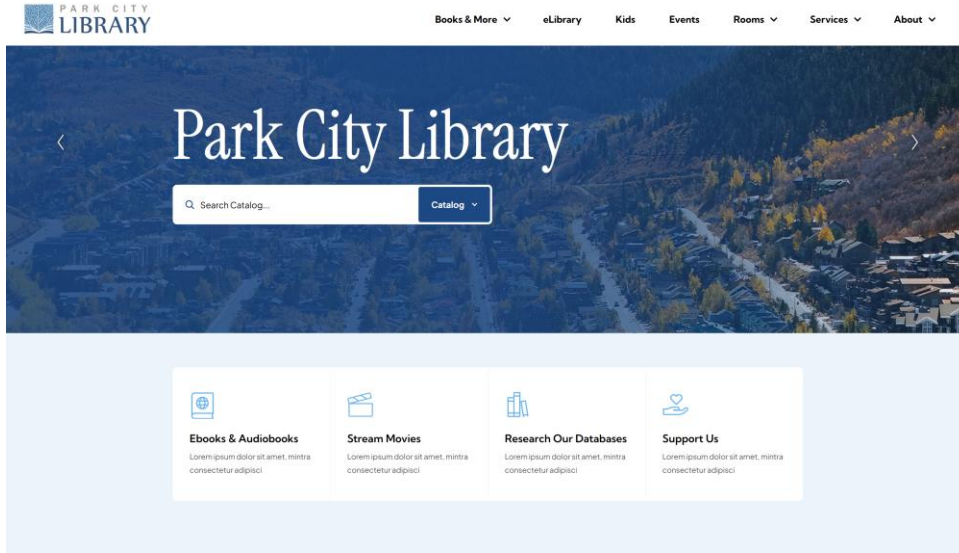
Design

Recreation Subsite (Landing Page, Interior Page)



Design

Library Subsite (Landing Page, Interior Page)





City Council Staff Report

Subject: December Sales Tax Report
Author: Budget Team
Department: Budget
Date: March 19, 2026

Sales Tax Distribution

The following summarizes the December sales tax distribution:

Citywide Sales Tax Distribution Summary (excludes Transient Room Tax):

Monthly (December):

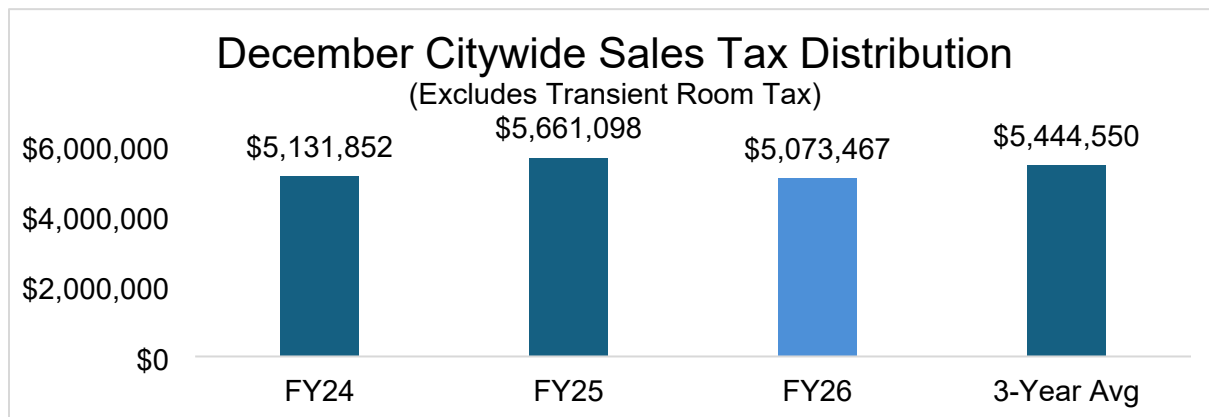
Revenue: \$5,073,467 — down \$587,631 (-10.4%) vs. December 2024; down \$519,362 (-9.3%) vs. budget.

Rolling Quarter (October – December):

Revenue: \$10,507,043 — up \$84,308 (+0.8%) vs. same period last year; down \$108,803 (-1%) vs. budget.

Year-to-Date (July – December):

Revenue: \$18,790,409 — up \$458,536 (+2.5%) vs. same period last year; up \$182,972 (+1%) vs. budget.



General Fund Distribution Summary:

Monthly (December):

Revenue: \$2,710,896 — down \$306,006 (-10.1%) vs. December 2024; down \$310,702 (-10.3%) vs. budget.

Rolling Quarter (October – December):

Revenue: \$5,651,568 — up \$55,998 (+1%) vs. same period last year; down \$126,944 (-2.2%) vs. budget.

Year-to-Date (July – December):

Revenue: \$10,134,789 — up \$250,020 (+2.5%) vs. same period last year; down \$32,543 (-0.3%) vs. budget.

Transient Room Tax (TRT) Distribution Summary:

Monthly (December):

Revenue: \$512,562 — down \$136,909 (21.1%) vs. December 2024; down \$128,246 (-20%) vs. budget.

Rolling Quarter (October – December):

Revenue: \$983,127 — down \$67,975 (-6.5%) vs. same period last year; down \$140,587 (-12.5%) vs. budget.

Year-to-Date (July – December):

Revenue: \$1,604,581 — down \$73,238 (4.4%) vs. same period last year; down \$172,128 (-9.7%) vs. budget.

Sales Tax Analysis

December's sales tax distribution was influenced by timing effects in the State Tax Commission's distribution process. A portion of payments that would typically appear in the December distribution were filed early and included in the November distribution, shifting revenue between months. As a result, December's reported totals appear weaker on a single month basis than underlying economic activity would otherwise suggest. Preliminary filing detail included in the distribution shows December collections down 6.8% compared to last year, although this figure may change as late filings are processed.

Because monthly distributions can be volatile, the rolling quarterly and fiscal year to date measures provide the clearest signal of underlying performance. On those measures, sales tax collections remain modestly ahead of last year and generally near budget expectations, indicating that overall fiscal year performance remains stable despite the weaker December distribution.

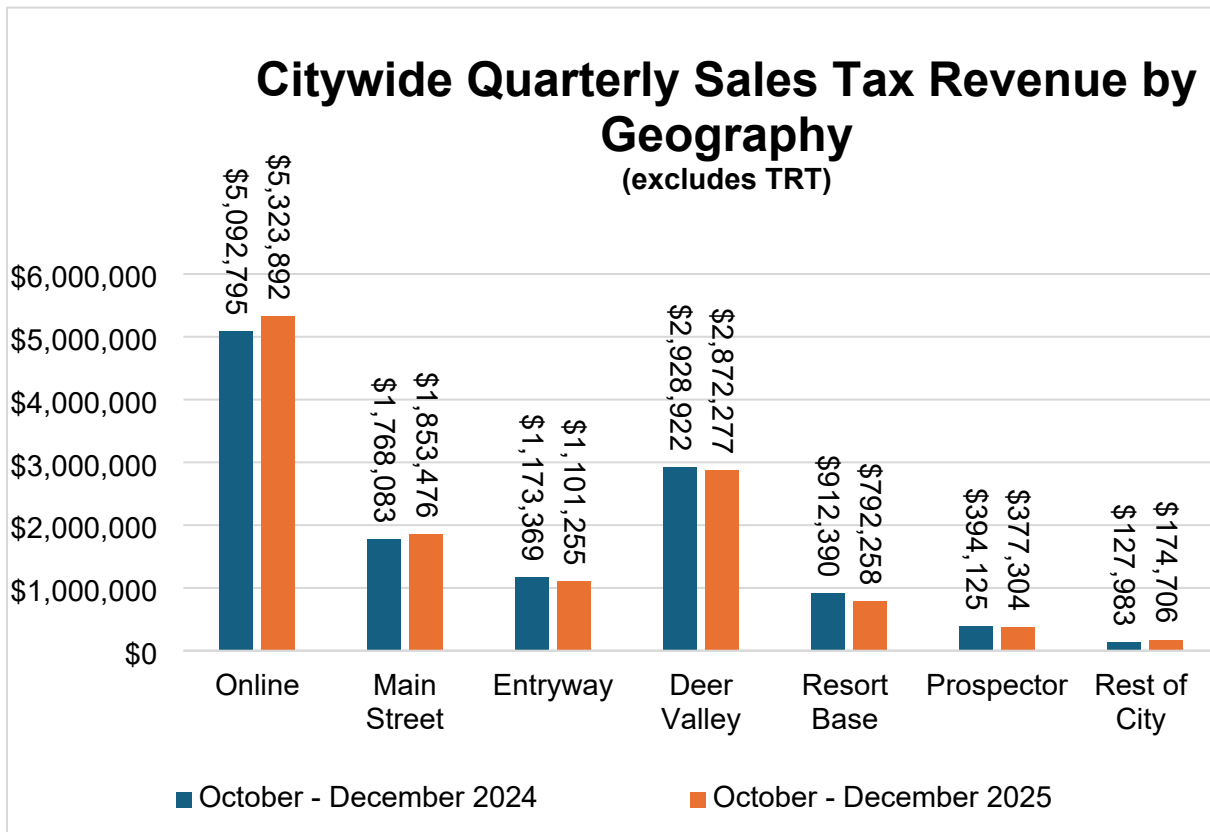
This winter season has experienced historically low snowfall, which has impacted visitation and tourism related spending. Transient Room Tax collections have shown a more pronounced decline, reflecting softer overnight lodging activity and the recent decline in longer distance visitation.

Looking ahead, several indicators suggest winter tourism activity has remained softer than in recent years. Longer distance visitation to Park City declined approximately 9% in January and about 8% in February compared to last year, although overall visits have held up somewhat better, especially in January. This pattern indicates a shift toward more regional visitors, who typically stay for shorter periods. This can shift spending patterns, including less overnight lodging activity, relative to destination travelers. This shift is consistent with the historically poor snow conditions this winter,

which tend to reduce long distance ski travel while regional visitors remain more willing to make shorter trips.

High frequency indicators, including visitation and lodging metrics, are being closely monitored along with input from the Park City Chamber of Commerce as part of the City’s broader economic monitoring efforts to assess potential impacts to future sales tax projections.

As a reminder, this report reflects amounts distributed by the State Tax Commission and therefore lags real time economic activity and can be affected by distribution timing.



January Budget Monitoring Revenues

Currently tracking 9% below the estimated YTD budget when excluding timing-related variances, such as interest revenue. This trend is primarily driven by sluggish sales tax, as described in the Sales Tax report, and a drop in development-related fees.

Revenue Category	Current Status	Comments
Sales Tax	📉 Below Budget	Underperforming/softening. Historically, February and March are our highest revenue months.
Property Tax	📊 Mixed	Above FY25 levels, but below budget; late filings may bridge the gap.
Licenses & Permits	📉 Below Budget	Revenue is based on development, which varies each year; This impacts the General and Water Fund revenues.
Misc. Revenue	⌚ Pending	The majority (interest earnings) will not be recorded until year-end.
Overall Total	📉 9% Below Budget	Driven by low sales tax and fee revenue shortfalls.

Expenses

Overall, expenses are tracking 5% below the estimated YTD budget when excluding IFT, debt, and capital transactions, which vary due to timing and seasonality. Personnel and materials, services, supplies are all impacted by seasonality and weather and are often able to “flex” along with decreased demand (and revenue). Managers are reducing or delaying spending where possible as we navigate an under-performing winter season. See Exhibit C for a detailed expense report.

Category	Status vs. Budget	Drivers & Observations
Overall Expenses	📉 5% Below Budget	Figure excludes IFT, debt, and capital transactions to account for timing.
Personnel	📉 Varies	Impacted by seasonality and weather, "flexes" with demand. Managers are reducing or delaying spending where possible.
Materials & Services	📉 Under Budget	Correlates with decreased seasonal demand and lower service volume. Prioritizing essential spending and maximizing efficiency.
Debt & Capital	⌚ Timing Variance	Fluctuations are due to seasonality, project schedules, and the timing of financial entries.

Exhibits

Exhibit A: FY26 December Sales Tax Distribution

Exhibit B: January YTD Revenue

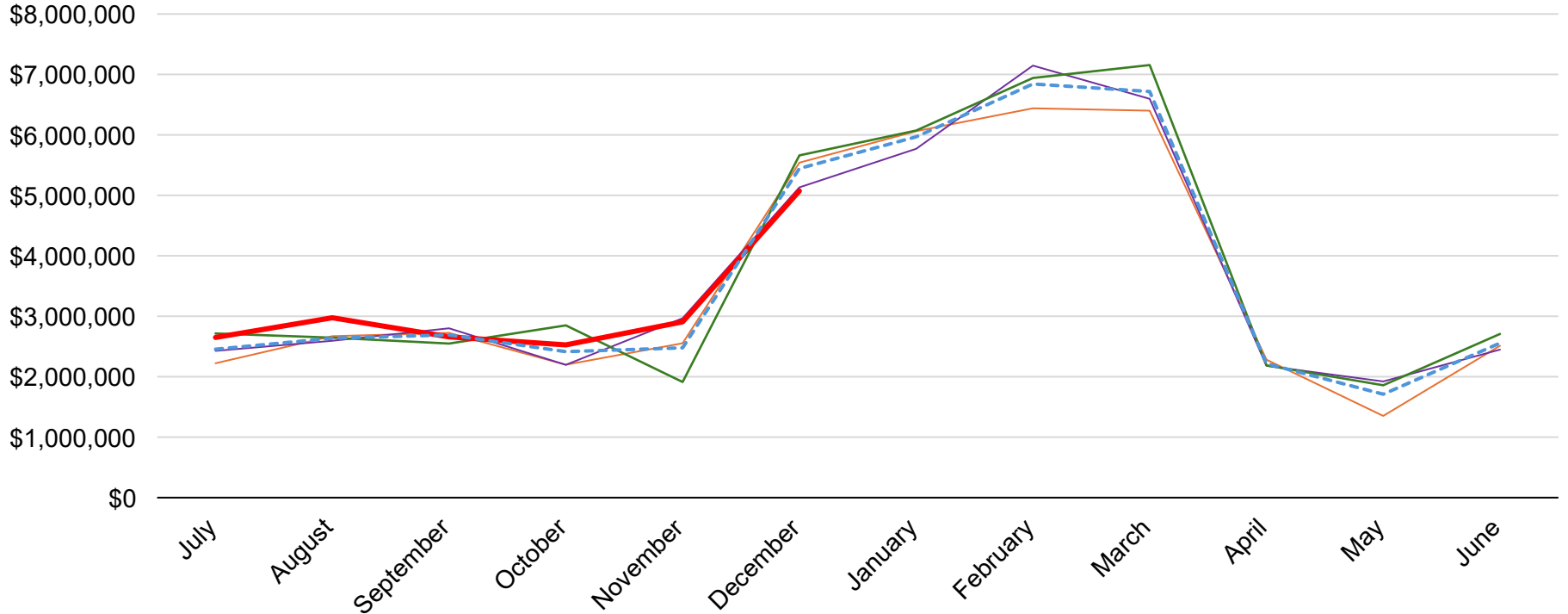
Exhibit C: January YTD Expenses

December Sales Tax Distribution Appendix

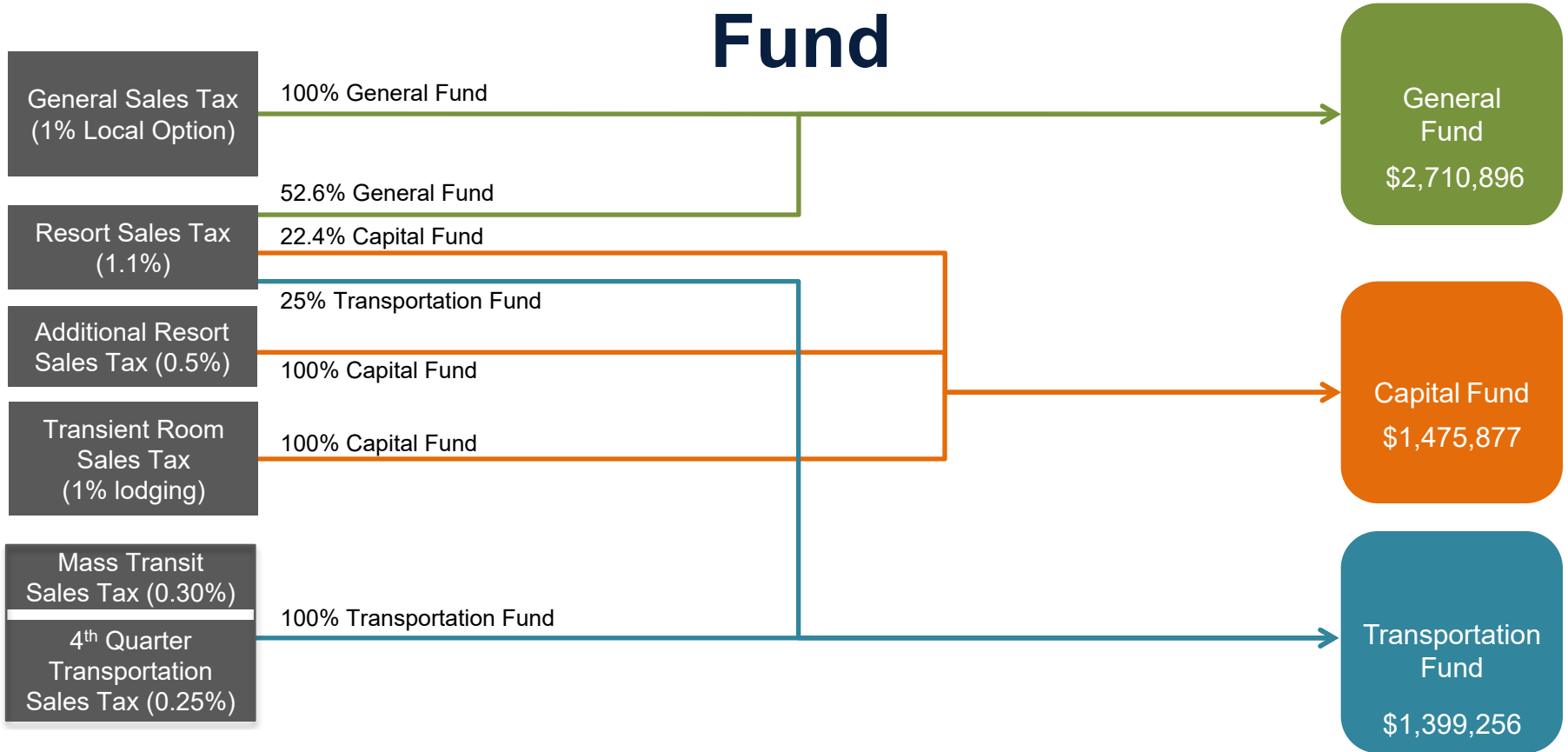
Sales Tax Distribution

Annual Distribution Sales Tax Revenue Over Time by Month

FY23 FY24 FY25 FY26 3-Year Avg



December Sales Tax Revenue by Fund



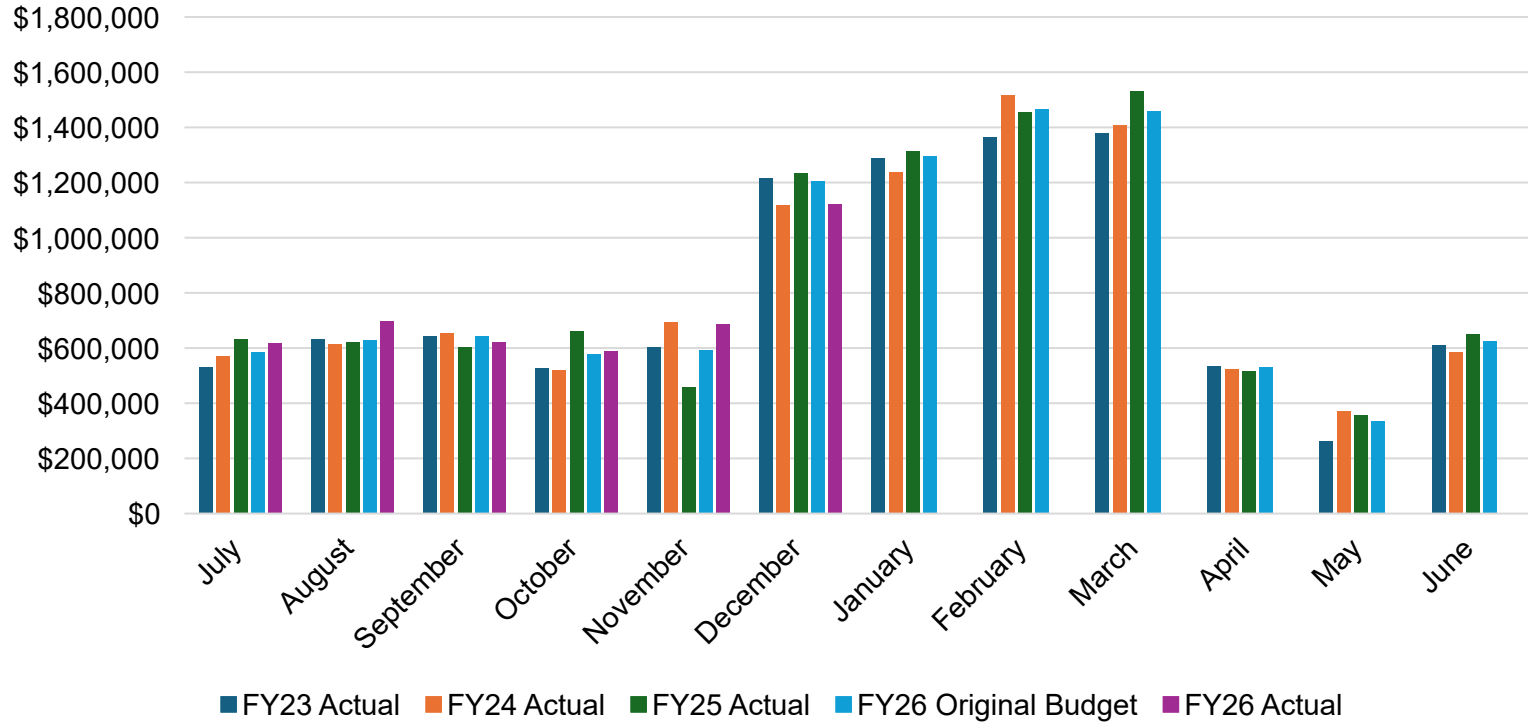
Local Option Sales Tax Distribution

Local Option Sales Tax - Monthly							
Month	FY23 Actual	FY24 Actual	FY25 Actual	FY26 Original Budget	FY26 Actual	FY26 v FY25, % Variance	Actuals vs Budget
July	\$532,806	\$570,791	\$634,037	\$586,573	\$619,299	-2.32%	5.58%
August	\$631,245	\$612,827	\$623,012	\$630,272	\$697,269	11.92%	10.63%
September	\$641,829	\$655,342	\$604,981	\$642,109	\$620,391	2.55%	-3.38%
October	\$526,872	\$521,364	\$661,089	\$577,017	\$587,862	-11.08%	1.88%
November	\$603,371	\$695,129	\$460,257	\$593,704	\$686,489	49.15%	15.63%
December	\$1,216,593	\$1,116,760	\$1,233,701	\$1,204,130	\$1,121,439	-9.10%	-6.87%
Total	\$4,152,716	\$4,172,213	\$4,217,077	\$4,233,805	\$4,332,748	2.74%	2.34%

Local Option Sales Tax - Cumulative							
Month	FY23 Actual	FY24 Actual	FY25 Actual	FY26 Original Budget	FY26 Actual	FY26 v FY25, % Variance	Actuals vs Budget
July	\$532,806	\$570,791	\$634,037	\$586,573	\$619,299	-2.32%	5.58%
August	\$1,164,051	\$1,183,618	\$1,257,049	\$1,216,845	\$1,316,568	4.73%	8.20%
September	\$1,805,880	\$1,838,960	\$1,862,030	\$1,858,954	\$1,936,958	4.02%	4.20%
October	\$2,332,752	\$2,360,324	\$2,523,119	\$2,435,971	\$2,524,820	0.07%	3.65%
November	\$2,936,124	\$3,055,453	\$2,983,376	\$3,029,675	\$3,211,309	7.64%	6.00%
December	\$4,152,716	\$4,172,213	\$4,217,077	\$4,233,805	\$4,332,748	2.74%	2.34%

Local Option Sales Tax Distribution

Local Option Sales Tax
Historical Sales Tax Revenues Over Time by Month



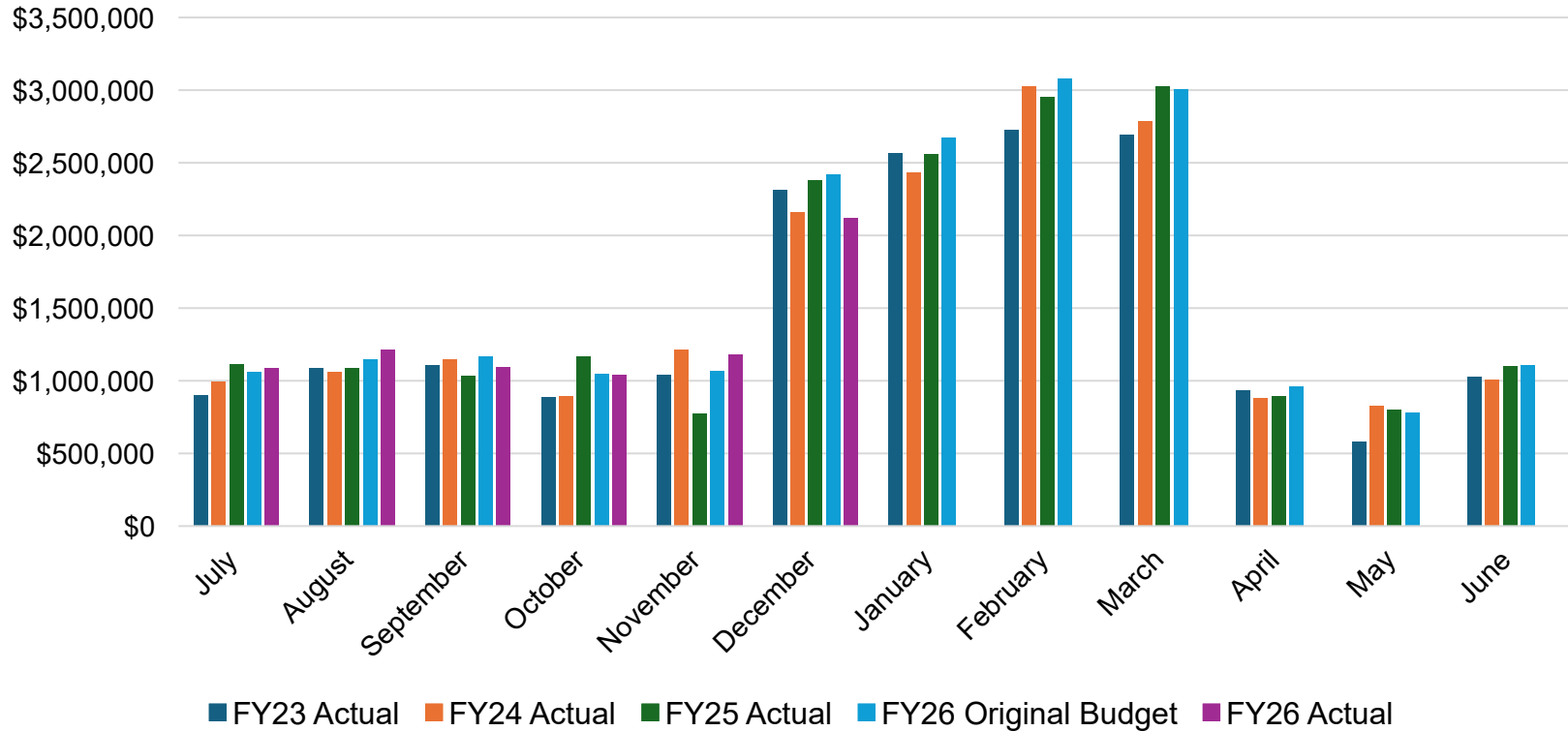
Resort Sales Tax Distribution

Resort Sales Tax - Monthly							
Month	FY23 Actual	FY24 Actual	FY25 Actual	FY26 Original Budget	FY26 Actual	FY26 v FY25, % Variance	Actuals vs Budget
July	\$902,234	\$992,105	\$1,112,701	\$1,063,400	\$1,087,122	-2.3%	2.23%
August	\$1,090,337	\$1,059,869	\$1,086,352	\$1,144,615	\$1,215,741	11.91%	6.21%
September	\$1,110,616	\$1,146,679	\$1,037,171	\$1,165,140	\$1,092,154	5.30%	-6.26%
October	\$890,992	\$893,576	\$1,169,253	\$1,044,604	\$1,039,080	-11.13%	-0.53%
November	\$1,039,947	\$1,212,812	\$773,844	\$1,070,319	\$1,182,681	52.83%	10.50%
December	\$2,315,835	\$2,158,917	\$2,377,602	\$2,423,290	\$2,119,277	-10.86%	-12.55%
Total	\$7,349,960	\$7,463,957	\$7,556,923	\$7,911,369	\$7,736,055	2.37%	-2.22%

Resort Sales Tax - Cumulative							
Month	FY23 Actual	FY24 Actual	FY25 Actual	FY26 Original Budget	FY26 Actual	FY26 v FY25, % Variance	Actuals vs Budget
July	\$902,234	\$992,105	\$1,112,701	\$1,063,400	\$1,087,122	-2.30%	2.23%
August	\$1,992,571	\$2,051,973	\$2,199,053	\$2,208,015	\$2,302,864	4.72%	4.30%
September	\$3,103,187	\$3,198,652	\$3,236,224	\$3,373,155	\$3,395,018	4.91%	0.65%
October	\$3,994,179	\$4,092,228	\$4,405,478	\$4,417,759	\$4,434,098	0.65%	0.37%
November	\$5,034,126	\$5,305,040	\$5,179,321	\$5,488,079	\$5,616,779	8.45%	2.35%
December	\$7,349,960	\$7,463,957	\$7,556,923	\$7,911,369	\$7,736,055	2.37%	-2.22%

Resort Sales Tax Distribution

Resort Sales Tax
Historical Sales Tax Revenues Over Time by Month



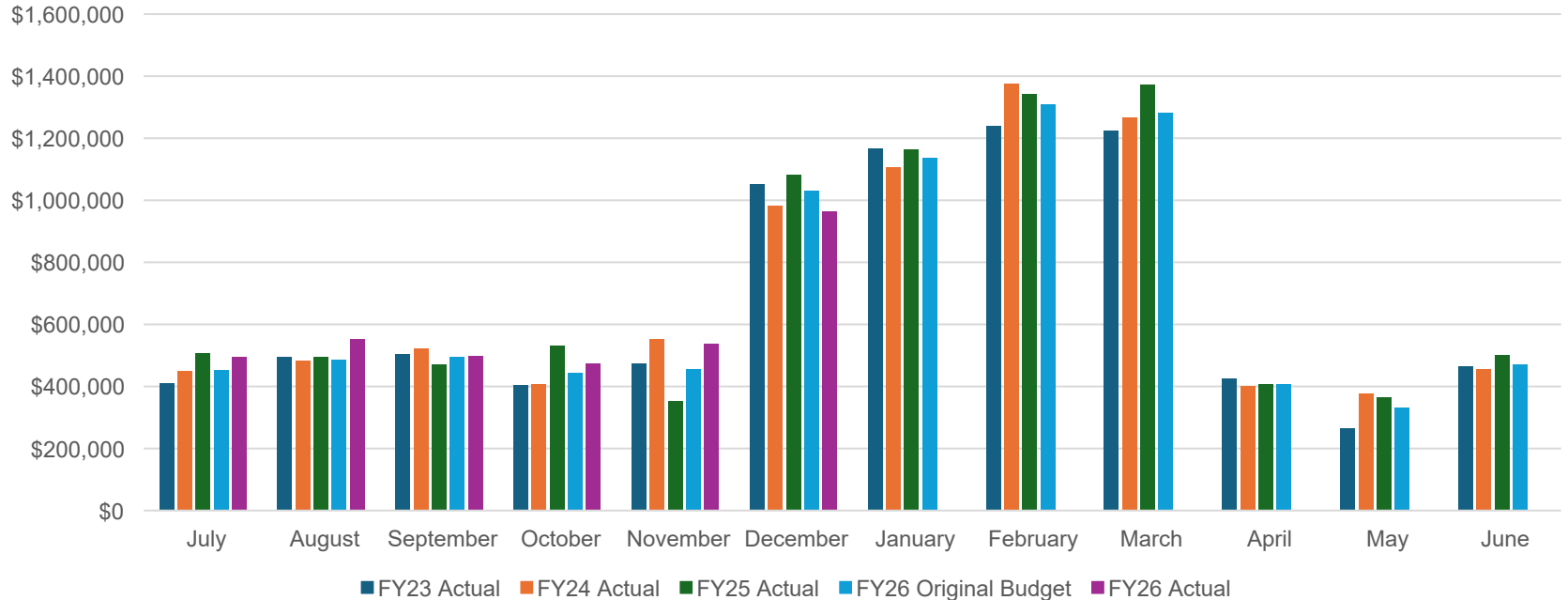
Additional Resort Sales Tax Distribution

Additional Resort Sales Tax - Monthly							
Month	FY23 Actual	FY24 Actual	FY25 Actual	FY26 Original Budget	FY26 Actual	FY26 v FY25, % Variance	Actuals vs Budget
July	\$410,098	\$450,843	\$505,773	\$452,643	\$494,146	-2.3%	9.17%
August	\$495,728	\$481,736	\$493,770	\$487,213	\$552,579	11.91%	13.42%
September	\$504,874	\$521,445	\$471,424	\$495,949	\$496,449	5.31%	0.10%
October	\$405,064	\$406,125	\$531,437	\$444,642	\$472,281	-11.13%	6.22%
November	\$472,578	\$551,277	\$351,757	\$455,588	\$537,479	52.80%	17.97%
December	\$1,052,556	\$981,330	\$1,080,732	\$1,031,489	\$963,315	-10.86%	-6.61%
Total	\$3,340,897	\$3,392,757	\$3,434,892	\$3,367,523	\$3,516,249	2.37%	4.42%

Additional Resort Sales Tax - Cumulative							
Month	FY23 Actual	FY24 Actual	FY25 Actual	FY26 Original Budget	FY26 Actual	FY26 v FY25, % Variance	Actuals vs Budget
July	\$410,098	\$450,843	\$505,773	\$452,643	\$494,146	-2.30%	9.17%
August	\$905,825	\$932,579	\$999,543	\$939,855	\$1,046,725	4.72%	11.37%
September	\$1,410,700	\$1,454,025	\$1,470,967	\$1,435,804	\$1,543,174	4.91%	7.48%
October	\$1,815,764	\$1,860,150	\$2,002,404	\$1,880,447	\$2,015,455	0.65%	7.18%
November	\$2,288,342	\$2,411,427	\$2,354,161	\$2,336,035	\$2,552,934	8.44%	9.28%
December	\$3,340,897	\$3,392,757	\$3,434,892	\$3,367,523	\$3,516,249	2.37%	4.42%

Additional Resort Sales Tax Distribution

Additional Resort Tax
Historical Sales Tax Revenues Over Time by Month



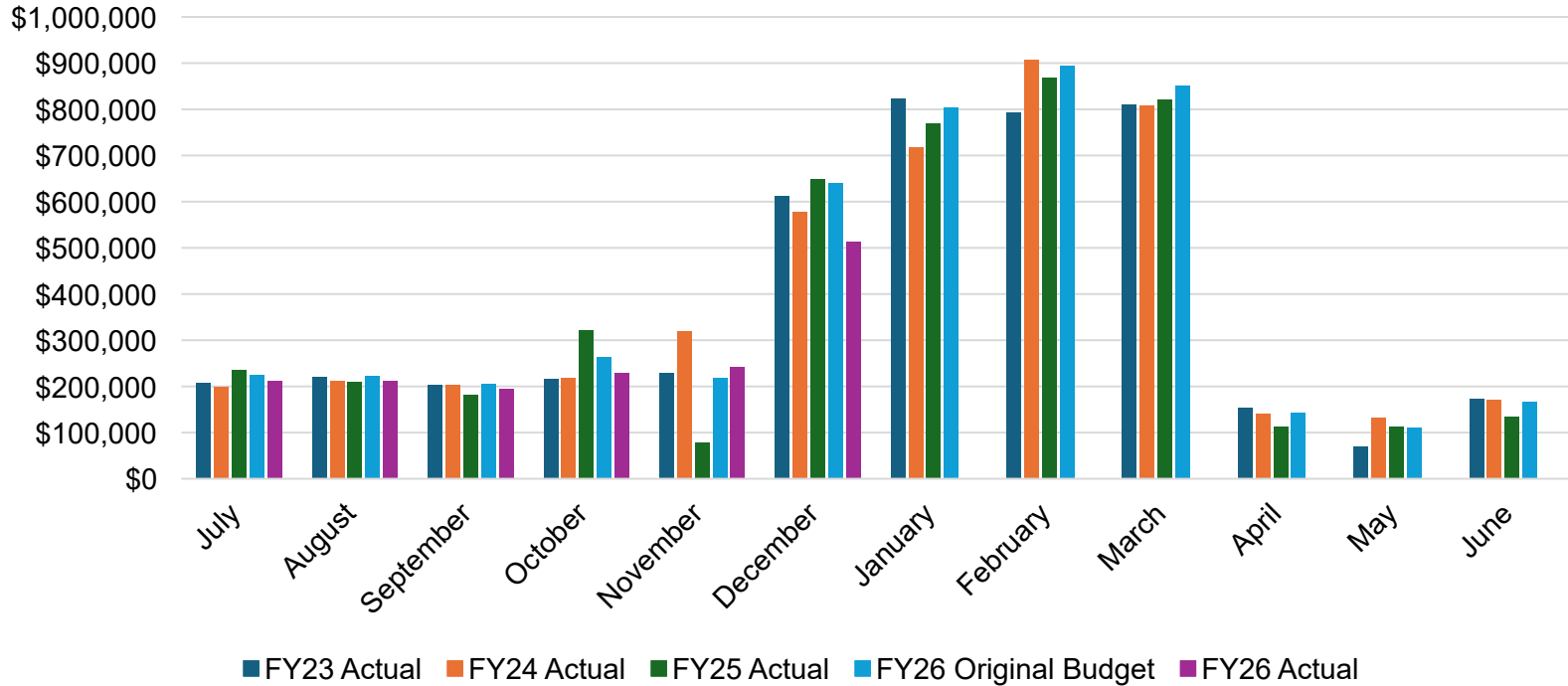
Transient Room Tax Distribution

Transient Room Sales Tax - Monthly							
Month	FY23 Actual	FY24 Actual	FY25 Actual	FY26 Original Budget	FY26 Actual	FY26 v FY25, % Variance	Actuals vs Budget
July	\$207,936	\$199,624	\$236,013	\$224,285	\$212,771	-9.85%	-5.13%
August	\$219,874	\$212,683	\$209,093	\$223,615	\$213,046	1.89%	-4.73%
September	\$203,178	\$203,721	\$181,611	\$205,095	\$195,636	7.72%	-4.61%
October	\$217,406	\$217,701	\$322,638	\$264,074	\$228,208	-29.27%	-13.58%
November	\$229,493	\$319,441	\$78,992	\$218,832	\$242,357	206.81%	10.75%
December	\$611,583	\$577,710	\$649,471	\$640,808	\$512,562	-21.08%	-20.01%
Total	\$1,689,469	\$1,730,880	\$1,677,819	\$1,776,709	\$1,604,581	-4.37%	-9.69%

Transient Room Sales Tax - Cumulative							
Month	FY23 Actual	FY24 Actual	FY25 Actual	FY26 Original Budget	FY26 Actual	FY26 v FY25, % Variance	Actuals vs Budget
July	\$207,936	\$199,624	\$236,013	\$224,285	\$212,771	-9.85%	-5.13%
August	\$427,810	\$412,307	\$445,106	\$447,899	\$425,818	-4.33%	-4.93%
September	\$630,988	\$616,027	\$626,717	\$652,995	\$621,454	-0.84%	-4.83%
October	\$848,393	\$833,728	\$949,356	\$917,069	\$849,662	-10.50%	-7.35%
November	\$1,077,886	\$1,153,169	\$1,028,347	\$1,135,900	\$1,092,019	6.19%	-3.86%
December	\$1,689,469	\$1,730,880	\$1,677,819	\$1,776,709	\$1,604,581	-4.37%	-9.69%

Transient Room Tax Distribution

Transient Room Sales Tax Historical Sales Tax Revenues Over Time by Month



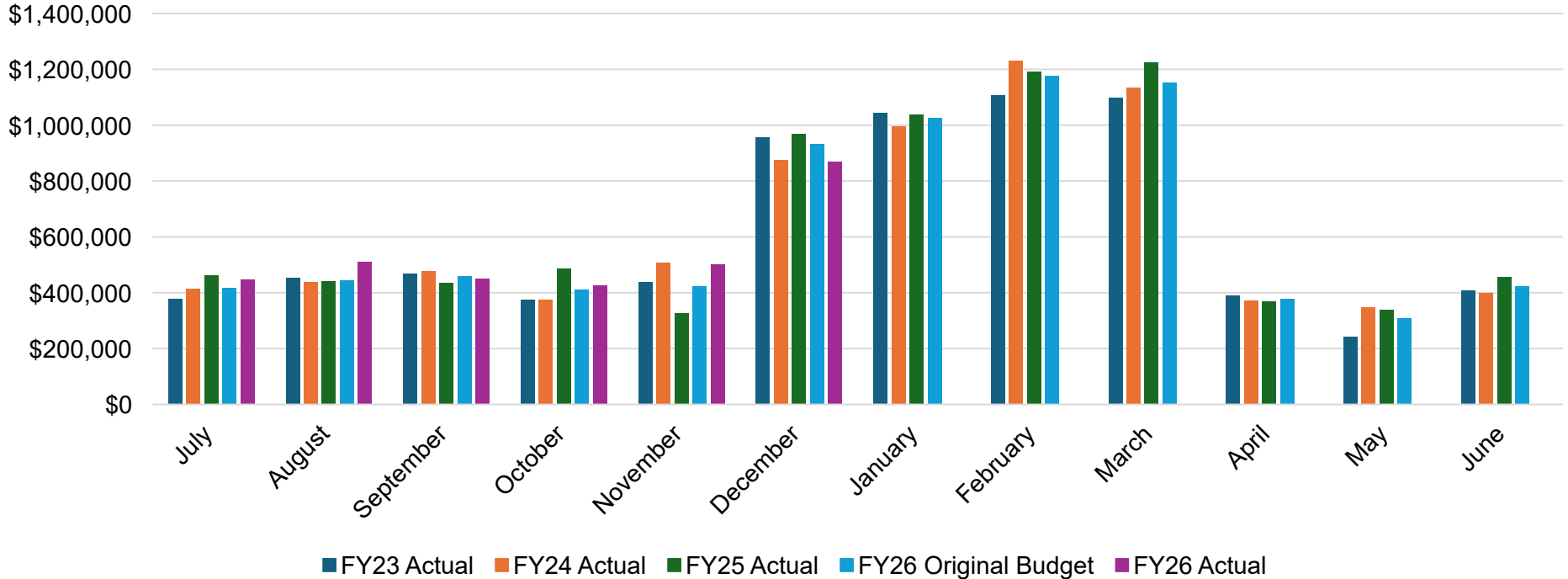
Transportation Sales Taxes Distributions

Transportation Sales Taxes - Monthly							
Month	FY23 Actual	FY24 Actual	FY25 Actual	FY26 Original Budget	FY26 Actual	FY26 v FY25, % Variance	Actuals vs Budget
July	\$377,116	\$413,216	\$462,510	\$417,933	\$448,663	-2.99%	7.35%
August	\$453,180	\$439,674	\$442,599	\$445,491	\$509,612	15.14%	14.39%
September	\$467,427	\$477,474	\$434,807	\$460,254	\$449,941	3.48%	-2.24%
October	\$375,061	\$375,137	\$487,245	\$412,796	\$426,884	-12.39%	3.41%
November	\$437,648	\$507,667	\$326,755	\$424,347	\$500,820	53.27%	18.02%
December	\$955,716	\$874,845	\$969,064	\$933,920	\$869,437	-10.28%	-6.90%
Total	\$3,066,148	\$3,088,013	\$3,122,981	\$3,094,739	\$3,205,357	2.64%	3.57%

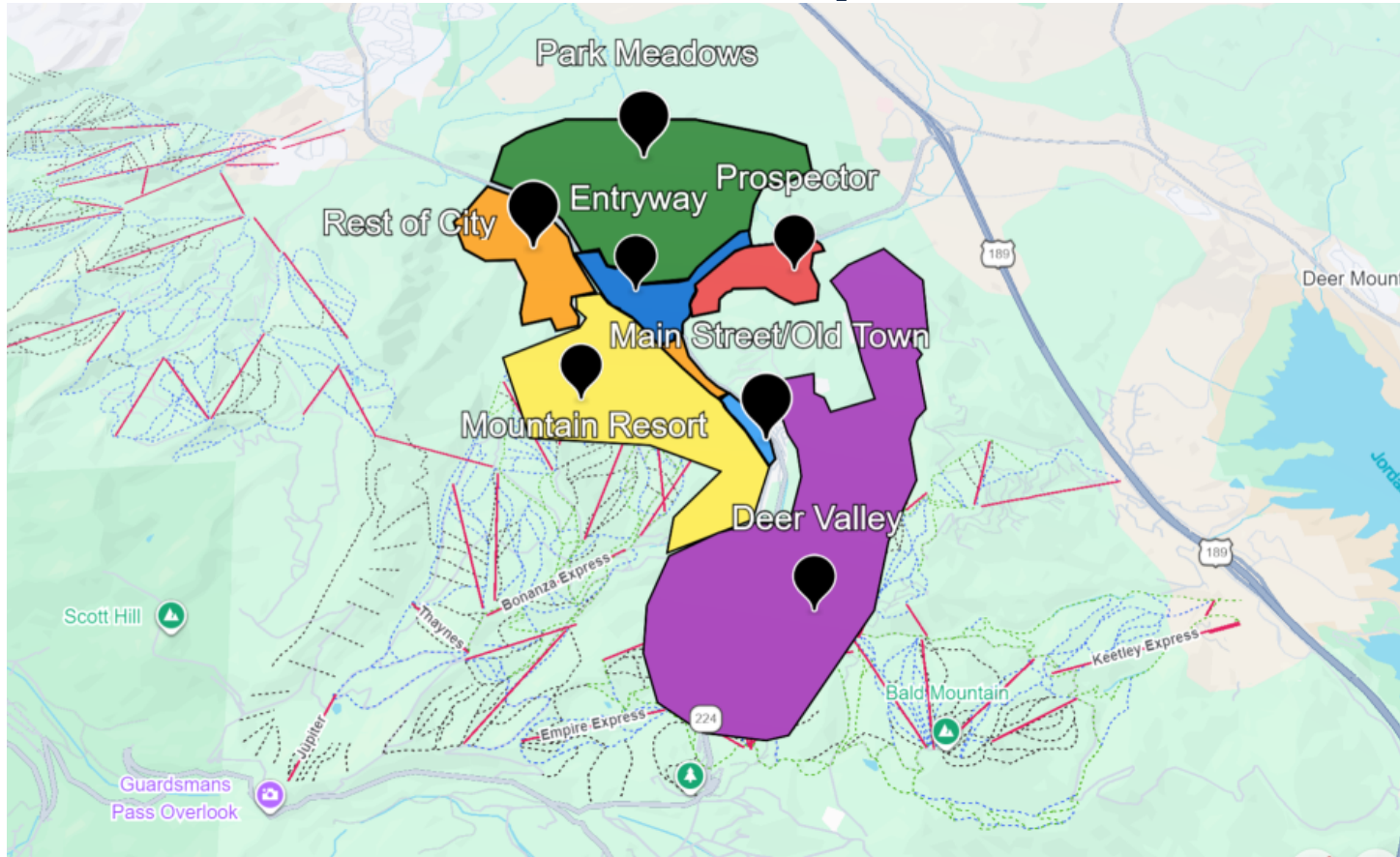
Transportation Sales Taxes - Cumulative							
Month	FY23 Actual	FY24 Actual	FY25 Actual	FY26 Original Budget	FY26 Actual	FY26 v FY25, % Variance	Actuals vs Budget
July	\$377,116	\$413,216	\$462,510	\$417,933	\$448,663	-2.99%	7.35%
August	\$830,296	\$852,890	\$905,110	\$863,423	\$958,275	5.87%	10.99%
September	\$1,297,723	\$1,330,364	\$1,339,916	\$1,323,677	\$1,408,216	5.10%	6.39%
October	\$1,672,784	\$1,705,501	\$1,827,162	\$1,736,473	\$1,835,101	0.43%	5.68%
November	\$2,110,432	\$2,213,168	\$2,153,917	\$2,160,819	\$2,335,920	8.45%	8.10%
December	\$3,066,148	\$3,088,013	\$3,122,981	\$3,094,739	\$3,205,357	2.64%	3.57%

Transportation Sales Tax Distributions

Transportation Sales Taxes
 Historical Sales Tax Revenues Over Time by Month
 (Excludes Additional Mass Transit Tax 2nd Quarter)



Geos Map



YTD Revenue - January 2026	FY24 YTD	FY25 YTD	YTD Actuals	YTD Monthly Budget Estm	YTD Variance \$	YTD Variance %	FY26 Original Budget
- 011 GENERAL FUND							
Property Taxes	11,590,412	8,309,574	11,053,317	13,214,194	-2,160,877	-16%	14,494,547
Sales Tax	7,034,232	6,867,867	7,423,893	7,822,582	-398,689	-5%	21,052,307
Franchise Tax	1,390,299	1,400,689	1,422,023	2,542,941	-1,120,918	-44%	4,236,909
Licenses and Permits (BPE)	4,020,868	5,480,540	3,257,794	4,539,098	-1,281,304	-28%	7,781,310
Intergovernmental	83,978	86,998	22,502	92,682	-70,180	-76%	123,706
Charges for Services	1,463,568	1,686,221	1,614,342	2,585,946	-971,604	-38%	3,541,599
Fines and Foreitures	10,613	11,158	12,327	15,758	-3,431	-22%	20,488
Misc. Revenues	296,886	251,233	213,328	189,667	23,661	12%	1,729,299
Interfund Transactions (Admin)	1,726,438	1,726,438	1,915,592	2,529,140	-613,548	-24%	4,335,668
Total 011 GENERAL FUND	27,617,295	25,820,717	26,935,118	33,532,008	-6,596,890	-20%	57,315,832
- 012 QUINNS RECREATION COMPLEX							
Intergovernmental	0	27,092	0	4,411	-4,411	-100%	4,411
Charges for Services	619,084	657,622	728,339	889,081	-160,742	-18%	1,118,933
Total 012 QUINNS RECREATION COMPLEX	619,084	684,714	728,339	893,492	-165,153	-18%	1,123,344
- 022 DRUG CONFISCATIONS							
State Revenue	1,065	28,295	20,557	34,237	-13,680	-40%	37,164
Total 022 DRUG CONFISCATIONS	1,065	28,295	20,557	34,237	-13,680	-40%	37,164
- 023 LOWER PARK AVE RDA SPECIAL REVENUE FUND							
Property Taxes	1,170,632	1,097,428	1,297,024	1,298,151	-1,127	0%	1,333,541
Intergovernmental	3,919,073	3,673,998	4,342,210	4,068,808	273,402	7%	4,460,674
Interest Income					0		134,000
Total 023 LOWER PARK AVE RDA SPECIAL REVENUE FUND	5,089,705	4,771,426	5,639,234	5,366,959	272,275	5%	5,928,215
- 024 MAIN STREET RDA SPECIAL REVENUE FUND							
Property Taxes	2,842	1,691	0	1,834	-1,834	-100%	2,055
Misc. Revenues			0		0		44,000
Total 024 MAIN STREET RDA SPECIAL REVENUE FUND	2,842	1,691		27,501	-27,501	-100%	46,055
- 031 CAPITAL IMPROVEMENT FUND							
Sales Tax	3,564,596	3,382,508	3,644,953	3,850,260	-205,307	-5%	17,710,257
Impact Fees	303,698	1,409,407	386,013	637,617	-251,604	-39%	644,304
Intergovernmental	1,082,602	620,936	613,214	1,278,268	-665,054	-52%	1,440,002
County/SP District Revenue					0		
Misc. Revenues	372,090	541,765	1,891,115	4,253,691	-2,362,576	-56%	5,194,324
Bond Proceeds					0		30,000,000
Total 031 CAPITAL IMPROVEMENT FUND	5,322,986	5,954,616	6,535,295	10,019,836	-3,484,541	-35%	54,988,887
- 033 REDEVELOPMENT AGENCY-LOWER PRK							
Misc. Revenues				79,917	-79,917	-100%	137,000
Interfund Transactions (CIP/Debt)	1,803,977	1,803,977	1,803,977	1,803,977	0	0%	3,092,532
Total 033 REDEVELOPMENT AGENCY-LOWER PRK	1,803,977	1,803,977	1,803,977	1,883,894	-79,917	-4%	3,229,532
- 034 REDEVELOPMENT AGENCY-MAIN ST							
Misc. Revenues				54,833	-54,833	-100%	94,000
Total 034 REDEVELOPMENT AGENCY-MAIN ST				54,833	-54,833	-100%	94,000

YTD Revenue - January 2026	FY24 YTD	FY25 YTD	YTD Actuals	YTD Monthly Budget Estm	YTD Variance \$	YTD Variance %	FY26 Original Budget
- 038 EQUIPMENT REPLACEMENT CIP							
Misc. Revenues	112,383	122,843	17,623	124,973	-107,350	-86%	153,000
Interfund Transactions (CIP/Debt)	1,099,931	1,099,931	1,099,931	1,099,933	-2	0%	1,885,600
Total 038 EQUIPMENT REPLACEMENT CIP	1,212,314	1,222,774	1,117,554	1,224,906	-107,352	-9%	2,038,600
- 051 WATER FUND							
Water Impact Fees	624,541	1,716,963	720,097	1,287,723	-567,626	-44%	1,367,325
Water Charges for Services	12,811,853	15,262,368	15,329,322	16,969,846	-1,640,524	-10%	26,948,145
Misc. Revenues	441,211	350,056	224,423	575,246	-350,823	-61%	807,097
Total 051 WATER FUND	13,877,605	17,329,387	16,273,842	18,832,816	-2,558,974	-14%	29,122,567
- 052 STORM WATER FUND							
Water Charges for Services	936,758	971,710	1,003,006	1,128,623	-125,617	-11%	1,936,223
Misc. Revenues			8,550	86,333	-77,783	-90%	148,000
Total 052 STORM WATER FUND	936,758	971,710	1,011,556	1,214,957	-203,401	-17%	2,084,223
- 055 GOLF COURSE FUND							
Recreation	1,477,409	1,615,566	1,674,693	1,347,143	327,550	24%	2,520,167
Misc. Revenues	3,326	8,110	10,772	86,745	-75,973	-88%	156,124
Interfund Transactions (CIP/Debt)	14,581	14,581	14,581	14,583	-2	0%	25,000
Total 055 GOLF COURSE FUND	1,495,315	1,638,257	1,700,046	1,448,471	251,575	17%	2,701,291
- 057 TRANSPORTATION & PARKING FUND							
Sales Tax	4,445,020	4,433,028	4,482,655	4,738,185	-255,530	-5%	16,736,810
Licenses	1,034,017	1,060,869	1,060,638	1,117,635	-56,997	-5%	1,129,231
Intergovernmental	2,579,344	855,969	1,463,010	724,400	738,610	102%	25,500,000
Transit Charges for Services	75,789	375,000	627,833	207,400	420,433	203%	300,000
Misc. Revenues	174,985	175,397	397,795	619,241	-221,446	-36%	1,886,442
Total 057 TRANSPORTATION & PARKING FUND	8,309,155	6,900,263	8,031,931	7,406,861	625,070	8%	45,552,483
- 058 PARKING FUND							
Special Event Fees	4,760	4,108	8,910	54,791	-45,881	-84%	54,791
Charges for Services	2,307,824	2,094,638	2,465,150	2,301,978	163,172	7%	3,082,762
Total 058 PARKING FUND	2,312,584	2,098,745	2,474,060	2,356,769	117,291	5%	3,137,553
- 062 FLEET SERVICES FUND							
Interfund Transactions (Admin)	1,956,507	1,855,469	1,707,034	1,707,038	-4	0%	2,926,350
Total 062 FLEET SERVICES FUND	1,956,507	1,855,469	1,707,034	1,707,038	-4	0%	2,926,350
- 064 SELF INSURANCE FUND							
Misc. Revenues	262,500	320,831	333,669	444,888	-111,219	-25%	572,000
Interfund Transactions (Admin)	1,077,678	1,056,545	1,136,156	1,136,154	2	0%	1,947,693
Total 064 SELF INSURANCE FUND	1,340,178	1,377,376	1,469,825	1,581,043	-111,218	-7%	2,519,693
- 070 SALES TAX REV BOND - DEBT SVS FUND							
Misc. Revenues	866,910	810,475	680,879	912,872	-231,993	-25%	1,027,528
Interfund Transactions (CIP/Debt)	4,063,101	4,059,573	4,056,857	4,056,859	-2	0%	6,954,615
Total 070 SALES TAX REV BOND - DEBT SVS FUND	4,930,011	4,870,048	4,737,736	4,969,731	-231,995	-5%	7,982,143
- 071 DEBT SERVICE FUND							
Property Taxes	9,478,438	11,638,656	8,430,525	8,430,525	0	0%	8,430,525

YTD Revenue - January 2026	FY24 YTD	FY25 YTD	YTD Actuals	YTD Monthly Budget Estm	YTD Variance \$	YTD Variance %	FY26 Original Budget
Misc. Revenues	2,335	4,175	2,201	5,756	-3,555	-62%	25,481
Total 071 DEBT SERVICE FUND	9,480,773	11,642,831	8,432,726	8,436,281	-3,555	0%	8,456,006
TOTAL	86,308,153	88,972,296	88,618,830	100,991,631	-12,372,801	-12%	229,283,939

YTD Expenses - January 2026	FY24 YTD	FY25 YTD	YTD Actuals	YTD Monthly Budget Estm	YTD Variance \$	YTD Variance %	FY26 Original Budget
- 011 GENERAL FUND							
PERSONNEL SERVICES	17,632,544	20,774,847	22,572,133	22,797,399	-225,266	-1%	39,515,491
MATERIALS, SUPPLIES AND SERVICES	5,413,082	5,150,156	6,566,157	6,333,995	232,162	4%	11,994,841
UTILITIES	486,961	445,549	415,860	472,150	-56,290	-12%	2,015,064
CAPITAL OUTLAY	416,785	120,446	232,124	269,218	-37,094	-14%	539,467
INTERFUND TRANSFER	2,440,774	2,408,896	2,376,444	2,367,445	8,999	0%	4,073,905
Total 011 GENERAL FUND	26,390,146	28,899,893	32,162,718	32,240,207	-77,489	0%	58,138,768
- 012 QUINNS RECREATION COMPLEX							
PERSONNEL SERVICES	622,759	653,471	730,747	787,761	-57,014	-7%	1,365,452
MATERIALS, SUPPLIES AND SERVICES	136,198	136,354	154,556	200,487	-45,931	-23%	340,395
UTILITIES	81,459	78,580	90,078	82,208	7,870	10%	162,759
CAPITAL OUTLAY				2,917	-2,917	-100%	5,000
Total 012 QUINNS RECREATION COMPLEX	840,416	868,404	975,381	1,073,372	-97,991	-9%	1,873,606
- 023 LOWER PARK AVE RDA SPECIAL REVENUE FUND							
MATERIALS, SUPPLIES AND SERVICES				5,833	-5,833	-100%	10,000
UTILITIES	3,559	1,258	3,296	3,657	-361	-10%	5,823
CONTRACT SVCS/CONSULTING/SOFTWARE LIC				4,581	-4,581	-100%	70,000
SPECIAL SERV CONTRACT/MISC CHARGES					0		750,000
INTERFUND TRANSFER	1,803,977	1,803,977	1,803,977	1,803,977	0	0%	3,092,532
Total 023 LOWER PARK AVE RDA SPECIAL REVENUE FUND	1,807,536	1,805,235	1,807,273	1,818,048	-10,775	-1%	3,928,355
- 024 MAIN STREET RDA SPECIAL REVENUE FUND							
CONTRACT SVCS/CONSULTING/SOFTWARE LIC		7,300		4,238	-4,238	-100%	50,000
Total 024 MAIN STREET RDA SPECIAL REVENUE FUND		7,300		4,238	-4,238	-100%	50,000
- 031 CAPITAL IMPROVEMENT FUND							
CAPITAL OUTLAY	7,428,390	17,051,373	20,079,523	25,921,519	-5,841,996	-23%	43,727,098
INTERFUND TRANSFER	2,435,111	2,435,223	2,435,223	2,435,431	-208	0%	4,175,025
Total 031 CAPITAL IMPROVEMENT FUND	9,863,501	19,486,596	22,514,746	28,356,950	-5,842,204	-21%	47,902,123
- 033 REDEVELOPMENT AGENCY-LOWER PRK							
CAPITAL OUTLAY	1,333,799	16,861	46,403	159,649	-113,246	-71%	200,000
INTERFUND TRANSFER	1,627,990	1,624,350	1,621,424	1,621,428	-4	0%	2,779,590
Total 033 REDEVELOPMENT AGENCY-LOWER PRK	2,961,789	1,641,211	1,667,827	1,781,077	-113,250	-6%	2,979,590
- 034 REDEVELOPMENT AGENCY-MAIN ST							
CAPITAL OUTLAY	138,865	463,537			0		
Total 034 REDEVELOPMENT AGENCY-MAIN ST	138,865	463,537	0	0	0		0
- 035 BUILDING AUTHORITY							
CAPITAL OUTLAY		499,965			0		
Total 035 BUILDING AUTHORITY		499,965	0	0	0		0
- 038 EQUIPMENT REPLACEMENT CIP							
CAPITAL OUTLAY	1,345,373	686,018	499,052	1,029,009	-529,957	-52%	1,979,000
Total 038 EQUIPMENT REPLACEMENT CIP	1,345,373	686,018	499,052	1,029,009	-529,957	-52%	1,979,000
- 051 WATER FUND							
PERSONNEL SERVICES	2,911,148	3,084,181	3,208,490	2,991,478	217,012	7%	5,185,228

YTD Expenses - January 2026	FY24 YTD	FY25 YTD	YTD Actuals	YTD Monthly Budget Estm	YTD Variance \$	YTD Variance %	FY26 Original Budget
MATERIALS, SUPPLIES AND SERVICES	5,695,767	2,285,868	2,041,924	3,947,331	-1,905,407	-48%	5,979,409
UTILITIES	435,356	393,435	380,959	565,518	-184,559	-33%	1,142,600
CAPITAL OUTLAY	87,292	-5,263,013	3,128,108	3,359,168	-231,060	-7%	5,532,356
DEBT SERVICE	7,115,667	4,785,467	5,382,807	10,449,560	-5,066,753	-48%	9,405,237
INTERFUND TRANSFER	896,490	896,315	975,009	1,588,564	-613,555	-39%	2,723,253
Total 051 WATER FUND	17,141,719	6,182,253	15,117,297	22,901,619	-7,784,322	-34%	29,968,083
- 052 STORM WATER FUND							
PERSONNEL SERVICES	310,748	367,529	368,169	515,680	-147,511	-29%	893,845
MATERIALS, SUPPLIES AND SERVICES	91,035	123,020	37,987	185,626	-147,639	-80%	254,531
UTILITIES	24,819	15,710	17,638	24,002	-6,364	-27%	46,099
CAPITAL OUTLAY	394,322	30,638	1,300	80,641	-79,341	-98%	406,513
INTERFUND TRANSFER	101,444	101,297	118,055	118,064	-9	0%	202,395
Total 052 STORM WATER FUND	922,368	638,194	543,149	924,013	-380,864	-41%	1,803,383
- 055 GOLF COURSE FUND							
PERSONNEL SERVICES	581,163	669,779	724,560	780,803	-56,243	-7%	1,353,392
MATERIALS, SUPPLIES AND SERVICES	278,053	265,222	320,812	402,234	-81,422	-20%	722,825
UTILITIES	30,256	37,301	20,905	64,724	-43,819	-68%	61,600
CAPITAL OUTLAY	10,569	175,566	433,800	472,779	-38,979	-8%	866,505
INTERFUND TRANSFER	104,972	109,424	124,313	124,307	6	0%	213,098
Total 055 GOLF COURSE FUND	1,005,013	1,257,292	1,624,390	1,844,847	-220,457	-12%	3,217,420
- 057 TRANSPORTATION & PARKING FUND							
PERSONNEL SERVICES	6,274,732	8,011,800	8,861,289	7,957,367	903,922	11%	13,792,769
MATERIALS, SUPPLIES AND SERVICES	591,723	913,507	938,731	859,358	79,373	9%	2,100,814
UTILITIES	186,842	128,444	166,229	149,979	16,250	11%	319,862
CAPITAL OUTLAY	6,692,962	3,676,569	3,826,355	2,350,898	1,475,457	63%	8,298,171
INTERFUND TRANSFER	2,259,145	2,160,060	2,167,571	2,167,567	4	0%	3,715,829
Total 057 TRANSPORTATION & PARKING FUND	16,005,404	14,890,380	15,960,175	13,485,168	2,475,007	18%	28,227,445
- 058 PARKING FUND							
PERSONNEL SERVICES	681,678	870,953	908,992	883,467	25,525	3%	1,531,343
MATERIALS, SUPPLIES AND SERVICES	320,912	343,793	306,251	399,285	-93,034	-23%	692,800
UTILITIES	4,882	22,509	11,487	6,054	5,433	90%	11,400
CAPITAL OUTLAY		93,309		105,008	-105,008	-100%	187,000
INTERFUND TRANSFER	72,310	76,972	111,902	111,901	1	0%	191,831
Total 058 PARKING FUND	1,079,782	1,407,536	1,338,632	1,505,715	-167,083	-11%	2,614,374
- 062 FLEET SERVICES FUND							
PERSONNEL SERVICES	696,309	843,247	850,076	966,434	-116,358	-12%	1,675,152
MATERIALS, SUPPLIES AND SERVICES	469,309	608,739	410,996	761,278	-350,282	-46%	1,321,550
UTILITIES	469,574	437,508	392,808	570,739	-177,931	-31%	1,077,900
CAPITAL OUTLAY				6,108	-6,108	-100%	6,205
Total 062 FLEET SERVICES FUND	1,635,191	1,889,494	1,653,880	2,304,559	-650,679	-28%	4,080,807
- 064 SELF INSURANCE FUND							
MATERIALS, SUPPLIES AND SERVICES	483,589	1,877,609	861,532	1,674,776	-813,244	-49%	2,805,402

YTD Expenses - January 2026	FY24 YTD	FY25 YTD	YTD Actuals	YTD Monthly Budget Estm	YTD Variance \$	YTD Variance %	FY26 Original Budget
Total 064 SELF INSURANCE FUND	483,589	1,877,609	861,532	1,674,776	-813,244	-49%	2,805,402
- 070 SALES TAX REV BOND - DEBT SVS FUND							
DEBT SERVICE	2,577,717	2,518,316	2,053,183	2,545,983	-492,800	-19%	6,964,616
Total 070 SALES TAX REV BOND - DEBT SVS FUND	2,577,717	2,518,316		2,545,983	-2,545,983	-100%	6,964,616
- 071 DEBT SERVICE FUND							
DEBT SERVICE	1,295,807	1,124,550	1,012,053	1,048,125	-36,072	-3%	7,162,376
Total 071 DEBT SERVICE FUND	1,295,807	1,124,550		1,048,125	-1,048,125	-100%	7,162,376
- Grand Total							
TOTAL	85,494,217	85,636,520	96,726,052	114,533,470	-17,807,418	-16%	201,912,348
Total Excluding IFT, Debt and Capital Transactions	56,656,671	59,656,916	63,096,580	66,732,888	-3,636,308	-5%	



City Council Staff Communications Report

Subject: Overview of Vanpool Pilot Program

Author: Sydney Maves, Senior Transportation Planner;
Julia Collins, Transportation Planning Manager

Department: Transportation Planning

Date: March 19, 2026

Summary

As Park City and the broader Summit County region continue to experience growth in population, development, recreation and tourism, expanding affordable and sustainable transportation options for the regional workforce remains a critical priority. A significant portion of the workforce commutes from communities along the Wasatch Front and Wasatch Back where regular transit service is often limited. In response, employers have identified the need for reliable and cost-effective commuter solutions to support workforce recruitment, retention, and operational stability.

In partnership with Summit County and the Utah Transit Authority (UTA), Park City Municipal Corporation (PCMC) developed a regional Vanpool Pilot Program. The program leverages UTA's established and successful vanpool system while expanding eligibility into Summit County through newly executed intergovernmental agreements. In [November 2024](#), the pilot subsidy concept was supported by the Council, and since then, we have worked with partners to explore viable options to provide a regional cost-effective vanpool solution. The pilot provides a 50% public subsidy for participating vanpools and is designed to reduce single-occupancy vehicle trips, lower regional emissions, and improve workforce mobility across the region.

Background

In [November 2024](#), staff received direction to continue evaluating options for PCMC to partner with Commute with Enterprise to expand vanpool service across the Wasatch Back to Park City. However, the anticipated cost of that model, approximately \$1,800 per month for a 12- or 15-passenger van, even with a \$750 monthly subsidy from PCMC, raised concerns about long-term affordability and scalability. In response, staff explored alternative approaches in coordination with Summit County, including opportunities to expand UTA's existing vanpool program into Summit County. The UTA model was ultimately viewed as a strong alternative due to its competitive pricing structure (roughly 50% less than Enterprise), proven track record, lease duration flexibility, and established operational framework.

UTA operates a longstanding vanpool program with more than 400 vehicles across the Wasatch Front. Historically, the program required either the origin or destination of a vanpool to be located within UTA's service area, which limited its ability to operate fully

within Summit County. To address this limitation, Summit County executed a Memorandum of Agreement (MOA) with UTA in November 2025 (Exhibit A). This agreement allows vanpools to operate even when both the origin and destination are outside of UTA's service area. In December 2025, Summit County and PCMC entered into an Interlocal Cooperative Agreement establishing the cost-sharing framework and financial responsibilities for the two-year pilot program (Exhibit B). Together, these agreements created the foundation for expanding UTA's vanpool program into Summit County.

Program Structure

The Vanpool Pilot Program, which operates in partnership with UTA and Summit County, enables employers and employees to form vanpool groups when either the origin, destination, or both are located within Summit County. Vehicles include minivans that accommodate up to seven passengers and larger vans that accommodate between six and fifteen passengers, with a minimum of four participants per vehicle. The program allows flexible travel days and schedules, and vehicles are UDOT traction law-compliant to ensure safe winter operations. Lease agreements are executed directly between UTA and the participating employer and are renewed annually, with seasonal leases available to employers who have fluctuating workforce needs.

PCMC and Summit County jointly subsidize up to 50% of each vanpool vehicle's operating cost. UTA invoices Summit County monthly for the public subsidy, and Summit County allocates applicable costs to PCMC in accordance with the cost-sharing structure. UTA then invoices the participating employer for the remaining 50% of costs. Employers may choose whether to subsidize some or all of that remaining portion for their employees. This benefit can be provided to employees based on the IRS Transportation Fringe benefit, and if employers choose not to sponsor the vanpool, employees can pay for their participation in the vanpool using a pre-tax transit benefit. Finally, invoices for the City's expenses are sent to Summit County quarterly.

Vanpool monthly rates are established based on monthly mileage and vehicle size and include the van rental, maintenance, fuel, and vehicle insurance¹ costs. Monthly fares vary based on vehicle size and commute distance. Exhibit C shows the current monthly rates based on mileage. If a vanpool operates entirely outside UTA's service area, the employer must secure outside insurance and list UTA as an additional insured; in such cases, a 40% monthly rate reduction applies. Vanpools must have a primary and backup driver, report mileage and vehicle use monthly, and ensure the vehicle receives oil changes and repairs as needed.

UTA staff have been strong partners throughout the pilot's development and implementation, demonstrating flexibility and a willingness to problem-solve as new operational scenarios arise. While all requested Summit County 2026 vanpools have been filled, UTA has mentioned a growing demand in the future for vehicle availability

¹ Employers are required to obtain outside insurance if neither the origin or destination of the trip are located within the UTA service area.

and it may be a challenge in the future to expand the program. Despite this constraint, all partners remain committed to maintaining flexibility and identifying solutions to support continued growth.

Program Benefits

The Vanpool Pilot Program provides meaningful benefits to employers, employees, and the broader community.

- **Employers:** The program serves as a workforce recruitment and retention tool, reduces on-site parking demand, and advances corporate sustainability goals. Employers can also earn points towards the Park City and Summit County [Green Business Program](#) certification.
- **Employees:** Vanpools reduce commute costs and vehicle wear and tear, provide a reliable one-seat ride option, reduce commuting stress, and allow participants to use travel time productively.
- **Community:** Vanpools reduce traffic congestion, lower regional greenhouse gas emissions, decrease vehicle miles traveled, reduce the amount of parking spaces needed for employees, and support broader regional transit and climate goals.

Funding

Both Summit County and PCMC have committed up to \$80,000 each to support this two-year pilot program. At the conclusion of the pilot period, staff will return to Council with a recommendation on whether to keep the program by evaluating program participation levels, financial sustainability, and overall effectiveness.

PCMC is funding its contribution through cost savings from discontinuing the micro-transit pilot, while Summit County is utilizing Transportation Sales Tax (TST) funds. The partnership may seek additional funds and will evaluate the program once the \$80,000 is expended. We will assess revenue sources such as TST to remain financially viable. PCMC's monthly expenditure ("burn rate") is approximately \$2,600 (February 2026).

Program Performance and Next Steps

To date, eleven active vanpools are operating between Salt Lake City, Kamas, and Park City. In February 2026, PCMC subsidized an average of \$513 per vanpool. The current vanpools are listed in Exhibit D. Since September 2025, PCMC and Summit County staff have held a kick-off meeting with the region's business community, presented the program at a Green Business Program lunch & learn, and had numerous conversations with interested businesses to build awareness and encourage adoption of the pilot program. Staff continues to engage the broader business community to expand participation across additional employers and sectors.

Following the first winter of the pilot, staff will return to City Council to report on the pilot program's performance to-date and share participation metrics and data from numerous other Transportation Demand Management (TDM) programs staff manage.

Exhibits

Exhibit A: 2026 Regional Vanpool Agreements

Exhibit B: Interlocal Cooperative Agreement

Exhibit C: UTA Vanpool Monthly Corporate Rates

Exhibit D: Current Vanpools Subsidized by PCMC

**MEMORANDUM OF AGREEMENT
BETWEEN UTAH TRANSIT AUTHORITY AND SUMMIT COUNTY
FOR THE PROVISION OF OUT OF DISTRICT VANPOOL SERVICES**

This Memorandum of Agreement (“MOA”) is made and entered into by and between **Utah Transit Authority**, a public transportation agency organized under the laws of the State of Utah, hereinafter referred to as the “Transit Agency,” and **Summit County**, a political subdivision of the State of Utah, hereinafter referred to as the “County.” Summit County and the Transit Agency may be individually referred to as a “Party” and collectively referred to as the “Parties.”

1. Purpose

The purpose of this MOA is to outline the responsibilities and mutual commitments of the Transit Agency and the County in establishing and operating vanpool services within Summit County to support commuter transportation, reduce single-occupancy vehicle travel, and promote sustainable mobility options.

2. Background

Vanpooling is a shared-ride service primarily for commuters traveling long distances to and from work. Summit County lies outside of the Utah Public Transit District (the “District”) and has identified a need for expanded vanpool options to better serve residents, reduce traffic congestion, lower greenhouse gas emissions, and provide greater economic opportunity. The Transit Agency operates a regional vanpool program and has the infrastructure and experience to administer such services efficiently but may not operate outside of the District without mutual agreement of the out-of-district municipality or local agency. The Transit Agency is also not authorized to subsidize the cost of vanpool services with funds generated from taxpayers within the District or grants earmarked for use within the District.

3. Transit Agency Responsibilities

The Transit Agency agrees to:

- Administer and operate vanpool services within Summit County on an unsubsidized basis according to the terms of its standard Vanpool Vehicle Lease Agreement attached as Exhibit A (which may be updated from time to time without amending this Agreement);
 - Provide:
 - Vehicle leasing to eligible vanpool groups;
 - Driver qualification and support;
 - Maintenance, loaner vans, and vehicle replacement;
 - Seasonal vanpool options;
 - Market vanpool services to employers, commuters, and residents within Summit County;
 - Conduct onboarding for participating employers and provide ongoing account and vehicle administration;
 - Provide online and/or app-based ride-matching tools;
 - Track and collect ridership, route data, and vehicle usage; and
 - Ensure compliance with federal and state transportation regulations.
-

4. County Responsibilities

The County agrees to:

- Collaborate with the Transit Agency in the promotion of the vanpool program through employer outreach, commuter education, and public information campaigns;
 - Assist the Transit Agency in identifying target employment centers, residential areas, and park-and-ride facilities for vanpool participation;
 - Partner with the Transit Agency to seek funding or matching support, as specified in Section 6; and
 - Assist the Transit Agency in the coordination of regional transportation demand management (TDM) efforts and planning activities.
-

5. Service Area

Vanpool services shall be available to residents and employees commuting to, from, or within Summit County based on resource availability. Service shall be prioritized according to high-commute corridors and employment centers identified by the County.

6. Funding

- The Transit Agency shall lead the effort in pursuing federal (e.g., FTA Section 5307, CMAQ), state, or private funds to expand and sustain vanpool services, with the County's assistance as needed.
 - The County may offer direct commuter subsidies (e.g., monthly rider stipends) through an agreed-upon mechanism, whereby the Transit Agency invoices the employer for an agreed-upon percentage of the cost and invoices the County for the remaining amount to be subsidized.
 - The Transit Agency is not obliged to provide funds in support of this service beyond commitments made in the standard Transit Agency Vanpool Vehicle Lease Agreement found at Exhibit A.
-

7. Reporting and Performance Metrics

The Transit Agency shall submit annual reports to the County, including:

- Number of active vanpools and passengers;
 - Vehicle miles traveled (VMT) reduced;
 - Number of round trips per week and per month;
 - Amount subsidized by the County, per vanpool, including details about the origin and destination of each subsidized vanpool;
 - List of origins and destinations;
 - Participating employers;
 - Estimated emissions savings; and
 - Program growth trends and feedback.
-

8. Term and Termination

- This MOA is effective as of November 1, 2025, and shall remain in effect for a term of five years, unless terminated earlier.
 - Either Party may terminate the MOA with 90 days' written notice to the other Party.
 - The MOA may be extended or modified upon mutual written agreement.
-

9. Liability and Insurance

- The Transit Agency shall ensure vanpool vehicles are fully insured under a combination of Lessee required insurance and UTA self-insurance.
 - The County shall not be held liable for accidents, claims, or operational incidents related to the vanpool program unless caused by the negligent or willful acts of a County agent or employee.
 - Neither Party shall be liable for any type of indirect or consequential damages caused by the malfunction or unavailability of a Transit Agency van or vanpool service.
-

10. General Provisions

- This MOA may be executed in counterparts and delivered electronically.
-

IN WITNESS WHEREOF, the Parties have executed this Memorandum of Agreement as of the dates indicated below:

UTAH TRANSIT AUTHORITY

By:  _____ Date: 10/27/2025
Name: Michael Goldman
Title: Special Services Program Manager

UTAH TRANSIT AUTHORITY

By:  _____ Date: 10/27/2025
Name: Ryan Taylor
Title: Special Services General Manager

UTAH TRANSIT AUTHORITY

By:  _____ Date: 10/29/2025
Name: Andrés Colman
Title: Special Services General Manager

SUMMIT COUNTY

By:  _____ Date: 11/5/2025
Name: Shayne Scott
Title: County Manager, Summit County Utah

Assistant Attorney General

Assistant Attorney General

 _____ 10/27/2025

Exhibit A: UTA Vanpool Vehicle Lease OUT OF SERVICE AREA Agreement

INTERLOCAL COOPERATIVE AGREEMENT

Between

SUMMIT COUNTY AND PARK CITY MUNICIPAL CORPORATION

For

COST SHARING OF THE PARK CITY/SUMMIT COUNTY VANPOOL PILOT
PROGRAM

THIS COOPERATIVE AGREEMENT, (the "Agreement") made and entered into this 8th day of December, 2025, by and between SUMMIT COUNTY, a political subdivision of the State of Utah, hereinafter referred to as "County," and PARK CITY MUNICIPAL CORPORATION, a Utah municipal corporation, hereinafter referred to as "City." The City and the County are hereafter sometimes referred to individually as a "Party" and collectively as the "Parties."

WITNESSETH

WHEREAS, the Parties are local governmental units and "public agencies" and are therefore authorized by the Utah Interlocal Cooperation Act, Section 11-13-101, seq., Utah Code Annotated, to enter into agreements with each other for joint and cooperative action which will enable them to make the most efficient use of their powers on a basis of mutual advantage; and

WHEREAS, the County and the City are working closely together towards an integrated vanpool pilot program (hereinafter referred to as the "Program") for Summit County; and

WHEREAS, on or about November 5, 2025 the County entered into a memorandum of agreement (hereinafter referred to as the "MOA") with Utah Transit Authority (hereinafter referred to as "UTA"), to establish responsibilities and mutual commitments of UTA and the County for the operation of vanpool services in the County.

WHEREAS, it has been agreed to the advantage of both Parties hereto to be included as part of the above said Program; and

WHEREAS, the Parties desire to cooperate with each other in developing and operating the Program in partnership with UTA; and

WHEREAS, the Parties desire to enter this Agreement whereby their respective responsibilities concerning the Program are specifically set forth.

NOW THEREFORE, in consideration of the mutual promises set forth herein the Parties agree as follows:

- 1) Program: The County, with input from the City, entered a MOA with UTA on November 5, 2025, to administer and operate vanpool services within Summit County, making said services available to eligible vanpool groups in Summit County and Park City. Eligibility of vanpool groups will be determined by the County and the City for their respective territories, as such territories are described in Section 2. The County and the City may determine eligibility primarily on a first-come, first-served basis, while considering other relevant factors, like whether a vanpool follows a time-competitive transit route.
- 2) Territories: The City shall oversee and subsidize vanpool groups with an origin outside Summit County and destination within City limits (the "City's Territory") or an origin within the City's Territory and a destination outside Summit County. The County shall subsidize and oversee all other vanpool groups with an origin or destination within County limits, excluding those covered by the City (the "County's Territory"). In the event that a vanpool request originates from a location outside the County, but within a mutually agreed-upon reasonable distance from a High Valley Transit fixed route, the City and the County shall jointly evaluate such request on a case-by-case basis. Following this evaluation, the City and the County may determine which jurisdiction, or a combination of the two, should contribute to the subsidy for that vanpool. Notwithstanding these commitments, both the City and the County may, by mutual agreement, decline funding for any vanpool group for any reason, including but not limited to proximity to existing fixed-route transit service, redundancy with current operations, or other programmatic considerations.
- 3) Mutual Responsibilities: Summit County, with the support of the City, will lead the promotion of the Program through employer outreach, commuter education, and public information campaigns and assist in identifying target employment centers, residential areas, and park-and-ride facilities for vanpool participation. Both Parties may be called on to partner with UTA to seek funding or matching support for the Program. Both Parties shall track vanpool registrations in their respective territories and help vanpool groups move forward with the registration and administrative process.
- 4) Finance and Budget: Both Parties agree to contribute an initial \$80,000 each to the Program. The Parties agree to subsidize monthly costs for eligible vanpool groups up to 50% of total costs for two years or until funding for the Program is exhausted, whichever occurs first. The City agrees to subsidize up to 50% of total costs for eligible vanpool groups within the City's Territory. The County agrees to subsidize up to 50% of total costs for eligible vanpool groups within the County's Territory. City and the County shall specify the percentage to be subsidized for each eligible vanpool within their respective Territories in each Vanpool Vehicle Lease Agreement.
- 5) County Responsibilities: The County shall be responsible for all matters pertaining to the MOA with UTA and shall enforce the MOU on behalf of the City's interests. The County shall pay UTA an agreed upon amount up to 50% of total costs for eligible

vanpool groups operating in the County and City monthly. The County shall then invoice the City for its portion of the subsidy paid to UTA monthly. The County shall provide the City with copies of the annual vanpool ridership reports prepared by UTA.

- 6) City Responsibilities: The City shall be responsible for paying the County for its designated share of the subsidy paid to UTA for vanpool groups operating within the City's boundary. The County will invoice the City on a quarterly basis.
- 7) Pursuant to Utah Code, §11-13-206, the Parties agree that they do not by this Agreement create an interlocal entity.
- 8) Duration: Pursuant to Utah Code, §11-13-206, the term of this Agreement shall commence upon filing of this Agreement with the City Recorder and the Summit County Clerk, whichever date is later. This Agreement shall terminate upon five years from the date of filing or when funding is no longer available. This Agreement may be extended by mutual written consent of the Parties, but under no circumstances shall the term exceed fifty years.
- 9) Termination: Pursuant to Utah Code, §11-13-206, the Parties agree that this Agreement may be terminated, with or without cause, by either Party upon at least thirty (30) days' notice to the other Party, in which event an accounting shall be made of all funds, whether spent, unspent, or encumbered, as of the effective date of termination.
- 10) This Agreement may not be assigned by either Party.
- 11) The Parties are governmental entities subject to the Governmental Immunity Act of Utah, Utah Code §63G-7-101 through 904 (as amended). Each Party agrees to indemnify, defend and save harmless the other from and against all claims, suits and costs, including attorneys' fees for injury or damage of any kind, arising out the negligent acts, errors or omissions of the indemnifying Party's officers, agents, contractors or employees in the performance of this Agreement. Nothing in this paragraph is intended to create additional rights to third parties or to waive any provision of the Governmental Immunity Act of Utah, provided said Act applies to the action or omission giving rise to the protections in this paragraph. The indemnification in this paragraph shall survive the expiration or termination of this Agreement.
- 12) This Agreement may be executed in one or more counterparts, each of which shall be an original, with the same effect as if the signatures thereto and hereto were upon the same instrument. This Agreement shall become effective when each Party hereto shall have received a counterpart hereof signed by the other Party hereto.
- 13) This Agreement shall be governed by the laws of the State of Utah, both as to interpretation and performance.

- 14) Nothing contained in this Agreement shall be deemed or construed, either by the Parties hereto or by any third party, to create the relationship of principal and agent or create any partnership, joint venture or other association between the Parties.
- 15) This Agreement contains the entire agreement between the Parties, with respect to the subject matter hereof, and no statements, promises, or inducements made by either Party or agents for either Party that are not contained in this written Agreement shall be binding or valid.
- 16) If any provision hereof shall be held or deemed to be or shall, in fact, be inoperative or unenforceable as applied in any particular case in any jurisdiction or in all jurisdictions, or in all cases because it conflicts with any other provision or provisions hereof or any constitution or statute or rule or public policy, or for any other reason, such circumstances shall not have the effect of rendering the provision in question inoperative or unenforceable in any other case or circumstance, or of rendering any other provision or provisions herein contained invalid, inoperative, or unenforceable to any extent whatever. The invalidity of any one or more phrases, sentences, clauses, or paragraphs herein contained, shall not affect the remaining portions hereof, or any part thereof.

IN WITNESS WHEREOF, the Parties hereto have caused these presents to be executed by their duly authorized officers as of the day and year first above written.

SUMMIT COUNTY

Signed by:
By: Shayne Scott Date: 12/24/2025
Shayne Scott
County Manager

Approved as to Form:

Signed by:
By: Helen Strachan
Helen Strachan
Deputy County Attorney

PARK CITY MUNICIPAL CORPORATION, a Utah municipal corporation

Signed by:
By: Jodi Emery Date: 12/29/2025
Jodi Emery
Acting City Manager

Attest:

DocuSigned by:

City Recorder's Office

Approved as to Form:

Signed by:
By: Cate Brabson
City Attorney



Vanpool Corporate Rates

Mileage Tier	Minimum Monthly Revenue Miles	Maximum Monthly Revenue Miles	Monthly Cost
A	0	450	\$300
B	451	550	\$370
C	551	650	\$435
D	651	750	\$505
E	751	850	\$570
F	851	950	\$635
G	951	1050	\$705
H	1051	1150	\$770
I	1151	1250	\$840
J	1251	1350	\$905
K	1351	1450	\$970
L	1451	1550	\$1,040
M	1551	1650	\$1,105
N	1651	1750	\$1,175
O	1751	1850	\$1,240
P	1851	1950	\$1,305
Q	1951	2050	\$1,375
R	2051	2150	\$1,440
S	2151	2250	\$1,510
T	2251	2350	\$1,575
U	2351	2450	\$1,640
V	2451	2550	\$1,710
W	2551	2650	\$1,775
X	2651	2750	\$1,845
Y	2751	2850	\$1,910
Z	2851	3000	\$2,145

Effective Date: December 1, 2024

UTA, upon UTA Board approval, reserves the right to revise these rates.
Please email utarideshare@rideuta.com for more details.

Approved July 31, 2024 by Resolution R2024-07-01





General Rate Exceptions

Customer carries insurance 40% Discount

Customer covers fuel, maintenance, and Insurance (FMI)

Begins or ends in UTA service area \$0.25/ Mile

Out of UTA service area \$0.20/ Mile

Effective Date: December 1, 2024

UTA, upon UTA Board approval, reserves the right to revise these rates.
Please email utarideshare@rideuta.com for more details.

Approved July 31, 2024 by Resolution R2024-07-01



Van Code	Employer / Customer	Origin	Destination	Subsidizing Entity	Monthly Subsidy
V01086	Deer Valley Resort-Olympus	3870 S Wasatch Blvd, SLC	7600 Royal St. Park City	Park City	\$552.50
V01087	Deer Valley Resort-Olympus Cove	3870 S Wasatch Blvd, SLC	7601 Royal St. Park City	Park City	\$552.50
V00681	PCMR-Base Ops-SLC	Wainwright Road 2865 S, SLC	1345 Lowell Ave, Park City	Park City	\$520.00
V01089	Deer Valley Resort-SLC	2272 S 1300 E, SLC	2250 Deer Valley Dr, Park City	Park City	\$420.00
V01305	Deer Valley Resort-SLC	2273 S 1300 E, SLC	2251 Deer Valley Dr, Park City	Park City	\$520.00
V01212	PCMC	2705 E Parleys Way, SLC	445 Marsac Ave, Park City, UT 84060	Park City	N/A
V00365	PCMC	2705 E Parleys Way, SLC	1050 Iron Horse Drive, Park City, UT	Park City	N/A



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PARK CITY COUNCIL MEETING MINUTES - DRAFT
445 MARSAC AVENUE
PARK CITY, UTAH 84060

February 25, 2026

The Council of Park City, Summit County, Utah, met in open meeting on February 25, 2026, at 10:45 a.m. in the Council Chambers.

SPECIAL MEETING

I. ROLL CALL

Attendee Name	Status
Mayor Ryan Dickey Council Member Bill Ciraco Council Member Molly Miller Council Member Ed Parigian Council Member Tana Toly Council Member Diego Zegarra Heather Sneddon, Acting City Manager Margaret Plane, City Attorney Paige Galvin, Deputy City Recorder	Present
None	Excused

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Council Member Ciraco moved to close the meeting to discuss personnel at 10:45 a.m.
Council Member Miller seconded the motion.

RESULT: APPROVED
AYES: Council Members Ciraco, Miller, Parigian, and Zegarra
EXCUSED: Council Member Toly

Council Member Toly arrived at 10:48 a.m.

CLOSED SESSION

Council Member Toly moved to adjourn from Closed Meeting at 5:00 p.m. Council Member Ciraco seconded the motion.

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RESULT: APPROVED

AYES: Council Members Ciraco, Miller, Parigian, Toly, and Zegarra

III. ADJOURNMENT

With no further business, the meeting was adjourned.

Michelle Kellogg, City Recorder



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PARK CITY COUNCIL MEETING MINUTES - DRAFT
445 MARSAC AVENUE
PARK CITY, UTAH 84060

February 26, 2026

The Council of Park City, Summit County, Utah, met in open meeting on February 26, 2026, at 1:00 p.m. in the Council Chambers.

Council Member Toly moved to close the meeting to discuss property and litigation at 1:03 p.m. Council Member Miller seconded the motion.

RESULT: APPROVED

AYES: Council Members Miller, Parigian, Toly, and Zegarra

EXCUSED: Council Member Ciraco

Council Member Ciraco arrived at 2:00 p.m.

CLOSED SESSION

Council Member Toly moved to adjourn from Closed Meeting at 2:06 p.m. Council Member Miller seconded the motion.

RESULT: APPROVED

AYES: Council Members Ciraco, Miller, Parigian, Toly, and Zegarra

WORK SESSION

City Council Liaison Assignments and Protocols:

Michelle Downard, Strategic Initiatives Advisor, presented this item and reviewed some of the Council’s assignments, which included liaison roles to some stakeholder groups and nonprofits in the community. She also explained the Council protocols. She noted due to recent Council vacancies, some of the liaison roles needed to be filled. Mayor Dickey explained the Council Members were conduits of Council direction regarding these groups and they would also inform Council with updates regarding these groups. They should in no way give direction to the groups. The Council discussed the different groups. Council Member Parigian requested being the liaison to the senior citizens. Council Member Toly noted that Council Member Parigian was taking the Trails and Open Space role and that was a big role. She wanted to continue working with the seniors and stated Council Member Parigian could be the alternate liaison. Mayor Dickey stated he would talk about this outside of the Council meeting.

1 **Discuss Park City Ice Arena: Water Intrusion and Long-Term Facility Strategy:**

2 Amanda Angevine, Ice Arena General Manager, and Logan Jones, Senior Project
3 Manager, presented this item. Angevine reviewed the sports being held at the arena.
4 Jones stated the facility was 20 years old and much of the infrastructure needed to be
5 replaced. He reviewed the projects that had happened in the last year.

6
7 Angevine indicated there was water infiltration in the building, and it started shortly after
8 construction. Repairs were made but did not last and did not correct the problem. Jones
9 proposed having a building analysis with repair options. Then they would get some cost
10 data and bring that back and present it to Council. Linda Jager, Community
11 Engagement, indicated she would lead the outreach part of the process.

12
13 Angevine stated the cost of the feasibility study would be \$47,225. The ice arena had its
14 own capital project budget, but they were in the middle of many projects. They felt this
15 study was critical to solving the problem and hoped the internal budget committee would
16 approve this.

17
18 Mayor Dickey asked if this request was for a repair or for broader improvements to the
19 ice arena. Angevine stated the scope was to fix the problem because so far, contractors
20 had not fixed it. She knew the hillside had to be removed, and that could open
21 opportunities. The architect would put something where the hill used to be and that was
22 what she wanted the Council and the community to consider. She stressed the primary
23 goal was to fix the problem.

24
25 Council Member Toly asked if Angevine was thinking of a future ice sheet for that
26 space. Angevine stated it could be for anything, and that was why they wanted the
27 study. Council Member Parigian asked how long it would take just to take the hill out
28 and fix the damage. Jones stated the simplest of solutions would probably result in
29 construction in the summer of 2027. To Council Member Parigian's question, Angevine
30 stated they could not fit an ice sheet and a soccer field in that space. She felt the
31 architects could figure out what could fit in that space while shoring up the building.

32
33 Jones stated they would come back to Council in three months with the cost and
34 recommendations from the feedback they received if Council approved moving forward
35 with the feasibility study. The Council members supported the feasibility study.

36
37 **Utah Renewable Communities Update:**

38 Luke Cartin, Lands and Sustainability Director, presented this item and reviewed the
39 timeline for this project. Elektron Solar Plant was a project that provided clean energy to
40 Park City and 18 other entities. This past summer, the Community Clean Energy
41 Program was filed with the Utah Public Service Commission and the 19 entities were
42 waiting for a decision on program approval. In the meantime, they were changing the
43 name of the 19 entities pioneering this new option for clean energy to Utah Renewable
44 Communities.

1 Cartin explained homes and businesses would plug into the grid and Rocky Mountain
2 Power would facilitate this. There would be an opt-out period, for homeowners and
3 businesses. The average electric bill for those in the clean energy program would
4 increase by \$3-\$4 per month. He also stated that the City would have to pass an
5 ordinance saying the City was a participant in the program. He hoped to have Council
6 and staff onboard to move the project forward.

7
8 Mayor Dickey asked if the RFP was for a specific renewable project. Cartin stated it
9 would be for a list of options of what was available on the market and to start the due
10 diligence process. Council Member Miller asked why a resident would opt out, to which
11 Cartin stated it was a choice every individual could make for their situation. Council
12 Member Parigian asked how people would opt-out. Cartin stated people could send
13 back the postcard saying they were opting out. They could also call a number to make
14 the opt-out request. He noted that once this program was initiated, there would be
15 notices in Spanish so all groups would have this information.

16
17 **Park and Rides Site Selection Discussion:**

18 Conor Campobasso and Alex Roy, Transportation Planning, presented this item. Roy
19 reviewed the history of the park and ride project. Campobasso asked if the Council
20 wanted a park and ride on the Gordo property and if they wanted to continue using the
21 Richardson Flat Park and Ride. He noted last summer they were pursuing the two-lots
22 solution but two things had happened since then. The City entered into a partnership
23 with Deer Valley that would contribute \$15 million in private funds for a park and ride in
24 the Quinn's Junction area and the Re-create 248 locally preferred alternative (LPA) of
25 two dedicated bus lanes was adopted by the Council in January. Campobasso stated if
26 they wanted to deliver a park and ride before the 2034 Olympics, they needed to act
27 now and secure funding for the project.

28
29 Campobasso reviewed the pros for both Gordo and Richardson Flat lots. He noted they
30 wanted dedicated transit lanes all the way from town to the Richardson Flat Park and
31 Ride. The funding for the Re-create 248 project would be \$150 million at a minimum
32 and did not include the park and rides. They were looking to secure state and federal
33 funding with around a \$30 million local match and Campobasso thought tying in the
34 park and ride project with the private funding to the overall project would help secure
35 government funding. Next steps included incorporating the park and ride concept into
36 the Re-create 248 Environmental Impact Study, advancing park and ride operations and
37 draft a conceptual design for Gordo Phase 1, coordinating with the Federal Transit
38 Authority (FTA) to evaluate a cost/benefit and performance study for where the
39 dedicated bus lanes should end, and continuing to plan for Richardson Flat as a
40 secondary park and ride lot.

41
42 Council Member Miller felt the Gordo lot made sense for the Phase 1 choice and it
43 made sense to spend resources at that site. She supported the recommendation.
44 Council Member Toly clarified that this was a park and ride decision, but they would
45 come back later to decide on housing on Gordo. Campobasso stated they were just

1 looking at constructing a parking structure on Gordo. Council Member Toly asked what
2 the timeline for completing the structure would be if Gordo was approved today.
3 Campobasso stated they could get a concept and costs within a couple of months. A big
4 question would be how many stalls they wanted at the Gordo site. Council Member Toly
5 asked if asphalt could be put down for this summer, to which Campobasso stated that
6 would be pushing it. Council Member Toly asked if there could be a phased approach to
7 this park and ride. Roy thought this was a good opportunity to continue the Richardson
8 Flat park and ride and then Phase 2 could be an expansion of the project at Gordo.

9
10 Council Member Parigian stated the Richardson Flat Park and Ride was only full on one
11 day last year and he asked why they thought the Gordo Park and Ride would be a
12 success. Campobasso stated Gordo would attract new users. He also thought better
13 amenities could be provided at Gordo. Council Member Parigian asked how the UDOT
14 US 40 study would tie into the park and rides, to which Campobasso indicated UDOT
15 wouldn't have a role in the Gordo Park and Ride. Council Member Parigian asked how
16 the City was working with High Valley Transit (HVT) on the park and rides. Campobasso
17 stated HVT would see a benefit to having the Gordo Park and Ride as well because
18 they would be able to use the transit lane and they could stop at the Gordo site.

19
20 Council Member Zegarra asked what percentage of vehicles coming into the City 900
21 parking stalls would capture. It was indicated 16,000 vehicle trips would come into town
22 on SR 248 on peak days. Council Member Ciraco asked why the City wanted a
23 premium parking experience, to which Campobasso stated they wanted to capture
24 people who normally didn't take transit. Council Member Ciraco asked what the most
25 pressing need was. Campobasso stated as Re-create 248 moved forward, they needed
26 decisions on the park and ride portion of the project. They wanted to leverage the
27 private funding with the City match. He noted they would partner with Deer Valley on the
28 Gordo Park and Ride. Council Member Ciraco indicated the Gordo property was
29 adjacent to Round Valley open space, and he cautioned them to look at that carefully
30 and perform outreach. He asked how the cars parked at Gordo would get out of town at
31 the end of the day, to which Campobasso stated they would have traffic engineering
32 measures incorporated.

33
34 Mayor Dickey noted China Bridge parking needed to be replaced and Gordo would help
35 replace that parking need. He knew the Gordo Park and Ride wasn't just for the
36 Olympics, but it would be great for that event. He thought this was a clear plan and liked
37 that it was flexible. He asked Council if they supported Gordo as the recommended first-
38 phase eastern capture lot and supported advancing the environmental review to support
39 service to Richardson Flat. Council Members Toly, Miller, Ciraco, and Zegarra
40 supported the first phase and the environmental review. Council Member Parigian was
41 neutral.

42
43 **2025 General Plan Implementation: Review the Historic Preservation Board and**
44 **Planning Commission's Recommended Actions for Implementation of the General**
45 **Plan in 2026:**

1 Nannette Larsen and Alec Barton, Planning Department, presented this item. Barton
2 reviewed that the Council would continue reviewing the Bonanza Park Mixed-Use
3 District. The Engineering Department would be updating the transportation impact study
4 guidelines and they would codify a transportation demand management plan with
5 strategies to address the impacts of vehicle traffic associated with new developments
6 and redevelopments.

7
8 Larsen stated the Planning Commission met in four session to discuss the priorities for
9 implementing the General Plan and recommended six items for 2026: Integrate the
10 Wildland Urban Interface and Waterwise Landscaping requirements, update the
11 Affordable Master Planned Development Code, review regulations for compatible infill in
12 residential areas outside the Historic Districts, update parking requirements to prohibit
13 separate leasing of parking, replace parking minimums with maximums, create flexibility
14 to replace excess surface parking, incentivize a zero-emissions stretch code, require
15 landfill diversion, create remediation criteria for sites with contaminated soils, and
16 update telecommunications facilities.

17
18 Council Member Parigian liked the plan and asked about the seasonal housing
19 proposal. Larsen stated part of the Affordable Housing Master Plan was to incentivize
20 affordable housing, so that would fall into that category. It would be something the
21 Planning Commission would be reviewing. Rebecca Ward, Planning Director, indicated
22 the Housing Resolution had specific details on dormitories but the LMC was silent on
23 that. They would take the requirements from the resolution and include them in the
24 LMC. That would open the door for work on that type of development.

25
26 Council Member Miller supported the proposed plan. Council Member Ciraco clarified
27 the Planning Commission would draft language and then the Council would review and
28 approve it. Council Member Zegarra asked if there were other areas that were
29 discussed by the Planning Commission that were not prioritized for 2026. Larsen stated
30 nothing was eliminated but these were prioritized for 2026.

31
32 Council Member Toly asked if the parking code would restrict developments that had
33 shared parking. Barton stated this was not intended to do away with shared parking.
34 Council Member Toly asked if parking leased to special events would be affected by this
35 code, to which Barton stated they would review that to ensure the events would not be
36 affected.

37
38 Council Member Ciraco asked what was meant by having flexibility to replace excess
39 surface parking. Barton stated the mixed-use code would allow a developer to take a
40 large parking lot and use it for active transportation purposes. Council Member Ciraco
41 referred to replacing minimum parking with maximum parking and asked if the City
42 could build a neighborhood parking facility where surrounding businesses could buy in
43 so they would not have to build parking on their sites. Ward indicated that was allowed
44 under the current code. She noted they could review that to see if there needed to be

1 modifications. Council Member Ciraco asked staff to look at shared use parking to make
2 it better.

3
4 Mayor Dickey referred to the neighborhood parking pilot and asked if this would be
5 limited to streets or if it would be a neighborhood park and ride. Barton stated they
6 would look at small areas where residents could park within a neighborhood so they
7 could take transit. Council Member Parigian didn't see excess parking lots around town
8 and he didn't want to replace surface parking with streetscape elements. Ward stated a
9 big part of the proposed code changes would be community engagement. They would
10 evaluate the neighborhoods for opportunities. Council Member Parigian didn't want to
11 address that at all. Ward indicated they could exclude some areas from the evaluation.
12 Council Member Toly asked how they would turn a parking lot into active transportation.
13 Ward indicated they hadn't consistently updated the parking code to reflect the current
14 demand. In some cases, the demand might not be there. This evaluation would look at
15 the need, but it would not reduce needed parking.

16
17 Mayor Dickey asked Ward to relay the Council's concerns to the Planning Commission
18 for consideration. Council Member Parigian gave examples of projects that were taking
19 parking stalls. Ward noted the LMC would only look at parking on private property. The
20 Council agreed to the prioritized code amendments. Larsen noted they would be
21 sensitive to the surface parking and shared parking in their research.

22
23 Barton indicated the Historic Preservation Board (HPB) had three recommended
24 priorities: look at compatible design standards and financial regulatory incentives for ski-
25 era historic resources; establish criteria to evaluate applications for material
26 deconstruction, panelization, lifting, reconstructing, and demolition; and explore
27 opportunities to incentivize reuse and renovation of historic structures.

28
29 Council Member Toly asked if the HPB discussed Main Street businesses. Ward stated
30 the board recommendation was for both residential and commercial. Council Member
31 Toly referred to the \$130,000 grant for historic renovations and asked if more funding
32 was needed. Ward stated the last time the amount was evaluated was in 2010 and they
33 would be discussing that amount in March. Other incentives included having flexibility in
34 the types of uses for historic structures.

35
36 Council Member Ciraco supported incentives for preservation, but not adding new
37 layers of regulations that would take away property rights. Mayor Dickey summarized
38 that the Council supported the prioritization list.

39
40 **REGULAR MEETING**

41
42 **I. ROLL CALL**

43

Attendee Name	Status
---------------	--------

Mayor Ryan Dickey Council Member Bill Ciraco Council Member Molly Miller Council Member Ed Parigian Council Member Tana Toly Council Member Diego Zegarra Jodi Emery, Acting City Manager Margaret Plane, City Attorney Michelle Kellogg, City Recorder	Present
None	Excused

1
2 **COMMUNICATIONS AND DISCLOSURES FROM COUNCIL AND STAFF**

3
4 **Council Questions and Comments:**

5 Council Member Ciraco stated many of the Council and staff were in Italy for the
6 Olympics. He watched the Women’s Hockey Team win the gold medal. His thoughts
7 went out to residents stuck in Mexico during this time. Council Member Zegarra stated
8 he and Council Member Miller learned how the library operated and it was impressive.
9 Council Member Miller indicated she drove a City bus and it was amazing. She was part
10 of a food waste diversion program in Propector, and she hoped to implement that
11 program at City Hall. The Council agreed to look into that.

12
13 Council Member Parigian stated Summit Land Conservancy held a conservation
14 easement on the Library Field and he appreciated that. Council Member Toly indicated
15 she went to Italy as part of the International Olympic Committee (IOC) delegation and it
16 was a great experience. She congratulated all the Park City athletes. Mayor Dickey
17 noted that he attended the Olympics as well and he felt it was magical and inspiring. He
18 was part of the observer program and he learned a lot.

19
20 **Staff Communications Reports:**

21
22 **1. Green Business Program Partnership Memorandum of Agreement:**

23
24 **II. PUBLIC INPUT (ANY MATTER OF CITY BUSINESS NOT SCHEDULED ON**
25 **THE AGENDA)**

26
27 Mayor Dickey opened the meeting for any who wished to speak or submit comments on
28 items not on the agenda. No comments were given. Mayor Dickey closed the public
29 input portion of the meeting.

30
31 **III. CONSIDERATION OF MINUTES**

32
33 **1. Consideration to Approve the City Council Meeting Minutes from January 15**
34 **and 20, 2026, and February 3 and 13, 2026:**

1 Council Member Toly moved to approve the City Council meeting minutes from January
2 15 and 20, 2026, and February 3 and 13, 2026. Council Member Zegarra seconded the
3 motion.

4 **RESULT: APPROVED**

5 **AYES:** Council Members Ciraco, Miller, Parigian, Toly, and Zegarra

6
7 **IV. CONSENT AGENDA**

8
9 **1. Request to Authorize the Mayor to Execute the Second Amendment to the Deer**
10 **Valley Resort Company, LLC, Grant of Conservation Easement (Ski Area):**

11
12 Council Member Toly moved to approve the Consent Agenda. Council Member Miller
13 seconded the motion.

14 **RESULT: APPROVED**

15 **AYES:** Council Members Ciraco, Miller, Parigian, Toly, and Zegarra

16
17 **V. NEW BUSINESS**

18
19 **1. Consideration to Approve an Encroachment Agreement for the Fence Located**
20 **in the Right-of-Way on 2166 Comstock Drive, with a Requirement to Relocate the**
21 **Adjacent Retaining Wall to Provide a Minimum Two-Foot Setback from the**
22 **Sidewalk:**

23 Becky Gutknecht, Assistant City Engineer, presented this item and stated there was a
24 fence and landscaping wall that was installed within the right-of-way. The owner
25 replaced a previous landscaping border, and it was viewed as a landscaping approval.
26 They didn't know about the wall. She noted the setback was 24 feet behind the curb.
27 Staff had concerns that the wall would interfere with snow removal. She recommended
28 approving an encroachment agreement for the fence but requiring the removal of the
29 wall. Gutknecht acknowledged the landowner came to the Planning and Building
30 Departments to ask what was required for his project and they did not tell him to go to
31 Engineering for approval.

32
33 Council Member Miller asked why the right-of-way was so large, to which Gutknecht
34 stated this was a safe route to school so it was designed with a wider sidewalk. She
35 noted there was no set width for right-of-way throughout the City. Council Member
36 Parigian asked if the owner came to the City prior to building the wall, to which
37 Gutknecht explained he came to the Building and Planning Departments and asked if
38 he needed a building permit and was told no. Robertson noted there was no direction
39 from City staff on where to place the fence.

40
41 Council Member Toly asked if the cost of relocating the wall was the responsibility of the
42 owner, to which Gutknecht affirmed. Council Member Toly asked if this was the City's
43 fault. Gutknecht stated the owner was told he didn't need permits from Building or

1 Planning, but he was never told where he could put the fence or wall. Council Member
2 Toly wanted to know how this problem could be resolved going forward. Gutknecht
3 stated staff was talking about creating a form that all departments would look at and
4 pass off in the future. Dave Thacker, Chief Building Official, indicated applicants came
5 to different departments to ask questions and staff tried to answer to the best of their
6 ability but their answers were usually high level.
7

8 Council Member Ciraco asked if the right-of-way was on the property's survey, to which
9 Thacker stated that would typically be the case. Council Member Ciraco didn't think the
10 City made a mistake.
11

12 Mayor Dickey opened public input.
13

14 Justin Lagotic clarified the rocks in the wall were chiseled and that was why they looked
15 different than they did in 2021. He explained he talked to Building and Planning, and
16 they said he was good to build a four-foot fence. As far as snow removal, the City
17 machines were 40 inches wide. In addition to the City's snow removal efforts, he also
18 shoveled the snow because the sidewalk was so wide. He asserted children and adults
19 sat on the wall and it was well used. If he removed the wall, he would have to mitigate
20 the soil. He noted the wall had been there since 2021.
21

22 Mayor Dickey closed public input.
23

24 Council Member Ciraco did not want to penalize the homeowner, but he acknowledged
25 the City did not make a mistake. Council Member Miller wanted to come to a good
26 agreement. Council Member Zegarra asked what would happen with the snow, worst
27 case scenario. Troy Dayley, Public Works Director, stated his plow was 50 inches wide
28 and this was an 8-foot sidewalk. They could put snow on the park strip, but indicated
29 corners were the worst for snow storage because it prohibited sight lines.
30

31 Council Member Toly supported an encroachment agreement for both the wall and the
32 fence as built. Council Member Parigian asked if the snow storage could be put on top
33 of the wall. Gutknecht stated the issue was the wall interfering with the snow removal
34 equipment. Council Member Parigian supported an encroachment agreement for both
35 the wall and the fence as built if City staff fixed the process going forward so this
36 wouldn't happen again. Council Member Zegarra indicated this was a good opportunity
37 to look at the City process and improve. He supported an encroachment agreement for
38 both the wall and the fence as built.
39

40 Margaret Plane, City Attorney, stated another option could be to authorize staff to enter
41 into an encroachment agreement to do Option 1 or 2 and come to a resolution with the
42 property owner regarding the removal of the stones.
43

1 Council Member Toly moved to approve an encroachment agreement for both the wall
2 and the fence as built in the right-of-way on 2166 Comstock Drive. Council Member
3 Miller seconded the motion.

4
5 Council Member Parigian wanted to hear more from the homeowner to clarify why he
6 didn't know this. The Council did not want to hear more from the homeowner.
7

8 **RESULT: APPROVED**

9 **AYES:** Council Members Ciraco, Miller, Toly, and Zegarra

10 **NAY:** Council Member Parigian

11
12 **3. 2026 Legislative Session Update:**

13 Margaret Plane stated there were a record number of bills filed this legislative session.
14 Revenue projections were up by 1.1%. One bill, SB284, a land use bill, moved to the
15 House Floor today. This bill would require Council to pass an ordinance establishing a
16 process to remove planning commissioners for cause, which would include ethics
17 violations, inappropriate ex parte communications, or impermissible bias. The concern
18 of the legislature was that some communities had planning commissioners who were
19 acting in a way that lobbied other planning commissioners to process applications with a
20 certain result, which was impermissible bias. The bill would require public notices on the
21 website and clarify that Council cannot be the appeal authority. It would also preempt
22 local land use regulations regarding detached accessory dwelling units (ADU) and how
23 much parking can be required for the detached ADUs.
24

25 There were tax bills in progress and Truth in Taxation amendments being negotiated.
26 Some regulations on short-term rentals passed. She reviewed other bills in general.
27 Council Member Toly noted the City had an ADU policy for some time, but some cities
28 did not. Council Member Ciraco asked if the state law would supersede CCRs in an
29 HOA. Plane indicated it was not drafted to supersede CCRs.
30

31 **VI. ADJOURNMENT**

32
33 With no further business, the meeting was adjourned.
34
35

Michelle Kellogg, City Recorder



City Council Staff Report

Subject: Transit Phase II Zero Emission Transition Plan
Author: Scott Burningham, Transit Service Planner
William DeGroot, Transit Manager
Alex Roy, Transportation Planning Assistant Manager
Department: Transportation
Date: March 19, 2026

Recommendation

Request to authorize the City Manager to execute an agreement with the Center for Transportation and the Environment in a form approved by the City Attorney’s Office for consultant services to develop Park City Transit’s Phase II Zero Emission Transition Plan in the amount not to exceed \$150,000.00.

Executive Summary

On March 31, 2022, City Council authorized the Transportation Department to contract with a consultant (AECOM) to complete the first phase of a federally required Zero Emission Bus Transition Plan. Completed in 2022, Phase I established the foundation for transitioning the City’s transit system toward zero-emission operations by securing external funding for fleet replacement and initiating the required charging and facility infrastructure planning.

Building on that foundation, the Zero Emission Bus (ZEB) Transition Plan Phase II will develop a strategy to transition Park City Transit’s fleet to zero-emission technology. The plan will evaluate fleet replacement schedules and types, facility modifications, charging infrastructure needs, utility coordination, operational impacts, routing, workforce training, and long-term capital and operating funding needs. This updated plan will provide a roadmap to guide Park City Transit toward achieving Park City’s zero emission goals.

Analysis

On December 9, 2025, a Request for Statement of Qualifications ("RSOQ") was published. On January 16, 2026, four submissions were deemed responsive and given to an Evaluation Committee made up of staff from Transportation Planning and Transit. Staff recommends executing a contract with the highest scoring vendor, the Center for Transportation and the Environment ("CTE").

If approved, the Transportation Department will execute a contract with CTE and begin pre-planning with a kick-off meeting on March 23, 2026. The project is expected to be completed within 12-14 months.

Funding

Funding is through a Federal Transit Administration grant and a 20% local match from the Transportation Fund.

	Federal Funding	Local Match Total	Total Project Cost
FFY 2025 – 5304 State Planning	\$120,000.00	\$30,000.00	\$150,000.00

Exhibits

Exhibit A

Park City Transit Phase I Zero Emission Bus Transition Plan



Park City Transit Phase I Zero Emission Bus Transition Plan

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Executive Summary

The transportation sector is a significant driver of greenhouse gas emissions (GHG) in Utah. Public transit plays an important role in reducing GHG pollution by reducing vehicle miles traveled. Transitioning the vehicle fleet of transit agencies to electric vehicles further reduces emissions, improving local air quality and public health. The Zero-Emission Transition Plan is Park City Transit's (PCT) plan to guide the agency as it responds to emission targets set by Park City and Summit County. Summit County aims to reduce emissions by 80% before 2050, and Park City aims for carbon neutrality and 100% renewable energy used within the city by 2030. The Plan identifies opportunities and challenges for PCT to reach their goal of offering fully-electric service by 2030.

The Plan begins with an overview of the context and purpose, identifying relevant policies, initiatives, and studies. It also includes an overview of the various technologies and associated considerations for each vehicle type. These are discussed in the Electric Bus Technology Overview section and describe various vehicle types as well as battery and charging infrastructure.

The evaluation of existing and future facilities and their relationship to the technology transition is discussed in the document's Electrification Analysis & Evaluation section. In-depth description of the service & fleet analysis, the current fleet composition, early transition opportunities, and a facility analysis are also included in this section.

The Plan addresses resource availability, both current and future, to meet costs associated with transition and implementation. Resources including power from utility providers, funding availability, and the agency's workforce, are described in this section. The utility coordination section outlines the partnership between PCT and the utility provider, Rocky Mountain Power. PCT plans to maintain open communication and work in concert with the utility company to provide sufficient lead time to ensure continuing service availability as the electric fleet grows. The workforce section also examines the impact of the transition on the workforce and identifies strategies to avoid displacing existing workers. PCT will empower the existing maintenance team to work on all battery equipment. This includes hands-on training and potential collaboration with the Utah Transit Authority (UTA).

Lastly, this report will identify next steps for the agency, near-term fleet and facility changes, strategies to overcome barriers and associated risks, and help to highlight areas for further research. PCT will be pursuing an additional Transition Plan later this year as a Phase 2 item and continuation to this document, which will seek to address many of the questions and areas identified for further research within this document. This Phase 2 Plan will include a more thorough operations analysis, as well as a detailed facilities upgrade timeline in order to better inform PCT's long-range transition and meet the fleet conversion goals.

Transition Plan Context and Purpose

Reducing transportation-related emissions helps improve not only local air quality, but also helps to reduce GHG pollution that contributes to negative global impacts. PCT is committed to reducing the environmental impacts of its transit operations by evaluating and implementing a zero-emissions transition plan. Park City also has a proven history of committing to technologies to reduce emissions since deploying six battery electric buses (BEBs) in 2017 and an additional seven in 2018.

Park City Bus System and Facilities

PCT is a rural transit provider servicing the Park City Municipal corporation in Summit County, Utah. PCT's service spans a wide variety of ridership, providing service for both visitors and employees to the local resorts, festival goers to events, and other trips for local residents to important services such as Park City Hospital and medical campus.

PCT operates a mixed fleet of 38 35-foot and 40-foot buses on fixed routes, as well as 17 cutaways and other vehicle types for on-demand trips and other various applications. PCT's bus fleet is currently a mix of diesel and electric vehicles, with 30% of the bus fleet being fully-electric vehicles. These buses are short-range Proterra vehicles,

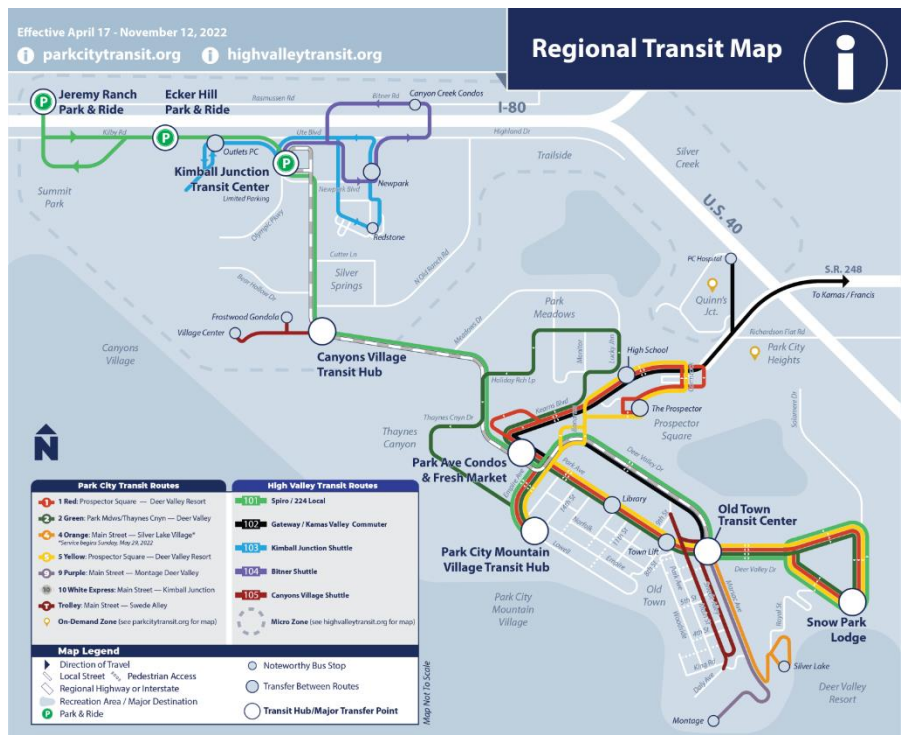


Figure 1: Park City Transit Route Map

powered via overhead chargers situated in-route in order to top off the charge of the vehicles in service. PCT endeavors to be operating fully-electric service by 2030, and so is developing this transition plan to identify opportunities and challenges for near-term BEB transition. This report will help to highlight areas for further research, as well as documenting PCT's current experience with BEBs to date.

Environmental Impacts of Transit

Transit has an important role to play when it comes to reducing a region's overall GHG emissions. Any time a passenger chooses to ride transit rather than drive their own vehicle, overall vehicle mileage traveled is reduced along with net emissions. These net benefits can be further improved upon by reducing the emissions emitted from transit vehicle operations. According to the Strategic Action Plan for Building Decarbonization in Park City and Summit County, about 37% of the GHG emissions in Park City come from transportation alone.

Trend Towards Zero-Emission Buses

Transit agencies both across the country and internationally are implementing strategies to reduce emissions from their fleets by integrating more low- and no-emissions technologies. Zero emission bus (ZEB) adoption in the United States is anticipated to accelerate due to increased funding availability to support ZEB purchases, as well as increased adoption of emissions-reducing policies by local governments and municipalities. As of September 2021, 3,533 ZEBs were counted to be in operation in the U.S., which accounts for a 27% growth since 2020.¹ While nearly half (49%) of this value is based in California alone, nearly every state except for New Hampshire, West Virginia, and North and South Dakota has at least one ZEB on the road or on order to date.

Existing Policies, Initiatives, and Studies

Nationally and locally, reducing emissions has been of an increasing concern as research continues to demonstrate the wide range of environmental and health benefits that result. This section will identify policy and legislation with implications on Park City's zero-emission transition.

Infrastructure Investment and Jobs Act (IIJA)

Signed into law by President Biden on November 15, 2021, the Infrastructure Investment and Jobs Act (IIJA), also known as the "Bipartisan Infrastructure Law," invests "\$89.9 billion in guaranteed funding for public transit over the next five years—the largest Federal investment in public transit history."² As part of these transit investments, the IIJA includes provisions to support and increase investment in zero-emission vehicles through grant programs, studies, fleet funding, and other measures.³ In particular, the IIJA includes provisions to continue the grants for the Buses and Bus Facilities program with increased funding levels compared to that of previous authorizations. The IIJA also includes funding appropriation for the Low-No Grant program at around 1.1 billion dollars annually from 2022 through 2026, which is a program within the FTA's Buses and Bus Facilities program. This discretionary grant program requires agencies to have a zero-emission fleet transition plan. It also requires that five percent of Low-No Grants related to zero-emission vehicles and related infrastructure must be used for workforce development activities, unless the applicant certifies that less is needed to carry out their zero-emission fleet transition plan. It should be noted, however, that federal transit funding focuses on capital needs, not addressing the costs associated with operation and maintenance of ZEBs or other transit services.^{4,5}

Strategic Action Plan for Building Decarbonization in Park City and Summit County

Park City and Summit County have both made commitments to reduce local emissions, with Summit County aiming to reduce the countywide greenhouse gas footprint by 80% before 2050, and Park City aiming to achieve carbon neutrality and run on 100% renewable energy by 2030. Both groups are developing plans to further these pursuits, and while this document prioritizes

¹ Source: [Zeroing in on ZEBs](#), CALSTART, December 2021.

² Source: [Fact Sheet: The Bipartisan Infrastructure Deal](#), The White House, November 6, 2021

³ Source: [Bipartisan Infrastructure Law \(Infrastructure Investment and Jobs Act of 2021\)](#), Alternative Fuels Data Center, 2021

⁴ Source: [Fact Sheet: Buses and Bus Facilities Program](#), Federal Transit Administration, December 9, 2021

⁵ Note: Several COVID-19 Relief laws allowed federal funds to be used for operating and maintenance costs. However, funds provided for transit to large urban areas outside of COVID relief bills have been restricted to capital projects.

the identification of goals and strategies to approach these goals from a building and construction perspective, it also identifies the percentage of local emissions resulting from transportation. In Summit County, 44% of the region's CO2 equivalent results from transportation and mobile sources, while Park City's associated value is 37%.⁶

⁶ [Strategic Action Plan for Building Decarbonization in Park City and Summit County](#), Ryan Anderson, Jeff Bousson, & Kevin Emerson; Utah Clean Energy, September 2021

Electric Bus Technology Overview

Currently, three zero-emission bus technologies are commercially available: electric trolleybuses, fuel cell electric buses (FCEBs), and battery electric buses (BEBs).

While electric trolleybuses have been in use for nearly a century, only five transit agencies across the country currently operate this type of ZEB as a part of their regular service offerings.⁷ Power to these buses is provided via two trolley poles connecting the top rear of the bus to overhead catenary wires. Due to trolleybuses limitations including limited flexibility for off-wire operation, extensive costs associated with building and maintaining a network of overhead wires, and the significant visual impacts of these wires, PCT does not intend to pursue the implementation of electric trolleybuses.

Figure 2: Trolleybus in operation



Source: [Flying Flyers—Muni Trolley Buses Then and Now](#), SFMTA, May 3, 2018

Conversely, FCEBs—buses that use an on-board electrochemical hydrogen fuel cell for propulsion—are growing in prevalence across the United States with adoption of these buses nearly doubling between 2020 and 2021⁸. Despite this significant increase, the deployment of FCEBs remains limited to only 10 states and only California and Ohio have adopted more than 10 FCEBs in total as of September 2021⁸. Due to the significant upstream carbon emissions associated with creating and trucking hydrogen, the high cost of FCEBs, and the current lack of an identified source of hydrogen supply, PCT does not currently plan to implement FCEBs in the short-term.

BEBs use onboard battery packs for bus propulsion and power rather than using conventional fuels such as diesel or compressed natural gas (CNG). BEBs are charged either at garages, or on-route during operation. Transit agencies located in colder climates typically include an auxiliary diesel heater on their BEBs for supplemental heat to increase bus range. As of September 2021, approximately 95% of the full-size (30+ feet in length) transit ZEBs on the road or on order in the United States are BEBs. Due to the several challenges associated with FCEBs outlined above as well as comparatively lower capital costs and increased industry experience associated with BEBs, PCT plans to focus on a zero-emission transition towards BEBs. As such, the following sections of this transition plan focus on an analysis and evaluation of BEB technologies.

BEB Vehicle Considerations

The batteries onboard a BEB are used to provide both the energy required to drive the bus as well as the energy necessary to operate all vehicle auxiliary functions including heating and cooling the passenger cabin. The amount of energy provided by the battery is described by its energy capacity measured in kilowatt-hours (kWh). Analogous to a fuel tank on a diesel bus, larger battery capacities translate to increased energy (fuel) storage, and thus, increased range. Unlike conventional diesel buses which typically have 100+ gallon fuel tanks that allow a bus to travel more than 300 miles before refueling, BEBs typically have a reliable range in transit service

⁷ Source: [The National Transit Database \(NTD\)](#)

⁸ Source: [Zeroing in on ZEBs](#), CALSTART, December 2021.

of 150 miles or less on a single charge.⁹ A BEB's range is a function of two primary characteristics: (1) battery capacity, and (2) energy usage.

Larger **battery capacity** translates to increased energy (fuel) storage, and thus, increased range. As of Spring 2022, BEB manufacturers offer on-board BEB batteries with capacities typically ranging from approximately 215 kWh to 686 kWh.^{10,11} Expanding on these capacities, Proterra has announced that starting in 2023, they will offer a 40-foot BEB that can be equipped with up to 738 kWh of onboard energy.¹² These advertised capacities, also referred to as nameplate or nominal battery capacities, indicate the capacity of a new battery pack. Unfortunately, however, not all the nominal battery capacity can be used for BEB operation. Instead, batteries wear down and become less efficient over time as they are constantly charged and discharged. Furthermore, charging a BEB to full capacity or charging it from a zero state of charge (SOC) increases the rate at which the batteries degrade as this process puts additional strain on the physical and chemical components of the battery, and so many manufacturers carve out an unusable portion of the battery to preserve the longevity of the hardware. An additional consideration for the unusable portion is that at low enough states of charge, the battery will not be able to produce enough power to move the vehicle. Additionally, just as operators avoid driving a conventional bus until the fuel tank is empty, a portion of a BEB's battery capacity is typically preserved for operational flexibility. By preserving this capacity, transit agencies are able to ensure that BEBs will have sufficient range to return to the garage in the event of an unforeseen delay or other unexpected event requiring a BEB to remain in service longer than originally planned. These factors translate to usable battery capacities between approximately 145 kWh and 465 kWh.

The amount of **energy usage** by the bus (kWh/mile) also impacts BEB range. When the energy used to heat and cool the bus cabin is the same energy that would be used for the propulsion of the bus, bus range can be substantially reduced in cold weather as increased energy must be devoted to maintaining a comfortable temperature in the passenger cabin. The speed at which a BEB operates also influences energy usage and therefore BEB range. Typically, slower speeds are a result of either busy or congested environments. In busy environments, buses often see greater energy usage, owing to bus doors being open more often and for longer periods of time. When the doors are open, heating and cooling the bus cabin is more difficult as extra energy needs to be drawn from the battery. Additionally, when buses are stuck in congested environments, they spend an increased time idling and accelerating from rest, thereby also requiring greater energy usage. Efficient operation of the vehicle through gentle accelerations and decelerations can reduce energy usage by not only requiring less energy to accelerate from rest, but also to maximize the bus's ability to regenerate energy. When the bus is rolling forward, BEBs are capable of recapturing some of that energy and improving overall energy usage. From this combination of factors, energy usage on the same bus can vary widely within a single transit agency's operation, and therefore lead to different functional ranges.

⁹ Source: [Guidebook for Deploying Zero-Emission Transit Buses](#), The National Academies Press, 2021

¹⁰ Source: [Electrifying Transit: A Guidebook for Implementing Battery Electric Buses](#), National Renewable Energy Laboratory, April 2021

¹¹ Source: [GILLIG's next-generation battery to provide 32 percent increase in onboard energy](#), Gillig, November 2021

¹² Source: [Proterra Introduces ZX5 Electric Bus With 738 Kilowatt Hours of Energy](#), Proterra, April 14, 2022

Charging Infrastructure

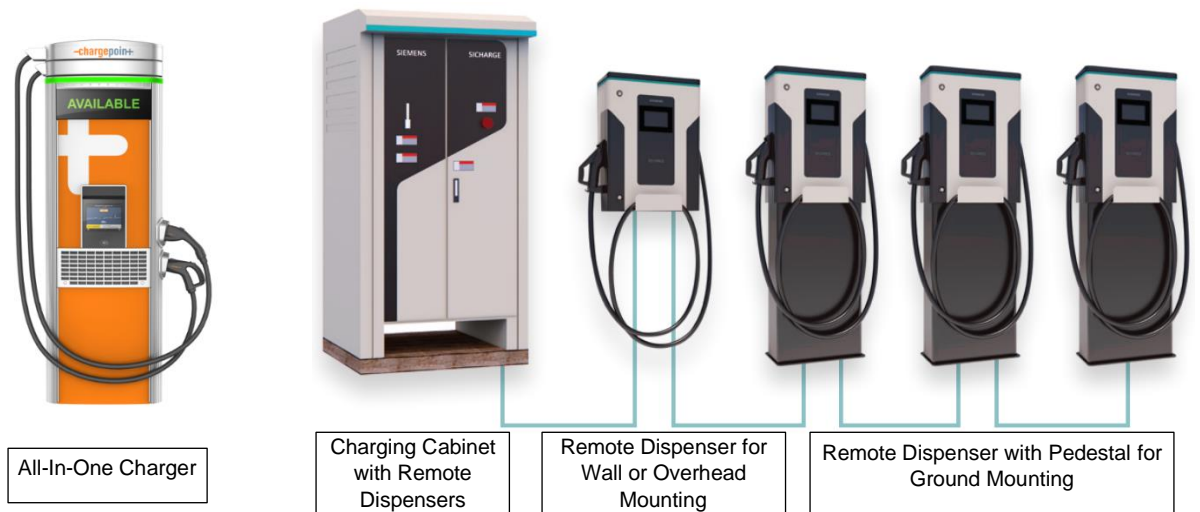
In the North American BEB industry there are currently three primary types of BEB chargers: (1) plug-in chargers, (2) overhead conductive chargers with inverted overhead pantograph dispensers, and (3) in-ground wireless inductive chargers (Figure 3). Plug-in chargers are typically used at garages and in bus service / maintenance bays, whereas overhead and inductive chargers can be used for either garage or on-route (opportunity) charging. BEB charging infrastructure typically includes transformers, switchgear, chargers (charger “bases / cabinets” where the majority of charging equipment is housed including AC – DC rectifiers, charge controls and communication) and dispensers (e.g., pantographs or plugs).

Figure 3: BEB Charging Infrastructure



Plug-in chargers can be either an ‘All-in-one’ unit with dispensing plug-in cord attached directly to the charger cabinet or a charging cabinet connected to remote plug-in dispensers.

Figure 4: Plug-In Charger Detail

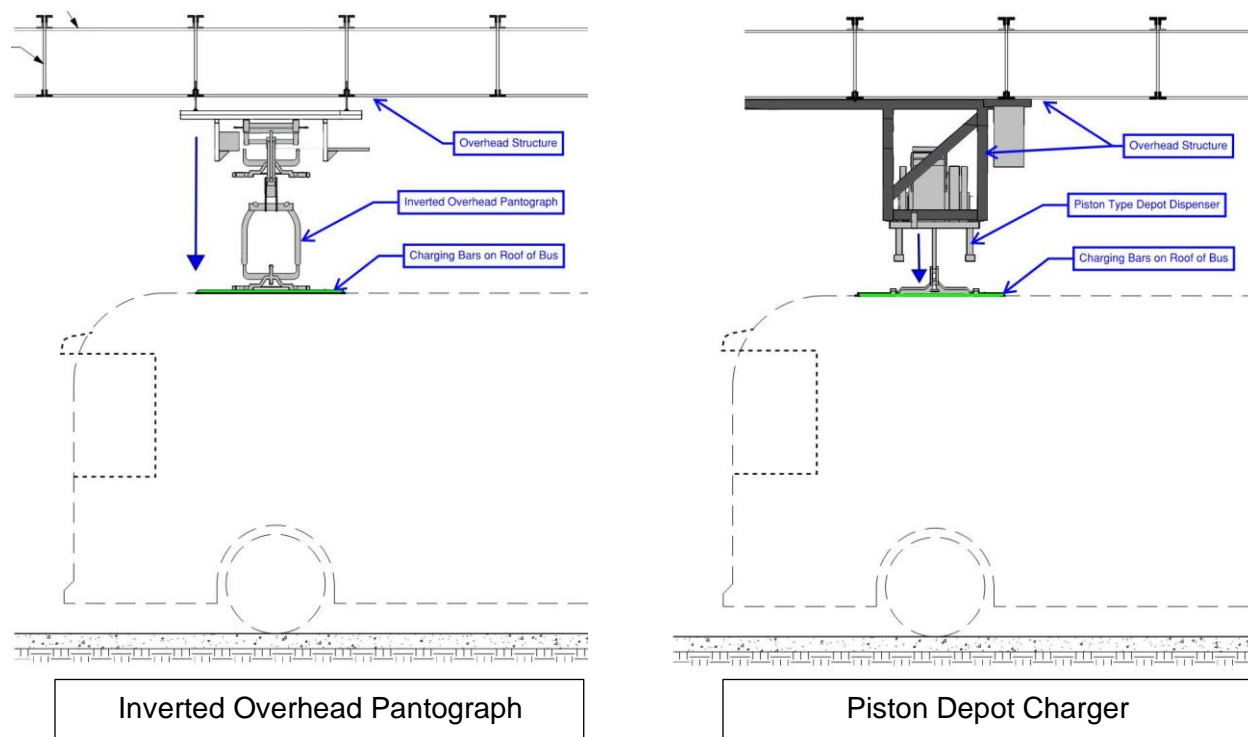


Typically, a plug-in all-in-one unit has one or two cords and a remote dispenser cabinet that can energize between one and four+ dispensers allowing for scheduled charging of multiple buses.

Charge power for plug-in chargers ranges from 50 to 180 kW. Due to this relatively low power, plug-in chargers typically take several hours to fully charge a bus and are therefore often used for overnight charging. A factor to be considered with shared charging (one charging cabinet energizing multiple dispensers) is that depending on the charger manufacturer and model, the name plate rating of the charger (180kW for example) might only output a maximum of 60kW if the one charger cabinet is energizing three dispensers (expressed as a 1:3 charging ratio). There is no industry standard yet for shared charging configuration so any shared plug-in charging assumed performance operations, such as 'ability to provide 180kW to any dispenser at a time...' is recommended to balance the planned incoming charging equipment with the anticipated charging operational time. BEBs by default have charging ports located in similar locations to conventional internal combustion engine fuel ports – curb side, rear quarter of bus. Buses can be specified to have plug-in ports on both sides of the vehicle or only one at the center rear to the bus to increase flexibility in parking positions especially at ground mounted charger islands and curbs. Per-unit capital costs for plug-in chargers are lower than for other types of charging infrastructure. The J1772 standard, published by the Society of Automotive Engineers, allows for interoperability of plug-in chargers with different types of buses from multiple manufacturers, analogous to the standardized pump size for gasoline vehicles across manufactures which allows you to fill your gas tank at any gas station. Note that retrofitting ground mounted charger cabinets (2ft to 3ft 6 inch) in depth adjacent to parked buses in existing dense bus parking arrangements can lead to blocking of staff circulation at or create a bus to charger impact danger. On large retrofit deployments at existing dense close parked bus lanes, 12ft wide or less, it is not uncommon to have to eliminate some bus parking spaces to allow for ground mounted chargers. Overhead suspended dispenser plug-in cords mounted over parked buses energized by charging cabinets located remotely away from bus parking can be used where ground mounted plug-in cord equipment is impractical or not desired. Overhead plug-in cords over buses, if not left always dangling protected by bollard or other structure, do require some means to retract and extend down cord. Currently the charging equipment OEMs do not offer a remote overhead reel or retraction system and rely on third party vendors or site-specific custom solution from the simple, suspended rope tagline connected to a manual pull charging cord, to powered retraction systems using reels or winches.

Overhead conductive chargers typically use an extending arm pantograph or piston mounted charging bars that lowers down from the charger to connect to the roof mounted charge rails on the bus. Two examples of overhead chargers can be seen in Figure 5 below.

Figure 5: Example Schematics of Overhead Conductive Chargers



There are pantographs mounted to the bus that extend up to connect to an energized charge point mounted to overhead structure but this type of pantograph is rarely used in the US market due to the added weight of the pantograph to the bus and the single source proprietary overhead connector. Charge power for overhead conductive chargers ranges from 150 to 600kW.⁹ The lower capacity units are typically used at depot bus parking similar to where plug-in chargers would be used but with the benefit of not requiring ground space. Higher capacity units, 300+ kW, are used at shared charging positions at depots or at on-route charging locations. Overhead conductive chargers can be flexibly used to “top-up” a bus’s charge for 5 to 20+ minutes at higher power or for longer durations at lower power. Overhead conductive chargers historically rely on a smaller ratio of chargers to buses due to their higher power output that reduces the footprint for the charging equipment. However, it also means that a malfunction of a charging station may have a larger impact on service if the charger is not available.

It should be noted that OEM-Proprietary overhead conductor chargers, chargers that use proprietary conductor contact configurations and non-SAE standard charge communication and charge control protocols also exist. Proterra’s horizontal-articulating charger mast uses semi-autonomous bus-to-charger alignment paired with a 500kW charger is an example of a proprietary overhead conductive charger. However, most manufacturers of both BEBs and chargers have moved to producing SAE 3105/1712-compliant chargers which are interoperable with different combinations of buses and chargers and improves flexibility for the operating agencies.

A number of charging OEMs producing SAE 3105 /1712-compliant overhead conductive chargers now offer charger cabinets that can energize multiple overhead conductor chargers and even support a mix of connected dispensers (i.e. plug-in cords and overhead conductors connected to the same cabinet). Overhead conductive charging can be operationally challenging as proper alignment between a bus and pantograph is critical in achieving proper charging. Similar to the

standard established for plug-in chargers, the J3105 standard for overhead conductive chargers allows transit agencies to operate different models of buses from multiple vehicle manufacturers with the same overhead conductive charger. Compared to plug-in chargers, overhead conductive chargers have higher capital and construction costs.

Inductive chargers utilize a wireless power pad as the charging dispenser embedded in the floor of a garage or roadway surface in addition to a power receiver installed under the bus. An above ground charging cabinet similar to a plug-in or overhead conductor cabinet is still needed to convert AC to DC power and energize the charging pad dispenser. Like plug-in and overhead conductor chargers, the charging cabinet is available in ranges from 50-350+ kW. Some inductive chargers are capable of energizing multiple wireless charging pad dispenser in 1:2 and 1:3+ ratios. Inductive chargers eliminate concerns for overhead clearances, as they are built into the floor of a garage or roadway. However, there may be significant costs and operational disruptions to install, repair, or replace the charger and wireless pad since it would be embedded in the floor of the garage or roadway. Retrofitting multiple induction pads and their associated above ground chargers in existing garages will require significant trenching and cutting of the floor slabs. Inductive charging can be operationally challenging as proper alignment between a bus and inductive charger is critical in achieving proper charging. Inductive charging is still considered to be in its infancy as only a small number of North American agencies have implemented inductive chargers either as charge in parking place at a depot or as an offsite opportunity charger. Currently, there is no national standard for inductive charging. As a result, each bus manufacturer could approach this charging strategy differently meaning that different charging equipment may not work for different types of buses or even different bus models from the same manufacturer. These complexities are analogous to how some smartphone charging ports are not compatible with smartphones from different manufacturers or how smartphone companies can change the charging port between phone versions.

Short-Term Charging Strategy

PCT's existing BEB fleet uses on-route charging to complete service. These low-capacity, short-range buses receive additional energy during service via strategically-placed overhead conductive chargers during layovers in order to meet the range requirements of service. However, the overhead chargers currently installed are a proprietary product of Proterra, and compatible bus-side charging equipment is no longer recommended due to Proterra now supporting SAE 3105/1712-compliant charging infrastructure.

For near-term deployments, PCT will consider depot-charging as the primary charging strategy, as BEB ranges have increased in recent years, making the strategy more viable in Park City's climate. As the number of blocks viable for depot charging are substituted with BEBs, additional strategies may need to be implemented in order to continue the transition to a zero-emission fleet. These could include additional on-route charging, or even block splitting to have more than one bus replace the duty cycle of a single diesel vehicle. However, this will be an item for further research to ensure an optimized strategy is selected for Park City's operations.

Electrification Analysis & Evaluation

Service & Fleet Analysis

This section analyzes PCT's bus fleet and service to identify the share of existing bus blocks, platform hours and miles, and revenue hours and miles that are technically viable for a one-to-one transition to BEBs with only garage charging. This analysis looks at three scenarios including: Current Technology BEBs, Moderate Technology Improvement, and Significant Technology Improvement.

Current Fleet Composition

As introduced earlier in the document, PCT's operating fleet is composed of buses of varying lengths operating from one home garages to provide a range of service types. As of Spring 2022 PCT operates 13 ZEBs. PCT's fleet includes a total of 56 vehicles comprised of:

- 14 Gillig 35' diesel buses;
- 7 Proterra 35' electric buses;
- 12 Gillig 40' diesel buses;
- 6 Proterra 40' electric buses;
- 5 Ford cutaway vehicles;
- And 12 assorted trucks, vans, and utility vehicles.

As part of Park City's goals to achieve carbon neutrality by 2030, PCT is seeking adding 5 more BEBs to their fleet in order to expand their BEB transition.

As part of this preliminary analysis, only fixed-route buses will be evaluated as their use is more predictable and therefore better for initial projections. As well, the market for smaller-duty electric vehicles is still developing, and those presently available tend to be more range-limited. Therefore, this part of PCT's fleet will be flagged for further study.

Service Analysis Assumptions

As previously discussed in this document, battery/energy capacity and energy usage are the primary drivers influencing BEB range, and consequently the viability for existing bus service to be served by BEBs. The following section defines the assumptions for each factor used in assessing BEB service viability. Battery capacity and energy usage assumptions are then summarized in Table 1.

Battery/Energy Capacity Impacts on BEB Range

To calculate and model a battery's energy capacity, three factors must be considered: (1) battery degradation, (2) battery life, and (3) operational flexibility.

Battery Degradation

Batteries become less efficient and wear down over time as they are constantly charged and discharged. For example, as smartphone and laptop users are aware, as these devices grow older, they require more frequent charging as a "full charge" no longer provides power for as long as when the device was new. Based on manufacturer warranties, it is estimated that a BEB's battery capacity degrades by as much as 2.4 percent per year.¹³ This is equal to a capacity loss

¹³ Source: [Battery Electric Bus and Facilities Analysis Final Report](#), Milwaukee County Transit System, January 2020

of up to approximately 14 percent after six years (bus mid-life), and up to about 25 percent after 12 years (bus end-life).

Battery Life Capacity Reservations

Beyond general battery degradation, charging a BEB to full capacity or charging it from a zero state of charge (SOC) increases battery degradation rates as additional strain is placed on the battery's physical and chemical components. All battery manufacturers recommend reserving a portion of the battery's capacity to preserve battery life to prevent a more rapid degradation of battery capacity than the annual 2.4 percent described above. The portion of a battery's capacity that is protected and unavailable for use varies by manufacturer and can range from between 5 percent to approximately 35 percent of the battery's capacity.¹⁰

Operational Flexibility Capacity Reservations

Just as operators avoid driving a conventional vehicle until the fuel tank is empty, a portion of a BEB's battery capacity is typically preserved for operational flexibility.¹⁴ By preserving this capacity, transit agencies can increase the likelihood that BEBs will have sufficient range to return to the garage in the event of unseen delays or other unexpected events that would require a BEB to remain in service longer than originally planned.

Usable Battery Capacity Calculation Summary

Overall, PCT's BEB service planning is based upon a battery's usable, rather than nominal, capacity at bus mid-life to account for battery degradation and capacity reservations. Based on an approximately 2.4 percent annual battery capacity degradation as well as the reservation of 10 percent battery capacity for battery life and 10 percent for operational flexibility, the usable battery capacity at bus mid-life (6 years) is calculated as 70 percent of the nominal (advertised) battery capacity.

Energy Usage Impacts on BEB Range

Along with battery capacity, the amount of energy consumed by the bus (kWh/mile) also impacts BEB range. When the energy used to heat/cool a bus's passenger cabin is the same energy that would be used for the propulsion of the bus, bus range can be substantially reduced in cold weather as increased energy must be devoted to maintaining a comfortable passenger cabin temperature. Park City, Utah sees several months out of the year with average low temperatures below freezing, which can be detrimental to a BEB's range as so much energy will be required to heat the interior.¹⁵ Therefore, while many transit agencies across the county can largely plan BEB service assuming relatively warm average ambient temperatures, PCT must plan BEB service around worst-case range estimates based on winter temperatures to ensure reliable service can be maintained throughout all seasons. Drawing upon the experience of other cold weather agencies operating diesel heated buses, this Transition plan utilizes the same worst-case energy efficiency of 3.5 kWh/mi.

In addition to ambient temperature impacts, a BEB's operational speed also influences energy usage and therefore BEB range. Typically, slower speeds are a result of either busy or congested environments. In busy environments, buses often see greater energy use, owing to bus doors being open more often and for longer periods of time. When the doors are open, bus cabin heating

¹⁴ Source: [Electrifying Transit: A Guidebook for Implementing Battery Electric Buses](#), National Renewable Energy Laboratory, April 2021

¹⁵ Source: [Climate Park City - Utah and Weather averages Park City](#), US Climate Data, 2022

and cooling is more difficult as extra energy needs to be drawn from the battery. Additionally, when buses are stuck in congested environments, they spend an increased time idling and accelerating from rest, thereby also requiring greater energy usage. Due to these considerations, blocks with an average speed of 8 miles per hour or less are assumed to have too significant of an impact on energy consumption to be considered for short-term BEB service.

Summary of BEB Service Analysis Assumptions

Table 1 summarizes the battery capacity and energy usage assumptions and criteria outlined above and used in assessing the suitability of PCT’s service blocks for BEB operation. In recognition of the speed at which BEB technology is advancing, battery capacities have increased by more than eightfold from 2014¹⁶ to 2023,¹² three service analysis scenarios have been considered based on differing BEB technology assumptions as quantified by the buses’ nominal battery capacity. The three scenarios include: Current Technology (588 kWh), Moderate Technology Improvement (738 kWh), and Significant Technology Improvement (880 kWh). The current technology capacity was selected to align with the battery capacities commonly available in the current BEB market, while moderate technology aligns with announced improvements from Proterra¹⁷, and significant technology improvement is comparable with the trajectory of recent battery capacity improvement within the industry to be available within the near future.

Table 1: Assumptions for Fixed Route BEB Service Analysis

Item	Current Technology	Moderate Technology Improvement	Significant Technology Improvement
Battery size Nominal capacity	588 kWh	738 kWh	880 kWh
Battery size Useable Capacity *	412 kWh	517 kWh	616 kWh
Average kWh per mile**	2.2	2.2	2.2
Average range in miles	187	235	280
Worst-case kWh per mile**	3.5	3.5	3.5
Worst-case (winter in Park City) range in miles	118	148	176
Minimum Average Speed	8 mph	8 mph	8 mph

Note: All analyses assume 40-foot garage-charged BEBs using auxiliary diesel heater

*Usable battery capacity defined as the bus mid-life battery capacity calculated as 70% of nominal battery capacity. This assumes a 2.4 percent annual battery capacity degradation and a total of 20% capacity reserved for a combination of battery health and operational flexibility.

Fixed Route BEB Service Analysis Results

Using the criteria presented in Table 1, each of PCT’s bus blocks can be analyzed to assess BEB suitability. For each of the three technology scenarios, a block is determined to be technically viable if:

- The total block distance was less than the BEBs worst-case range; and
- The bus’s average speed along the block was at least eight miles per hour.

¹⁶ Source: [Foothill Transit Battery Electric Bus Demonstration Results](#), NREL, 2016

¹⁷ Source: [Proterra Introduces 738 kWh Battery Packs For ZX5 Buses](#), Inside EVs, 2022

- Based on this analysis, the technical viability of the given service schedule for BEB service is summarized in three ways:
- Count (and percent) of total blocks that are technically viable;
- Percent of total annual bus platform and revenue hours that are technically viable;¹⁸
- Percent of total annual bus platform and revenue miles that are technically viable.¹⁹

As the length of buses operated on any given block is subject to change in the future, this service analysis is applied to all blocks regardless of the bus length currently operating on the block. BEB service viability analysis results are likely to fluctuate as PCT’s block characteristics may be modified up to four times a year due to service changes. To establish a baseline and to illustrate how this methodology can be used to inform BEB transition policies and prioritize BEB deployment, the analysis results of PCT’s 2021-22 Winter service schedule are summarized below (Table 2). The winter service schedule is used for analysis as the operating miles and hours per bus are longer than with the summer service schedule, as well as being more representative of worst-case performance.

Table 2: Technically Viable Fixed Route Block Summary for 40-Foot BEBs for 2022 Winter schedule

	Current Technology (588 kWh)	Moderate Technology Improvement (675 kWh)	Significant Technology Improvement (880 kWh)
Number of Technically Viable Blocks	2	3	6
% of Total Blocks	12%	18%	35%
% of Total Seasonal Platform Hours	8%	12%	30%
% of Total Seasonal Platform Miles	7%	11%	27%

**Note: Bus Hours defined as the time between when a bus pulls out of a garage to when it pulls back into the garage and all analyses assume 40-foot garage-charged BEBs using auxiliary diesel heater*

This analysis indicates very few of PCT’s 2021-22 Winter fixed route bus blocks, representing approximately less than 10% of both revenue and platform hours and miles can be served by the current technology 588 kWh 40-foot BEBs similar to those that PCT is currently pursuing funding for without altering existing block structures or using opportunity charging. If nominal battery capacities were to reach 880 kWh in the future, more than a third of these bus blocks representing approximately 30% of platform hours would be technically viable. These results are specific to PCT’s Winter 2021-22 service schedule and are subject to change.

As shown in Table 2, it is anticipated that an increasing number of blocks will become technically viable in the coming years as BEB technology continues to improve. Additional performance modeling is anticipated to further refine this evaluation by evaluating route-specific efficiencies, and therefore projecting more accurate vehicle ranges. The conservative assumptions used for this effort are being used to establish a baseline prior to vehicle purchases.

¹⁸ Note: Bus hours defined as the time between when a bus pulls out of a garage to when it pulls back into the garage

However, strategies to extend the vehicles' range will still be necessary to achieve full zero-emission transition. These strategies can include rescheduling blocks based on the range limitations of the BEBs, but this strategy will require additional vehicles and operators to complete the same amount of vehicle miles as well as other operational adjustments. An alternative strategy is on-route charging, which can extend the range of the vehicles by utilizing layovers to quick charge the vehicles but is also associated with increased equipment and charging costs. On-route charging also results in less operational flexibility, as the BEBs must now be tied to the routes that pass near overhead charger installations.

Fleet Transition Projection

Presently, PCT's fleet is 34% electric vehicles, with all buses currently being operated in an on-route charging deployment scenario. Therefore, these vehicles are not subject to the same range limitations as comparable depot-charged vehicles; however, these vehicles are tied to specific routes which have overhead chargers available to support the service. Including the 2022 Low-No Application vehicles, PCT is anticipating acquiring 9 additional vehicles in the next six years in order to support the transition to ZEB.

Figure 6 below shows PCT's anticipated fleet transition through 2031, with all buses anticipated to be electric by 2030. To meet this goal, PCT intends to replace all current vehicles with EVs (electric vehicles). While range limitations are anticipated with the converted fleet, PCT intends to address this with a mix of on-route charging and reconfiguring the block schedule to accommodate the shorter range of BEBs compared to internal combustion engine vehicles. This transition will come with its challenges, but PCT intends to develop a more robust rollout plan to determine a specific deployment strategy for these forthcoming vehicles.

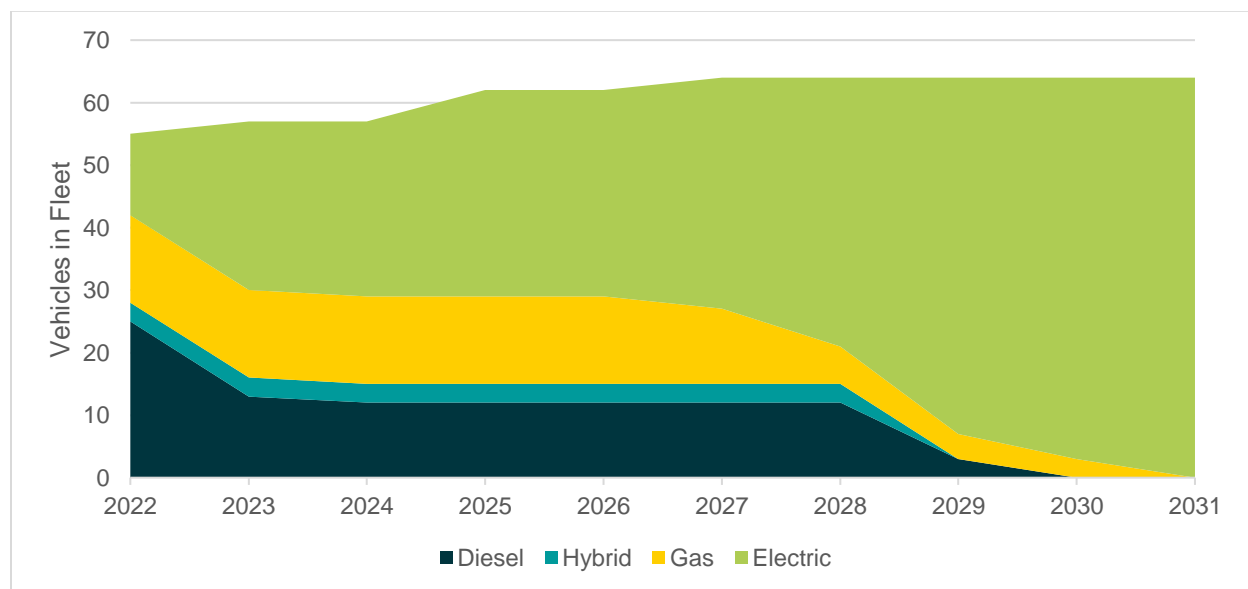


Figure 6: Fleet Composition Projection with Procurement Schedule

Facility Analysis

This section analyzes the suitability of PCT's facilities to support a transition toward BEBs. PCT operates and maintains transit fleet from the municipal owned Iron Horse Facility. The Iron Horse Facility was reviewed for existing configuration, current operational on-site vehicle flow, bus

parking configuration and electrical service entrance, and size. PCT's goal for both short- and longer-term electrification will be to incrementally add in BEBs as replacements to outgoing internal combustion engine buses. In preparation for this transition, existing operational bus site flow and bus parking configurations must be identified and documented to allow for the addition of new BEB charging infrastructure in a way that is compatible with a facility and site's existing physical arrangement. As introduced in the Charger Infrastructure overview, there are multiple equipment options to charge a BEB. To plan for and identify BEB charging infrastructure that is most compatible with existing operations and mitigates potential operational impacts during BEB charger construction, the unique physical limitations and challenges of each bus garage were assessed as summarized in this section. Although opportunity charging is not a short-term charging strategy for PCT, BEB infrastructure suitability was also assessed at the Quinns Junction Park and Ride, currently in planning, and at two resort transit stations being proposed for development by two local ski resorts.

Iron Horse Facility

The Iron Horse Facility is located at the corner of Iron Horse Drive and Shortline Road. As a shared facility it houses both Park City Transit and the Public Works Department. The transit buses are serviced maintained in shared vehicle maintenance facility but have separate covered bus parking facilities. Bus parking is at grade covered by an upper staff vehicle parking deck. Two bus parking lanes per one overhead door and lanes are centered on the door. The electrical utility transformer serving the bus garage parking structure was updated in 2018 to accommodate existing seven (7) plug-in chargers and included BEB charger expansion within the new electrical distribution panel. Additionally, stub outs and conduits were also installed for thirteen (13) new BEB charges located near the existing seven (7) chargers. See Figure 7 below for further detail.



Figure 7: Iron Horse Facility Site Context

Existing Bus Circulation

At the end of the daily shift for PM pull-in, buses enter the Ironhorse Facility from Shortline Road and pulling under the Fuel Canopy along the southern property line. Bus operators fuel their buses and then continue to the enclosed bus wash located at the east end of the bus garage structure. After exterior wash, the buses leave the enclosed bus wash and circulate on site to their particular assigned bus parking spaces. Buses park in both pull through lanes where they are left facing south for AM pull-out or pulled into a single loaded parking space. These single loaded bus parking spaces abut operational spaces such as Storage, Electrical, Communications, and the vertical circulation ramp that takes staff vehicles on and off upper parking deck. Single loaded bus parking spaces can be utilized as pull-in / back out spaces or back-in / pull-out parking spaces. Daily fare collection and interior bus cleaning are accomplished during this nightly service and parking cycle. In the morning AM pull-out, regardless of direction buses are parked in the garage, the buses pull out of the parking garage and circulate on-site and exist to Shortline Road to begin daily transit service.

The thirteen (13) existing BEBs are parked at the parking spaces accessible to plug-in charging cords from the existing seven (7) plug-in chargers. After one BEB has completed its charging cycle it is unplugged and cycled out of the BEB charging space and another one of the existing BEBs are circulated into the charging parking space and plug-in. Once all the BEBs have been charged or are connected to the charger, the existing BEBs connected to the existing plug-in

chargers remain in that same bus parking position for the rest of the night. The existing BEBs also receive charging during the day from opportunity charges at various PCT transit stations and park and rides outfitted with existing Proterra proprietary 500kW chargers. As such the current BEB fleet is less dependent on receiving a full BEB battery charge than a BEB that would be charged at the depot only. See Figure 8 below for further detail.



Figure 8: Iron Horse Facility Operations Layout

Short-Term Charger Opportunities

The existing electrical service in the bus parking garage has power capacity and switch capacity for the planned new chargers to support the incoming planned five (5) new BEBs. The updated bus parking garage transformer is rated for 2,000a output (nominal 1,600 kVA transformer) and currently supplies the existing original 120v/208v main switchboard as well as providing 480v power to the existing 60kW chargers and has spare capacity to energize thirteen (13) more 60kW chargers. Seven (7) existing 60kW Proterra plug-in SAE j1772 compliant charging cabinets with integral cords are already in use at the Ironhorse Facility. Electrical conduit stub outs for the thirteen (13) future chargers were installed when the seven (7) existing chargers and new transformer were installed. The existing concrete structure of the existing covered bus parking garage can be used to transition the future charger stub outs to the final future charger locations that will be determined during the future short-term charging detail design project. The existing plug-in chargers and the planned new plug-in chargers to accommodate the next iteration of five

(5) BEBs are located as ground-mounted chargers in the garage between the bus parking space in available areas between the structural columns. This will allow for new charging cabinets to be installed without loss of any parking capacity on site. See Figure 9 below for further details.

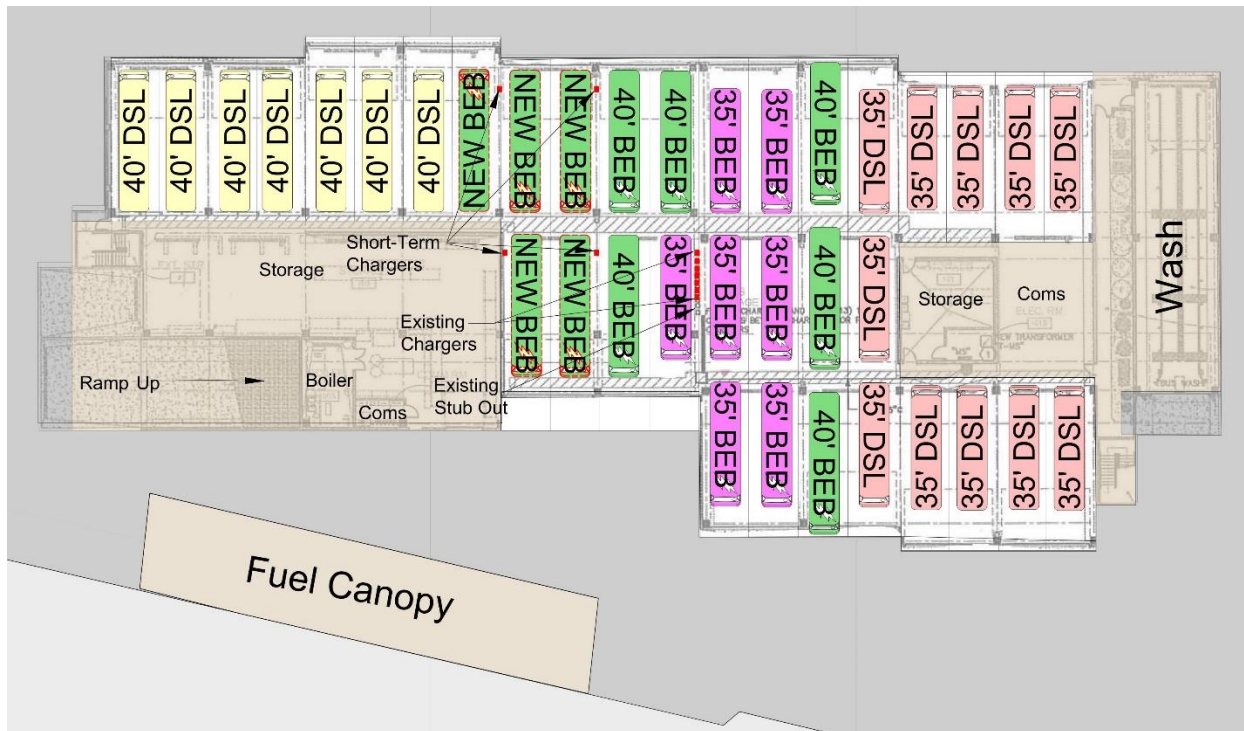


Figure 9: Close-Up of Charger Layout in Garage of Iron Horse Facility

Long-Term Changes to Support ZEB Transition

Even if short-term chargers utilized five (5) chargers in a one-to-one scenario, there will still be additional power and switches for eight more 60kW chargers within the existing distribution panel and the existing transformer. It will also be possible to combine the available power to energize 3-4 nominal 150-200kW depot chargers depending on if far-future BEBs won't utilize the existing or planned off-site opportunity charging and had to rely solely on depot charging. There sufficient floor space in the covered bus garage as well as adjacent exterior paving space to locate larger capacity charging cabinets and potentially even larger 'big box' 1.5MW and larger charging systems that take in medium voltage direct and can energize up to 40 dispensers.

Long-Term Barriers to Supporting ZEB Transition

To support a full BEB fleet additional electrical service and new charging power distribution will need to be brought to the site. If the remaining eighteen (18) diesel buses are replaced with BEB there would be a need to add approximately 1.3MW of power. There is space adjacent to the existing parking garage utility transformer to add additional utility transformer but adding it will displace PCT non-revenue vehicles and Public Works vehicle parking. To bring new utility power to the eastern edge of the parking garage adjacent to the existing utility transformer will require new feed from existing utility sectionalizer on Iron Horse Drive or the addition of new sectionalizer. Coordination with Rocky Mountain Power will be required one to two + years before new power feed is needed to allow utility time to plan and install offsite grid improvements. New chargers will be required to be installed within the parking garage as well as a minimum of three maintenance

bays to provide in-place depot charging at each converted diesel bus parking space. The quantity of chargers can be reduced if PCT desires to continue to pull BEBs on then off chargers during a nightly service cycle. The continued and expanded use of off-site opportunity charging will lessen the importance of every BEB parking space having a charger as the BEBs would return to the garage with a high state of charger than non-opportunity charged BEBs. Considerations for resiliency and redundancy of electrical service will be required if the PCT fleet goes full electric. Beyond the associated cost constraints, the traditional resiliency methods (on-site generation, space for portable MW+ generators, battery storage system containers, etc.) all have significant ground space requirements. Potentially, like the shared parking and maintenance on site, if the municipal public works fleet converts some or all of its public works vehicles to be battery electric then any resiliency / redundancy power systems could be shared between public works and PCT. Consideration should be given to utilizing redundant feeds and separate feeder circuits, ideally from different substations, in lieu of on-site generation or power storage systems.

Quinns Junction

The proposed Quinns Junction Park and Ride is to be located along US-40 and Kearns Boulevard, although exact location is not yet determined. The park and ride will have both EV automotive chargers within the park and ride lot for passengers but also is being future-ready prepared by including inground conduits with pull strings, pull boxes and stub-outs for future BEB bus opportunity charging. BEB opportunity charging at Quinns Junction will augment the existing PCT opportunity charging systems already installed at existing park and rides and transit stations throughout the PCT system.

Deer Valley Resort - Snow Park Village – Doe Pass Road Mobility Hub

The Deer Valley Resort is contemplating developing new patron mobility hub to expand their patron's private car, shuttle and transit service opportunities. PCT serves the surrounding resorts and would have a route(s) that would have the Snow Park Village Mobility Hub. Review of the in-progress design drawing show suitable space along the bus berths to install BEB opportunity charging infrastructure (utility sectionalizer / switch, transformer, meter and distribution panel) and opportunity charger. There are additional non-bus berth layout spaces that are also suitable candidates for electrification if longer dwell times are desired and the bus traffic at the shared bus berths (PCT and third-party shuttle and charter bus operators) would not support extended charging sessions. See Figure 10 below for further details.

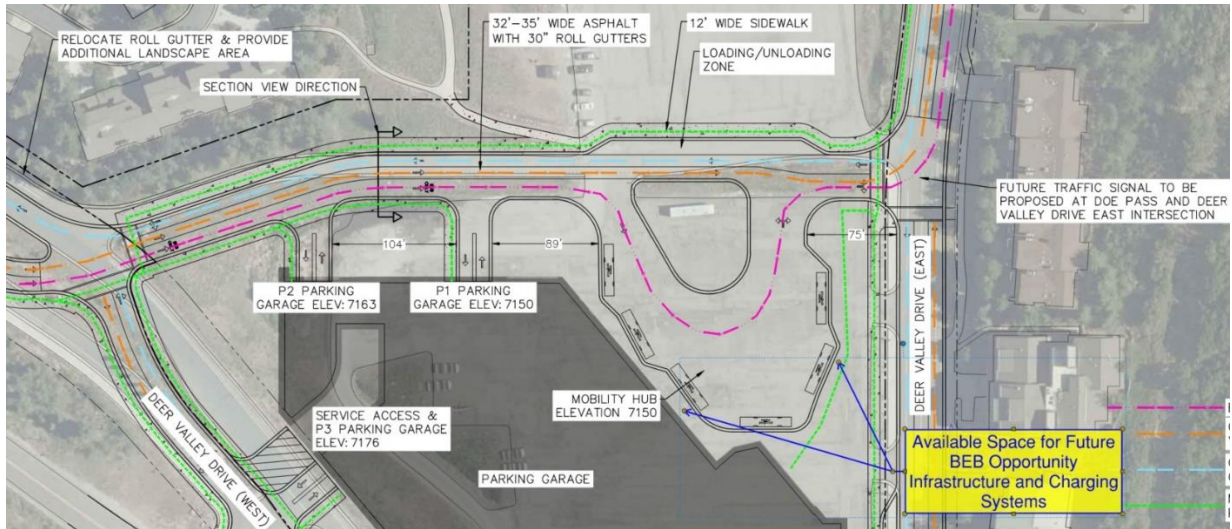


Figure 10: Doe Pass Road Mobility Hub Potential Site

Park City Mountain Resort - Mobility Hub

The Park City Resort is contemplating developing a new patron mobility hub to expand their patron’s private car, shuttle and transit service opportunities. PCT serves the surrounding resorts and would have a route(s) that would serve the Park City Resort Mobility Hub. Review of the in-progress design drawing show space along the bus berths to install BEB opportunity charging infrastructure (utility sectionalizer / switch, transformer, meter and distribution panel) and charger. There are additional non-bus berth layout spaces that are also suitable candidates for electrification if longer dwell times are desired and the bus traffic at the shared bus berths (PCT and third-party shuttle and charter bus operators) would not support extended charging sessions. See Figure 11 below for further details.

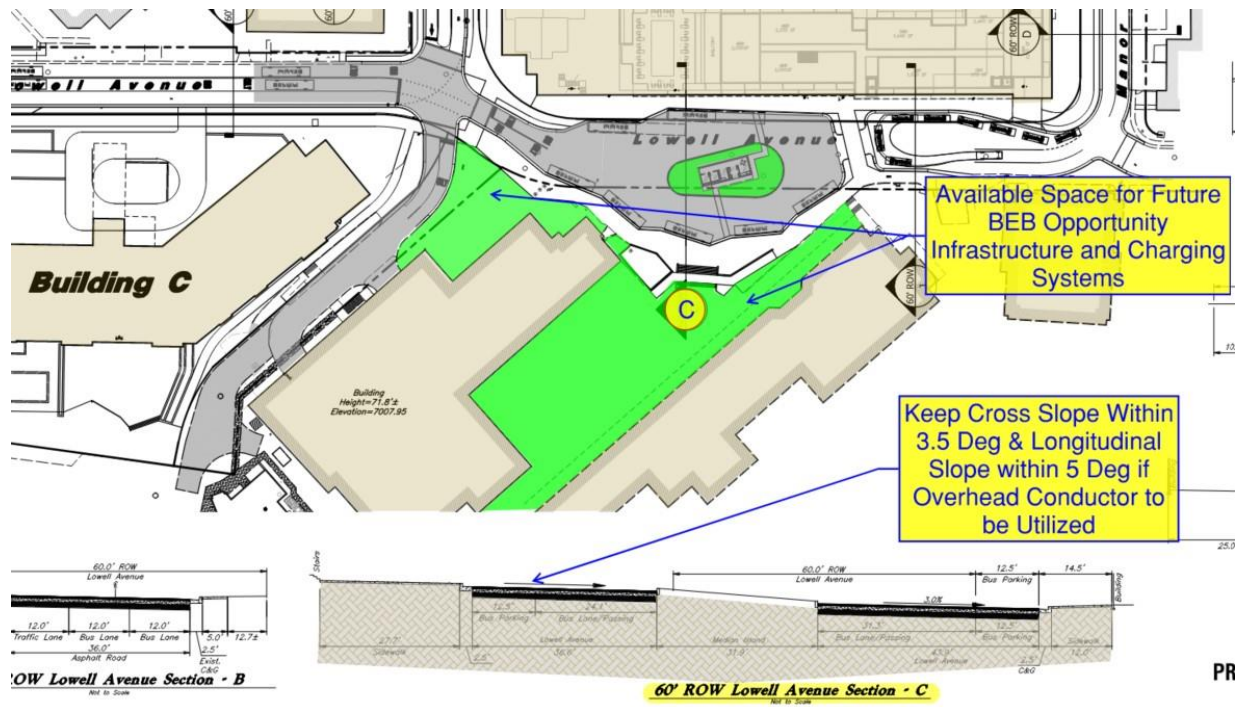


Figure 11: Park City Mountain Resort Mobility Hub Potential Site

Resource Availability

Utility Coordination

Outside of power delivery upgrades required to support the existing BEB fleet, Park City has needed little coordination with the local power provider Rocky Mountain Power. As the percentage of fleet that is BEB continues to grow, power needs will continue to increase. However, with adequate lead time associated with site preparation, service availability is not anticipated to be an issue for a fleet of Park City Transit's size. Prior to charger installations, PCT anticipates the need to coordinate with Rocky Mountain Power to ensure proper site preparations are made.

Funding Availability

BEBs and associated infrastructure require additional funding beyond that which is usually available for transit vehicle acquisition due to the additional costs associated with the technology, and the facility changes. However, one of the primary opportunities for closing this gap includes competitive grant opportunities such as the Low or No (Low-No) Emissions Grant Program.

2022 Low-No Grant

Presently, PCT is working on a Low-No Grant application for five (5) long-range 35-foot Gillig BEBs, along with the three dual-dispenser depot chargers to support the additional vehicles. As these buses will be in addition to PCT's current fleet, they will help bring PCT's fleet to 42% EV. While this is above the minimum depot-charging feasibility, PCT is anticipating service schedule changes to accommodate the range limitations and extend the viability of BEBs in service.

Workforce Development & Training

The success of any new vehicle deployment is dependent on a trained and capable workforce able to ensure vehicles operate in a safe and efficient manner. Battery-electric buses require operators to be knowledgeable of the technology and trained on the techniques required to maximize battery charge. Even more critical are the maintenance staff tasked with keeping vehicles and charging equipment in a state of good repair.

PCT is in the fortunate position of having been operating thirteen (13) Proterra buses for several years. PCT's seven (7) maintenance technicians, two (2) working shop foreman, and fleet manager have all received two weeks of hands-on training for this equipment. The first week of training occurred when the first vehicle was delivered, and the second week came years later once the staff had hands-on experience. This aided in closing any skills gap that may have existed. Additionally, all bus operators have received behind the wheel training on both driving and charging these vehicles. The introduction of a new BEB manufacturer presents a risk of a skills gap with this new technology. We are undertaking steps to ensure this does not occur.

To properly prepare for the five (5) Gillig BEB, PCT will engage the manufacturer to provide training for both operators and mechanics. Operators will receive instruction on how this vehicle may differ from the existing fleet. PCT maintenance staff will receive more thorough training to ensure the equipment is properly maintained through "train the trainer" education and hands on instruction. Curriculum topics will include but will not be limited to,

- Chargers and Batteries
- Work Order system
- Diagnostic Training
- Emergency Response

This deployment will be a continuation of PTC's commitment to zero emission vehicles. While manufacturers' warranties and support will help will aid staff in learning new technologies, the workforce needs to has prepared to operate the fleet into the future with its own staff. For the fleet bus drivers, PCT have already made the operation of a battery electric bus part of the training program all new operators receive. This training will be updated if/when a new BEBs are added to the fleet that may have different capabilities or features.

The goal is to empower the maintenance team to fix all battery electric bus equipment. This includes transitioning away from contracted maintenance of the charging equipment and bringing it in-house. PCT's goal is to send one of the fleet technicians to receive OEM "trainer technician" education who would then teach the remainder of the staff. PCT also looks to partner with UTA who is currently building a training campus. Such a collaboration will empower transit agencies in the region to gain the necessary skills to operate electric fleets, share best practices, and train the next generation of BEB technicians through future apprenticeships.

PCT has a small and dedicated maintenance workforce. The fleet manager, foreman, and technicians all work together on the shop floor diagnosing and fixing battery electric vehicles. Decisions on training needs are made based on what the frontline employees identify as needs. There are no plans to reduce staff based on this technology, in fact, staff may need to increase once vehicle charger maintenance is done by PCT staff.

PCT has a history of continuously training its staff on BEB and plans to continue this workforce development well into the future.

Conclusion

Park City is a challenging climate for BEBs, with steep hills and cold winters to make energy consumption in operation higher and therefore range lower. However, PCT has the benefit of having had experience with the technology already. As of 2022, PCT has 25 overhead-charged Proterra BEBs in its fleet and are already in the process of procuring more BEBs to add to the fleet. While preliminary analysis shows that there will be challenges associated with a one-to-one replacement of PCT's fleet, PCT intends to implement a robust deployment strategy for these forthcoming vehicles.

Next Steps

The next steps identified to move PCT's fleet transition forward include the following:

- Evaluate the suitability of range extending strategies such as opportunity charging and block splitting for blocks unsuitable for a one-to-one replacement with depot-charged BEBs;
- Deploy additional BEBs acquired via awarded grant funding in order to expand experience with zero-emission technology, especially in depot-charged applications;
- And complete a Phase 2 Transition Plan to identify deployment strategies for vehicles where one-to-one replacement of BEBs for internal combustion engines is not viable.

Strategies to Overcome BEB Barriers and Risks

PCT's primary challenges for full-fleet electrification include range limitations, as well as secured funding sources to support the vehicle purchases. Over the course of the transition period, funding availability will be crucial to maintain the procurement timeline. Once each round of funding is established, it will set the timeframe within which electrification projects can be completed. The goal is to have any facility modifications in place and commissioned 3-6 months ahead of first prototype BEB of an incoming BEB order. PCT's next step is to establish the ultimate full BEB master plan agency-wide to include all anticipated facilities, bus operation and maintenance systems as well as transit centers and park and rides. This master plan will establish assumed BEB vehicle configuration and charging infrastructure and act as a basis of design to implement in smaller incremental designs / deployments but in such a way as the incremental design is phase of the master plan.

Updates to the Transition Plan

Moving forward, PCT will be finalizing a Phase Two fleet transition plan, which will follow up on the items identified for further analysis in this report. Not only this, but the additional phase of planning will also incorporate a step to perform additional feasibility evaluations. This analysis will include performance modeling to project BEB performance on PCT routes by leveraging physics-based simulation models to further refine fleet transition projections beyond the minimums evaluated in this report. Based on the outcomes of this assessment, PCT will be able to further refine fleet transition projections and identify blocks in need of additional mitigation strategies for transition. These strategies can include opportunity charging, block splitting, and midday charging, based on scheduling, infrastructure, operational, and cost constraints. This phase of transition planning will also help to right-size infrastructure needs through charging analysis based on BEB schedules.



City Council Staff Report

Subject: Artful Bike Rack Designs

Author: Stephanie Valdez, Anna Maki

Department: Economic Development, Transportation Planning, and Public Art

Date: March 19, 2026

Recommendation

Authorize the City Manager to execute a contract with artist(s) Anna Leigh Moore, Emily Miquelon and Scout Maziarz, in a form approved by the City Attorney's Office and recommended by the Public Art Advisory Board (PAAB), for the design of artful bike racks. These artistic, laser-cut designs will be integrated into the City's standard inverted-U bicycle racks in collaboration with Transportation Planning.

Council approval will authorize the City to move forward with the artist designs that will be commissioned with the rack manufacturer and installed by City staff on their schedule, advancing the PAAB's 2026 Strategic Plan and supporting the City's active transportation goals.

Executive Summary

The PAAB and Transportation Planning are collaborating to incorporate artistic elements on bicycle racks installed throughout Park City. On [January 8, 2026](#), City Council approved the PAAB's Strategic Plan. City Council authorized the release of the Artful Bike Rack program RFP. In partnership with Transportation Planning, the Artful Bike Rack RFP was released on November 3, 2025, consistent with existing program priorities and ongoing PAAB initiatives. The PAAB 2026 Strategic Plan was approved by Council in January 2026, further formalizing and reinforcing these goals. The Call for Artists closed on January 30, 2026.

This project supports a car-free lifestyle by promoting sustainable transportation, fostering healthier and more connected neighborhoods, and strengthening a sense of place. Artist designs will be incorporated into inverted U-shaped bike racks and fabricated using laser-cut techniques. Rather than creating standalone art installations, the program integrates public art into infrastructure that the City is already installing or has scheduled to replace through transportation sales tax revenue, thereby optimizing value from both transportation and arts funding. Visible, convenient, and thoughtfully designed bicycle parking encourages bicycling and advances the City's transportation priorities. In addition to promoting active transportation, these unique racks will enhance wayfinding, reinforce neighborhood identity, and enrich public spaces. The program will install bike racks throughout the City, with unique neighborhood artwork designs.

The request for artist proposals resulted in submissions from eleven artists, totaling 48 submissions, with many artists remitting multiple designs. Of the eleven artists, seven were local, four were regional, and one was from out of state. The PAAB met on February 24, 2026 to review and score the proposals.

PAAB Discussion

Anna Leigh Moore, Emily Miquelon and Scout Maziarz’s – local artists - proposals for the Artful Bike Rack program reflect the City’s vision for locally inspired and engaging public art that enhances neighborhood identity and encourages active transportation. The designs complement their respective neighborhoods: Quinn’s Junction, Park Meadows, Thaynes, Prospector, Bonanza Park, Deer Valley (upper and lower), and Old Town while engaging residents and visitors. PAAB’s recommendation was unanimous, recognizing the artists’ outstanding concept integration, creative design execution suitable for laser-cutting while maintaining functional bike racks, and the way their work engages and resonates with the community.

Funding

Public Art is primarily funded through two sources in the Capital Improvement Plan (CIP): a direct allocation to the Public Art capital project (ART0089) and a 1% contribution from qualifying capital improvement projects. The PAAB has allocated \$20,000 for design development and an initial two- or three-year rollout, while Transportation Planning will coordinate installation and fund a portion of the costs through transportation sales tax revenue, minimizing General Fund impact while expanding the program’s outreach. For the seven designs, selected artists will receive a stipend of \$800 per approved design, for a total of \$5,600.

Program Implementation

Initial Program (2026–2028):

- Artistic racks will be installed in the public right-of-way at City-owned or City-managed locations.
- Locations may include transit stops, public facilities, trailheads, and other public amenity areas.
- Installation will coincide with planned rack replacements and be completed by City staff, to ensure cost efficiency.

Potential Program Expansion

We also see opportunity to expand the program in the future to include private commercial or mixed-use properties, particularly new developments, community associations, and/or existing businesses, through two pathways:

- **New developments or redevelopment:** Owners of private, commercial or mixed-use properties could elect to purchase and install City-approved artistic bike racks at their own cost as part of development projects; or
- **[Request-a-Rack Program:](#)** Existing businesses could participate by paying the incremental cost difference between a standard rack and an artistic rack, while the program continues to cover the base rack cost.

These options allow the program to grow organically while maintaining design consistency and fiscal responsibility.

Next Steps

Upon Council approval of the selected artists and designs, Transportation Planning staff will:

- Coordinate bike rack fabrication
- Begin phased installation of approximately 30 bike racks in Spring 2026
- Continue evaluating expansion opportunities

Transportation Planning and the PAAB will continue working closely to ensure the racks meet operational, safety, and maintenance standards, and will continue coordinating as the program evolves.

Exhibits

Exhibit A — Artful Bike Rack Design Recommendations: Anna Leigh Moore, Emily Miquelon, and Scout Maziarz.

Anna Leigh Moore
Location Park Meadows

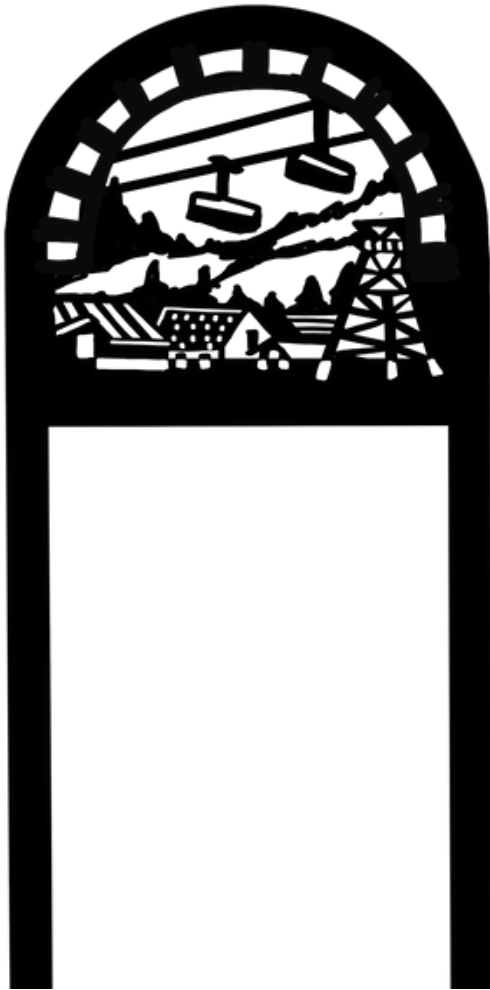


Anna Leigh Moore
Location: PC Heights

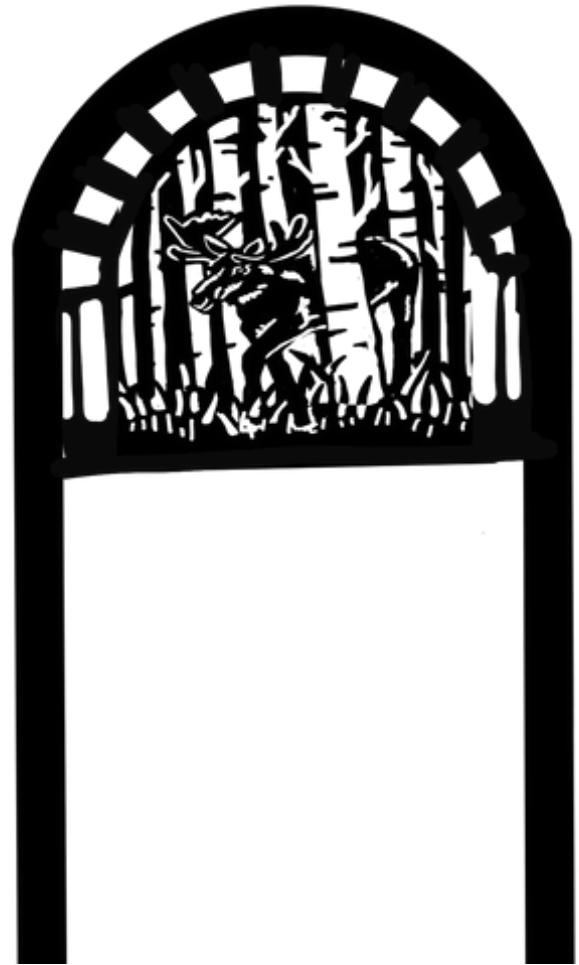


Emily Miquelon

Locations: Old Town and Thaynes Canyon



Old Town



Thaynes Canyon

Scout Maziarz
Location: DV



Scout Maziarz
Location: Bonanza



Scout Maziarz
Location:Prospector





City Council Staff Report

Subject: Trial Use Contract with TransTax Advisors LLC
Author: William DeGroot, Transit Manager
Hans Jaspersen, Debt and Grants Analyst
Mindy Finlinson, Finance Director
Department: Transportation
Date: March 19, 2026

Recommendation

Request to authorize the City Manager to execute a 24-month trial-use agreement in a form approved by the City Attorney's Office with TransTax Advisors, LLC (TransTax) to assist the City in potentially securing federal clean energy tax credits available under the Inflation Reduction Act of 2022 through the Elective Pay (Direct Pay) program. The contract would authorize a contingency fee not to exceed 25% of retrospective tax credits recovered and 20% of prospective tax savings, with payment only required if the City successfully receives funds from the IRS.

Executive Summary

Park City may be eligible to recover federal clean energy tax credits associated with recent electric bus and charging infrastructure investments through the Inflation Reduction Act's [Elective Pay](#) (Direct Pay) program.

In 2025, the Transit Department installed an overhead pantograph battery electric bus charger and purchased thirteen battery-electric transit buses. Additionally, the Transit Department is installing fifteen battery electric bus charging dispensers this summer.

These investments may qualify for federal tax credits under the [Inflation Reduction Act](#). Preliminary estimates indicate the City could potentially recover:

- Up to \$40,000 per electric bus (estimated up to \$320,000 total)
- 6%–30% of charging infrastructure costs (estimated range \$138,000-\$693,000)

The Transit Department has worked with TransTax to review the application process and preliminary eligibility requirements for these credits. Staff also consulted with the City's lobbyist and auditors regarding the program, who indicated the Elective Pay program is a commonly utilized federal funding mechanism and did not identify significant concerns associated with pursuing these credits. They also indicated that a contingent fee arrangement was typically preferred.

[TransTax Advisors](#) specializes in identifying and securing potential tax credits for tax-exempt organizations and would provide full-service support including IRS registration, eligibility analysis, and preparation of all required filings.

The proposed agreement was procured as trial-use contract and structured with a contingency-based payment, meaning the City only pays TransTax if credits are successfully secured. The purpose of a trial-use contract is to determine whether the service will benefit the City. It is limited to a 24 month maximum and future services must be procured in accordance with the Procurement Rules.

Approval of this contract will allow the City to timely pursue a potentially significant federal reimbursement opportunity while minimizing financial risk. Any tax credit funds received would be credited to the Transportation Fund.

Analysis

Federal Tax Credit Opportunity

The Inflation Reduction Act of 2022 established the Elective Pay (Direct Pay) program, allowing tax-exempt entities such as municipalities to receive certain federal clean energy tax credits as direct refundable payments from the Internal Revenue Service.

Park City purchased and put into service several eligible assets in 2025. These assets include the thirteen zero-emission Gillig buses and associated electric charging infrastructure at the City’s transit facility. These investments may qualify for federal tax credits, with preliminary estimates indicating the City could recover approximately in the range of \$458,000–\$1,013,000, less contingency fees of \$114,000 - \$253,000

Asset	Estimated Credit
Electric Buses	~\$320,000
Charging Infrastructure	~\$138,000–\$693,000
Total Potential Recovery	~\$458,000–\$1,013,000 (less 25% payment to TransTax)

TransTax Services

TransTax Advisors specializes in identifying and securing energy-related tax credits for tax-exempt organizations, including municipalities and other local governments. Under the proposed contract, TransTax would:

- Review City documentation to identify eligible tax credits
- Register qualifying assets with the IRS
- Prepare and submit required filings
- Represent the City in responding to any IRS inquiries

The Elective Pay filing process requires registration with the Internal Revenue Service (IRS) and preparation of specialized tax documentation that the City does not currently prepare internally. Once a contract is executed, TransTax would register eligible assets with the IRS and prepare and submit the required filings on the City’s behalf. The agreement is structured as a contingency contract, meaning the City only pays TransTax if tax credits are successfully secured.

Program Deadline

The IRS filing deadline for the 2025 tax filing year is **May 15, 2026**. Credits associated with the City's 2025 electric bus purchases must be submitted by this deadline to remain eligible for reimbursement.

Approval of this contract will allow sufficient time to prepare and submit claims before the IRS deadline.

Funding

The proposed contract is contingency-based, meaning:

- No payment is required unless tax credits are successfully secured.
- Fees are paid only after the City receives funds from the Internal Revenue Service (IRS).

City Council Staff Report

Subject: City Manager Employment Agreement

Author: Sarah Mangano

Department: Human Resources

Date: March 19, 2026



Recommendation

The Mayor recommended Adam Lenhard as City Manager and the City Council's advice and consent was requested during the Appointment section of this agenda. Upon advice and consent, the recommendation is to authorize the Mayor to enter into an agreement for the provision of services by Adam Lenhard to Park City Municipal as the City Manager, in the amount of \$250,000.00 annually.

Executive Summary

Park City Code § 2-4-1 authorizes the Mayor to appoint the City Manager with the advice and consent of the City Council. Under Park City's Six Member Council form of government, the Mayor votes to approve the appointment of a City Manager. Park City Code §2-2-3(B).

Background

On August 26, 2025, the Council authorized the use of an executive recruiter to assist with the recruitment of a new City Manager. On September 25, 2025, the Council approved the recommendation to engage Columbia, LTD to conduct the search.

A nationwide recruitment effort resulted in more than 70 applicants, including an international candidate. From this pool, 13 semi-finalists were identified, and the field was further narrowed to five candidates for in-person interviews with the City Council. As part of the evaluation process, candidates submitted video introductions, written staff reports, and responses to a series of pre-determined questions. The interview process included a staff report presentation followed by Council questions and discussion.

At the conclusion of the interviews, Mayor Dickey selected Adam Lenhard to serve as the next City Manager with the City Council's advice and consent to confirm the appointment.

Adam Lenhard brings extensive municipal management experience and land use expertise to Park City Municipal. Mr. Lenhard began his career in municipal government after earning a degree in Land Use Planning and Resource Management from Brigham Young University.

In 2017, he joined Clearfield City, Utah, where he served as Community Development Director. During that time, he completed a Master of Public Administration from Brigham Young University. In 2011, he was promoted to City Manager for Clearfield City, becoming the youngest City Manager in Utah at the time.

In 2018, Mr. Lenhard accepted the position of City Manager for the City of St. George, Utah, where he oversaw a municipal organization of more than 1,200 employees.

Throughout his tenure in municipal leadership, Mr. Lenhard led improvements to budgeting processes, strengthened organizational leadership within city staff, oversaw large-scale community initiatives and events, and represented his communities at the state level.

He also served as an associate with the Utah League of Cities and Towns Local Administrative Advisor Program, which provides resources and support to more than 140 qualifying local governments across Utah that operate with limited or no administrative staff.

Since 2023, Mr. Lenhard has worked as a director in the private sector construction industry. He is enthusiastic about the opportunity to serve Park City and to return to municipal management in a community whose values, challenges, and opportunities align closely with his professional passions.

Funding

This position is currently budgeted in the Executive Department personnel budget.

Exhibits

Exhibit A – Employment Agreement

Employment Agreement

EMPLOYMENT AGREEMENT

City Manager, Park City Municipal Corporation

Park City Municipal Corporation (Park City or City) and Adam Lenhard (Lenhard) desire to enter into an agreement for the provision of services by Lenhard to Park City. Because Lenhard's position as City Manager is at-will and serves at the pleasure of the Mayor and City Council, and because the arrangement between Lenhard and Park City includes benefits and incentives which differ from those provided by the Employee Handbook which govern Park City's other employees, Park City and Lenhard desire to set forth the specifics of their relationship in the form of this Employment Agreement (Agreement).

Park City conducted an executive search to fill the vacancy created when Matt Dias resigned as Park City Manager, leaving the position vacant. Under Park City Code § 2-4-1, the Mayor, with the advice and consent of the City Council, shall appoint a City Manager within a reasonable time when a vacancy exists. On March 19, 2026, the City Council gave their advice and consent to the appointment of Lenhard as City Manager.

In consideration of the mutual agreements and promises contained herein, the sufficiency of which is hereby acknowledged by both parties, Park City and Lenhard agree as follows:

1. **Position**

A. **Scope of Duties.** Lenhard will provide services to Park City in the capacity of City Manager as defined in Park City Code Title 2, Chapter 4, and Utah Code Title 10, as amended. Lenhard (City Manager) will perform other legally permissible and proper duties and functions as the Mayor and City Council may assign, or as required by federal, state, or local law or regulation. City Manager shall report to and be supervised by the City Council and the Mayor. The terms of City Manager's employment with Park City will be governed by this Agreement. City Manager is not subject to the terms of employment set forth in the Employee Handbook, as amended, unless specifically provided herein. The employment relationship created by this Agreement is "at will." City Manager shall devote his full business time and best efforts to the City and may not engage in outside employment except as approved by the Mayor, with the advice and consent of the Council.

B. **Residency Requirement.** Park City Code § 2-4-1 requires the City Manager to reside within the City. This requirement is hereby waived, so long as City Manager lives within the Park City School District boundaries.

Employment Agreement

2. Performance Evaluations

City Manager shall be subject to written performance evaluations which are generally conducted quarterly, but in any event at least once a year in conjunction with the annual budget cycle. City Council intends to conduct a performance evaluation of City Manager at the end of City Manager's first six months of service. City Manager agrees to meet with the City Council, in Closed Session, at Council's request, to verbally discuss performance and seek feedback.

3. Compensation

Park City will compensate City Manager at an annual base salary of \$250,000.00, payable in accordance with City's regular and customary payroll practices. City Manager will also be eligible for bonuses and salary increases, subject to the policies set forth in the Employee Handbook, as amended, and based on performance, in an amount determined by the Mayor and City Council. Such bonuses and salary increases shall not require a formal amendment of this employment agreement. All amounts payable to City Manager under this Agreement are subject to applicable federal and state payroll withholding taxes. Additionally, City Manager's position will be eligible for review, on the same basis as other positions, if the City conducts a compensation review.

4. Benefits

A. As an employee of Park City, City Manager shall be entitled to disability; family health and dental insurance; recreation benefits; life insurance; and sick leave under the same terms as other regular full-time employees of Park City in the Employee Handbook, as amended. While acting within the scope of employment, City Manager shall be covered by the liability insurance policies of Park City. City Manager will be entitled to deferred compensation matching contributions and retirement benefits available to all other full-time City employees as detailed in the Employee Handbook, as amended.

B. City Manager shall be paid a car allowance of \$400.00 per month during the term of this agreement and shall not be eligible for mileage reimbursement.

C. A City-owned residence, located at 1330 Woodside Avenue, Park City, is available for City Manager's use during his employment with the City. A reduced rental rate, which is a taxable benefit, will be documented in a license or lease agreement. The City will determine the form of the agreement. The City also agrees to reimburse City Manager up to \$600.00 per month for a storage unit, for up to 24 months or March 2028, whichever comes sooner. City Manager must timely provide a receipt to be eligible for this reimbursement.

Employment Agreement

If City Manager wishes to terminate the license or lease agreement for the Woodside Avenue residence, according to the terms of that agreement, and City Manager elects to live elsewhere in Park City School District boundaries, then City Manager will receive a monthly housing allowance of \$2,000.00 per month, beginning when the City Manager moves into a residence within District boundaries. A housing allowance, if provided, is a taxable benefit.

D. Subject to annual budget approval by the City Council, such approval not to be unreasonably withheld, the City agrees to budget and pay for reasonable professional dues, fees, travel, and subsistence expenses to enable City Manager to participate in national, regional, state and local associations, organizations and conferences, including NLC, ICMA, and ULCT, as well as associated short courses, institutes and seminars for professional growth and development.

E. City Manager is an educated and trained professional and as such, consistent with the nature of the requirements of the position of City Manager, his working hours will vary. City Manager must devote time outside of normal office hours attending to City business. City Manager will generally keep normal office hours to facilitate City business, but may, on a day-to-day basis, schedule his time as he deems appropriate to accommodate the varying demands of his job required activities including evening meetings and necessary weekend and holiday work.

4. Leave

City Manager will receive pay for holidays recognized by the City during the term of this Agreement. City Manager will also receive the City's annual floating holiday. City Manager's seniority will be adjusted so that he will accrue 18 hours per month of vacation per year during the term of this contract. City Manager's leave accrual will be subject to the same changes applicable to regular full-time employees of similar seniority as provided in the Employee Handbook, as amended. Vacation use in excess of five consecutive workdays will require pre-approval by the Mayor, who will not unreasonably withhold such approval. Annual leave carry-over shall be subject to the rules applicable to regular full-time employees in the Employee Handbook, as amended.

5. Term

A. City Manager shall serve at the pleasure of the Mayor and City Council. The City Council, including the Mayor, may by majority vote terminate this Agreement and City Manager's employment with or without cause at any time, removing City Manager from office under Park City Code § 2-4-4. In the event City Manager is asked for his resignation or terminated without cause, City agrees to pay City Manager a lump sum cash payment equal to six months of base salary as Separation Pay (Separation Pay). Payment of any Separation Pay to City Manager under

Employment Agreement

this Paragraph 5 or otherwise shall be contingent on City Manager's execution of a separation agreement and release of all claims in a form acceptable to the City. City Manager shall also be compensated for all earned vacation or other leave accrued pursuant to City policies as of the date of termination, calculated at the base rate of pay in effect upon termination. The City shall have no liability to City Manager arising from such termination except as specifically set forth in this Agreement or required by law.

If City Manager is terminated For Cause (For Cause), the City shall have no obligation to pay Separation Pay to City Manager and shall be liable to City Manager only for payment of salary and benefits earned by City Manager through the last day of employment.

The following circumstances constitute For Cause: (i) intentional act(s) of dishonestly in the performance of his duties as a City employee that injure the mission, financial condition, operation, or reputation of the City as a whole; (ii) a material breach of his fiduciary duties to the City; (iii) an act of fraud or willful misconduct in the performance of his duties under this Agreement; (iv) a disability which results in City Manager's inability to perform the functions of his office with reasonable accommodations due to sickness, accident, mental incapacity, or health for a period of three successive months unless City Manager has additional accrued vacation or sick leave, or has other state or federal protections, to extend this time period; (v) if, at the time of termination of employment, City Manager been convicted, indicted, charged, or is under active criminal investigation concerning a public offense involving a felony or moral turpitude (but this provision shall not restrict the award of full Separation Pay should City Manager subsequently be found not guilty of such charge or if the charges are otherwise dismissed); (vi) material violation by City Manager of any of his duties and responsibilities under this Agreement, State Law, or City Code; (vii) conduct in violation of the City's policy against unlawful harassment or discrimination; or (viii) violation of, or refusal to enter into, a memorandum of understanding or similar performance agreement at the City's discretion, with the City Council.

City Manager may request an informal, closed session hearing before the Mayor, City Council, and City Attorney prior to such termination For Cause. A hearing may be granted at the sole discretion of the Mayor and City Council, and determination of dismissal For Cause shall be made in the sole discretion of the Mayor and Council.

B. If the City Manager is permanently disabled or is otherwise unable to perform his duties with reasonable accommodations because of sickness, accident, injury, mental incapacity, or health for a period of three successive months beyond any accrued sick leave or vacation, or other state or federal protections, then the City may terminate this Agreement upon thirty days advanced written notice. This Paragraph 5(B) supersedes Paragraph 5(A) above with respect to termination and Separation Pay.

Employment Agreement

C. City Manager may voluntarily resign and terminate this Agreement for any or no reason by providing the Mayor and City Council a minimum of sixty days advanced written notice, unless the Mayor and Council agree to a shorter period.

D. In the event the Council at any time reduces the salary, compensation, or other benefits of City Manager in a greater amount than an applicable, across the board reduction for all employees of City, or in the event the Council refuses to comply with any other compensation or benefit provision benefiting City Manager herein, then City Manager may, at his option, be deemed terminated and eligible for Separation Pay as provided herein. Nothing in this Agreement requires a future City Council to appropriate funds to fulfill this Agreement.

6. Indemnification and Bonding

The City agrees to indemnify and defend City Manager according to the Governmental Immunity Act of Utah, Utah Code Title 63G, Chapter 7, as amended. The City agrees to bear the full costs of any fidelity or other bonds required of City Manager under Utah law or Park City Code.

7. General Provisions

This Agreement sets forth and establishes the entire understanding between City and City Manager relating to the employment of City Manager by the City. Any prior agreements, discussions or representations by or between the parties are merged into and rendered null and void by the Agreement. The parties by mutual written agreement may amend any provision of the Agreement during the life of the Agreement. Such amendments will be incorporated and made a part of this Agreement.

If any portion of this Agreement is found by a court of competent jurisdiction to be unenforceable, the remainder of the Agreement shall remain in full force and effect. This Agreement will be interpreted under the laws of the State of Utah.

* Signature Page to Follow *

Employment Agreement

This Agreement constitutes the entire and only agreement between the parties and it cannot be altered except by written instrument, signed by the Mayor and City Manager.

DATED this ____ day of March, 2026.

PARK CITY MUNICIPAL CORPORATION

By: Ryan Dickey, Mayor

Attest:

City Recorder

Approved As To Form:

Margaret Plane, City Attorney

Adam Lenhard

City Council Staff Report



Subject: Bonanza 5-Acre Site
Author: Michelle Downard
Department: Executive
Date: March 19, 2026

Based on City Council direction, Brinshore will present the updated proposal for the redevelopment of the Bonanza 5-acre site and request City Council approval to submit for land use applications.

Background

On March 4, 2025, the City posted an RFP outlining parameters to create a vibrant, locally focused mixed-use project. After evaluating and scoring all responses and interviewing the top two respondents, the Council awarded the RFP to Brinshore Development, LLC.

An Exclusive Negotiation Agreement (ENA) has been executed, effective August 5, 2025, and extended through April 10, 2026, with the intent to execute a Pre-Development Agreement, which will include the terms and conditions of the redevelopment.

Analysis

Pursuant to Council direction, Brinshore, our development partner, facilitated six discussions regarding the Bonanza 5-acre site redevelopment to focus on the design and strategy preferences of the City Council. Meeting dates included: [August 25, 2025](#), [September 5, 2025](#), [September 24, 2025](#), [October 13, 2025](#), [October 23, 2025](#), and [November 6, 2025](#). Specifically, Brinshore received Council direction on the overall footprint and site plan, building heights, unit mix, and budget estimate for the City's contribution.

Since that time, Brinshore has substantially refined the redevelopment proposal to reflect the City Council's direction in coordination with feedback received from the Park City Fire Department, Planning, Engineering, Transportation Planning, Housing, Economic Development, and more. Brinshore will present the updated proposal and request City Council approval to proceed with more detailed design and engineering plans to submit land use applications.

Upon approval and concurrently with the land use submittals, we will conduct community outreach, develop site branding/naming with community input, initiate city financing, prepare the site, and work with outside legal counsel specializing in public-private partnership agreements to negotiate financial commitment details for a Pre-Development Agreement.

In addition, the City Council may consider extending the ENA with Brinshore Development, which is scheduled for consideration on the same date as this report.

City Council Staff Report

Subject: Bonanza 5-Acre Site Exclusive Negotiation Agreement
Author: Michelle Downard
Department: Executive
Date: March 19, 2026

Summary

Review and authorize a second amendment to the Exclusive Negotiation Agreement (ENA) with Brinshore Development, LLC, in a form approved by the City Attorney, to proceed in good faith to negotiate the Master Development Agreements to support the Bonanza 5-Acre Site redevelopment partnership.

Background

On March 4, 2025, the City posted an RFP outlining parameters to create a vibrant, locally focused mixed-use project that included an affordable housing component. After evaluating and scoring all responses and interviewing the top two respondents, the Council selected Brinshore Development, LLC as the winning developer.

On [July 10, 2025](#), the Council approved an ENA which included: a 180-day term (expiring February 9, 2026) to reach agreement on a Master Development Agreement (sometimes referred to as a Pre-Development Agreement); the ability for the City to terminate the ENA at any time for no reason with a \$75,000 termination fee paid to Brinshore; the ability for Brinshore to access the site with insurance requirements; confirmation of the City's financial contribution in an amount not to exceed \$30,000,000 (as stated in the RFP) unless otherwise negotiated and approved by City Council; and recognition of the City's good-faith interest in additional project design refinements.

Since the execution of the ENA, the Council has participated in multiple project design discussions facilitated by Brinshore. While progress has been made, several important design decisions and milestones remain, including obtaining the Council's approval of the scope and design, land use approvals, negotiating ground lease terms, financial commitments, and other associated structuring agreements on the best possible terms. This process, similar to the EngineHouse process, will conclude with a proposed Development Agreement that will return for Council approval.

On [January 20, 2026](#), the Council approved an amendment to the ENA with a 60-day extension. Accordingly, the current ENA will expire on April 10, 2026.

Analysis

To continue the City's partnership with Brinshore and eventually proceed to the Planning Commission, Brinshore proposes an extension of the current ENA. The extension has been negotiated, with the City seeking to secure the best possible terms and protections for the City while continuing the partnership with the City's selected development partner. The proposed terms include 50-50 sharing of third-party pre-development costs beginning on the date that a Second Amended ENA is executed up

to a maximum of \$1 million, an anticipated City contribution of up to \$40M or as negotiated and approved by the Council, an amended termination fee in the amount of \$75,000 minimum or the third-party costs incurred by Brinshore after the Second Amended ENA is executed up to a maximum of \$1 million, the City's intent to enter a ground lease with Brinshore on the Bonanza 5-Acre Site for \$1 per year for 60 to 99 years, and a term end date of December 31, 2026.

Council may accept these terms, propose different terms, or decline any further extension of the ENA. If Council accepts these terms, then staff will proceed with Brinshore to finalize a Second Amended ENA in a form approved by the City Attorney's Office. Staff will also proceed to negotiate the specific terms of the Master Development Agreement.