



AGENDA

Summit County Council of Governments (COG)

Tuesday, May 17, 2022, at 6:00 PM

NOTICE is hereby given that the Summit County Council of Governments will meet on Tuesday, May 17, 2022, electronically, via Zoom, and at the anchor location of the Ledges Event Center, 202 Park Road, Coalville, UT 84017

(All times listed are general in nature, and are subject to change by the Chair)

To participate in COG meeting via Zoom:

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

OR

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

1. Introduction of North Summit Fire Chief, Ben Nielson; Roger Armstrong
2. Discussion regarding health equity; Kimberly Patterson (10 min)
3. Consideration and possible recommendation of award of Road Right-of-Way Preservation Project Funding applications; Derrick Radke (10 min)
4. Consideration and possible recommendation of award of Transportation Sales Tax Project Funding applications; Derrick Radke (45 min)
5. Update on regional planning; Pat Putt (15 min)
6. Possible approval of Minutes dated March 21, 2022
7. Next COG meeting: _____, 2022

Members of the Council of Governments, presenters, and members of public, may attend by electronic means, using Zoom (phone or video). Such members may fully participate in the proceedings as if physically present. The anchor location for purposes of the electronic meeting is the Ledges Event Center, 202 Park Road, Coalville, UT 84017

Individuals with questions, comments, or needing special accommodations pursuant to the Americans with Disabilities Act regarding this meeting may contact Annette Singleton at (435) 336-3025

Posted: May 11, 2022

Public Works Director



Derrick A. Radke, P.E.

MEMORANDUM

May 12, 2022

To: Council of Governments
Thomas C. Fisher, County Manager

From: Derrick Radke, PE - Summit County Public Works Director

Re: Corridor Preservation Applications 2022

The Council of Governments (COG) serves as the program manager and is responsible for recommending Corridor Preservation projects to the Summit County Council for final selection. Corridor Preservation Projects are funded from the added \$10 fee on vehicle registrations and typically are right of way purchases for road improvement projects and for new roadways that a community has identified in their Transportation Plans to improve the transportation network within the community.

The COG has traditionally reviewed and approved projects on an annual basis.

The COG received only one new application for funding and that request is to move previously approved monies to preserve land for a future Interchange at Ecker to previously approved monies for the Silver Creek to Bitner Connector Road. The following table summarizes the applications received:

Applicant	Project Description	Est. Project Year	Land Cost	Misc. Related Costs	Total Request
Summit County	Silver Creek to Bitner Connector Road	2022	\$955,000	\$0	\$955,000

The attached table shows the condition of the Corridor Preservation Fund, and the proposed reallocated project highlighted in pink and yellow.

There are sufficient projected funds to implement the projects listed through 2019 plus \$1.2M into 2020. If all projects were suddenly ripe for completion, there would be a shortfall of approximately \$2.8M. I would recommend that the Council of Governments forwards a conditioned positive recommendation for the projects as listed in each table to the County Council condition being that the projects are approved upon receipt of

Council of Governments & Thomas C. Fisher, County Manager
Transportation Initiative Sales Tax Project Prioritization
Small Municipalities and County Wide Projects
April 15, 2020

Page 2 of 2

funds to cover the expense. It is possible there are projects on the approved list that may be delayed for a long time and others where the amount shown may not be spent in its entirety.

I would again encourage all of us to move forward with approved projects, or reevaluate projects not completed. Projects that may no longer be viable be formally dropped, or proposals be submitted to re-task these monies into real projects.

If you have any questions, please contact me.

Enclosure (Project Application, Fund Summary Table)

CC: (C:\Users\DerrickR\Documents\MyDocs\Public Works\Corridor Preservation\2022\COG-Corridor Preservation 5-12-22.doc)

Summit County Council of Governments

Corridor Preservation Application

Summit County . Coalville . Henefer . Kamas . Francis . Oakley . Park City

Sponsoring Community: Summit County
Project Name: Silver Creek to Bitner Right of Way
Applicable Transportation Master Plan: Summit County Long Range Transportation Plan

Total Fund Request Amount: \$955,000
Estimated Amount for Property: \$955,000 Added Funding
Other Costs (provide detail): \$ _____

Community Priority (if more than 1 application) _____

If available: Owner willing selling letters: (attach)
All but three properties are purchased or under contract.

Project maps: (attach)
i. Vicinity and project area
ii. Acquisition area
iii. Project Illustration

Supporting data: (overall project description, environmental information, etc.-Attached Details)[Click or tap here to enter text.](#)

Request is to add funding to two previous requests to cover inflated property values.
Previous awards of \$1,255,000. Total Estimated cost of R/W is \$1.5M plus \$1.1M as
wetland mitigation, inclusive of future mitigation bank. Total funding request for this
Project is \$2.21M.

For Committee Use:

Required elements review: Meets the required elements: Yes No Requirement

Ranking points (0-25 points each):

1. Congestion Relief _____
2. Community Interest _____
3. Fund Demand _____
4. Safety _____

Total Points: _____ (100 Possible)

Committee Notes:

Corridor Preservation Summary

Community Fund Amount Name

Revised 4/22/22

	Entity Receiving Funds	Planned Year	Amount Approved by COG	Approved Project	Year Fund Expended	Amount of Funds Expended
1	Summit County	2013	\$ 230,000	Hallam Road Extension		
2	Oakley City	2013	\$ 200,000	Lower Main		
3	Coalville City	2013	\$ 180,000	50 North to Chalk Creek/Border Station		
4	Summit County	2014	\$ 345,000	Silver Creek Round About	2015	\$ 307,100
5	Coalville	2015	\$ 232,000	200 North Main Street to Industrial Road	2015/16	\$ 196,519
6	Summit County	2015	\$ 730,000	Silver Creek To Bitner		
7	Park City	2016	\$ 51,000	(2015)SR-224 Tunnel @ Deer Valley DR		
8	Park City	2016	\$ 110,000	(2020)SR-224 / SR- 248 Roundabout		
9	Park City	2016	\$ 900,000	(2016)Empire Ave-Silver King		
10	Summit County	2017	\$ 525,000	Silver Creek To Bitner (additional need)		
11	Summit County	2017	-\$955,000	Ecker Interchange		
12	Park City	2019	\$ 1,000,000	SR-224 & 248 Bus Rapid Transit (BRT)		
13	Kamas City	2019	\$ 544,107	Simpson Lane		
14	Kamas City	2019	\$ 363,891	1000 West		
15	Summit County	2021	\$ 2,150,000	SR-224 Bus Rapid Transit (BRT)		
16	Summit County	2021	\$ 559,500	Silver Summit Interchange		
17	Summit County	2022	\$ 1,224,000	Landmark Widening, Walmart/ Factory		
18	Summit County	2023	\$ 470,000	SR-224 Millenium Trail Connector		
19	Summit County	2022	\$ 955,000	Silver Creek to Bitner		
Total Approved Projects to line 18			\$ 10,769,498			\$ 503,619
Total Expended to Date			\$ 503,619			
Balance of Obligation			\$ 10,265,879			
Proposed New Project Total			\$ -			
Balance of Obligation w/New Projects			\$ 10,265,879			
Fund Balance 12/30/18			\$ 4,583,724			
Income 2019			\$ 562,020			
Fund Balance 12/30/19			\$ 5,145,744			
Income 2020			\$ 542,722			
Fund Balance 12/30/20			\$ 5,688,466			
Income 2021			\$ 631,009			
Fund Balance Through 2021			\$ 6,319,475			
2022 Est. Revenue (Ave last 4 years)			\$ 572,441			
Fund Balance Through 2022			\$ 6,891,916			
2023 Est. Revenue (Ave last 5 years)			\$ 572,441			
Fund Balance Through 2023			\$ 7,464,357			
2023 Net Available-New Proj.			\$ (2,801,522)			



Public Works Director



Derrick A. Radke, P.E.

MEMORANDUM

May 11, 2022

To: Council of Governments
Thomas C. Fisher, County Manager

From: Derrick Radke, PE - Summit County Public Works Director

Re: Transportation Initiative Sales Tax Project Prioritization
Small Municipalities and County Wide Projects

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

The criteria were previously reviewed and incorporated into the Project Application which was sent to all the municipalities and County staff so that they could propose projects for 2022 and beyond for the COG to prioritize. As reported in April of 2022, the program is at or near capacity through 2022. We have used revenue projections for the Transportation Sale Tax of \$2.1 Million in 2017, and \$4.1 M for all year after. Revenues have been above the projections and averaged over \$5M since 2018; however, staff recommends maintaining these estimates in order to continue to build fund balances. The Small Municipal Program funding level was increased to \$275,000/year for 2022 and subsequent years.

Attached is the Master TST Allocation Table. The first table is for the Small Municipality Transportation Improvement Fund Grant Program (TIFGP), and the second and third are for the County Wide Projects. The first table shows all TIFGP projects approved prior to 2022 and their status. The yellow highlighted projects are either not complete or have not requested reimbursement.

Table 1 below is a summary of TIFGP projects submitted by the Small Municipalities for 2022+:

TABLE 1

TIFGP Projects					New		
Entity	Project Title	Description	% Match	Score	2022	2023	2024
Coalville City	Hoytsville Road Reconstruction	Reconstruct from 775 S Main to 820 South Main to match County project roadway section				\$ 108,105	
	100 N (Chalk Creek Rd) 2022	Sidewalk Improvements in conjunction with County Reconstruction Project	0%	41	\$ 100,000		
Henefer City	City Wide Seal Coat 2024	Seal Roads After installing Secondary Water System	50%	50			\$ 50,000
Kamas City	Kamas 2022 Road Improvement	Road Improvements to 100 East and 100 North	31%	52	\$ 100,000		
Francis City	Francis 2022 Road Improvement	Road Improvements to Lambert Lane	35%	53	\$ 100,000		
Oakley City	Pinion Lane	Overlay	50%	51	\$ 120,000		
Funding Year - Requested Amount					\$ 420,000	\$ 108,105	\$ 50,000
Over/Under \$275,000 Funding Limit					\$ (145,000)	\$ 166,895	\$ 225,000

As you can see in Table 1, the amount requested for 2022 exceeds the amount available by \$145,000. In order to not exceed the grant amount, a couple of cities could volunteer to move their projects to 2023 and each municipality could fully realize the amount of the grant sought, or the COG could recommend cutting the requested amounts to meet funding levels available. Using “Class C” gas tax revenues as a basis for dividing available revenues, the following table was developed:

TIFGP Projects					New				
Entity	Project Title	Description	% Match	Score	2022	% Class C Collected	Project Funding	Redistribution of Henefer %	Historic % Funds Received
Coalville City	100 N (Chalk Creek Rd) 2022	Sidewalk Improvements in conjunction with County Reconstruction Project	0%	41	\$ 100,000	21%	\$ 57,639	\$ 67,110	16%
Henefer City	City Wide Seal Coat 2024	Seal Roads After installing Secondary Water System	50%	50		14%	\$ 38,812		4%
Kamas City	Kamas 2022 Road Improvement	Road Improvements to 100 East and 100 North	31%	52	\$ 100,000	25%	\$ 67,919	\$ 79,079	31%
Francis City	Francis 2022 Road Improvement	Road Improvements to Lambert Lane	35%	53	\$ 100,000	20%	\$ 54,588	\$ 63,558	25%
Oakley City	Pinion Lane	Overlay	50%	51	\$ 120,000	20%	\$ 56,043	\$ 65,253	23%
Funding Year - Requested Amount					\$ 420,000		\$ 275,000	\$ 275,000	
Over/Under \$275,000 Funding Limit					\$ (145,000)	100%	\$ -	\$ (0)	100%

Table 2 below is a summary of NEW projects submitted by Summit County and Park City:

Projects					Funding Year - New Project Amounts	
Entity	Project Title	Description	% Match	Score	2022 New	2023
Summit County	Eastern Summit County	SR-32 Trail Extension, Marion to Kamas	0%	63	\$ 750,000	\$ 750,000
Park City	Snow Creek Pedestrian Tunnel	Construction of Pedestrian Underpass of SR-248 at Snow Creek Drive	89%	74		\$ 225,396
Park City	Rail Trail Off Grade Crossing	Complete a bicycle/pedestrian bridge at the intersection of SR-248 and the Historic Union Pacific Rail Trail, just east of the SR-248/Highway 40 interchange	44%	71	\$ 160,000	
TOTAL PROJECT APPLICATIONS					\$ 910,000	\$ 975,396

As shown in Table 2/PAG of the attached Master TST Allocation Table, adding the projects in Table 2 above maintains the Pay as you go (PAG) within the \$2.1M (+/-) target for 2022.

There are no new proposed projects under the BOND category, though there is a request from Park City to move \$160,000 from the SR-248 Safety Project to a new project proposed at the SR-248 Rail Trail Crossing. As previously reported, the capacity of the Bond Funds issued to date are at capacity. Also previously reported, since the original estimate, the first issue of bonds totaled \$20M and an anticipated second issue in 2021 or 2022 will be around \$10M for a total available bond funds of \$30M. Using the original estimated PAG funding scheme of \$2.1M/year, plus \$1.1M in 2017, available PAG revenue is \$11.1M. Together with the BOND proceeds of \$30M, the TST project revenue is \$41.1M through 2022.

Below you will find a table (Table 3) from High Valley Transit (HVT) requesting reassignment of monies previously approved for various projects. HVT has determined that these monies are no longer needed for their original purpose and are requesting the monies be reassigned to their proposed new Operations, Maintenance, and storage Facility Project. The total reassignment amount is \$1,832,450 through 2022, and another \$341,000 for 2023.

TABLE 3

Description	Funds Remaining	2023 (previously projected)	Debit	Use in 2022	Justification
Create a multi-modal system enabling people to orient and navigate efficiently. Will reduce vehicle miles traveled.	\$197,739		\$150,000	yes	\$47,739 to be used - remainder transferred to facility
Provide viable and affordable alternative transportation mode.	\$988,450	\$250,000	\$1,213,450		Only minimal expense for bike share through 2023. Otherwise, self-funded through fares and advertising.
Interconnect existing trails and walkways throughout the Snyderville Basin	\$324,000	\$116,000	\$440,000		No immediate need and project costs are high. Money for 2024 already allocated. Will likely re-apply during alter cycles.
Vehicle Acquisition for Expanded Service	\$1,140,000	\$380,000		yes	
Provide Critical Driver Information	\$125,000		\$125,000		Not feasible
Design and construct a small transit-supportive parking facility	\$245,000		\$245,000		No longer needed. Transit service changed in Summit Park and Micro is meeting demand.
Acquire vehicles, charges, and other capital (including facilities) to increase the capacity within High Valley Transit.	\$1,182,376	\$666,700		yes	
	<i>Move to facility project:</i>		\$2,173,450		

The TST fund can support the approved projects through 2022 plus the new projects proposed through 2023. I am recommending to the COG that they forward a positive recommendation to the County Council for all projects shown in Tables 1 through 3 of the Master TST Allocation Table through 2023.

If you have any questions, please let me know.

Attachments (Master TST Allocation Table, Project Applications)

cc: file (C:\Users\DerrickR\Documents\MyDocs\Public Works\sb-transportation mp\fundng int\2022 TST Proj\COG TST Report 2022 5-6-22.doc)

TABLE 1

TIFGP Projects				Funding Year - Previously Approved Amounts				New	Expense Reporting			Funding Year - New Project Amounts			
Entity	Project Title	Description	Score	2017	2018	2020	2021	2022	6 Yr. Total	Spent To Date	Funds Remaining	2023	2024	2025	2026
Coalville City	North and South Main Street Overlay, Phase 2	Environmental and Design Engineering for overlay/reconstruction of Coalville Main Street. Will qualify as match for Non-Urban Federal Grant.		\$ 18,278	\$ 81,722				\$ 150,000	\$ 145,232	\$ 4,768				
	100 East and 100 South	Patching, Crack Seal and Seal Coat to Preserve/Improve Pavement Life				\$ 37,550			\$ 37,550	\$ 37,550	\$ -				
	Hoytsville Road Reconstruction	Reconstruct from 775 S Main to 820 South Main to match County project roadway section							\$ -	\$ -	\$ -	\$ 108,105			
	100 N (Chalk Creek Rd) 2022	Sidewalk Improvements in conjunction with County Reconstruction Project	41					\$ 100,000							
Henefer City	Henefer Railroad Bridge - Structure #043035C	Repairs for preservation of the Henefer Railroad Bridge					\$ 43,175		\$ 43,175	\$ -	\$ 43,175				
	City Wide Seal Coat 2024	Seal Roads After installing Secondary Water System	50										\$ 50,000		
Kamas City	Kamas 2017 Road Improvement	Reconstruct 200 North from Main to 100 West. Includes drainage work.		\$ 56,722					\$ 56,722	\$ 56,723	\$ -				
	Kamas 2018 Road Improvement	100 West, 200 North, 200 West, 100 South, Center Street			\$ 39,989				\$ 39,989	\$ 39,989	\$ -				
	Kamas 2019 Road Improvement	rebuild 530 South between Main Street and 90 East							\$ 78,731	\$ 78,731	\$ -				
	Kamas 2020 Road Improvement	Widen Gristmill Lane at Beaver Shingle Creek Culvert				\$ 85,000			\$ 85,000	\$ -	\$ -				
	Kamas 2021 Road Improvement	Reconstruct 300 N from Main to 200E, 200 N from 100E to 200E, 100 N from 100E to 200E, and 200 E from 300S to 200S					\$ 100,000		\$ 100,000	\$ 100,000					
	Kamas 2022 Road Improvement	Road Improvements to 100 East and 100 North	52					\$ 100,000			\$ -				
Francis City	Francis 2017 Road Improvement	Pavement Preservation		\$ 50,000					\$ 50,000	\$ 50,000	\$ -				
	Francis 2017 Road Improvement	Pavement Preservation							\$ 55,369	\$ 55,369	\$ -				
	Francis 2018 Road Improvement	Oak Drive, Oak Circle, Parleys Way, Birch Way			\$ 39,989				\$ 39,989	\$ 39,989	\$ -				
	Francis 2020 Road Improvement	Road Improvements to Spring Hollow, Aspen Drive, Wild Willow Dr./Ash Court				\$ 80,000			\$ 80,000	\$ 80,000	\$ -				
	Francis 2021 Road Improvement	Seal Coat Aspen, Spruce, Birch, Ash, Willow and Village in Willow Creek Estates					\$ 65,452		\$ 65,452	\$ -	\$ -				
	Francis 2022 Road Improvement	Road Improvements to Lambert Lane	53					\$ 100,000		\$ -	\$ -				
Oakley City	Oakley City	Patching and Overlay to Preserve/Improve Pavement Life (Millrace/4200N)			\$ 88,300				\$ 88,300	\$ 88,300	\$ -				
	North Bench	Patching and Overlay to Preserve/Improve Pavement Life							\$ 65,900	\$ 65,900	\$ -				
	City Wide	Chip Seal to Preserve/Improve Pavement Life				\$ 47,450			\$ 47,450	\$ 45,924	\$ 1,526				
	Meadow Lane	Edge mill and Overlay					\$ 65,550		\$ 65,550	\$ 52,915	\$ 12,635				
	Pinion Lane	Overlay	51					\$ 120,000	\$ -	\$ -	\$ -				
Funding Year - Amount				\$ 125,000	\$ 250,000	\$ 250,000	\$ 274,177	\$ 420,000	\$ 1,149,177	\$ 936,622	\$ 57,336				
Remaining for/from Funded Year				\$ -	\$ -	\$ -	\$ (24,177)	\$ (145,000)	\$ (169,177)						

Existing Approved Projects
New Proposed Projects

TABLE 2

Projects			PAG/ BOND Score	Funding Year - Previously Approved Amounts					Application	Expense Reporting, Projects Approved in 2020			Funding Year - New Project Amounts				
Entity	Project Title	Description		2017	2018	2020	2021	2022	2022New	6 Yr. Total	Spent To Date	Funds Remaining	2023	2024	2025	2026	2027+
Summit County	Basin Wayfinding Program	Create a multi-modal system enabling people to orient and navigate efficiently. Will reduce vehicle	PAG						\$ (150,000)	\$ 50,000	\$ 2,261	\$ 47,739					
Summit County	Summit County E-Bike Share & TDM	Provide viable and affordable alternative transportation mode.	PAG	\$ 500,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ (988,450)	\$ 511,550	\$ 511,550	\$ 0	\$ 250,000				
Summit County	Cline Dahle Park and Ride/TOD	Site Planning/Phase I Construction of Park and Ride and/or Transit Oriented Development	PAG							\$ -	\$ -	\$ -	\$ 1,173,000				
Summit County	Eastern Summit County Infrastructure Study	Capacity Analysis for Eastern Summit County	PAG							\$ 350,000	\$ 309,507	\$ 40,493					
Summit County	Basin Area Connectivity	Interconnect existing trails and walkways throughout the Snyderville Basin	PAG			\$ 104,000	\$ 108,000	\$ 112,000	\$ (324,000)	\$ -	\$ -	\$ -	\$ 116,000	\$ 121,000			
Summit County	Expanded Transit	Vehicle Acquisition for Expanded Service	PAG			\$ 380,000	\$ 380,000	\$ 380,000		\$ 1,140,000	\$ -	\$ 1,140,000	\$ 380,000	\$ 380,000			
Summit County	SR-224 VMS	Provide Critical Driver Information	PAG				\$ 125,000		\$ (125,000)	\$ -	\$ -	\$ -					
Summit County	Kamas Park and Ride	Property Acquisition/Site Improvements	PAG							\$ -	\$ 16,237	\$ (16,237)					
Summit County	Summit Park Transit Parking	Design and construct a small transit-supportive parking facility	PAG				\$ 245,000		\$ (245,000)	\$ -							
Summit County	High Valley Transit Capital Expenditures	Acquire vehicles, charges, and other capital (including facilities) to increase the capacity within High Valley Transit.	PAG				\$ 666,700	\$ 666,700	\$ 1,832,450	\$ 3,165,850	\$ 151,024	\$ 3,014,826	\$ 666,700				
Summit County	Old Hwy 40/ SR 248 Realignment	Survey-Move the current intersection of Old Hwy 40/SR-248	PAG					\$ 25,000		\$ 25,000							
Summit County	Silver Summit SB Off Ramp Signal	Install signalized intersection at the SB off ramp of US-40 Silver Summit Interchange at MP 2 to reduce congestion in the AM and PM Peak hours of travel.	PAG					\$ 57,200		\$ 57,200							
Summit County	Silver Summit Roundabout Improvement	Design-Add Lanes to improve transit access and improve vehicle capacity. Includes Alternative Mode features.	PAG				\$ 120,000			\$ 120,000	\$ -	\$ 120,000					
Summit County	Eastern Summit County	SR-32 Trail Extension, Marion to Kamas	63						\$ 750,000				\$ 750,000				
Park City	Transit Shelter Improvement Project	2 - Transit stops in Park City Transit System	PAG			\$ 350,000				\$ 350,000	\$ 51,853	\$ 298,147					
Park City	Deer Valley Drive Complete Street Improvement	Class II bike lane , a shared road lane marking , reduction of travel lane widths, a sidewalk and additional crossings/ connections	PAG				\$ 300,000			\$ 300,000	\$ -	\$ 300,000					
Park City	Transportation Demand Management	E-Bike, vanpools, Incentives to reduce vehicle miles traveled and single occupancy vehicles	PAG	\$ 500,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000		\$ 1,500,000	\$ 69,207	\$ 1,430,793	\$ 250,000	\$ 250,000			
Park City	Transit Shelter Improvements	Design and Construction	PAG		\$ 150,000					\$ 150,000	\$ -	\$ 150,000					
Park City	SR-248 Corridor and Safety Improvement Project	Widening to provide HOV/Bus and Bike Lanes, Intersection Improvements, Access Management and Pedestrian Tunnel at High School.	PAG	\$ 175,000						\$ 175,000	\$ -	\$ 175,000					
Park City	US40/SR-248 Park and Ride	Park and Ride Lot to intercept commuters from South Summit and Wasatch County	PAG		\$ 405,000					\$ 405,000	\$ 405,000	\$ 0					
Park City	Bonanza Park Transit Center	Transit Hub and Traffic Circulation Improvements	PAG					\$ 750,000		\$ 750,000	\$ -	\$ 750,000					
Park City	Park Ave Complete Street Project	DESIGN-The project includes transit stop enhancements, multi-modal improvements, pathways, active transportation connections to critical destinations along the corridor.	PAG					\$ 260,000		\$ 260,000	\$ -	\$ 260,000					

Park City	Munchkin Road Complete Streets Redesign Project	DESIGN-Extend Munchkin Road through to connect with Homestake Road and create a new pedestrian and active transportation-oriented east-west promenade.	PAG									\$ -	\$ -	\$ -	\$ 108,500				
Park City	North East Pathway Connections	DESIGN-New multiuse pathways are proposed on local roads (Three Kings Road, Silver King Road, Thaynes Canyon Drive and Payday Drive).	PAG									\$ -	\$ -	\$ -	\$ 150,000				
Park City	Snow Creek Pedestrian Tunnel	DESIGN-Construction of Pedestrian Underpass of SR-248 at Snow Creek Drive										\$ -	\$ -	\$ -	\$ 225,000				
SC/PC	SR-224 BRT	Environmental/NEPA/Right-of-Way/Design	PAG			\$ 1,125,000	\$ 750,000	\$ 750,000				\$ 2,625,000	\$ 199,824	\$ 2,425,176					
		New SC					\$ -	\$ -	\$ 750,000						\$ 750,000	\$ -	\$ -	\$ -	
		New PC					\$ -	\$ -	\$ -						\$ -	\$ -	\$ -	\$ -	
		Total New PAG Projects					\$ -	\$ -	\$ 750,000						\$ 750,000	\$ -	\$ -	\$ -	
		TOTAL PAG Project Amounts				\$ 1,175,000	\$ 1,055,000	\$ 2,459,000	\$ 3,194,700	\$ 3,500,900	\$ 750,000	\$ 11,934,600	\$ 1,716,462	\$ 10,135,938	\$ 3,694,200	\$ 1,126,000	\$ 2,100,000	\$ 2,100,000	
		AVERAGE PAG 2018 - 2021				\$ 2,222,175	AVERAGE PAG 2018 - 2022	\$ 2,189,933				\$ 11,934,600	AVERAGE PAG 2023-2026	\$ 2,255,050					

**SUMMIT COUNTY
COUNCIL OF GOVERNMENTS
ADDITIONAL TRANSPORTATION SALES TAX INITIATIVE
PROJECT CONCEPT DEVELOPMENT APPLICATION FORM 2022**

Overview:

Applications must be relating to a regionally significant transportation facility within the county, including cities, or for new capacity or congestion mitigation projects.

Process:

The Council of Governments will annually accept Project Concept Development Reports/Applications proposed to be funded by the County Option for Transportation Sale and Use Tax and create a priority list of the regionally significant transportation facility projects. In 2022, all project applications will be due on or before 5pm on Friday, March 25th, 2022 and must be submitted to the Summit County Public Works Director via email (dradke@summitcounty.org). Project Concept Development Reports/Applications will be distributed to the Council of Governments for review and subsequently discussed in public by the Council of Governments at their regularly scheduled meeting in April of 2022.

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

Funding:

Projects funded from the County Option for Transportation Sale and Use Tax must be included in the Summit County Budget for the year the project is proposed, including Small Municipality Transportation Improvement Fund Grant Program (TIFGP) Projects. The maximum amount available for projects in 2020 is as follows:

TIFGP (Small Cities Grant)	\$250,000
County Transportation Initiative	\$2.1 Million (Pay As You Go Fund)

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

TIFGP Projects will be **reimbursed** to the city upon presentation of a payment request at the completion of the approved project up to the amount approved by the County Coucil.

**SUMMIT COUNTY
COUNCIL OF GOVERNMENTS
ADDITIONAL TRANSPORTATION SALES TAX INITIATIVE
PROJECT CONCEPT DEVELOPMENT APPLICATION FORM 2022**

Project Name: _____

Application Date: _____

Applicant (City/County): _____

Contact for City/County: _____

Mailing Address: _____, 84_____
(PO, Street) (zip code)

Email Address: _____

Project Contact: _____

Mailing Address: _____, 84_____
(PO, Street) (City) (zip code)

Email Address: _____

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

Project Funding Applying For:

- County Transportation Initiative Project
- Small Municipality Transportation Improvement Fund Grant Program (TIFGP)

Phase Funds Being Requested (Check all that apply, specify year requested):

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

Purpose/Scope of Project

Describe Deficiencies that will be corrected by Project and/or Project Goals and Objectives (i.e. pounds of GHG reduced, VMT reduced, accidents reduced, transit on-time performance)

**SUMMIT COUNTY
COUNCIL OF GOVERNMENTS
ADDITIONAL TRANSPORTATION SALES TAX INITIATIVE
PROJECT CONCEPT DEVELOPMENT APPLICATION FORM 2022**

CONCEPTUAL PROJECT INFORMATION

Project Readiness

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

Project Consistency

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

Project Location: _____
(Street Address, Intersection, Mile Post, Other Descriptor)

Score 0 – 15
(Total)

Project Type (Check All that Apply):

- | | | |
|---|---|---|
| <input type="checkbox"/> Capacity Improvements | 3 | |
| <input type="checkbox"/> New Roadway | 3 | |
| <input type="checkbox"/> ITS/Signalization | 3 | |
| <input type="checkbox"/> Widening | 2 | |
| <input type="checkbox"/> Reconstruction of Existing Roadway | 2 | |
| <input type="checkbox"/> Major Maintenance | 1 | |
| <input type="checkbox"/> Safety Improvements | 1 | |
| <input type="checkbox"/> Lighting | | We will provide bike and pedestrian connectivity, trail signage and pedestrian ramps at intersections. In addition, we will standardize driveways per UDOT specification to make access to and from SR32 safer. |
| <input type="checkbox"/> Guardrail | | |
| <input type="checkbox"/> Other (Describe) _____ | | |
| <input type="checkbox"/> Drainage (Check All that Apply) | | |
| <input type="checkbox"/> Curb and Gutter | | |
| <input type="checkbox"/> Water Quality/Storm Drain | | |
| <input type="checkbox"/> Conveyance | | |
| <input type="checkbox"/> Erosion Control | | |

**SUMMIT COUNTY
COUNCIL OF GOVERNMENTS
ADDITIONAL TRANSPORTATION SALES TAX INITIATIVE
PROJECT CONCEPT DEVELOPMENT APPLICATION FORM 2022**

Score 0 – 10
(Total)

- | | | | |
|--------------------------|--|----------|--|
| <input type="checkbox"/> | Alternative Mode (Check All that Apply) | | |
| <input type="checkbox"/> | Transit Infrastructure (including Park and Ride) | <u>3</u> | |
| <input type="checkbox"/> | Sidewalks | <u>2</u> | |
| <input type="checkbox"/> | Multi-use Trail | <u>2</u> | |
| <input type="checkbox"/> | Bike Lanes | <u>2</u> | |
| <input type="checkbox"/> | Other (Describe) _____ | <u>1</u> | |

Score 0 – 10
(Total)

Functional Classification of Roadway: (Check One)

- | | | | |
|--------------------------|---------------------------|----------|-----------|
| <input type="checkbox"/> | Arterial | | <u>10</u> |
| <input type="checkbox"/> | Major Collector | <u>8</u> | |
| <input type="checkbox"/> | Minor Collector | <u>5</u> | |
| <input type="checkbox"/> | Local Street _____ (name) | <u>2</u> | |

Is Functional Classification Approved by UDOT?

- Yes
- No
- Pending Revision

Project Length: _____ (ft)

Width of Lane: _____ (ft) of Shoulder: _____ (ft)

Score 0 – 5
(Score Each Criteria)

Average Daily Traffic (ADT): _____ (specify) (See Page 8, Scoring Criteria)	_____
Volume to Capacity (LOS): _____ (specify) (See Page 8, Scoring Criteria)	_____
Percentage of Trucks: _____ (specify) (See Page 8, Scoring Criteria)	_____
Pavement Condition: _____ (specify) (See Page 8, Scoring Criteria)	_____

Score 0 – 10
(Total)

Preliminary Environmental Assessment

Expected Environmental Impacts (Subtract Impacts)

- | | | |
|---|--|---|
| <input type="checkbox"/> None <u>10</u>
<input type="checkbox"/> Wetlands <u>-2</u>
<input type="checkbox"/> Stream Alteration <u>-1</u>
<input type="checkbox"/> Noise <u>-1</u>
<input type="checkbox"/> Air Quality <u>-1</u> | | <input type="checkbox"/> Soils <u>-2</u>
<input type="checkbox"/> Wildlife <u>-1</u>
<input type="checkbox"/> Botanical <u>-1</u>
<input type="checkbox"/> Historic/Cultural <u>-1</u>
<input type="checkbox"/> Visual <u>-1</u> |
|---|--|---|

Anticipated Environmental Documentation

- None (only for Non-Federal Projects)
- Categorical Exclusion (CAT EX)
- Environmental Assessment (EA)
- Environmental Impact Statement (EIS)

**SUMMIT COUNTY
COUNCIL OF GOVERNMENTS
ADDITIONAL TRANSPORTATION SALES TAX INITIATIVE
PROJECT CONCEPT DEVELOPMENT APPLICATION FORM 2022**

Permits

- None
- USACE 401
- USACE 404
- UPDES General Construction
- UDOT Encroachment
- EPA
- Joint Stream Alteration
- Other: _____

Status of Environmental Document

- N/A
- Not started
- In process
- Complete

Score 0 – 10
(Total)

Right-of-Way Assessment

Right-of-Way Required for Project

- No _____ 10
- Yes (Subtract Impacts. **See Page 8, Scoring Criteria**) _____

Describe if Yes

Right-of-Way Needs:

Width: _____ (ft)
Acres: _____ (Ac)

Score 0 – 10
(Total)

Utility Assessment

Utility Relocation Required:

- No _____ 10
- Yes (Subtract Impacts. **See Page 8, Scoring Criteria**) _____

Describe if Yes

Project Financial Information

Total Project Cost \$ _____
(Enter amount from Concept Cost Estimate Spread Sheet) \$750,000 in 2022
\$750,000 in 2023

**SUMMIT COUNTY
COUNCIL OF GOVERNMENTS
ADDITIONAL TRANSPORTATION SALES TAX INITIATIVE
PROJECT CONCEPT DEVELOPMENT APPLICATION FORM 2022**

Other Funding Sources, Cash (List)

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

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

- | | |
|----------|----------|
| 1. _____ | \$ _____ |
| 2. _____ | \$ _____ |
| 3. _____ | \$ _____ |

Total Match (See Page 8, Scoring Criteria) \$ _____

Net Project Cost/ TIFGP Request	\$750,000 in 2022	Score 0 – 10
	\$750,000 in 2023	
	_____ %	_____

Project Schedule (See Page 8, Scoring Criteria) _____
Score 0 – 5

Anticipated Construction Start Date: _____

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

TOTAL SCORE _____
(100 max)

STATEMENT OF LOCAL AGENCY RESPONSIBILITY APPLICANT SIGNATURE

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

Applicant Signature: [Mike Kendell](#)

Applicant Title: _____

**SUMMIT COUNTY
COUNCIL OF GOVERNMENTS
ADDITIONAL TRANSPORTATION SALES TAX INITIATIVE
PROJECT CONCEPT DEVELOPMENT APPLICATION FORM 2022**

Required Attachments

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

**SUMMIT COUNTY
COUNCIL OF GOVERNMENTS
ADDITIONAL TRANSPORTATION SALES TAX INITIATIVE
PROJECT CONCEPT DEVELOPMENT APPLICATION FORM 2022**

PROJECT CONCEPT DEVELOPMENT SCORING CRITERIA

- Project Type – Does the project relate to a regionally significant transportation facility within the City/County? Does it provide new capacity or congestion mitigation?
- Alternative Modes - Does it include means for Alternative Modes of Transportation? Projects including these criteria should be scored higher than those that do not.
- Functional Classification of Roadway – Roads with higher classifications should be scored higher.
- Average Daily Traffic (ADT) – Roads with high ADT should be scored higher than low volume roads.
 - >500 = 0 | 500 - 1K = 1 | 1K - 3K = 2 | 3K - 5K = 3 | 5K - 10K = 4 | 10K+ = 5
- Volume to Capacity (LOS) – Roads with lower service levels (F down to A) should be scored higher.
 - A = 0 | B = 1 | C = 2 | D = 3 | E = 4 | F = 5
- Percentage of Trucks – Roads having a higher percentage of trucks should be scored higher.
 - >1% = 0 | 1 – 5% = 1 | 5-10% = 2 | 10-15% = 3 | 15-20% = 4 | 20%+ = 5
- Pavement Condition – Roads with pavements in poor condition should be scored higher. Use estimated Remaining Service Life (years of roads useful life expectancy)
 - 20 = 0 | 20 - 15 = 1 | 15 – 10 = 3 | 10 – 5 = 3 |
- Environmental Impacts – Projects with minimal environmental impacts should be scored higher.
- Right-of-Way Impacts - Projects with minimal Right-of-Way impacts should be scored higher.
- Utility Relocation Impacts - Projects with minimal Utility impacts should be scored higher.
- Total Project Cost – Low cost Projects should be scored higher.
- Total Match – The Higher the percentage of City/County match, the higher the project should be scored.
- Project Schedule – Projects that can be started and completed the quickest should be scored the highest.

SR-32 TRAIL COMPLETION PROJECT

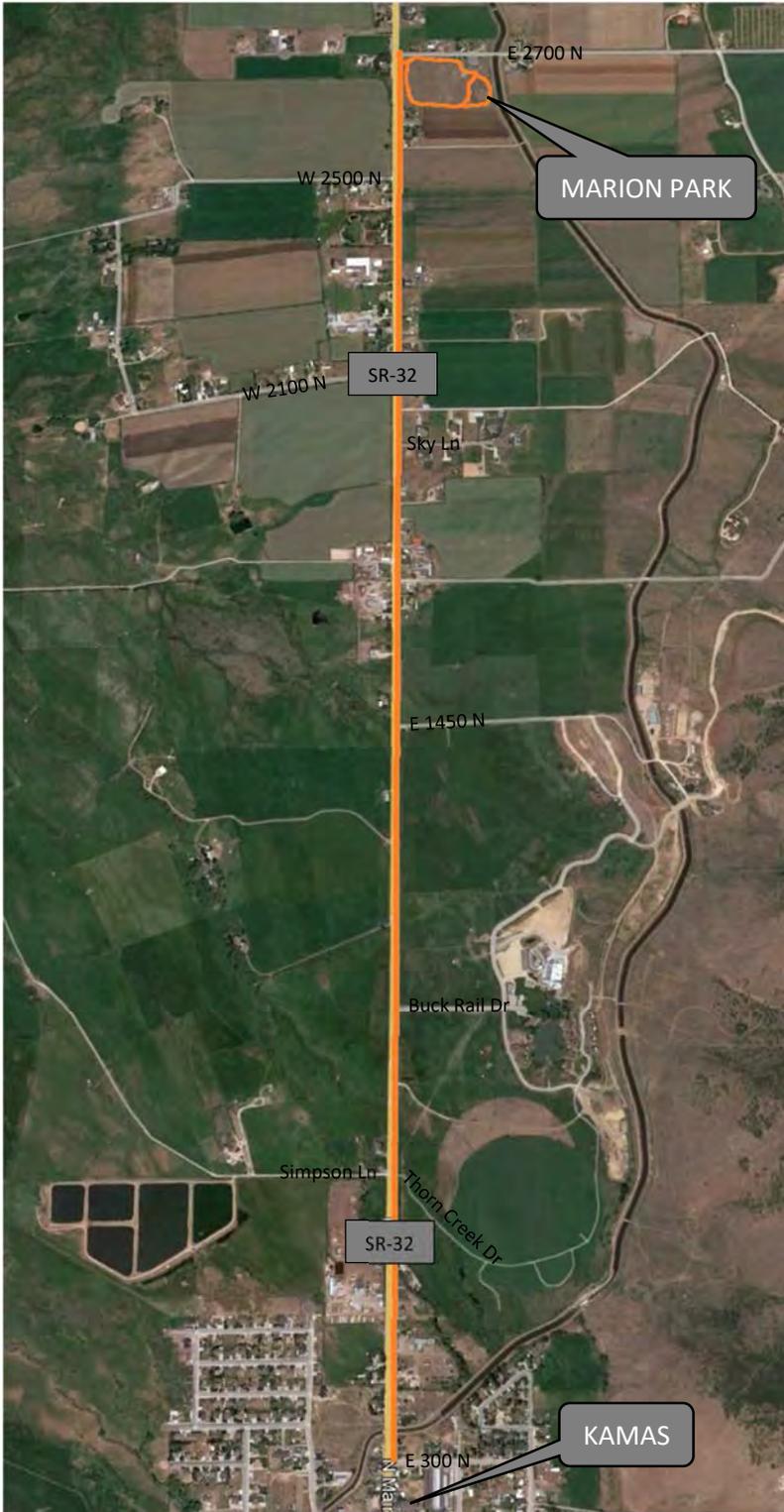
TRAIL DESCRIPTION: Easy paved trail that will connect Oakley and Kamas with a waypoint at Marion Park. The trail runs along SR-32 providing a safer option to traveling on the shoulder of the highway.

TRAIL LENGTH:

2.2 Miles - New Construction

3.5 Miles - Once connected with existing trail between Oakley and Marion Park

TRAIL MAP:





March 25, 2022

1885 W. Ute Blvd.
Park City, UT 84098

Summit County Council of Governments (COG)
C/O Derrick Radke, Public Works Director
60 N. Main St.
Coalville, UT 84017

Re: 2022 Transportation Sales Tax Grant Application

Dear Honorable Members,

As you may be aware, High Valley Transit has started work on an approximately \$30 million transit operations campus just south of Home Depot, off Old Highway 40. While we have been successful in securing federal grant funding toward the project, the current cost of construction and our immediate need for a facility necessitates that we dedicate most resources toward this project in the short term. To that end, rather than applying for additional grant funding through the COG, we respectfully request that you:

- Affirm the previously allocated 2023 amount of \$1,046,700, which we still propose to use for the stated purposes
- As outlined in Table 1 below, allow High Valley Transit to redistribute our previously allocated but unspent funds in the amount of **\$2,173,450** toward the design, construction, and furnishing of our eight-acre transit campus. Table 1 also provides a brief description of the justification of this request, by project.

Thank you for your consideration. Please let me know if you have any questions.

Very truly yours,

Caroline Rodriguez

Caroline Rodriguez
Executive Director

Cc: Kim Carson, David Geffen

Table 1.

Description	Funds Remaining	2023 (previously projected)	Debit	Use in 2022	Justification
Create a multi-modal system enabling people to orient and navigate efficiently. Will reduce vehicle miles traveled.	\$197,739		\$150,000	yes	\$47,739 to be used - remainder transferred to facility
Provide viable and affordable alternative transportation mode.	\$988,450	\$250,000	\$1,213,450		Only minimal expense for bike share through 2023. Otherwise, self-funded through fares and advertising.
Interconnect existing trails and walkways throughout the Snyderville Basin	\$324,000	\$116,000	\$440,000		No immediate need and project costs are high. Money for 2024 already allocated. Will likely re-apply during alter cycles.
Vehicle Acquisition for Expanded Service	\$1,140,000	\$380,000		yes	
Provide Critical Driver Information	\$125,000		\$125,000		Not feasible
Design and construct a small transit-supportive parking facility	\$245,000		\$245,000		No longer needed. Transit service changed in Summit Park and Micro is meeting demand.
Acquire vehicles, charges, and other capital (including facilities) to increase the capacity within High Valley Transit.	\$1,182,376	\$666,700		yes	
			\$2,173,450		
	<i>Move to facility project:</i>				

TECHNICAL MEMORANDUM

DATE: March 25, 2022

TO: Members of the Summit County Council of Governments
Derrick Radke, PE, Summit County Public Works Director

FROM: Sarah Pearce, Park City Municipal Corporation, Deputy City Manager
Julia Collins; Park City Municipal Corporation, Transportation Planning
John Robertson, PE, Park City Municipal Corporation, City Engineer

SUBJECT: Transportation Sales Tax Projects: Park City Project Requests and Anticipated Spending on
Transit and Transportation Improvements

Park City Municipal appreciates the time and thoughtful care the Summit Council of Governments (COG) spends on allocating the Transportation Sales Tax dollars. The funding is critical to the economic success and regional transportation system performance.

As per a meeting with Derrick Radke, PE, the Public Works Director from Summit County on March 11, 2022, direction was given to Park City staff to submit the funding needs for the City's priority projects and placeholders for funding in the FY2023-2026 timeline. In support of this strategy, Park City is putting forth two applications for priority projects that will have significant regional and safety impacts on the transportation system; **The Snow Creek Crossing and Quinn's Rail Trail Bridge over SR248.**

Park City welcomes the COG to allocate the money strategically and in a flexible manner to the revenues in FY23-26 in order to advance these two critical projects. Additionally, Park City recognizes the Transportation Sales Tax funding is in high demand, thus the noted flexibility to the COG for advancing the construction of the Quinn's Rail Trail bridge in either FY24 or FY25 or split between either FY24/25 or FY25/26. Park City's goal is to advance this project at a timeline when funding is available. If funding is not readily available in FY23 for design of this project, Park City would like to request the Summit County Council of Government's consideration to move \$160,000 in unspent funds awarded for SR-248 corridor to the design of this project. This would set up the project to be ready for construction in after FY23.

The Snow Creek Crossing has been coined the highest priority project by the City's, citizen led "Walkability" stakeholder group. This project will complete a gap in the pathway network, providing safe pedestrian connections through the high-traffic area without impeding traffic on a high-volume state facility. Keeping with the flexible allocation of resources, yet ensuring a critical project moves forward, it is anticipated construction will take place in both FY24 and FY25. The application outlines the grant request is 1/3 of the total project cost, thus the County sales tax contributions could be awarded in either FY24 or FY25 or split over the two for construction.

Conclusion

In conclusion, Park City Municipal appreciates the thoughtful dedication from the COG on allocating transportation dollars. The funding is critical to the economic success and regional transportation system performance. The City is reliant on these funds to advance Park City's transportation goals, deliver capital projects that increase transit ridership, provide access to the main economic employment center in the region and reduce single passenger vehicle travel.

**SUMMIT COUNTY
COUNCIL OF GOVERNMENTS
ADDITIONAL TRANSPORTATION SALES TAX INITIATIVE
PROJECT CONCEPT DEVELOPMENT APPLICATION FORM 2022**

Overview:

Applications must be relating to a regionally significant transportation facility within the county, including cities, or for new capacity or congestion mitigation projects.

Process:

The Council of Governments will annually accept Project Concept Development Reports/Applications proposed to be funded by the County Option for Transportation Sale and Use Tax and create a priority list of the regionally significant transportation facility projects. In 2022, all project applications will be due on or before 5pm on Friday, March 25th, 2022 and must be submitted to the Summit County Public Works Director via email (dradke@summitcounty.org). Project Concept Development Reports/Applications will be distributed to the Council of Governments for review and subsequently discussed in public by the Council of Governments at their regularly scheduled meeting in April of 2022.

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

Funding:

Projects funded from the County Option for Transportation Sale and Use Tax must be included in the Summit County Budget for the year the project is proposed, including Small Municipality Transportation Improvement Fund Grant Program (TIFGP) Projects. The maximum amount available for projects in 2020 is as follows:

TIFGP (Small Cities Grant)	\$250,000
County Transportation Initiative	\$2.1 Million (Pay As You Go Fund)

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

TIFGP Projects will be **reimbursed** to the city upon presentation of a payment request at the completion of the approved project up to the amount approved by the County Council.

**SUMMIT COUNTY
COUNCIL OF GOVERNMENTS
ADDITIONAL TRANSPORTATION SALES TAX INITIATIVE
PROJECT CONCEPT DEVELOPMENT APPLICATION FORM 2022**

Project Name: _____

Application Date: _____

Applicant (City/County): _____

Contact for City/County: _____

Mailing Address: _____, 84_____
(PO, Street) (zip code)

Email Address: _____

Project Contact: _____

Mailing Address: _____, 84_____
(PO, Street) (City) (zip code)

Email Address: _____

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

Project Funding Applying For:

- County Transportation Initiative Project
- Small Municipality Transportation Improvement Fund Grant Program (TIFGP)

Phase Funds Being Requested (Check all that apply, specify year requested):

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

Purpose/Scope of Project

Describe Deficiencies that will be corrected by Project and/or Project Goals and Objectives (i.e. pounds of GHG reduced, VMT reduced, accidents reduced, transit on-time performance)

**SUMMIT COUNTY
COUNCIL OF GOVERNMENTS
ADDITIONAL TRANSPORTATION SALES TAX INITIATIVE
PROJECT CONCEPT DEVELOPMENT APPLICATION FORM 2022**

CONCEPTUAL PROJECT INFORMATION

Project Readiness

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

Project Consistency

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

Project Location: _____
(Street Address, Intersection, Mile Post, Other Descriptor)

Score 0 – 15
(Total)

Project Type (Check All that Apply):

- | | | |
|---|---|--|
| <input type="checkbox"/> Capacity Improvements | 3 | |
| <input type="checkbox"/> New Roadway | 3 | |
| <input type="checkbox"/> ITS/Signalization | 3 | |
| <input type="checkbox"/> Widening | 2 | |
| <input type="checkbox"/> Reconstruction of Existing Roadway | 2 | |
| <input type="checkbox"/> Major Maintenance | 1 | |
| <input type="checkbox"/> Safety Improvements | 1 | |
| <input type="checkbox"/> Lighting | | |
| <input type="checkbox"/> Guardrail | | |
| <input type="checkbox"/> Other (Describe) _____ | | |
| <input type="checkbox"/> Drainage (Check All that Apply) | | |
| <input type="checkbox"/> Curb and Gutter | | |
| <input type="checkbox"/> Water Quality/Storm Drain | | |
| <input type="checkbox"/> Conveyance | | |
| <input type="checkbox"/> Erosion Control | | |

**SUMMIT COUNTY
COUNCIL OF GOVERNMENTS
ADDITIONAL TRANSPORTATION SALES TAX INITIATIVE
PROJECT CONCEPT DEVELOPMENT APPLICATION FORM 2022**

Score 0 – 10
(Total)

- | | | | |
|--------------------------|--|----------|--|
| <input type="checkbox"/> | Alternative Mode (Check All that Apply) | | |
| <input type="checkbox"/> | Transit Infrastructure (including Park and Ride) | <u>3</u> | |
| <input type="checkbox"/> | Sidewalks | <u>2</u> | |
| <input type="checkbox"/> | Multi-use Trail | <u>2</u> | |
| <input type="checkbox"/> | Bike Lanes | <u>2</u> | |
| <input type="checkbox"/> | Other (Describe) _____ | <u>1</u> | |

Score 0 – 10
(Total)

Functional Classification of Roadway: (Check One)

- | | | | |
|--------------------------|---------------------------|----------|-----------|
| <input type="checkbox"/> | Arterial | | <u>10</u> |
| <input type="checkbox"/> | Major Collector | <u>8</u> | |
| <input type="checkbox"/> | Minor Collector | <u>5</u> | |
| <input type="checkbox"/> | Local Street _____ (name) | <u>2</u> | |

Is Functional Classification Approved by UDOT?

- Yes
- No
- Pending Revision

Project Length: _____ (ft)

Width of Lane: _____ (ft) of Shoulder: _____ (ft)

Score 0 – 5
(Score Each Criteria)

- | | | |
|--|---|-------|
| | Average Daily Traffic (ADT): _____ (specify) (See Page 8, Scoring Criteria) | _____ |
| | Volume to Capacity (LOS): _____ (specify) (See Page 8, Scoring Criteria) | _____ |
| | Percentage of Trucks: _____ (specify) (See Page 8, Scoring Criteria) | _____ |
| | Pavement Condition: _____ (specify) (See Page 8, Scoring Criteria) | _____ |

LOS from
SR248 and
Rail trail
current
capacity

Score 0 – 10
(Total)

Preliminary Environmental Assessment

Expected Environmental Impacts (Subtract Impacts)

- | | | | | | | |
|--------------------------|-------------------|-----------|--|--------------------------|-------------------|-----------|
| <input type="checkbox"/> | None | <u>10</u> | | <input type="checkbox"/> | Soils | <u>-2</u> |
| <input type="checkbox"/> | Wetlands | <u>-2</u> | | <input type="checkbox"/> | Wildlife | <u>-1</u> |
| <input type="checkbox"/> | Stream Alteration | <u>-1</u> | | <input type="checkbox"/> | Botanical | <u>-1</u> |
| <input type="checkbox"/> | Noise | <u>-1</u> | | <input type="checkbox"/> | Historic/Cultural | <u>-1</u> |
| <input type="checkbox"/> | Air Quality | <u>-1</u> | | <input type="checkbox"/> | Visual | <u>-1</u> |

Anticipated Environmental Documentation

- None (only for Non-Federal Projects)
- Categorical Exclusion (CAT EX)
- Environmental Assessment (EA)
- Environmental Impact Statement (EIS)

**SUMMIT COUNTY
COUNCIL OF GOVERNMENTS
ADDITIONAL TRANSPORTATION SALES TAX INITIATIVE
PROJECT CONCEPT DEVELOPMENT APPLICATION FORM 2022**

Permits

- None
- USACE 401
- USACE 404
- UPDES General Construction
- UDOT Encroachment
- EPA
- Joint Stream Alteration
- Other: _____

Status of Environmental Document

- N/A
- Not started
- In process
- Complete

Score 0 – 10
(Total)

Right-of-Way Assessment

Right-of-Way Required for Project

- No _____ 10
- Yes (Subtract Impacts. **See Page 8, Scoring Criteria**) _____

Describe if Yes

Right-of-Way Needs:

Width: _____ (ft)
Acres: _____ (Ac)

Score 0 – 10
(Total)

Utility Assessment

Utility Relocation Required:

- No _____ 10
- Yes (Subtract Impacts. **See Page 8, Scoring Criteria**) _____

Describe if Yes

Project Financial Information

Total Project Cost \$ _____
(Enter amount from Concept Cost Estimate Spread Sheet)

**SUMMIT COUNTY
COUNCIL OF GOVERNMENTS
ADDITIONAL TRANSPORTATION SALES TAX INITIATIVE
PROJECT CONCEPT DEVELOPMENT APPLICATION FORM 2022**

Required Attachments

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

**SUMMIT COUNTY
COUNCIL OF GOVERNMENTS
ADDITIONAL TRANSPORTATION SALES TAX INITIATIVE
PROJECT CONCEPT DEVELOPMENT APPLICATION FORM 2022**

PROJECT CONCEPT DEVELOPMENT SCORING CRITERIA

- Project Type – Does the project relate to a regionally significant transportation facility within the City/County? Does it provide new capacity or congestion mitigation?
- Alternative Modes - Does it include means for Alternative Modes of Transportation? Projects including these criteria should be scored higher than those that do not.
- Functional Classification of Roadway – Roads with higher classifications should be scored higher.
- Average Daily Traffic (ADT) – Roads with high ADT should be scored higher than low volume roads.
 - >500 = 0 | 500 - 1K = 1 | 1K - 3K = 2 | 3K - 5K = 3 | 5K - 10K = 4 | 10K+ = 5
- Volume to Capacity (LOS) – Roads with lower service levels (F down to A) should be scored higher.
 - A = 0 | B = 1 | C = 2 | D = 3 | E = 4 | F = 5
- Percentage of Trucks – Roads having a higher percentage of trucks should be scored higher.
 - >1% = 0 | 1 – 5% = 1 | 5-10% = 2 | 10-15% = 3 | 15-20% = 4 | 20%+ = 5
- Pavement Condition – Roads with pavements in poor condition should be scored higher. Use estimated Remaining Service Life (years of roads useful life expectancy)
 - 20 = 0 | 20 - 15 = 1 | 15 – 10 = 3 | 10 – 5 = 3 |
- Environmental Impacts – Projects with minimal environmental impacts should be scored higher.
- Right-of-Way Impacts - Projects with minimal Right-of-Way impacts should be scored higher.
- Utility Relocation Impacts - Projects with minimal Utility impacts should be scored higher.
- Total Project Cost – Low cost Projects should be scored higher.
- Total Match – The Higher the percentage of City/County match, the higher the project should be scored.
- Project Schedule – Projects that can be started and completed the quickest should be scored the highest.

Rail Trail Crossing Improvement

March 24, 2022

Purpose & Scope of Project

Park City Municipal is requesting funding to complete an above grade bicycle/pedestrian bridge at the intersection of SR-248 and the Historic Union Pacific Rail Trail, just east of the SR- 248/Highway 40 interchange and planned Quinn’s Park and Ride. The Rail Trail bridge project in its entirety will enhance the regional Rail Trail pathway by creating a critical connection over the busy SR248 highway. Park City is also working to advance a comprehensive approach to improving the Rail Trail through a phased approach that will include lighting, trail widening and surface improvements, and additional enhancements at various locations. This funding request is to secure one phase (a grade separated crossing) of a four-phase process to improve safety, capacity, and regional connectivity of the Rail Trail. The ultimate purpose is to encourage and provide adequate facilities for active transportation region-wide.

With major regional growth and densification in this area, including the future Silver Creek Village, Silver Summit & Quinn’s Junction areas and supporting planning efforts associated with the recent Summit County-purchased 400-acre, Florence Gilmore Property, the trail bridge is key to creating a safe route across a major arterial (SR-248) that regularly sees high volume and speeds. Additionally, it will connect the Rail Trail to the soon-to-be-built regional Quinn’s Junction Park and Ride, as well as provides opportunities to efficiently access the existing Richardson Flat Park and Ride further south. Visitors to Park City commonly use the corridor for recreation purposes, while locals and employees use this corridor for transportation connections and recreation. It is a regional asset.

The 28-mile, non-motorized Rail Trail that connects Park City to Coalville and Echo recreation area, is owned and managed by Utah State Parks. The City is currently in discussions with State Parks, per a cooperative interlocal management agreement, with the intent of enhancing the safety and active transportation of the facility and further coordinating the improvements in partnership to create county-wide benefits. The City is committed to securing funding the first three phases (see Project Readiness section) of the Rail Trail improvements as a match and is committed to funding an additional 20% cash match if this grant is award.



Figure 1 indicates how the S.R. 248 Rail Trail bridge will be a key connection point in a vehicle-heavy area to support Park City's goal to be a car-optional community.

Project Goals

The project goals are multi-faceted from Park City's overall desire to create a car-optional community to, site-specifically, the need to create a safe route across SR-248:

- Improve safety by separating vehicle and pedestrian/bicycle traffic, reducing conflict points.
- Enhance trail connectivity by joining pathways on either side of SR-248.
- Increase access to park and rides by providing recreational parking, pathway connections to the Rail Trail, staging for bicyclists, and a more direct route for riders in general.
- Encourage and accommodate active transportation through safe amenities and beautification as the region grows and densifies.
- Create ADA accessibility.
- Create an iconic and visual marker by branding the bridge with public artwork and information about the historic significance of this corridor.
- Reduce delays for traffic on SR-248.

Funding Needs

In total the four phases of the Rail Trail improvements, including the bridge, and various enhancements, are being wrapped into a comprehensive approach. This approach will cover the entire corridor design, infrastructure and earthwork needs, grading for ADA accessibility, retaining walls, and a pre-fabricated trestle bridge.

Park City commits advancing the first three phases (see Project Readiness through other funding grants/or City sources) of the Rail Trail improvements as an in-kind match of \$375,000 and is committed to funding an additional 20% cash if awarded. The City will continue to seek additional grant opportunities from other sources to advance the earlier Phases.

Item	Quantity	Cost	NOTES
Engineering/Design	1	\$160,000	
Construction	1	\$2,400,000	Includes inflation for the year 2024
Contingency/CM	1	\$720,000	Contingency, Utilities, Permits and CM
TOTAL:		\$3,280,000	

Project Readiness

With the first three phases of the Rail Trail improvements process underway, Park City is eager to secure funding for the final bridge, as outlined in phase four. Park City is flexible on the construction timing for this facility as receiving supplemental funding is the avenue the City can take to get this project to construction. Therefore, Park city is flexible on the timing for receiving this funding.

The first three phases, described below, show Park City's commitment to preparing for and accomplishing the overall project goals.

- Phase One (\$250,000) - Initial safety improvements to the trail surface treatment. (Underway Spring 2022)
- Phase Two (\$160,000) – Rail Trail Master Planning to determine the necessary needed infrastructure and community priorities. (Underway Summer 2022)
- Phase Three (undefined and partially funded) This phase may include: trail widening to 14 feet between Bonanza Drive and SR-248 (approximately 2.75 miles), improved connections to park and ride facilities, and

adjacent recreational trail improvements for various users. Pathway lighting, electrical improvements, and additional connections to commercial/residential areas. (Anticipated 2023-2024)

- For phase four, the project team has concept-level designs for the bridge at SR248, and is requesting funding to move into design development, engineering cost estimates, and construction. (Anticipated 2023-2024)

Project Consistency – Regional Impact

This four-phased Rail Trail improvement process has been identified as an essential project that will maintain and enhance safety, capacity, and connectivity on the 28-mile regional trail between Park City and Coalville/Echo areas. The first three phases are anticipated to be completed by 2024, and Park City would like to design the above grade bridge crossing in 2023 and move the project to construction in 2024.

Utility Assessment

No utility relocation or improvements are needed for phase four of this project.

Schedule Details

Phase four of the Rail Trail improvements is moving into the design development stage. Design and coordination with UDOT would take place in FY23. Transportation planning staff have identified the planning needs and design framework and are seeking funding to have the bridge constructed by 2024. However, if funding is available in FY25 or FY26, due to the regional impact this project will have on the entirety of the Rail Trail, Park City requests this project be considered in the future funding years.

Application Contact

Heinrich Deters
Park City Municipal Corporation
Property, Real Estate, Trails & Open Space Manager
435.615.5205
hdeters@parkcity.org

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

**SUMMIT COUNTY
COUNCIL OF GOVERNMENTS
ADDITIONAL TRANSPORTATION SALES TAX INITIATIVE
PROJECT CONCEPT DEVELOPMENT APPLICATION FORM 2022**

Overview:

Applications must be relating to a regionally significant transportation facility within the county, including cities, or for new capacity or congestion mitigation projects.

Process:

The Council of Governments will annually accept Project Concept Development Reports/Applications proposed to be funded by the County Option for Transportation Sale and Use Tax and create a priority list of the regionally significant transportation facility projects. In 2022, all project applications will be due on or before 5pm on Friday, March 25th, 2022 and must be submitted to the Summit County Public Works Director via email (dradke@summitcounty.org). Project Concept Development Reports/Applications will be distributed to the Council of Governments for review and subsequently discussed in public by the Council of Governments at their regularly scheduled meeting in April of 2022.

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

Funding:

Projects funded from the County Option for Transportation Sale and Use Tax must be included in the Summit County Budget for the year the project is proposed, including Small Municipality Transportation Improvement Fund Grant Program (TIFGP) Projects. The maximum amount available for projects in 2020 is as follows:

TIFGP (Small Cities Grant)	\$250,000
County Transportation Initiative	\$2.1 Million (Pay As You Go Fund)

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

TIFGP Projects will be **reimbursed** to the city upon presentation of a payment request at the completion of the approved project up to the amount approved by the County Council.

**SUMMIT COUNTY
COUNCIL OF GOVERNMENTS
ADDITIONAL TRANSPORTATION SALES TAX INITIATIVE
PROJECT CONCEPT DEVELOPMENT APPLICATION FORM 2022**

Project Name: _____

Application Date: _____

Applicant (City/County): _____

Contact for City/County: _____

Mailing Address: _____, 84_____
(PO, Street) (zip code)

Email Address: _____

Project Contact: _____

Mailing Address: _____, 84_____
(PO, Street) (City) (zip code)

Email Address: _____

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

Project Funding Applying For:

- County Transportation Initiative Project
- Small Municipality Transportation Improvement Fund Grant Program (TIFGP)

Phase Funds Being Requested (Check all that apply, specify year requested):

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

Purpose/Scope of Project

Describe Deficiencies that will be corrected by Project and/or Project Goals and Objectives (i.e. pounds of GHG reduced, VMT reduced, accidents reduced, transit on-time performance)

**SUMMIT COUNTY
COUNCIL OF GOVERNMENTS
ADDITIONAL TRANSPORTATION SALES TAX INITIATIVE
PROJECT CONCEPT DEVELOPMENT APPLICATION FORM 2022**

CONCEPTUAL PROJECT INFORMATION

Project Readiness

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

Project Consistency

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

Project Location: _____
(Street Address, Intersection, Mile Post, Other Descriptor)

Score 0 – 15
(Total)

Project Type (Check All that Apply):

- | | | |
|---|----------|--|
| <input type="checkbox"/> Capacity Improvements | <u>3</u> | |
| <input type="checkbox"/> New Roadway | <u>3</u> | |
| <input type="checkbox"/> ITS/Signalization | <u>3</u> | |
| <input type="checkbox"/> Widening | <u>2</u> | |
| <input type="checkbox"/> Reconstruction of Existing Roadway | <u>2</u> | |
| <input type="checkbox"/> Major Maintenance | <u>1</u> | |
| <input type="checkbox"/> Safety Improvements | <u>1</u> | |
| <input type="checkbox"/> Lighting | | |
| <input type="checkbox"/> Guardrail | | |
| <input type="checkbox"/> Other (Describe) _____ | | |
| <input type="checkbox"/> Drainage (Check All that Apply) | | |
| <input type="checkbox"/> Curb and Gutter | | |
| <input type="checkbox"/> Water Quality/Storm Drain | | |
| <input type="checkbox"/> Conveyance | | |
| <input type="checkbox"/> Erosion Control | | |

**SUMMIT COUNTY
COUNCIL OF GOVERNMENTS
ADDITIONAL TRANSPORTATION SALES TAX INITIATIVE
PROJECT CONCEPT DEVELOPMENT APPLICATION FORM 2022**

Score 0 – 10
(Total)

- | | | | |
|--------------------------|--|----------|--|
| <input type="checkbox"/> | Alternative Mode (Check All that Apply) | | |
| <input type="checkbox"/> | Transit Infrastructure (including Park and Ride) | <u>3</u> | |
| <input type="checkbox"/> | Sidewalks | <u>2</u> | |
| <input type="checkbox"/> | Multi-use Trail | <u>2</u> | |
| <input type="checkbox"/> | Bike Lanes | <u>2</u> | |
| <input type="checkbox"/> | Other (Describe) _____ | <u>1</u> | |

Score 0 – 10
(Total)

Functional Classification of Roadway: (Check One)

- | | | | |
|--------------------------|---------------------------|----------|-----------|
| <input type="checkbox"/> | Arterial | | <u>10</u> |
| <input type="checkbox"/> | Major Collector | <u>8</u> | |
| <input type="checkbox"/> | Minor Collector | <u>5</u> | |
| <input type="checkbox"/> | Local Street _____ (name) | <u>2</u> | |

Is Functional Classification Approved by UDOT?

- Yes
- No
- Pending Revision

Project Length: _____ (ft)

Width of Lane: _____ (ft) of Shoulder: _____ (ft)

Score 0 – 5
(Score Each Criteria)

- | | |
|---|-------|
| Average Daily Traffic (ADT): _____ (specify) (See Page 8, Scoring Criteria) | _____ |
| Volume to Capacity (LOS): _____ (specify) (See Page 8, Scoring Criteria) | _____ |
| Percentage of Trucks: _____ (specify) (See Page 8, Scoring Criteria) | _____ |
| Pavement Condition: _____ (specify) (See Page 8, Scoring Criteria) | _____ |

Score 0 – 10
(Total)

Preliminary Environmental Assessment

Expected Environmental Impacts (Subtract Impacts)

- | | | | | |
|--|-----------|--|--|-----------|
| <input type="checkbox"/> None | <u>10</u> | | <input type="checkbox"/> Soils | <u>-2</u> |
| <input type="checkbox"/> Wetlands | <u>-2</u> | | <input type="checkbox"/> Wildlife | <u>-1</u> |
| <input type="checkbox"/> Stream Alteration | <u>-1</u> | | <input type="checkbox"/> Botanical | <u>-1</u> |
| <input type="checkbox"/> Noise | <u>-1</u> | | <input type="checkbox"/> Historic/Cultural | <u>-1</u> |
| <input type="checkbox"/> Air Quality | <u>-1</u> | | <input type="checkbox"/> Visual | <u>-1</u> |

Anticipated Environmental Documentation

- None (only for Non-Federal Projects)
- Categorical Exclusion (CAT EX)
- Environmental Assessment (EA)
- Environmental Impact Statement (EIS)

**SUMMIT COUNTY
COUNCIL OF GOVERNMENTS
ADDITIONAL TRANSPORTATION SALES TAX INITIATIVE
PROJECT CONCEPT DEVELOPMENT APPLICATION FORM 2022**

Permits

- None
- USACE 401
- USACE 404
- UPDES General Construction
- UDOT Encroachment
- EPA
- Joint Stream Alteration
- Other: _____

Status of Environmental Document

- N/A
- Not started
- In process
- Complete

Score 0 – 10
(Total)

Right-of-Way Assessment

Right-of-Way Required for Project

- No _____ 10
- Yes (Subtract Impacts. **See Page 8, Scoring Criteria**) _____

Describe if Yes

Right-of-Way Needs:

Width: _____ (ft)
Acres: _____ (Ac)

Score 0 – 10
(Total)

Utility Assessment

Utility Relocation Required:

- No _____ 10
- Yes (Subtract Impacts. **See Page 8, Scoring Criteria**) _____

Describe if Yes

Project Financial Information

Total Project Cost \$ _____
(Enter amount from Concept Cost Estimate Spread Sheet)

**SUMMIT COUNTY
COUNCIL OF GOVERNMENTS
ADDITIONAL TRANSPORTATION SALES TAX INITIATIVE
PROJECT CONCEPT DEVELOPMENT APPLICATION FORM 2022**

Required Attachments

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

**SUMMIT COUNTY
COUNCIL OF GOVERNMENTS
ADDITIONAL TRANSPORTATION SALES TAX INITIATIVE
PROJECT CONCEPT DEVELOPMENT APPLICATION FORM 2022**

PROJECT CONCEPT DEVELOPMENT SCORING CRITERIA

- Project Type – Does the project relate to a regionally significant transportation facility within the City/County? Does it provide new capacity or congestion mitigation?
- Alternative Modes - Does it include means for Alternative Modes of Transportation? Projects including these criteria should be scored higher than those that do not.
- Functional Classification of Roadway – Roads with higher classifications should be scored higher.
- Average Daily Traffic (ADT) – Roads with high ADT should be scored higher than low volume roads.
 - >500 = 0 | 500 - 1K = 1 | 1K - 3K = 2 | 3K - 5K = 3 | 5K - 10K = 4 | 10K+ = 5
- Volume to Capacity (LOS) – Roads with lower service levels (F down to A) should be scored higher.
 - A = 0 | B = 1 | C = 2 | D = 3 | E = 4 | F = 5
- Percentage of Trucks – Roads having a higher percentage of trucks should be scored higher.
 - >1% = 0 | 1 – 5% = 1 | 5-10% = 2 | 10-15% = 3 | 15-20% = 4 | 20%+ = 5
- Pavement Condition – Roads with pavements in poor condition should be scored higher. Use estimated Remaining Service Life (years of roads useful life expectancy)
 - 20 = 0 | 20 - 15 = 1 | 15 – 10 = 3 | 10 – 5 = 3 |
- Environmental Impacts – Projects with minimal environmental impacts should be scored higher.
- Right-of-Way Impacts - Projects with minimal Right-of-Way impacts should be scored higher.
- Utility Relocation Impacts - Projects with minimal Utility impacts should be scored higher.
- Total Project Cost – Low cost Projects should be scored higher.
- Total Match – The Higher the percentage of City/County match, the higher the project should be scored.
- Project Schedule – Projects that can be started and completed the quickest should be scored the highest.

Snow Creek Tunnel

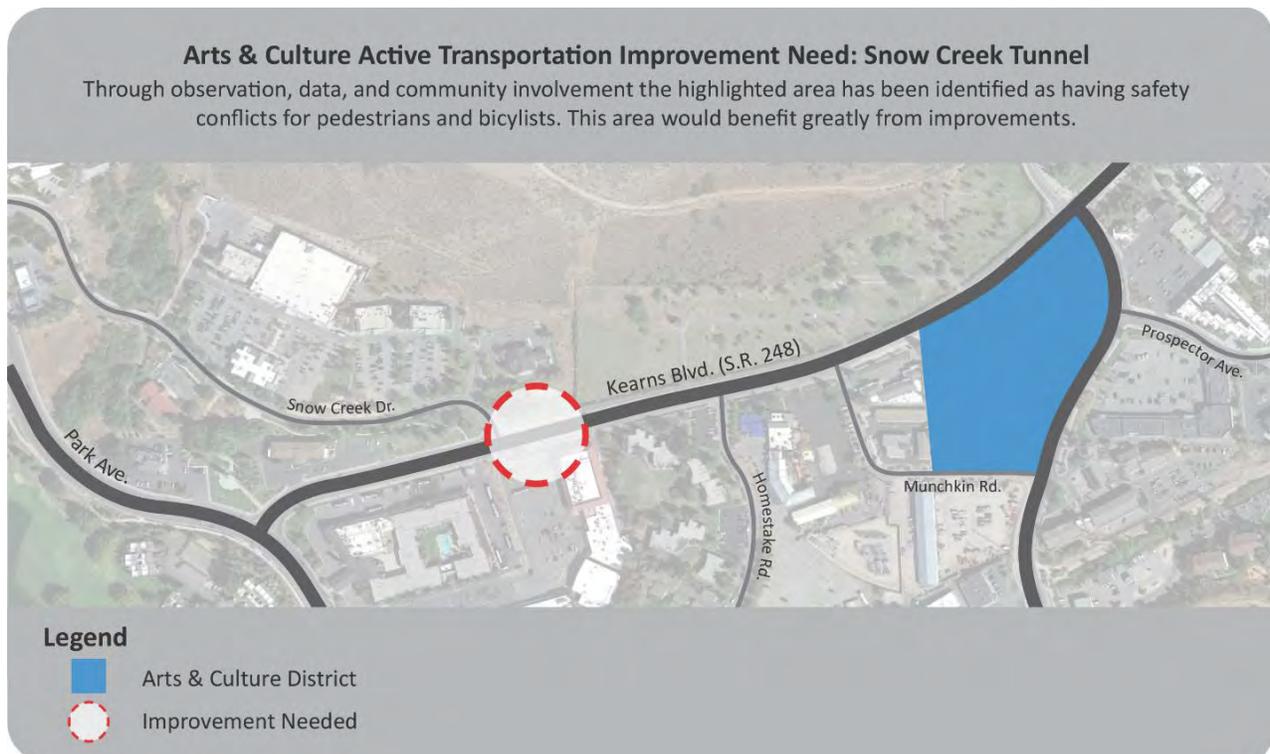
March 24, 2022

Purpose & Scope of Project

Park City Municipal is focused on developing a cohesive pedestrian network to improve safety, protect the natural environment, expand multimodal transportation choices and maintain a high quality of life for those who live, work and play in the community. Park City Municipal seeks funding to supplement a pedestrian and bicycle crossing at the intersection of Kearns/SR248 at Snow Creek Drive. This project completes a gap in the highly utilized network, provides a safe crossing and enhances the connection to the Bonanza Arts District. The Park City community has a long history of supporting transportation capital projects that advance walkability. This was kick started through the initial 2007 voter-approved Walkability Bond and associated project list. This bond advanced over 45 capital projects advancing walking and biking and developing a key “multiuse pathway spine” in Park City. The project, coined “Snow Creek Crossing” will complete a gap in the pathway network, providing safe pedestrian connections through the high-traffic area without impeding traffic on a high-volume state facility. The project scope focuses on constructing either a below-grade or above crossing where the east end of Snow Creek Drive intersects with Kearns Boulevard (also known as State Route 248). Currently Park City has advanced this project with a preliminary engineering feasibility study to determine impacts and an alternatives analysis to select the type of crossing facility (either above or below grade).

The proposed location has long been a concern for Park City staff and residents. In Fall of 2021, the citizens “Walkability” stakeholder group placed this crossing as their top priority project. With a ½-mile gap between crossings and without a direct way to travel between the two commercial developments, pedestrians resort to [crossing the five-lane arterial mid-block](#) where no crossing infrastructure exists. Now, with ongoing growth throughout the region, and Park City becoming more popular as a year-round recreation destination, the need is greater than ever.

Figure 1 indicates how the Snow Creek Tunnel relates to the regionally significant Arts and Culture District as a vital



component for safety, access, and area-wide walkability.

City Investment

In 2020-2021, the City reconstructed all of the pathways leading to the north edge of the proposed Snow Creek Crossing. This includes portions of the McCleod Creek pathway, the Olympic Park Pathway, roadway crossings and the pathway adjacent to Snow Creek Drive. During the recent 2020 water improvement project, the City secured pedestrian easements for the tunnel entrances. The pathway along SR-248 will be widened and connect to the Park Ave bus stop. Also, the city has plans to upgrade the active transportation network on Munchkin, Homestake, and Woodbine roads, enabling critical pathway connections to the south and east.

Additionally, the highly anticipated Bonanza Arts District, will benefit from private and public investment and create a diverse land use pattern. This new amenity will draw pedestrians accessing the district on foot, bicycle, and by transit from across the community. The District and other new developments slated in the area will also provide affordable housing units, addressing the needs of Park City's low-income residents who tend to walk more. Planning efforts for the District also identified the proposed crossing's location as a solution to a current safety conflict for pedestrians and bicyclists and as a vital component to creating walkable access.

With the Snow Creek Crossing being proposed under a state route, Park City is working closely with UDOT to refine the concept design and execute a smooth process as partners in reducing pedestrian-vehicle conflicts.

Project Goals

The project goals are multi-faceted from Park City's overall desire to create a multimodal community to, site-specifically, the need to create safe access to the Bonanza District:

- Improve safety by separating vehicle and pedestrian flows
- Enhance walkability by connecting pathways on either side of Kearns Boulevard
- Close a ½-mile gap between crossings on the high-speed and high-volume SR-248
- Increase access to businesses and the Arts and Culture District by providing a direct route for pedestrians and bicyclists
- Maintain vehicle access to businesses by directing pedestrians below the roadway
- Accommodate growing volumes of pedestrians in the area.
- Create ADA accessibility

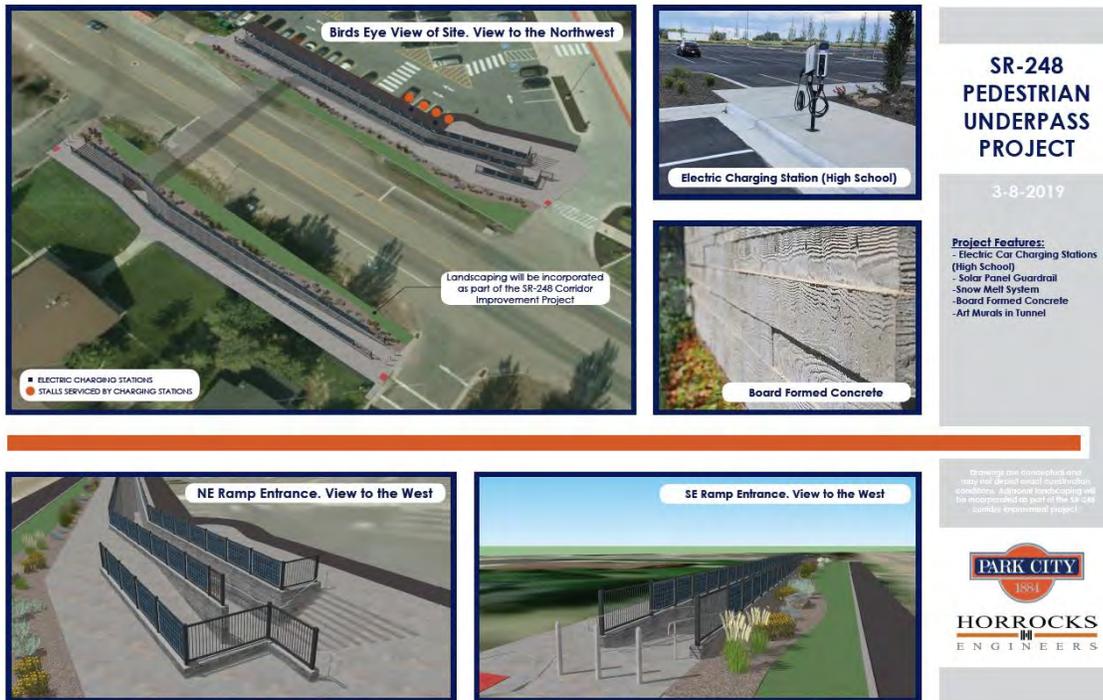


Figure 2

Figure 2 offers an example of design work that can be expected for the Snow Creek Crossing and an alternative that is currently being evaluated.

Funding Needs

Below are project details from the 2020 SR-248/Kearns pedestrian tunnel at Park City High School. It is anticipated that this Snow Creek Crossing will follow a very similar design and offer the same net-zero amenities including: solar-powered snow melt systems and lighting, as well as locally sourced mural art. It is anticipated the Snow Creek Crossing will cost at a minimum, \$5,862,061 in total – a cost estimate that includes inflation, contingency, and necessary costs for construction management. This cost was based off the tunnel costs for the SR-248 Kearns tunnel which was constructed in 2020. This cost estimate will be refined once the current Feasibility study is complete, however, Park City wanted to secure funding to continue to advance the priority project. Park City is seeking \$2,300,000 from Summit County TST with a local match of \$2,062,061 from the City’s Walkability Fund and General Fund, and \$1,500,000 from the FY 24 Utah Department of Transportation’s Transportation Improvement Fund to complete this integral piece of the pedestrian network. It is anticipated construction will take place in FY24-25 therefore the County sales tax contributions could be awarded in either FY24 or FY25 for construction.



Project Cost Estimate	
Design	\$ 225,396
CM	\$ 516,840
Utilities	\$ 165,275
UDOT	\$ 1,500
Construction	\$ 4,307,000
Contingency	\$ 646,050
TOTAL:	\$ 5,862,061

Project Readiness

Since the Snow Creek Crossing was identified as a needed component to the bicycle and pedestrian system in 2007 as part of the City's Walkable and Bikeable Neighborhoods Study, Park City Municipal is in the process of studying various solutions--below-grade and above-grade--to connect the pedestrian gap from east Snow Creek Drive across Kearns Boulevard/SR248. The team anticipates bringing the preferred recommendations to City Council and the public in Spring 2022, following that the team will move into complete design, right of way/easements in FY23 and anticipates construction in FY24-FY25. The project team has public stakeholder support and is eagerly designing the crossing to be ready as an integral part of the District's pedestrian network.

The project team has already started to secure easements, including one in front of Zions Bank, so once funding is available the project will be ready to transition easier from design into construction.



Figure 3 indicates the Bonanza Arts District project area, and the location in the region, which highlights the importance of the Snow Creek Tunnel in the greater walkability network.

Project Consistency

Construction of the Snow Creek Crossing has consistently been identified in Park City planning efforts since 2007 and was listed as a priority project in the 2007 Walkable and Bikeable Neighborhoods Study and promoted by citizen-led Walkability Bond campaign effort. The tunnel aligns with various other projects across the community, including the two other pedestrian tunnels on Kearns Boulevard at Comstock Drive and Park City High School. Additionally, this project will help the City meet the aggressive multimodal transportation goals that have been identified in the current transportation master plan update, Park City Forward and the Summit County Active Transportation Master Plan.

Utility Assessment

Similar to the pedestrian tunnel that was completed in 2020 east of this location under SR-248 at the High School, if a below grade crossing is selected, this project will require sewer mainline relocation to accommodate the facility. Electrical will need to be brought to the site. When constructing the waterline improvements in 2020, the City designed the line to not conflict a future below grade tunnel. The cost estimates assumed for construction of this project consider the funding needed for this utility work.

Schedule Details

Due to this project being a critical connection and deemed the highest priority by the community and bicycle/pedestrian stakeholder committee, the City is fast tracking this project. The Snow Creek Crossing is currently in the concept feasibility phase and a recommended alternative will go before City Council and stakeholders in the Spring. Following the selection of a preferred alternative, design will continue in Summer 2022 through 2023. If additional easements are required, they will be secured during FY23. It is anticipated construction would commence over two years, due to the construction season and nature of SR248, therefore it would start in FY24 through FY25.

Application Contact

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

SUMMIT COUNTY COUNCIL OF GOVERNMENTS MEETING May 17, 2022

REVIEW AND RECOMMENDATION OF PROJECT APPLICATIONS

Corridor Preservation

Transportation Sales Tax

Corridor Preservation Projects

- The Council of Governments (COG) serves as the program manager and is responsible for recommending Corridor Preservation projects to the Summit County Council for final selection.
- Corridor Preservation Projects are funded from the added \$10 fee on vehicle registrations and typically are right of way purchases for road improvement projects and for new roadways that a community has identified in their Transportation Plans to improve the transportation network within the community.
- The COG received only one new application for funding, and it is a request to reallocate an existing approved project, Ecker Interchange, to another approved project which is short on funds, Silver Creek to Bitner. The following table summarizes the applications received:

Applicant	Project Description	Est. Project Year	Land Cost	Misc. Related Costs	Total Request
Summit County	Silver Creek to Bitner Connector Road	2022	\$955,000	\$0	\$955,000

Corridor Preservation Projects

Income 2021	\$ 631,009
Fund Balance Through 2021	\$ 6,319,475
2022 Est. Revenue (Ave last 4 years)	\$ 572,441
Fund Balance Through 2022	\$ 6,891,916
2023 Est. Revenue (Ave last 5 years)	\$ 572,441
Fund Balance Through 2023	\$ 7,464,357
2023 Net Available-New Proj.	\$ (2,801,522)

Conclusion:

- Fund is liquid through projects shown through 2019 +\$1.2M
- If all projects came forward in the next couple of years, there would be a \$2.8M shortfall
- Given the track record of projects, a run on the fund is not likely

Recommendation:

- Council of Governments forwards a conditioned positive recommendation for the projects as listed in the table to the County Council...Condition being that the projects are approved upon receipt of funds to cover the expense.

Corridor Preservation Summary						
#	Community	Fund	Amount	Name		
Revised 4/22/22						
	Entity Receiving Funds	Planned Year	Amount Approved by COG	Approved Project	Year Fund Expended	Amount of Funds Expended
1	Summit County	2013	\$ 230,000	Hallam Road Extension		
2	Oakley City	2013	\$ 200,000	Lower Main		
3	Coalville City	2013	\$ 180,000	50 North to Chalk Creek/Border Station		
4	Summit County	2014	\$ 345,000	Silver Creek Round About	2015	\$ 307,100
5	Coalville	2015	\$ 232,000	200 North Main Street to Industrial Road	2015/16	\$ 196,519
6	Summit County	2015	\$ 730,000	Silver Creek To Bitner		
7	Park City	2016	\$ 51,000	(2015)SR-224 Tunnel @ Deer Valley DR		
8	Park City	2016	\$ 110,000	(2020)SR-224 / SR- 248 Roundabout		
9	Park City	2016	\$ 900,000	(2016)Empire Ave-Silver King		
10	Summit County	2017	\$ 525,000	Silver Creek To Bitner (additional need)		
11	Summit County	2017	-\$955,000	Ecker Interchange		
12	Park City	2019	\$ 1,000,000	SR-224 & 248 Bus Rapid Transit (BRT)		
13	Kamas City	2019	\$ 544,107	Simpson Lane		
14	Kamas City	2019	\$ 363,891	1000 West		
15	Summit County	2021	\$ 2,150,000	SR-224 Bus Rapid Transit (BRT)		
16	Summit County	2021	\$ 559,500	Silver Summit Interchange		
17	Summit County	2022	\$ 1,224,000	Landmark Widening, Walmart/ Factory		
18	Summit County	2023	\$ 470,000	SR-224 Millenium Trail Connector		
19	Summit County	2022	\$ 955,000	Silver Creek to Bitner		
Total Approved Projects to line 18			\$ 10,769,498			\$ 503,619
Total Expended to Date			\$ 503,619			
Balance of Obligation			\$ 10,265,879			
Proposed New Project Total			\$ -			
Balance of Obligation w/New Projects			\$ 10,265,879			
Fund Balance 12/30/18			\$ 4,583,724			
Income 2019			\$ 562,020			
Fund Balance 12/30/19			\$ 5,145,744			
Income 2020			\$ 542,722			
Fund Balance 12/30/20			\$ 5,688,466			
Income 2021			\$ 631,009			
Fund Balance Through 2021			\$ 6,319,475			
2022 Est. Revenue (Ave last 4 years)			\$ 572,441			
Fund Balance Through 2022			\$ 6,891,916			
2023 Est. Revenue (Ave last 5 years)			\$ 572,441			
Fund Balance Through 2023			\$ 7,464,357			
2023 Net Available-New Proj.			\$ (2,801,522)			

Transportation Sales Tax Project Review

TST - Background

- State Code provides that the COG recommend projects to the Summit County Council
- Project Applications were sent to all Municipalities and County Transportation Departments
- The program is near its projected capacity for 2022 - New Large Projects may require next series of bonding, or an accumulation of PAG funds
 - Projected at \$2.0M/year PAG Currently at \$2.2M Average through 2022 & \$2.6M to 2023
 - Projected at \$2.1M Bond Payment Currently at \$1.66M (+/-)
 - Small Municipality Grant increased to \$275,000
- Original Estimated Annual Revenues at \$4.1 & Current Average 2018 to 2021 is over \$5M
 - Public Works Director & Finance Officer are recommending staying with program estimate of \$4.1M in order to build a fund balance for unforeseen contingencies

New Small City Projects – Table 1

TIFGP Projects					New		
Entity	Project Title	Description	% Match	Score	2022	2023	2024
Coalville City	Hoytsvile Road Reconstruction	Reconstruct from 775 S Main to 820 South Main to match County project roadway section				\$ 108,105	
	100 N (Chalk Creek Rd) 2022	Sidewalk Improvements in conjunction with County Reconstruction Project	0%	41	\$ 100,000		
Henefer City	City Wide Seal Coat 2024	Seal Roads After installing Secondary Water System	50%	50			\$ 50,000
Kamas City	Kamas 2022 Road Improvement	Road Improvements to 100 East and 100 North	31%	52	\$ 100,000		
Francis City	Francis 2022 Road Improvement	Road Improvements to Lambert Lane	35%	53	\$ 100,000		
Oakley City	Pinion Lane	Overlay	50%	51	\$ 120,000		
Funding Year - Requested Amount					\$ 420,000	\$ 108,105	\$ 50,000
Over/Under \$275,000 Funding Limit					\$ (145,000)	\$ 166,895	\$ 225,000

The amount requested for 2022 exceeds the amount available by \$145,000.

Options:

1. A couple of cities could volunteer to move their projects to 2023 and each municipality could fully realize the amount of the grant sought
2. COG could recommend cutting the requested amounts to meet funding levels available.

New Small City Projects – Option for dividing Available Funds

Using “Class C” gas tax revenues as a basis for dividing available revenues:

- % Class C Collected column is the percentage of the total Class C Monies collected over the last two years
- Henefer Applied for 2023 Project. Amount shown is redistributed in the same percentage for 2022. If a reallocation for 2023 is required, Henefer would need to be made whole by \$38,812.

TIFGP Projects					New				
Entity	Project Title	Description	% Match	Score	2022	% Class C Collected	Project Funding	Redistributi on of Henefer %	Historic % Funds Received
Coalville City	100 N (Chalk Creek Rd) 2022	Sidewalk Improvements in conjunction with County Reconstruction Project	0%	41	\$ 100,000	21%	\$ 57,639	\$ 67,110	16%
Henefer City	City Wide Seal Coat 2024	Seal Roads After installing Secondary Water System	50%	50		14%	\$ 38,812		4%
Kamas City	Kamas 2022 Road Improvement	Road Improvements to 100 East and 100 North	31%	52	\$ 100,000	25%	\$ 67,919	\$ 79,079	31%
Francis City	Francis 2022 Road Improvement	Road Improvements to Lambert Lane	35%	53	\$ 100,000	20%	\$ 54,588	\$ 63,558	25%
Oakley City	Pinion Lane	Overlay	50%	51	\$ 120,000	20%	\$ 56,043	\$ 65,253	23%
Funding Year - Requested Amount					\$ 420,000		\$ 275,000	\$ 275,000	
Over/Under \$275,000 Funding Limit					\$ (145,000)	100%	\$ -	\$ (0)	100%

New County Wide Projects

Projects					Funding Year - New Project Amounts	
Entity	Project Title	Description	% Match	Score	2022 New	2023
Summit County	Eastern Summit County	SR-32 Trail Extension, Marion to Kamas	0%	63	\$ 750,000	\$ 750,000
Park City	Snow Creek Pedestrian Tunnel	Construction of Pedestrian Underpass of SR-248 at Snow Creek Drive	89%	74		\$ 225,396
Park City	Rail Trail Off Grade Crossing	Complete a bicycle/pedestrian bridge at the intersection of SR-248 and the Historic Union Pacific Rail Trail, just east of the SR-248/Highway 40 interchange	44%	71	\$ 160,000	
TOTAL PROJECT APPLICATIONS					\$ 910,000	\$ 975,396

- As shown in Table 2/PAG of the attached Master TST Allocation Table, adding the projects in Table 2 above maintains the Pay as you go (PAG) within the \$2.1M (+/-) target for 2022
- The Bond Projects remain at the same level
 - Park City is requesting to move \$160,000 from SR-248 Safety Project to SR-248 Rail Trail Crossing

Reallocated Project Request

High Valley Transit (HVT) requesting reassignment of monies previously approved for various projects. HVT has determined that these monies are no longer needed for their original purpose and are requesting the monies be reassigned to their proposed new Operations, Maintenance, and storage Facility Project.

Table 1.

Description	Funds Remaining	2023 (previously projected)	Debit	Use in 2022	Justification
Create a multi-modal system enabling people to orient and navigate efficiently. Will reduce vehicle miles traveled.	\$197,739		\$150,000	yes	\$47,739 to be used - remainder transferred to facility
Provide viable and affordable alternative transportation mode.	\$988,450	\$250,000	\$1,213,450		Only minimal expense for bike share through 2023. Otherwise, self-funded through fares and advertising.
Interconnect existing trails and walkways throughout the Snyderville Basin	\$324,000	\$116,000	\$440,000		No immediate need and project costs are high. Money for 2024 already allocated. Will likely re-apply during alter cycles.
Vehicle Acquisition for Expanded Service	\$1,140,000	\$380,000		yes	
Provide Critical Driver Information	\$125,000		\$125,000		Not feasible
Design and construct a small transit-supportive parking facility	\$245,000		\$245,000		No longer needed. Transit service changed in Summit Park and Micro is meeting demand.
Acquire vehicles, charges, and other capital (including facilities) to increase the capacity within High Valley Transit.	\$1,182,376	\$666,700		yes	
			\$2,173,450		
					<i>Move to facility project:</i>

Project Funding Summary Table

Projects Description	Funding Year - Previously Approved Amounts					Application	Expense Reporting, Projects Approved in 2022			ar - New Project
	2017	2018	2020	2021	2022	2022New	6 Yr. Total	Spent To Date	Funds Remaining	2023
New SC				\$ 620,640	\$ 1,503,800	\$ 750,000				\$ 750,000
New PC				\$ -	\$ 1,908,500	\$ 160,000				\$ 225,396
New SC/PC				\$ -	\$ -	\$ -				\$ -
New Bond Projects				\$ 620,640	\$ 3,412,300					\$ 975,396
TOTAL Bond Projects Amounts	\$ -	\$ 4,865,000	\$ 4,515,000	\$ 2,920,640	\$ 3,412,300	\$ -	\$ 27,757,940	\$ 17,856,196	\$ 9,901,744	\$ 6,985,396
Total Projects	\$ 1,175,000	\$ 5,920,000	\$ 6,974,000	\$ 6,115,340	\$ 6,913,200	\$ 750,000	\$ 39,692,540	\$ 19,572,658	\$ 20,037,682	\$ 10,679,596
							New PAG 2022	\$ 750,000		
							New BOND 2022	\$ -		
							Total Projects through 2022	\$ 40,442,540		

CONCLUSIONS

- Small Cities Grant – Total Amount is \$145,000 over the \$275,000 allocated
- Continue to take applications post 2022 of \$2M to \$3M per year PAG funds until 2027/2028 (~ \$14M)
- There are sufficient funds projected to implement the projects listed through 2023

RECOMMENDATIONS

- Council of Governments forward a recommendation to either split projects over two years or cutting amounts based on Class C %
- Council of Governments forward a positive recommendation for approving the projects as listed in the new project table to the funded year of 2023 to the County Council

DISCUSSION/QUESTIONS?