



AGENDA

Summit County Council of Governments (COG)

Tuesday, January 31, 2023, at 6:00 PM

NOTICE is hereby given that the Summit County Council of Governments will meet on Tuesday, January 31, 2023, 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

6:00 PM - Introduction of County Manager, Shayne Scott, and new Council Members, Canice Harte and Tonja Hanson, and Francis City Mayor, Jeremie Forman; Roger Armstrong (20 min)

6:20 PM - Introduction to COG, its purpose, and Bylaws; Dave Thomas (10 min)

6:30 PM - Nominations and appointment of 2023 COG Chair, Vice Chair, and Secretary/Treasurer (5 min)

6:35 PM - Discussion regarding Transportation Sales Tax Projects/Small Cities Grant Program; Brandon Brady (20 min)

6:55 PM - Discussion regarding Summit County's County Visioning Process and the Summit County Community Planning Lab, Derek Siddoway and Maddy McDonough (10 min)

7:05 PM - Update on affordable/workforce housing; Jeff Jones (10 min)

7:15 PM - Update on Community Renewable Energy Agency progress and next steps; Emily Quinton (10 min)

7:25 PM - Update on North Summit Fire Department; Roger Armstrong and Ben Nielson (10 min)

7:35 PM - Update on Emergency Medical Services; Janna Young and Ryan Stack (10 min)

7:45 PM - Set date of next COG meeting: _____, 2023

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

Council of Governments

A Primer

What is a Council of Governments?

- Voluntary Association of local governments (generally counties and cities) formed by Interlocal Agreement
- Cooperative planning, coordination and technical assistance on issues of mutual concern that cross jurisdictional boundaries
 - Community Development (affordable housing, annexation, etc.)
 - Economic Development
 - Transit and Transportation
 - Water
 - Emergency Management
- Allows consensus building at a sub-regional or regional level
- Serves to unify jurisdictions and agencies on matters of mutual concern, but independent of the responsibilities traditionally exercised by individual members

Summit County Council of Governments

- ☐ Formed in 2006 by Interlocal Agreement, amended in 2010 and 2013
- ☐ Membership
 - ☐ County Council and Mayors of each municipality
 - ☐ Ex Officio members: Board Chairs of each school district and Executive Director of PC Chamber
- ☐ Voting (County has 3 votes and each Mayor has 1 vote)
- ☐ Quorum (5 members constitutes a quorum and a majority vote of the members present to transact business)
- ☐ Officers (Chair, Vice Chair and Secretary/Treasurer)
- ☐ Staff: Summit County
- ☐ Purposes
 - ☐ Problem solving forum for regional problems
 - ☐ Economies of scale
 - ☐ Comprehensive plans for growth and development
 - ☐ Improving public services
- ☐ Powers
 - ☐ Make recommendations to the COG member elected bodies
 - ☐ Provide endorsements for Local Option Corridor Preservation Funds
- ☐ Meetings (Quarterly)

Bylaws

- Chair sets agenda (Members can ask to place items on the agenda)
- Procedure: Roberts Rules of Order
- Code of Conduct (be kind – members can disagree without being disagreeable)
- No voting in absentia. All votes are cast verbally. A roll call vote may be requested by any member.



MEMORANDUM

January 31, 2023

To: Council of Governments
Janna Young, Interim County Manager

From: Brandon Brady, P.E., Regional Transportation Planning Deputy Director, Summit County

Re: Transportation Sales Tax/Small Cities Grant Program

Background:

The Transportation Sales Tax (TST) Proposition was approved by Summit County voters in November of 2016. The program provides counties a source of revenue, approved by the State Legislature, to help manage the growing impacts to their transportation systems due to growth and congestion. TST funding has provided approximately \$5 million annually for Summit County since 2018. The annual budget has been constrained at around \$4.2 million to build a fund balance. The funds generated are governed by UCA 59-12-2217 (see Appendix A). 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 program criteria were previously developed and incorporated in the TST Project Application.

The Small Cities Grant Program:

This program was originally set at \$250,000 and then amended to \$275,000 in 2021. In 2022, County Council approved \$420,000 for small city projects. Due to the continual rise of projects, and to make sure each city received funding, the COG explored other allocation options. On September 20, 2022, the COG approved changes that enabled small cities to receive a set amount of the Small Cities Grant Program based on a three (3) year rolling average of the actual amounts received from the 3rd Quarter Sales Tax into the TST Fund. This change means that:

- Small Cities no longer need to submit applications for the annual awards
- Amount are set by a percentage of the funds collected using the distribution amounts from the 2nd Quarter.
- Distribution of funds would still be on a reimbursement basis. Cities would submit paid invoice information to Summit County to demonstrate road improvement projects.

- Cities have 5 years to complete the projects and seek reimbursement. Funds not distributed in those 5 years would need a special exception granted by the COG and County Council. Without that, funds would be placed in a pool where all participating cities would be able to submit applications to use those funds on other projects.

This recommendation from the COG was adopted by the Summit County Council on October 19, 2022.

Planned Funding and Timeline:

The planned projects are broken down into two categories: a “Pay as you Go” (PAG) projects and bond projects. PAG has budgeted \$2.1 million annually for the Small Cities Grant and smaller projects and the bond projects is for bigger projects that needed larger amounts of funding. The current project master list was last updated in December of 2022 and is shown in Appendix B. In Appendix B, Table 1 is the Small Cities Grant, Table 2 is the PAG projects, and Table 3 is the bond projects. All the bond money has been reserved for projects out to 2026. All new projects through 2026 must be contained within the \$2.1 million in the PAG. In the tables shown in Appendix B there are significant funds set aside for approved project that entities need to push to completion or reprioritize and reprogram if they are not going to implement the approved projects.

To help meet the schedule the following timeline is proposed:

- Week of **February 13, 2023**: applications will be sent to applicants.
- On or before 5pm on Friday, **March 31, 2023**: Project applications must be submitted to the Summit County Transportation Planning Deputy Director via email at bbrady@summitcounty.org
- Applications will be reviewed for accurate scoring and distributed to the COG for review. Projects will be discussed by the COG at the next regularly scheduled meeting.

Appendices:

Appendix A – UCA 59-12-2217

Appendix B – TST Project Master List

Appendix A

Effective 5/12/2020

59-12-2217. County option sales and use tax for transportation -- Base -- Rate -- Written prioritization process -- Approval by county legislative body.

- (1) Subject to the other provisions of this part, and subject to Subsection [\(8\)](#), a county legislative body may impose a sales and use tax of up to .25% on the transactions described in Subsection [59-12-103\(1\)](#) within the county, including the cities and towns within the county.
- (2)
 - (a) Except as provided in Subsection [\(2\)\(b\)](#), and subject to Subsections [\(3\)](#) through [\(6\)](#) and Section [59-12-2207](#), the revenue collected from a sales and use tax under this section may only be expended as described in Section [59-12-2212.2](#).
 - (b) Subject to Subsections [\(3\)](#) through [\(6\)](#), in a county of the first or second class, or if a county is part of an area metropolitan planning organization, that portion of the county within the metropolitan planning organization, the revenue collected from a sales and use tax under this section may only be expended as described in Section [59-12-2212.2](#), and only if the expenditure is for:
 - (i) a project or service:
 - (A) relating to a regionally significant transportation facility or collector road for the portion of the project or service that is performed within the county;
 - (B) for new capacity or congestion mitigation, and not for operation or maintenance, if the project or service is performed within the county; and
 - (C) on a priority list created by the county's council of governments in accordance with Subsection [\(5\)](#) and approved by the county legislative body in accordance with Subsection [\(5\)](#);
 - (ii) corridor preservation for a project or service described in Subsection [\(2\)\(b\)\(i\)\(A\)](#) or [\(B\)](#); or
 - (iii) debt service or bond issuance costs related to a project or service described in Subsection [\(2\)\(b\)\(i\)\(A\)](#) or [\(B\)](#).
 - (c) The restriction in Subsection [\(2\)\(b\)\(i\)\(B\)](#) from using revenue for operation or maintenance does not apply to any revenue subject to rights or obligations under a contract entered into before January 1, 2019, between a county and a public transit district.
- (3) For revenue expended under this section for a project or service described in Subsection [\(2\)](#) that is on or part of a regionally significant transportation facility and that constructs or adds a new through lane or interchange, or provides new fixed guideway public transit service, the project shall be part of:
 - (a) the statewide long-range plan; or
 - (b) a regional transportation plan of the area metropolitan planning organization if a metropolitan planning organization area exists for the area.
- (4)
 - (a) As provided in this Subsection [\(4\)](#), a council of governments shall:
 - (i) develop a written prioritization process for the prioritization of projects to be funded by revenues collected from a sales and use tax under this section;
 - (ii) create a priority list of transportation projects or services described in Section [59-12-2212.2](#) in accordance with Subsection [\(5\)](#); and
 - (iii) present the priority list to the county legislative body for approval in accordance with Subsection [\(5\)](#).
 - (b) The written prioritization process described in Subsection [\(4\)\(a\)\(i\)](#) shall include:
 - (i) a definition of the type of projects to which the written prioritization process applies;

- (ii) subject to Subsection [\(4\)\(c\)](#), the specification of a weighted criteria system that the council of governments will use to rank proposed projects and how that weighted criteria system will be used to determine which proposed projects will be prioritized;
 - (iii) the specification of data that is necessary to apply the weighted criteria system;
 - (iv) application procedures for a project to be considered for prioritization by the council of governments; and
 - (v) any other provision the council of governments considers appropriate.
- (c) The weighted criteria system described in Subsection [\(4\)\(b\)\(ii\)](#) shall include the following:
 - (i) the cost effectiveness of a project;
 - (ii) the degree to which a project will mitigate regional congestion;
 - (iii) the compliance requirements of applicable federal laws or regulations;
 - (iv) the economic impact of a project;
 - (v) the degree to which a project will require tax revenues to fund maintenance and operation expenses; and
 - (vi) any other provision the council of governments considers appropriate.
- (d) A council of governments of a county of the first or second class shall submit the written prioritization process described in Subsection [\(4\)\(a\)\(i\)](#) to the Executive Appropriations Committee for approval prior to taking final action on:
 - (i) the written prioritization process; or
 - (ii) any proposed amendment to the written prioritization process.
- (5) (a) A council of governments shall use the weighted criteria system adopted in the written prioritization process developed in accordance with Subsection [\(4\)](#) to create a priority list of transportation projects or services for which revenues collected from a sales and use tax under this section may be expended.
- (b) Before a council of governments may finalize a priority list or the funding level of a project, the council of governments shall conduct a public meeting on:
 - (i) the written prioritization process; and
 - (ii) the merits of the projects that are prioritized as part of the written prioritization process.
- (c) A council of governments shall make the weighted criteria system ranking for each project prioritized as part of the written prioritization process publicly available before the public meeting required by Subsection [\(5\)\(b\)](#) is held.
- (d) If a council of governments prioritizes a project over another project with a higher rank under the weighted criteria system, the council of governments shall:
 - (i) identify the reasons for prioritizing the project over another project with a higher rank under the weighted criteria system at the public meeting required by Subsection [\(5\)\(b\)](#); and
 - (ii) make the reasons described in Subsection [\(5\)\(d\)\(i\)](#) publicly available.
- (e) Subject to Subsections [\(5\)\(f\)](#) and [\(g\)](#), after a council of governments finalizes a priority list in accordance with this Subsection [\(5\)](#), the council of governments shall:
 - (i) submit the priority list to the county legislative body for approval; and
 - (ii) obtain approval of the priority list from a majority of the members of the county legislative body.
- (f) A council of governments may only submit one priority list per calendar year to the county legislative body.
- (g) A county legislative body may only consider and approve one priority list submitted under Subsection [\(5\)\(e\)](#) per calendar year.

- (6) In a county of the first class, revenues collected from a sales and use tax under this section that a county allocates for a purpose described in Section [59-12-2212.2](#) shall be:
- (a) deposited in or transferred to the County of the First Class Highway Projects Fund created by Section [72-2-121](#); and
 - (b) expended as provided in Section [72-2-121](#).
- (7) Notwithstanding Section [59-12-2208](#), a county legislative body may, but is not required to, submit an opinion question to the county's registered voters in accordance with Section [59-12-2208](#) to impose a sales and use tax under this section.
- (8) (a) (i) Notwithstanding any other provision in this section, if the entire boundary of a county is annexed into a large public transit district, if the county legislative body wishes to impose a sales and use tax under this section, the county legislative body shall pass the ordinance to impose a sales and use tax under this section on or before June 30, 2022.
- (ii) If the entire boundary of a county is annexed into a large public transit district, the county legislative body may not pass an ordinance to impose a sales and use tax under this section on or after July 1, 2022.
- (b) Notwithstanding the deadline described in Subsection [\(8\)\(a\)](#), any sales and use tax imposed under this section on or before June 30, 2022, may remain in effect.

Appendix B

TABLE 1

TIFGP Projects				Funding Year - Previously Approved Amounts				New	Expense Reporting			Funding Year - New Project Amount	
Entity	Project Title	Description	Score	2017	2018	2020	2021	2022	6 Yr. Total	Spent To Date	Funds Remaining	2023	2024
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.							\$ 150,000	\$ 145,232	\$ 4,768		
				\$ 18,278	\$ 81,722								
	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	\$ 100,000		\$ 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	\$ -	\$ 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	\$ 100,000	\$ 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	\$ 65,452	\$ -		
	Francis 2022 Road Improvement	Road Improvements to Lambert Lane & Gines Lane	53					\$ 100,000	\$ 100,000	\$ 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	\$ 120,000	\$ 120,000	\$ -		
Funding Year - Amount				\$ 125,000	\$ 250,000	\$ 250,000	\$ 274,177	\$ 420,000	\$ 1,569,177	\$ 1,322,074	\$ 242,336		
Remaining for/from Funded Year				\$ -	\$ -	\$ -	\$ (24,177)	\$ (145,000)	\$ (169,177)				

Existing Approved Projects

New Proposed Projects

Future Years Applications

NOT COMPLETED

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	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	\$ 537,845	\$ (26,295)	\$ 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	\$ 159,263	\$ 3,006,587	\$ 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	\$ 134,926	\$ 215,074			
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	\$ 100,130	\$ 1,399,870	\$ 250,000	\$ 250,000	
Park City	Transit Shelter Improvements	Design and Construction	PAG		\$ 150,000					\$ 150,000	\$ 36,995	\$ 113,005			
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	\$ 314,254	\$ 2,310,746			
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	\$ 2,016,418	\$ 9,835,982	\$ 3,694,200	\$ 1,126,000	
		AVERAGE PAG 2018 - 2021	\$ 2,222,175	AVERAGE PAG 2018 - 2022	\$ 2,189,933					\$ 11,934,600	AVERAGE PAG 2023-2026		\$ 2,255,050		

TABLE 3

Summit County	Jeremy Ranch Interchange/Intersection Improvement Project	Reduce congestion and provide expedited traffic movement of Transit to Park and Ride Facilities. Also improves pedestrian access through I-80 corridor. Includes pedestrian underpass at I-80 ramps.	BOND							\$ 7,955,000	\$ 10,384,461	\$ (2,429,461)			
Summit County	Ecker Park & Ride	Provide Transit alternative to driving through congestion on SR-224. Express Transit (10 min frequency will connect to Kimball and Park City. Included pedestrian underpass to Ecker Middle School.	BOND		\$ 1,150,000					\$ 1,150,000	\$ 2,159,674	\$ (59,674)			
Summit County	Kilby Road Widening, Ecker to Jeremy Ranch	Improve access to Ecker Park and Ride to allow for improved transit access and other alternative modes of transportation. FHWA would not grant access to Park and Ride from I-80.	BOND		\$ 950,000					\$ 950,000	Included in P&R Costs above				
Summit County	Kamas Park and Ride to Kimball Junction Transit Maintenance/Office	bus storage, minor maintenance bays, wash bays, and office space for fixed route bus vehicles that will be put into service on July 1, 2021	Bond		\$595,000 (proposed move to 2021 Proj)					\$ (500,000)	\$ 595,614	\$ (1,095,614)			
Summit County	Bitner to Silver Creek Road Connection	Establish an alternative transportation and emergency ingress/egress route. Includes Alternative Transportation connections.	BOND			\$ 1,515,000	\$ 1,500,000			\$ 3,015,000	\$ -	\$ 3,015,000			
Summit County	Landmark Drive, Widening	Add Lanes and Intersection Improvements to improve transit access and improve vehicle capacity. Includes Alternative Mode features.	BOND							\$ -	\$ -	\$ -		\$ 3,526,000	
Summit County	Democrat Alley Widening	Widen Road to minimum County Standard	BOND			\$ 500,000				\$ 500,000	\$ -	\$ 500,000			
Summit County	Silver Summit Roundabout Improvement	Add Lanes to improve transit access and improve vehicle capacity. Includes Alternative Mode features.	BOND							\$ -		\$ -	\$ 3,000,000		
Summit County	Cline Dahle Park and Ride/TOD	Phase I Construction of Park and Ride and/or Transit Oriented Development	BOND							\$ -	\$ -	\$ -			\$ 2,447,000
Summit County	Regional Transit Facility	Preparation of land to construct a new transit facility that will provide bus storage, minor maintenance bays, wash bays, and office space for fixed route bus vehicles	BOND				\$ 620,640			\$ 620,640	\$ -	\$ 620,640			
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.	BOND					\$ 642,800		\$ 642,800	\$ -	\$ 642,800			
Summit County	SR-224 Millennium Trail Connector (Hyatt to Canyons Resort Dr)	Transportation Trail Connector Segment connecting the Millennium Trail to Transit Facilities along the west side of SR-224.	BOND					\$ 861,000		\$ 861,000	\$ -	\$ 861,000			
Park City	Prospector Ave	Reconstruct/Complete Street (COG Amend App)	Bond		\$ 500,000					\$ 500,000	\$ 500,000	\$ -			
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.	BOND		\$ 2,265,000	\$ 2,500,000	\$ 800,000		\$ (160,000)	\$ 9,405,000	\$ 4,216,446	\$ 5,188,554			
Park City	Bonanza Park Transit Center	Transit Hub and Traffic Circulation Improvements	BOND							\$ 750,000	\$ -	\$ 750,000			
Park City	Munchkin Road Complete Streets Redesign Project	Extend Munchkin Road through to connect with Homestake Road and create a new pedestrian and active transportation-oriented east-west promenade.	BOND					\$ 108,500		\$ 108,500	\$ -	\$ 108,500			

Park City	North East Pathway Connections	New multiuse pathways are proposed on local roads (Three Kings Road, Silver King Road, Thaynes Canyon Drive and Payday Drive).	BOND													
Park City	Park Ave Complete Street Project	The project includes transit stop enhancements, multi-modal improvements, pathways, active transportation connections to critical destinations along the corridor.	BOND											\$ 2,440,000		
Park City	Snow Creek Pedestrian Tunnel	Construction of Pedestrian Underpass of SR-248 at Snow Creek Drive	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	71						\$ 160,000							
SC/PC	Quinn's Park and Ride Phase II Amenities	Development of bus shelters, a small transit center and end of line facility for drivers, an overhead electric bus charger, e-bike share stations, landscaping, and others.	BOND					\$ 1,800,000		\$ 1,800,000	\$ -	\$ 1,800,000				
Summit County	Old Hwy 40/ SR 248 Realignment	Move the current intersection of Old Hwy 40/SR-248	BOND										\$ 3,760,000			
SC/PC	SR-224 BRT/Fixed Guideway	Design and Construction	BOND (2nd)							\$ -	\$ -	\$ -			\$\$\$\$\$\$	
New SC							\$ 620,640	\$ 1,503,800	\$ -				\$ -	\$ -		
New PC							\$ -	\$ 1,908,500	\$ 160,000				\$ 225,396	\$ -		
New SC/PC							\$ -	\$ -	\$ -				\$ -	\$ -		
New Bond Projects							\$ 620,640	\$ 3,412,300					\$ 225,396	\$ -		
TOTAL Bond Projects Amounts			Average/year (2018-2022)	\$ 5,683,588	\$ -	\$ 4,865,000	\$ 4,515,000	\$ 2,920,640	\$ 3,412,300	\$ -	\$ 27,757,940	\$ 17,856,196	\$ 9,901,744	\$ 6,985,396	\$ 5,966,000	\$ 21,302,300
Total Projects					\$ 1,175,000	\$ 5,920,000	\$ 6,974,000	\$ 6,115,340	\$ 6,913,200	\$ 750,000	\$ 39,692,540	\$ 19,872,614	\$ 19,737,726	\$ 10,679,596	\$ 7,092,000	\$ 30,322,500
								New PAG 2022		\$ 750,000						\$ 72,305,040
								New BOND 2022		\$ -						
								Total Projects through 2022		\$ 40,442,540						

TOTAL SUMMIT COUNTY PROJECTS	\$ 500,000	\$ 2,350,000	\$ 2,749,000	\$ 3,895,340	\$ 2,994,700	\$ 750,000	\$ 20,494,040	\$ 14,164,864	\$ 6,246,976	\$ 5,585,700	\$ 4,027,000	\$ 33,836,740
TOTAL PARK CITY PROJECTS	\$ 675,000	\$ 3,570,000	\$ 3,100,000	\$ 1,350,000	\$ 1,368,500	\$ -	\$ 14,653,500	\$ 5,393,497	\$ 9,260,003	\$ 583,896	\$ 3,065,000	\$ 24,769,300
TOTAL SC/PC PROJECTS	\$ -	\$ -	\$ 1,125,000	\$ 750,000	\$ 750,000	\$ -	\$ 2,625,000	\$ 314,254	\$ 2,310,746	\$ -	\$ -	\$ 2,775,000

Existing (Pre-2021) Approved Projects
New (2021+) Approved Projects
Unspent/Unaccounted For

Total Spent from 4413 Account less Small Cities

\$ 27,172,614

Total Spent with Small Cities Grants

\$ 28,494,688



Summit County Council of Governments

January 31, 2023

Transportation Sales Tax

Small Cities Grant Program

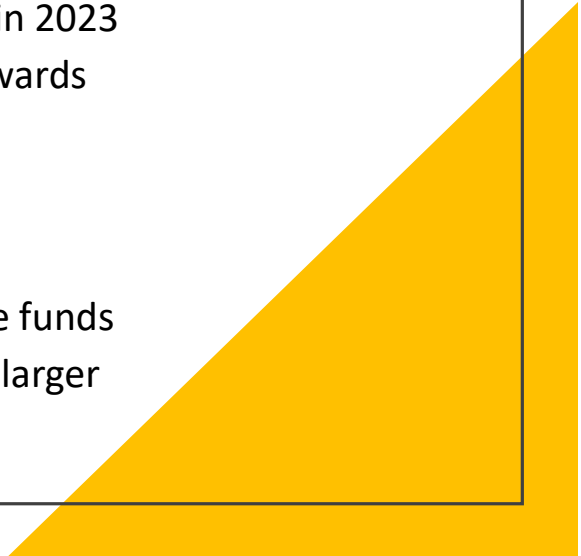
Transportation Sales Tax Background and Information

- Program is a voter approved sales tax source to provide Counties a source of revenue to help deal with growing impacts to their transportation systems due to growth and congestion
 - Approved in November 2016 and implemented in June 2017
 - Average amount received is about \$5 million annually since 2018, though only \$4.2 million budgeted each year to build a fund balance
 - Program governed by UCA 59-12-2217
 - State code required the COG to serve as the program manager
 - Responsible for developing funding criteria, program priorities, and recommend projects to the County Council for approval
 - The program criteria were previously developed and incorporated into the TST Project Application
- 
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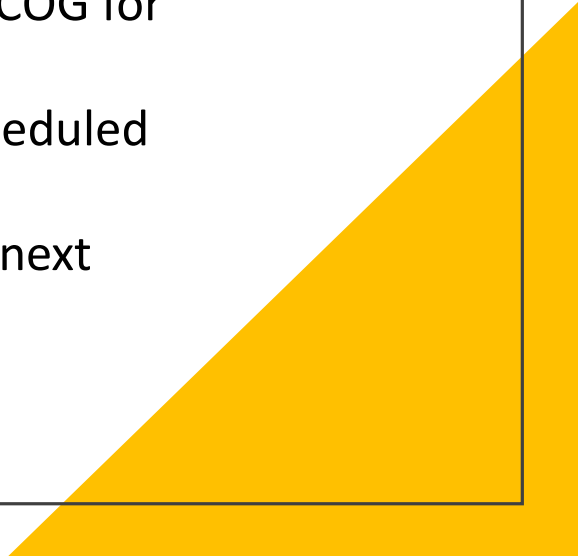
Transportation Sales Tax Background and Information

- Sales and use tax up to 0.25%
 - May only be expended for a project or service
 - Related to a regionally significant transportation facility within the County
 - For new capacity or congestion mitigation within the County
 - That is on a priority list created by the COG and approved by the County Council
 - Provides construction funding for eligible roadway and transportation improvements
 - Outside City boundary, but regionally significant to the Cities
 - Within City jurisdiction from sales tax
 - Project Eligibility Criteria
 - Congestion mitigation
 - Major Maintenance/Reconstruction/Safety Improvements
 - Multi-Modal/Trails
 - Focus on eliminating deficiencies
- 
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Small Cities Grant Program Background and Information

- Was originally set at \$250,000 and amended to \$275,000 in 2021
 - In 2022 \$420,000 was approved for projects
 - In September 2022, COG recommended to distribute based on a 3-year average of actual amounts received from the TST/3rd Quarter tax revenue
 - Distribution based on 2nd Quarter sales tax distribution beginning in 2023
 - Small Cities will no long need to submit applications for annual rewards
 - Distribution of funds will still be on a reimbursement basis
 - Cities will have a rolling 5 years to complete the projects and seek reimbursement
 - Funds not distributed in 5 years would be place in a pool where all participating Cities would be able to submit applications to use the funds
 - Cities will have the opportunity to request an extended period for larger projects upon approval of the COG and County Council
 - Adopted by County Council in October 2022
- 
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Timeline for Future Projects

- Week of February 13, 2023, applications will be sent out
 - March 31, 2023, applications are due
 - Applications will be reviewed and distributed to the COG for review.
 - Projects will be discussed by the COG at the next scheduled meeting
 - Will have budget numbers for the Small Cities Grant next meeting based on the new adopted method
- 
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OUR SUMMIT

INSPIRE THE FUTURE OF SUMMIT COUNTY

Our Summit

Summit County 2023 Community Visioning

What – A county-wide visioning project to serve as a compass for future county decisions regarding

- land use
- community planning
- sustainability
- housing
- & much more

The goal is to create a cohesive vision and strategic plan to help guide the future of Summit County for the next 10-20 years.

Timeline

4 Phases spanning the next 9 months

- Currently in Phase 1: January – March
- Community conversations/information gathering
 - What people love about the county
 - What could be improved

CONFIRMING THE VISION

Stop by a community event in your district where staff will have info booths and activities to refine the vision and opportunities for the future of Summit.

PLAN SHOWCASE

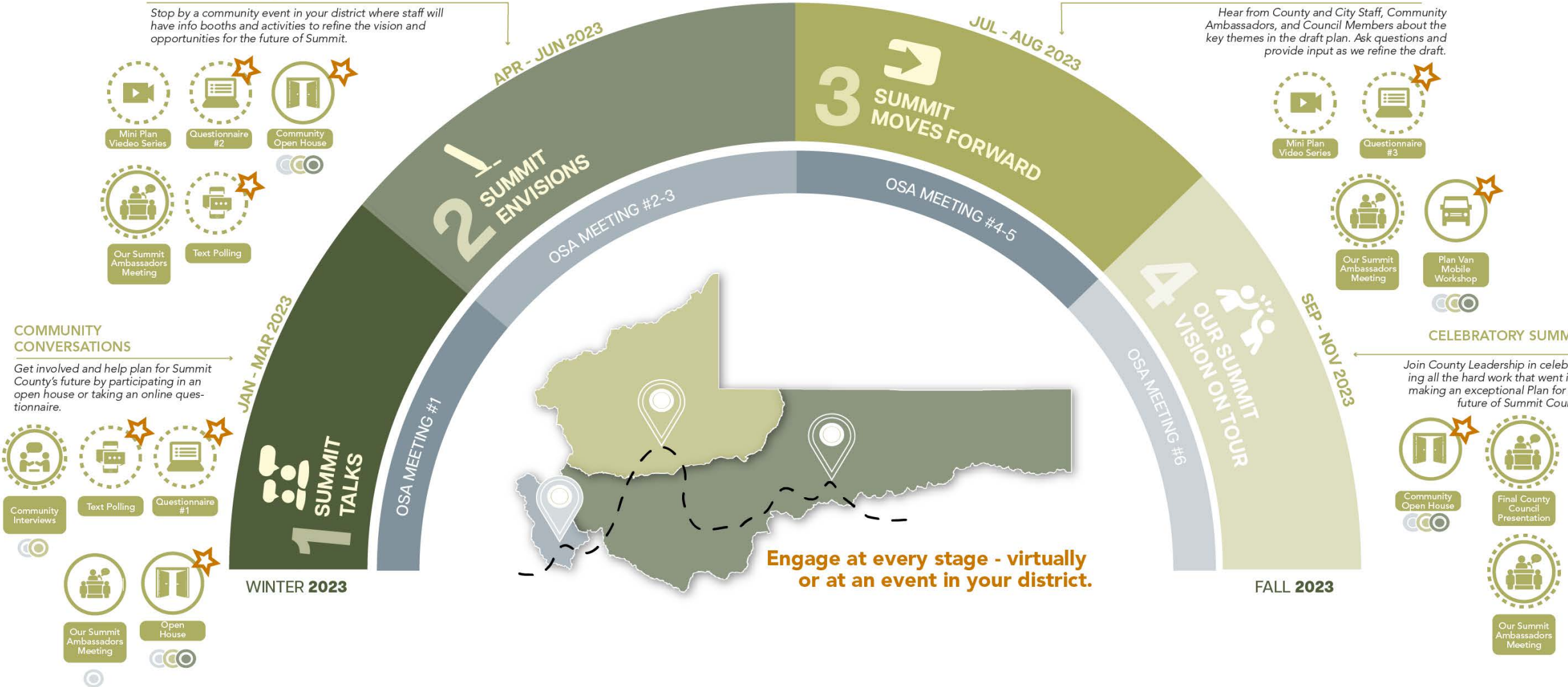
Hear from County and City Staff, Community Ambassadors, and Council Members about the key themes in the draft plan. Ask questions and provide input as we refine the draft.

COMMUNITY CONVERSATIONS

Get involved and help plan for Summit County's future by participating in an open house or taking an online questionnaire.

CELEBRATORY SUMMIT

Join County Leadership in celebrating all the hard work that went into making an exceptional Plan for the future of Summit County.



★ Bi-lingual

○ Virtual

○ In-person

📍 Snyder/Park City

📍 North Summit

📍 South Summit

Our Summit Ambassadors (OSA)



Action Items

1. Spread the word! <https://oursummitcounty.com>
2. Take the first survey:
https://oursummitcounty.com/get-involved/survey_tools/questionnaire
3. Attend the kickoff event:
 - Tuesday, Feb. 7, 6-8 p.m.
South Summit County Services Building (Kamas Library)
4. Encourage Community Connector Applicants
5. Stay tuned for more!



Community Planning Lab

Empowering community members to be more involved in shaping the future of Summit County.



Summary:

- 10-week course building an understanding of planning
- 35 applicants and 30 accepted participants
- Facilitated course sessions and guest speakers
- Consider planning concepts and Summit County specifics
- Future: at least once per year



Get Involved!

- Final presentations
 - Monday, April 3 from 6:00 – 8:00pm
 - Summit County Library, Kamas Valley Branch
- Be a mentor
 - Email mmcdonough@summitcounty.org
 - Monday evenings from ~7:15 – 8:00



To:
Summit County, Utah

For:
**Emergency Medical
Services Master
Planning Project**

Progress Report

By:
SafeTech Solutions, LLP

January 27, 2023

September 12, 2022

- Data received from State of Utah EMS for Park City, North Summit and South Summit service areas. Analysis of this data begins to identify call volumes for emergency, non-emergency and interfacility transports. Unique call types are also identified in this review.

October 4, 2022

- Introductory call with representatives from Summit County and SafeTech. Overall timeline was discussed and SafeTech's initial plans for phone interviews with stakeholders as well as on-site visits.

October 5, 2022

- Financial data for the past 5 years is received and review is initiated. Financial data is inclusive of all three service locations, Park City, North Summit and South Summit.
- Phone interviews with stakeholders from Summit County, Park City / Snyderville Basin, North Summit and South Summit. A list of stakeholders was provided by Summit County. The list had 86 names on this and also described the stakeholder's affiliation and connection to this project.
- Phone interviews were partially successful. Baseline information was obtained, making on-site time more productive.

October 20, 21 and 22, 2022

- On-site interviews were held.

October 20th – Kamas

- 12 interviews with stakeholders were held as well as an open public meeting that evening.

October 21st – Coalville

- 13 interviews with stakeholders were held.

October 22nd – Park City / Snyderville Basin

- 10 interviews with stakeholders were held. On-site visit to one of the Park City Fire stations. Interview with Chief Pete Emery. Overview of staffing patterns, station locations and resources available were described.

October 27, 28 and 29, 2022

- On-site interviews were held.

October 27th – Coalville

- 12 interviews with stakeholders were held as well as an open public meeting that evening.

October 28th – Snyderville Basin

- 14 interviews with stakeholders were held as well as an open public meeting that evening.
- SafeTech representative spent the majority of the day with Park City Fire officials in order to gain deeper knowledge of the system capabilities, processes followed and resources available.

October 29th – Kamas

- 12 interviews with stakeholders were held.

October 31st – November 14th

- Review team summarized notes, assured questions amongst team members were addressed.

November 21st

- Communicated with the Summit County dispatch center and received data from that office, showing ambulance activity for previous years channeled through the years.

December 2022 - January 2023

- From the subjective and objective data collected, SafeTech Solutions team has been analyzing Summit County's strengths and weaknesses, sustainability and need for change. SafeTech Solutions is assess the current capabilities, strengths, weaknesses, coverage gaps and workforce shortages using common quality and performance improvement, benchmarks, indicators and scoring formats. The purpose of the evaluation is to assess EMS in comparison to industry standards and best practices, as well as to create benchmarks for future measurements.

Totals

- Phone interviews – 86 requests.
- In-person interviews – 73 interviews conducted.
- Public meetings – listening sessions – 3 held (one in each location)
- Financial Reports
- Ambulance Call volume reports
- Ongoing project calls with Park City Fire Leaders
- Ongoing calls with Summit County Leaders

E. Ongoing Schedule

The next major steps in the project are as follows:

- Presentation of a possible EMS system to key Summit County Stakeholders (Feb – March)
- Modify and adjust possible EMS system based on stakeholder feedback (March – April)
- Schedule and conduct three in person community presentations of the possible EMS system (April – May)
- Provide final written report (May)

Phase III: Future System Demand Projections

February – March 2023

SafeTech Solutions will help guide Summit County leadership in understanding its probable future EMS needs, challenges and opportunities based on the evaluation and interpretation of a range of data, including population growth projections, service demand projections, community development information and community risk analysis.

The work in this phase will be centered around helping Summit County leadership envision and identify the big, guiding vision; mission; beliefs and behaviors; and strategic priorities for meeting its probable future EMS needs and challenges. SafeTech Solutions will facilitate visioning and planning conversations that are rooted in clear-eyed analysis of existing data and that aspire to motivate stakeholder and community buy-in. In Phase III, these conversations will take place remotely, via Zoom or conference call. These conversations set the stage, however, for continued visioning and in-depth planning meetings held in Phase IV.

Phase III will also see SafeTech Solutions begin a public engagement and outreach effort in the three geographical areas of the County. This effort will include the development and delivery of educational materials about the cost of providing EMS and the history of and issues related to funding EMS not only in Summit County but nationwide. The public outreach efforts will be held via Zoom and will seek to begin a dialog about expectations, needs and desires for the present and future.

Phase IV: Future Delivery System Models

March 1, 2023 – April 30, 2023

In this phase, SafeTech Solutions' guidance and facilitation will be conducted in-person with Summit County's project team and other key stakeholders as agreed upon. The work in this phase will be to facilitate discussion and buy-in of the long-term strategy while identifying and making clear short- and mid-term steps. Crucial to this phase is the facilitated development

of a draft playbook, the simple document that makes available in clear, straightforward language the long- term vision as well as next concrete strategies for moving the process forward. The draft of the playbook will involve deep engagement and participation by Summit County’s project team. Discussion, clarification, ownership and the building of enthusiasm are all part of this phase.

SafeTech Solutions understands that depending on the various operational models discussed along the planning path, the playbook may necessitate the development of additional supporting documents. The focus will be as much upon the people and the process, however, as it is upon the documentation. The playbook is the simple, modifiable tool that reminds, inspires and motivates forward-moving progress. It keeps the short- and mid-term strategies agile while the long-term vision is kept alive.

After the playbook has been co-drafted by SafeTech Solutions and the Summit County project team, but before delivery of the final report, SafeTech Solutions will develop a public presentation to translate the vision and playbook (the master plan) to the wider public, for the purpose of providing information and soliciting feedback. SafeTech Solutions will facilitate a community public input meeting in each geographical area of the County to assess public sentiment toward potential future system changes. Feedback and any data collected from these meetings will be summarized and presented in the final report.

Phase V: Delivery and Presentation of Final Report

May 1, 2023 – May 31, 2023 SafeTech Solutions will provide Summit County leadership a final report of the work done along with the final version of the playbook. SafeTech Solutions will return to Summit County to present the work and engage in a robust conversation of observations, key findings and recommendations.