



AGENDA
Summit County Council of Governments (COG)

Monday, April 17, 2023, at 6:00 PM

NOTICE is hereby given that the Summit County Council of Governments will meet on
Monday, April 17, 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 - Pledge of Allegiance

6:05 PM - Presentation of Emergency Medical Services Assessment Draft Report and Recommendations;
Aarron Reinert, Ben Wasmund, and Ryan Quinn, SafeTech Solutions (90 min)

7:35 PM - Discussion and possible adoption of Resolution 2023-01, a Resolution of the Summit County
Council of Governments Pertaining to the Invocation at the Opening of its Public Meetings; Dave Thomas
(10 min)

7:45 PM - Consideration and possible recommendation of award of Transportation Sales Tax
Project Funding Applications; Brandon Brady (20 min)

8:05 PM - Community updates from Mayors (20 min)

8:25 PM - Next meeting date: _____

*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



Summit County Utah EMS Assessment

Recommendations for the Creation of an EMS System --- Draft Final Report Presentation

April 2023



Aarron Reinert, MA, NRP
Ben Wasmund, BA, CCP
Tom Fennell, BA, NREMT
Ryan Quinn, BS, NRP

5-Phase project

- I** Project initiation and data gathering (Aug 17 – Oct 31, 2022)
 - ▶ Site visits (Oct 20 – 22 & Oct 27 – 29, 2022)
 - ▶ Over 100 phone interviews
 - ▶ 73 focused in-person interviews
 - ▶ Public meetings – listening sessions – 3 total (1 held in each location)
 - ▶ Data gathering (financial reports, call volumes, operational data, stations, capital assets)
 - ▶ Ongoing project calls with current provider and Summit County project managers
- II** Evaluation of current conditions (Nov 1 – Dec 31, 2022)
- III** Development of system design models (Jan 1 – Feb 28, 2023)
- IV** Presentation of system design models (Mar 1 – Apr 30, 2023)
- V** Delivery and presentation of Final Report (May 1 – May 31, 2023)

Scope of work

- ▶ Design an EMS system for Summit County Utah that is:
 - ▶ Long-term sustainable, reliable, and viable
 - ▶ Ensures equitable access to EMS countywide

Sources of data

- ▶ Current EMS provider (PCFD) and County officials
- ▶ Formal and informal interviews
- ▶ National averages and organizational comparisons

Observations and Key Findings

- 1 EMS is a vital and desirable element of healthcare and quality of life.
- 2 EMS is well respected and appreciated by the community.
- 3 Summit County does have an EMS system and has had one for some time.
- 4 Currently Summit County provides \$1.8 million for the provision of its EMS coverage.
- 5 Data specific to EMS is difficult to obtain and often combined with other sources of data.
- 6 Data and analytics should be used to lead a future EMS system (clinically, operationally, financially, and in terms of community support).
- 7 Stakeholders reported concern about the current system (response times, brown outs, accountability to local stakeholders, and transparency of data).

Observations and Key Findings

- 8 The true cost of EMS (operations and readiness) is unclear and not well understood by many.
- 9 Different stakeholders have different expectations for the provision of EMS, and often these expectations conflict.
- 10 There are multiple narratives about the best EMS solutions for Summit County, each with proponents who are unwaveringly passionate about their solution.
- 11 The Evanston response area needs to be recognized.
- 12 Past issues, historical development, and local ownership/focus may affect the ability to create efficiencies in a future EMS system.
- 13 Today's challenges are magnified by social differences (political and economic) that may hinder the ability to create an EMS system in Summit County.
- 14 Multiple systems trying to create their own system is likely not long-term sustainable and would create long-term challenges for EMS in Summit County.

EMS in Summit County Today

Staffed ALS ambulances

4 ½ – 5 ½ staffed ALS** ambulances in the Park City area

- ▶ 4 ½ staffed ALS units during the ski off-season
- ▶ 5 ½ staffed ALS units during ski season
- ▶ Yearly average of 5 staffed ALS units

1 staffed ALS unit in Coalville*

1 staffed ALS unit in Kamas*

Additional staffed ambulance (surges, event coverage, large scale incidents)

11 equipped ambulances provided by Summit County

Medical first response (some at ALS level) throughout Summit County

1 primary air medical resource located in Summit County

\$900,000 provided by Summit County for EMS in North Summit & **\$900,000** provided for EMS in South Summit

Park City Fire receiving all revenue (started in 2023) from all patient transports to fund a portion of EMS costs

*Note – Units have not always been able to be staffed due to numerous factors (Covid-19, national workforce shortages)

** ALS stands for Advanced Life Support

EMS in Summit County Today

Current EMS system is estimated in to generate \$2.9 million in revenue from patient transports

- └ 2023 revenue estimates: \$2.4 million, Park City Fire area;
\$223,000, North Summit area;
\$209,000, South Summit area

Summit County provides \$1.8 million for EMS in eastern Summit County, as well as 11 equipped ambulances used throughout the County

- └ National average for a fully equipped ambulance is roughly \$375,000 (Type III ambulance with equipment)

Current true expenses are estimated at \$10.3 million

Current gap between revenue and expenses, accounting for true expenses, current revenue, and the \$1.8 million being provided by Summit County, is \$5.6 million

System Revenues and Expenses

Revenue	2023	2028	2033
Park City Area	\$2,423,633.55	\$2,448,619.47	\$2,473,862.97
North Summit Area	\$223,283.19	\$225,585.08	\$227,910.70
South Summit Area	\$208,611.83	\$210,762.47	\$212,935.27
Total Revenue	\$2,855,528.58	\$2,884,967.01	\$2,914,708.94
Total Expense	\$10,286,248.00	\$10,594,835.44	\$10,912,680.50
Profit / Loss*	(\$7,430,719.42)	(\$7,709,868.43)	(\$7,997,971.56)

*Note: Does not include the 1.8 million in subsidy currently provided by Summit County

System Calculations

Position	Hourly Rate	Benefits Cost	Total Hourly Compensation
Advanced EMT	\$22.63	\$13.58	\$36.21
Paramedic	\$25.57	\$15.34	\$40.91

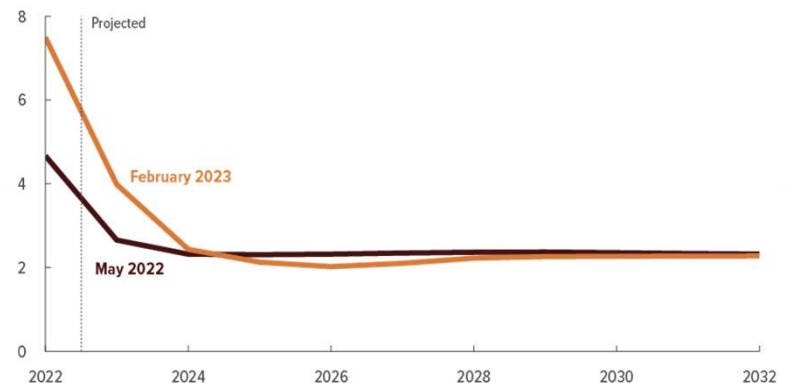
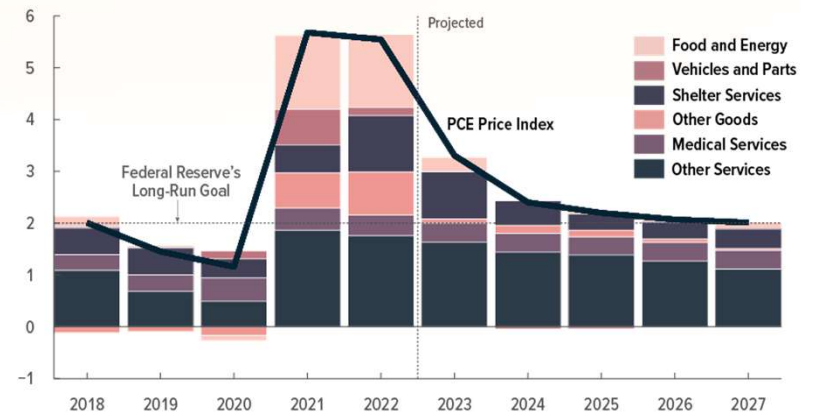
AEMT *1 EMT 24 hours a day, 365 days a year	\$317,182.08	▶	\$675,571.20	Salary Costs
Paramedic *1 EMT 24 hours a day, 365 days a year	\$358,389.12	▶	7	Trucks
Contains cost such as vehicles, depreciation, fuel, maintenance, supplies, medications, disposables		▶	\$500,000	ALS Operating Expenses
Contains cost for positions such as leadership, management, administrative, accounts payable		▶	25%	Administrative Overhead
Summit County purchases one new ambulance each year, \$228,000 is budgeted for 2023, this cost does not assume Summit County purchases the vehicles and provides them for free		▶	\$293,893	Administrative Cost Per Unit
			\$1,469,464.00	Cost Per Staffed ALS Ambulance Per Year
			\$10,286,248.00	Total for System

- ▶ Comparisons of ALS cost per year per staffed ambulance:
 - ▶ Rural Agencies in Utah \$1 million to 1.4 million
 - ▶ Rural EMS in Colorado \$1 million to \$1.3 million

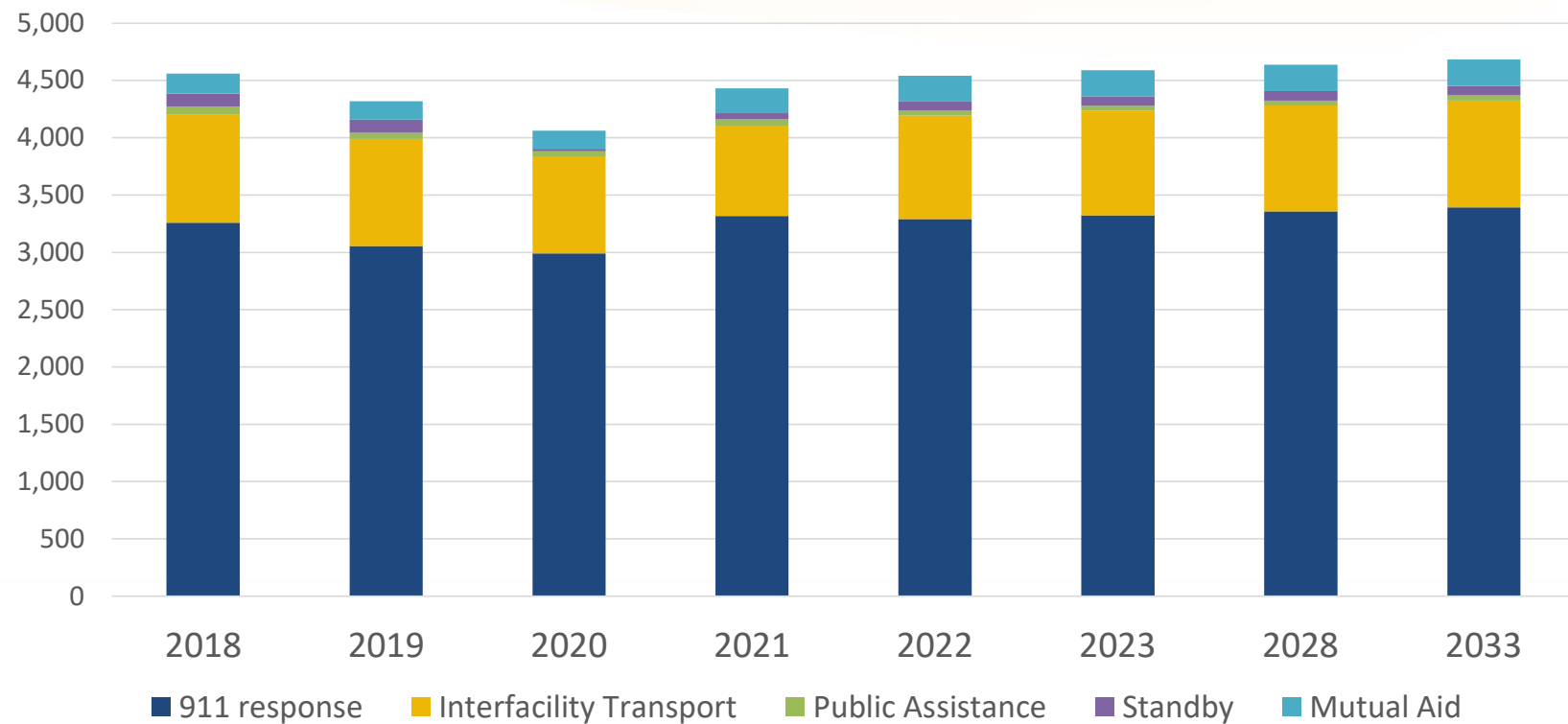
- ▶ 2023 data
- ▶ Hours based 2,920 hours annually
- ▶ Benefits calculated at 60% (validated through Summit County)

EMS in Summit County Today

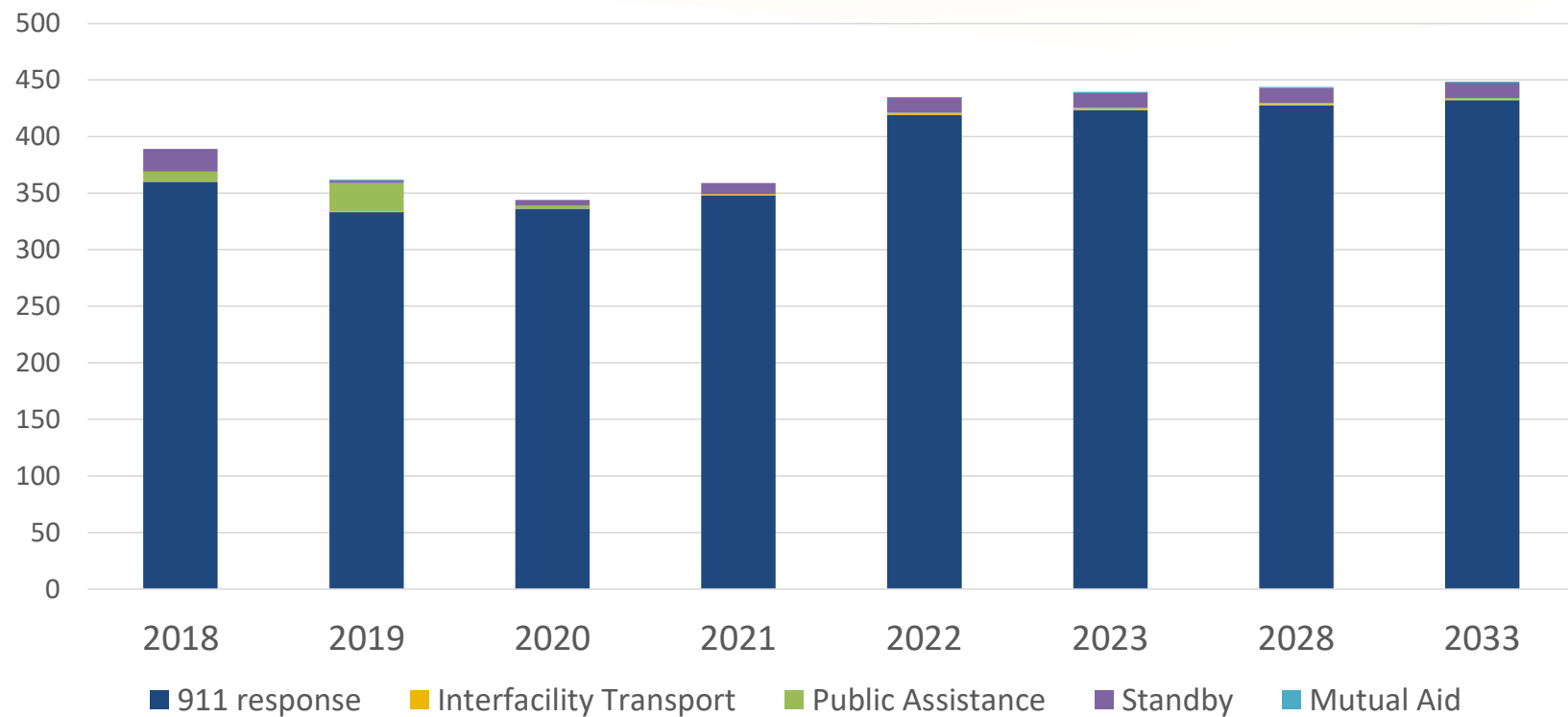
- ▶ Growth is projected to be 1.03%
 - Source: Summit County Economic Development
 - Same percentage was used in recent work for North Summit Fire
- ▶ 46% non-transport rate
- ▶ Average collected per call flat for future years
- ▶ Inflation estimated at 3% year over year
 - Source: Congressional Budget Office (CBO) February 2023



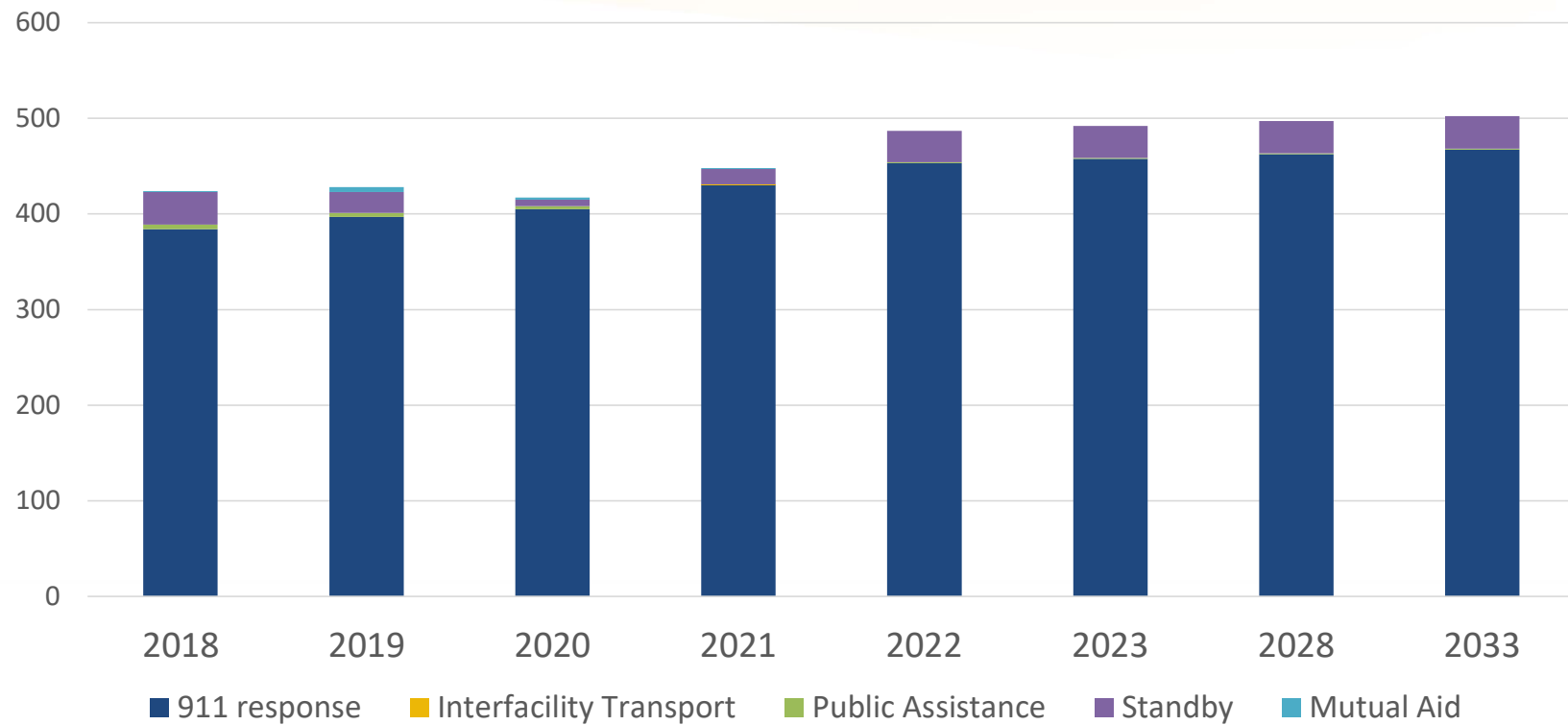
Historical EMS Run Volume – Park City Area



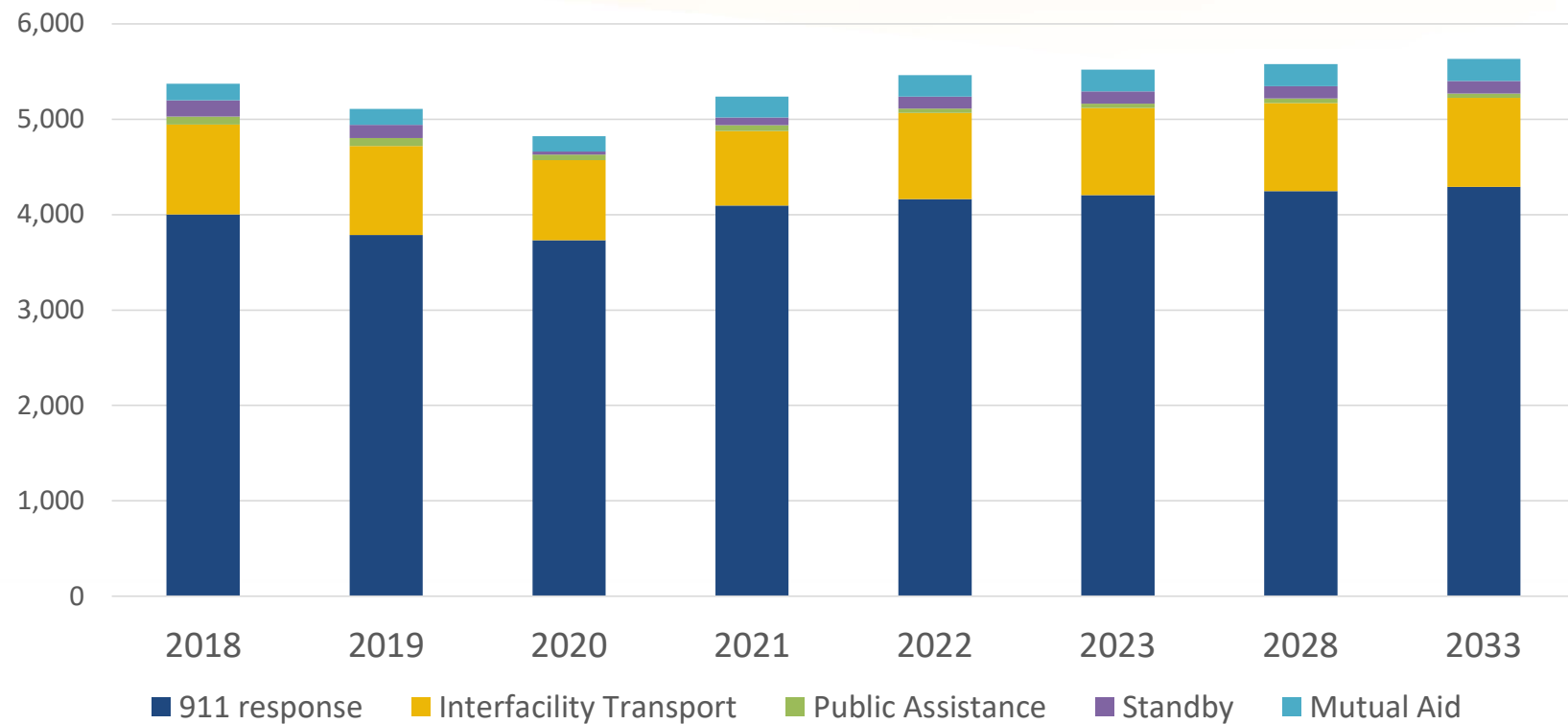
Historical EMS Run Volume – North Summit Area



Historical EMS Run Volume – South Summit Area



Combined EMS System Volume



Possible System Models

After considering multiple models, four system models were evaluated:

Model 1

Create one (1) County-wide EMS system operated by a single EMS provider, funded and governed by a single governing body, such as Summit County or an Emergency Services system.

Model 2

Create three (3) EMS systems operated independently by each of the current fire districts. Each system would be responsible to provide all funding needed to operate. Each system would receive all revenue from billing for its transports and provide all its own capital, operational equipment and staffing.

Model 3

Create two (2) EMS systems: 1) Park City Fire Department, and 2) an EMS system combining North Summit Fire and South Summit Fire as a single system. Each system would be responsible to provide all necessary funding to operate, would receive all revenue from billing for their transports, and provide all their own capital and operational equipment and staffing.

Model 4

Turn over EMS to an independent outside entity who is solely responsible for operations and financing the system.

Comparison of the Three Models

Model 1

Create one (1) County-wide EMS system operated by a single EMS provider, funded and governed by a single governing body.

	Staffed ALS Ambulances		Administration
Model 1	7		25%
	2023	2028	2033
Expense	\$10,286,248.00	\$10,594,835.44	\$10,912,680.50
Revenue	\$2,855,528.60	\$2,884,967.01	\$2,914,708.94
Profit / Loss	(\$7,430,719.42)	(\$7,709,868.43)	(\$7,997,971.56)

Model 2

Create three (3) EMS systems operated independently by each of the current fire districts.

	Staffed ALS Ambulances		Administration
Model 2	8		35%
	2023	2028	2033
Expense	\$12,696,168.96	\$13,077,054.03	\$13,469,365.65
Revenue	\$2,855,528.6	\$2,884,967.00	\$2,914,708.90
Profit / Loss	(\$9,840,640.38)	(\$10,192,087.01)	(\$10,554,656.71)

Model 3

Create two (2) EMS systems: Park City Fire Department plus an EMS system made up of North Summit Fire and South Summit Fire operating as a single system.

	Staffed ALS Ambulances		Administration
Model 3	8		35% / 25%
	2023	2028	2033
Expense	\$12,108,383.36	\$12,471,634.86	\$12,845,783.91
Revenue	\$2,855,528.60	\$2,884,967.00	\$2,914,708.90
Profit / Loss	(\$9,252,854.78)	(\$9,586,667.85)	(\$9,931,074.96)

Recommended Model – Model 1

Model 1

Create a system with a single EMS provider for all of Summit County

Governed, regulated and funded by Summit County

Data-driven with meaningful stakeholder input and engagement

Fully funded including the cost of readiness

High accountability of the chosen EMS provider through transparency of data and enforced key performance indicators

Based on our work, Park City Fire Department would be the recommended provider (they should choose as well)

- Operational and administrative infrastructure already in place
- Many years of operational experience
- Clinical care is reported to be strong
- No lead time needed to begin providing service
- Past experiences as the current provider

Model 2 Evaluation

Model 2

Create three (3) EMS systems operated independently by each of the current fire districts. Each system would be responsible to provide all funding needed to operate, would receive all revenue from billing for their transports, and provide all their own capital and operational equipment and staffing.

Items considered:

- Duplication and inefficiencies
- Would require significant public subsidies in the North and South Summit areas
- Would likely require unsustainable subsidies from a very small tax base in the North and South Summit areas
- Could result in the system in North and South Summit to fail
- Run volume in North and South Summit would have to grow by at least 600% in order to generate enough revenue to be self-sufficient.
- Unnecessary competition for the same resources (funds and people)
- Limited number of ambulances would likely require mutual aid requests from other providers, resulting in delayed responses and stressing other providers.

Model 2 Evaluation

	Staffed ALS Ambulances		Administration
North Summit Area	1.5		35%
	2023	2028	2033
Expense	\$1,763,356.80	\$1,816,257.50	\$1,870,745.23
Administration	\$617,174.88	\$635,690.13	\$654,760.83
Revenue	\$223,283.19	\$225,585.08	\$227,910.70
Profit / Loss	(\$2,157,248.49)	(\$2,226,362.55)	(\$2,297,595.36)
	Staffed ALS Ambulances		Administration
South Summit Area	1.5		35%
	2023	2028	2033
Expense	\$1,763,356.80	\$1,816,257.50	\$1,870,745.23
Administration	\$617,174.88	\$635,690.13	\$654,760.83
Revenue	\$208,611.83	\$210,762.47	\$212,935.27
Profit / Loss	(\$2,171,919.85)	(\$2,241,185.16)	(\$2,312,570.78)
	Staffed ALS Ambulances		Administration
Park City Area	5		35%
	2023	2028	2033
Expense	\$5,877,856.00	\$6,054,191.68	\$6,235,817.43
Administration	\$2,057,249.60	\$2,118,967.09	\$2,182,536.10
Revenue	\$2,423,633.55	\$2,448,619.47	\$2,473,862.97
Profit / Loss	(\$5,511,472.05)	(\$5,724,539.30)	(\$5,944,490.57)
Total	(\$9,840,640.38)	(\$10,192,087.01)	(\$10,554,656.71)

Model 3 Evaluation

Model 3

Create two (2) EMS systems: 1) Park City Fire Department, and 2) an EMS system made up of North Summit Fire and South Summit Fire operating as a single system. Each system would be responsible to provide all necessary funding to operate, would receive all revenue from billing for their transports, and provide all their own capital and operational equipment and staffing.

Items considered:

- While some duplication and inefficiencies are reduced, they still exist.
- Would require significant public subsidies in the North and South Summit areas
- Would likely require unsustainable subsidies from a very small tax base in the North and South Summit areas
- Could result in the system in North and South Summit to fail
- Run volume in North and South Summit would have to grow by at least 600% in order to generate enough revenue to be self-sufficient.
- Unnecessary competition for the same resources (funds and people)

Model 3 Evaluation

	Staffed ALS Ambulances		Administration
North Summit Area	1.5		25%
	2023	2028	2033
Expense	\$1,763,356.80	\$1,816,257.50	\$1,870,745.23
Administration	\$440,839.20	\$454,064.38	\$467,686.31
Revenue	\$223,283.19	\$225,585.08	\$227,910.70
Profit / Loss	(\$1,980,912.81)	(\$2,044,736.80)	(\$2,110,520.83)
	Staffed ALS Ambulances		Administration
South Summit Area	1.5		25%
	2023	2028	2033
Expense	\$1,763,356.80	\$1,816,257.50	\$1,870,745.23
Administration	\$440,839.20	\$454,064.38	\$467,686.31
Revenue	\$208,611.83	\$210,762.47	\$212,935.27
Profit / Loss	(\$1,995,584.17)	(\$2,059,559.41)	(\$2,125,496.26)
	Staffed ALS Ambulances		Administration
Park City Area	5		35%
	2023	2028	2033
Expense	\$5,877,856.00	\$6,054,191.68	\$6,235,817.43
Administration	\$2,057,249.60	\$2,118,967.09	\$2,182,536.10
Revenue	\$2,423,633.55	\$2,448,619.47	\$2,473,862.97
Profit / Loss	(\$5,511,472.05)	(\$5,724,539.30)	(\$5,944,490.57)
Total	(\$9,487,969.02)	(\$9,828,835.51)	(\$10,180,507.66)

Model 4 Evaluation

Model 4

Turn over EMS to an independent outside entity who is solely responsible for operations and financing the system.

Items considered:

- Requires a significant transition and start up costs, with uncertainty about quality and accountability
- Unnecessary, considering the infrastructure already in place
- Would not have the local connections, local ownership and operational experience of current provider
- Could result in frequent changes in the EMS provider based on history of other counties relinquishing EMS to an outside agency
- Local control and influence are questionable
- Based on projected finances, unlikely to be successful without a subsidy

Model 1 Evaluation Details

Model 1

Create one (1) County-wide EMS system operated by a single EMS provider, funded and governed by a single governing body, such as Summit County or an Emergency Services system.

Items considered:

- Eliminates duplication and inefficiencies
- Most cost-effective model
- Creates an environment for excellent clinical care and exceptional operational performance
- Has built-in capacity allowing for future growth without the need for major infrastructure investments
- While this model continues to require significant public subsidies, it is the most economical solution for the taxpayer
- Unnecessary competition for the same resources eliminated
- Leverages the financial resources of the whole of Summit County
- Hardwires expectations, accountability and funding for system readiness
- Provides a voice for all that fund the system, require the system and use the system
- Has one governing body
- The chosen EMS provider will have “chosen” to be the provider knowing the resources and expectations
- Can be data-driven, would use key performance measures to allow for transparency

Comparison of the Three Models

Model 1

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Model 2

Create three (3) EMS systems operated independently by each of the current fire systems.

	Staffed ALS Ambulances		Administration
Model 2	8		35%
	2023	2028	2033
Expense	\$12,696,168.96	\$13,077,054.03	\$13,469,365.65
Revenue	\$2,855,528.6	\$2,884,967.00	\$2,914,708.90
Profit / Loss	(\$9,840,640.38)	(\$10,192,087.01)	(\$10,554,656.71)

Model 3

Create two (2) EMS systems: Park City Fire Department plus an EMS system made up of North Summit Fire and South Summit Fire operating as a single system.

	Staffed ALS Ambulances		Administration
Model 3	8		35% / 25%
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Specifics of Model 1

Five 24-hour staffed ALS ambulances in the Park City area

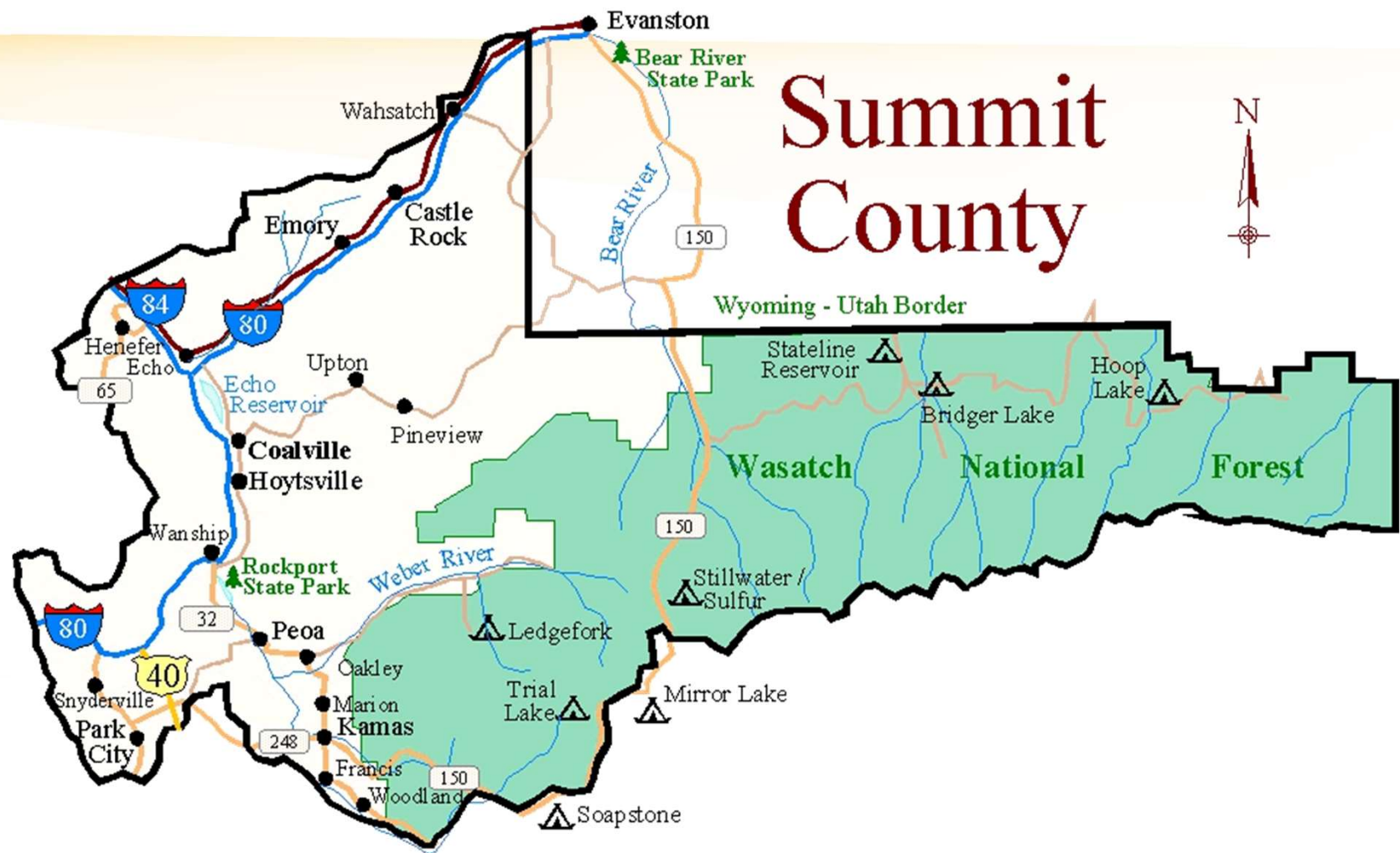
└ 4 ½ in off ski season and 5 ½ in peak season

One 24-hour staffed ALS ambulance in the North Summit area

One 24-hour staffed ALS ambulance in the South Summit area

System would use dynamic deployment (7 level plan) within east Summit County and the interface between the east and west areas of Summit County

All employees will be employees of the chosen EMS system provider
(same employment standards, training, compensation)



Summit County

Recommended Funding and Governance Structure for Model 1

Create a Special Services system or an Emergency Services system with a service area of Summit County

Place key stakeholders, such as local and county elected officials, consumers, business owners, and public safety and healthcare partners, on the governing body of system

Develop a user cost (property tax assessment) applied uniformly across all of Summit County to equably pay for the system from all that benefit from the system

Use data to drive future financial and operational needs of the system

Regularly communicate to all that the system services key performance measures

Keys to sustainability

Communities' will, desire, commitment and willingness to pay

Call volume or subsidy

Accepting unproductive time, need for capacity, and cost of readiness

Leveraging the benefits of the “all hazards” approach

Providing meaningful opportunities for all voices

Eliminating competition for resources

Benefit from the efficiencies created in a single system
(personnel, operations and clinical)

Leading as a business

- Data specific to ambulance
- Using data to drive decision-making and planning
- Transparency of data
- Consistency of data

Contact Information

Aarron Reinert, MA, NRP

(651) 248-4239

Aarron@safetechsolutions.us

Tom Fennell, BA, NREMT

(320) 293-0734

Tom@safetechsolutions.us

Chief Ryan Quinn, BS, NRP

(952) 210-8285

ryanq@safetechsolutions.us

Ben Wasmund, BA, CCP

(651) 248-4237

Ben@safetechsolutions.us



**A RESOLUTION OF THE SUMMIT COUNTY COUNCIL OF GOVERNMENTS
PERTAINING TO THE INVOCATION AT THE OPENING OF ITS PUBLIC MEETINGS**

SUMMIT COUNTY, UTAH

Preamble

WHEREAS, an invocation is the act or process of petitioning for help or support, usually in the form of a prayer or entreaty to a higher authority; and,

WHEREAS, the council of governments is comprised of elected officials within Summit County (the “COG”); and,

WHEREAS, beginning with Benjamin Franklin, who called for prayer to open each meeting of the Continental Congress, and the proceeding to the present day, such invocations have been a traditional and institutional act of local, state, and national elected bodies; and,

WHEREAS, the COG fully supports and upholds the First Amendment to the United States Constitution and the Constitution of the State of Utah which guarantee freedom of religious expression; and,

WHEREAS, the COG desires to adopt a formal, written policy to clarify and codify the invocation practice to ensure inclusion of all individuals or groups, regardless of particular faith, belief, doctrine, dogma, or lack thereof; to participate, or refrain from participation, as their own conscience dictates; and,

WHEREAS, the COG is cognizant of the Utah Supreme Court’s decision in Society of Separationists v. Whitehead, 870 P.2d 916 (Utah 1993) and the United States Supreme Court’s decision in Town of Greece v. Galloway, 572 U.S. 565 (2014), both of which permit invocations to open public meetings of governmental bodies; and,

WHEREAS, the COG recognizes its constitutional duty to interpret, construe, and amend this policy to comply with constitutional requirements as they are announced.

NOW, THEREFORE, BE IT RESOLVED by the Summit County Council of Governments that the following shall be known as the “Summit County Council of Government’s Invocation Policy” and shall control the process and procedures pertaining to an opening invocation before meetings of the Council of Governments:

Section 1. Purpose. This policy is not intended, and shall not be implemented or construed in anyway to affiliate the Summit County Council of Government (“COG”) with, nor express the COG’s endorsement or preference for, any faith or religious denominations. Rather, this policy is intended to acknowledge and express the COG’s respect for the divinity of both organized and unorganized religious denomination, as well as other faiths, belief systems, or the lack thereof, represented and practiced among the citizens of Summit County.

Section 2. Invocation. In order to solemnize the proceedings of the COG, it is the policy of the COG to allow for an invocation or prayer, not to exceed one minute in length, to be offered to open its meetings for the benefit of the COG and the Summit County community.

Section 3. Agenda. The invocation shall not be listed or recognized as an agenda item for the meeting so that it may be clear the invocation is not considered a part of the public business. However, the agenda will notice the following:

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

Section 4. Duties of the Chairperson. Immediately after the Chairperson opens the COG meeting, the Chairperson shall introduce the invitational speaker.

Section 5. Participation Optional. No member of the COG, COG staff, or any other person in attendance at a COG meeting shall be required to participate in any invocation or prayer that is offered.

Section 6. Content Neutral. Neither the COG, Summit County Clerk ("Clerk"), nor COG staff shall engage in any prior inquiry, review of, restriction, or involvement in, the content of any prayer or invocation to be offered.

Section 7. Moment of Silence Alternative. In the event the scheduled invitational speaker fails to appear or there is no scheduled speaker, the COG shall observe a moment of silence.

Section 8. Non-exploitation. To maintain a spirit of respect and ecumenism, the invocation shall not be exploited as an opportunity to proselytize, nor disparage any faith or belief, or lack thereof, different than that of the invitational speaker.

Section 9. Disqualification. Any invitational speaker who violates this policy shall be subject to disqualification from offering future invocations.

Section 10. Selection Procedure. To ensure that invitational speakers are selected without preference to any specific religion, belief, faith, or ideology, from amongst a diverse pool of the citizenry, volunteers shall be selected according to the following procedure:

- a. The invocation shall be voluntarily delivered, without compensation, by any person who is a resident of Summit County and is on the list of volunteers, which list shall be maintained by the Clerk. The Clerk shall include on the list any resident upon submission of a written request, which includes the individual's local address, e-mail, and other contact information.
- b. Within thirty (30) calendar days of the adoption of this policy, and on, or about January 1st of each calendar year thereafter, the Clerk shall e-mail one invitation addressed to the volunteer group which shall include each person on the list of volunteers as follows:

The Summit County Council of Governments (“COG”) makes it a policy to invite residents of Summit County to voluntarily offer an invocation or prayer not to exceed one minute in length before the beginning of its meetings.

If you are willing to assist the COG in this regard, please send a reply at your earliest convenience to the Summit County Clerk (“Clerk”). Volunteer invitational speakers are schedule on a first-come, first-serve basis. The dates of the COG’s regularly scheduled meetings for the upcoming calendar year are listed on the following attached page. If you have a preference among the dates, please state that request in your written reply.

This opportunity is voluntary, and you are free to offer the invocation according to the dictates of your own conscience. To maintain a spirit of respect and ecumenism, the COG requests only that the opportunity not be exploited as an effort to proselytize (i.e.; covert others to the particular faith of the speaker), nor to disparage any faith or belief different than that of the speaker.

On behalf of the Summit County Council of Governments, I thank you in advance for considering this invitation.

- c. Respondents to the invitation shall be scheduled by the Clerk on a first-come, first-serve basis. The Clerk shall schedule and notify the volunteer, by e-mail, of the date and time the speaker should be prepared to offer the invocation or prayer. The notice shall remind the speaker of the duty not to proselytize, nor disparage other religions, faiths, beliefs, or lack thereof, and of the one-minute time limitation.
- d. No invitational speaker shall be schedule to offer an invocation at consecutive meetings, or at more than three COG meetings in any calendar year.

Effective Date: May 1, 2023.

PASSED, APPROVED AND ADOPTED this ____ day of April, 2023.

SUMMIT COUNTY COUNCIL OF GOVERNMENTS

ATTEST:

Evelyn Furse
County Clerk

By: _____
Kay H. Richins
Chair

APPROVED AS TO FORM:

Margaret H. Olson
Summit County Attorney



MEMORANDUM

April 17, 2023

To: Council of Governments
Shayne Scott, County Manager

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

Re: Consideration and Possible Recommendation of Award of Transportation Sales Tax
Project Funding Applications

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

The criteria were previously reviewed and incorporated into the Project Application which was sent to Park City, Summit County, and High Valley Transit (HVT) staff. As reported in May of 2022, the program was near capacity at the end of 2022. However, revenue has been higher than projected in the past with an average of \$5.7 million since 2018 and is projected to be \$6.5 million in 2023. The program has also only bonded once and is planned to bond 2 more times.

The Small Cities Grant was previously amended to be allocated based on the 3-year average of 3rd Quarter taxes collected and the 3-year average of the 2nd Quarter tax percentages. Each city will still need to submit a payment request at the completion of a project for reimbursement. Projects no longer need to be approved but will still need to fall under the Transportation Sales Tax State Code requirements governed by UCA 59-12-2217. Each city will have 5 years to spend the money. Coalville City was the only small city to have prior approval for a project in 2023. The amount approved in 2022 was \$420,00 for small cities. Table 1 is a summary of the Small Cities Grant for 2023:

Table 1

Small Cities Grant			Year
Entity	Project Title	Description	2023
Coalville City	Hoytsville Road Reconstruction	Reconstruct from 775 S Main to 820 South Main to match County project roadway section	\$108,105
	3rd Quarter Tax 3-year average		\$76,028
Henefer City	3rd Quarter Tax 3-year average		\$15,292
Kamas City	3rd Quarter Tax 3-year average		\$224,788
Francis City	3rd Quarter Tax 3-year average		\$34,648
Oakley City	3rd Quarter Tax 3-year average		\$41,185
Total Funding Requested Amount			\$500,046

Two new projects for this year are the SR-32 Trail Extension from Kamas to Francis and the Old Ranch Road Trail/Bike Lanes. The two projects asking for more than what was previously approved are the Summit County E-Bike Share and Silver Summit Southbound Off Ramp. The E-Bike Share program is asking for additional funds because Summit County is taking over the bike share program and running it in house and there are more upfront costs associated with that. The Silver Summit Southbound Off Ramp was originally approved for funding in 2022 for \$642,800 for a signalized intersection. A study was recently completed that presented the need for a roundabout instead of a signal to work with future improvements on the other side of the interchange and is being renamed. HVT is asking for the same amount that was presented in previous meetings for vehicle acquisition. Table 2 is a summary of new projects and additional funding needed for existing projects submitted by Summit County and HVT:

Table 2

Projects			Year/Funding	
Entity	Project Title	Description	PAG/Bond	2024
Summit County	Summit County E-Bike Share & TDM	Provide viable and affordable alternative transportation mode.	PAG	\$ 500,000
HVT	Expanded Transit	Vehicle Acquisition for Expanded Service	PAG	\$ 380,000
Summit County	Eastern Summit County	SR-32 Trail Extension, Kamas to Francis	PAG	\$ 1,200,000
Total PAG Project Applications				\$ 2,080,000
Summit County	Silver Summit SB Off Ramp Roundabout	Install roundabout 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	\$ 1,857,200
Summit County	Old Ranch Rd Trail/Bike Lanes	Widen shoulder for bike lanes and add grade separated trail to connect to trailhead	Bond	\$ 1,200,000
Total Bond Project Applications				\$ 3,057,200
TOTAL PROJECT APPLICATIONS				\$ 5,137,200

Park City is requesting reassignment of monies previously approved for various projects. Park City has determined that these monies are not needed for these projects at this time and would better serve other projects ready for construction. Park City is also requesting that the approved project “Quinn’s/SR-248 Park and Ride Phase II” be renamed “SR-248/US-40 Regional Park and Ride Program”. Table 3 is a summary of the request and there is a memorandum stating the reasons found in the attachments.

Table 3

Awarded Park City Transportation Sales Tax Projects and FY24 Reprogramming Proposal					
Project ID	Project Name	Description	Existing Balance	Proposed Redistribution	Proposed balance
22-TST-04	Park Ave Complete Street	DESIGN-The project includes transit stop enhancements, multi-modal improvements, pathways, active transportation connections	\$ 260,000	\$ (260,000)	\$ -
23-TST-06	Munchkin Road Complete Streets Redesign Project	DESIGN-Extend Munchkin Road through to connect with Homestake Road and create a new pedestrian and active transportation connections	\$ 108,500	\$ (108,500)	\$ -
22-TST-07	Munchkin Road Complete Streets Redesign Project	Extend Munchkin Road through to connect with Homestake Road and create a new pedestrian connections	\$ 108,500	\$ (108,500)	\$ -
19-TST-01	Bonanza Park Transit Center	Transit Hub and Traffic Circulation Improvements	\$ 750,000	\$ (750,000)	\$ -
23-TST-05	Transportation Demand Management	E-Bike, vanpools, Incentives to reduce vehicle miles traveled and single occupancy vehicles	\$ 1,759,107	\$ (1,109,107)	\$ 650,000
20-TST-01	helter Improvement Project	2 - Transit stops in Park City Transit System along SR224 BRT/A fresh market	\$ 210,113	\$ 689,887	\$ 900,000
18-TST-01	ihelter Improvements	Citywide Bus stop improvements: Design and Construction	\$ 95,737	\$ 804,263	\$ 900,000
23-TST-07	ek Pedestrian Tunnel	Construction of Pedestrian Underpass of SR-248 at Snow Creek Drive	\$ 225,396	\$ 841,957	\$ 1,067,353
			\$ 3,517,353	\$ (0)	\$ 3,517,353

HVT is also requesting the reassignment of previously approved project monies. Table 4 is a summary of the request and there is a memorandum stating the reasons found in the attachments.

Table 4

Project	Description	Funds Remaining	Proposed Reassignment	New Fund Balance
Kamas Park and Ride	Property Acquisition/Site Improvements	\$ 483,763	\$ (483,763)	\$ -
SR-224 BRT	Environmental/NEPA/Right-of-Way/Design	\$ 1,563,269	\$ 483,763	\$ 2,047,032

The total project amount requested in 2024 is less than previous years because of the large amount of already approved projects. I am recommending that the COG forward a positive

recommendation to the Summit County Council for all the projects shown in Tables 1 through 4 and the Master TST Allocation Table through 2024.

Attachments:

Master TST Allocation Table

Project Applications and Memos

TABLE 1

TIFGP Projects					Funding Year - Previously Approved Amounts							Expense Reporting			
Entity	Project #	Project Title	Description	Score	2017	2018	2019	2020	2021	2022	2023	7 Yr. Total	Spent To Date	Funds Remaining	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	\$ 50,000								
		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 porject roadway section								\$ 108,105	\$ 108,105	\$ -	\$ -	
			Sidewalk Improvements in conjunction with County Reconstruction Project	41						\$ 100,000		\$ 100,000	\$ -	\$ 100,000	
		3rd Quarter Tax 3-year average									\$ 76,028	\$ 76,028	\$ -	\$ 76,028	
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
		3rd Quarter Tax 3-year average									\$ 15,292	\$ 15,292	\$ -	\$ 15,292	
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	\$ 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	\$ -	
		3rd Quarter Tax 3-year average									\$ 224,788	\$ 224,788	\$ -	\$ 224,788	
Francis City		Francis 2017 Road Improvement	Pavement Preservation		\$ 50,000							\$ 50,000	\$ 50,000	\$ -	
		Francis 2017 Road Improvement	Pavement Preservation				\$ 55,369					\$ 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	\$ -	
		3rd Quarter Tax 3-year average									\$ 34,648	\$ 34,648	\$ -	\$ 34,648	
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	\$ 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	\$ -	
		3rd Quarter Tax 3-year average									\$ 41,185	\$ 41,185	\$ 41,185	\$ -	
Funding Year - Amount					\$ 125,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 274,177	\$ 420,000	\$ 500,046	\$ 2,069,223	\$ 1,363,259	\$ 593,092	\$ 50,000
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	Funding Year - Previously Approved Amounts									Expense Reporting, Projects Approved in 2022						
Entity	Project #	Project Title	Description	Score	2017	2018	2019 Amend	2020	2021	2022	New 2022	2023	2023 Reallocate	7 Yr. Total	Spent To Date	Funds Remaining	2024	2025	2026	2027+
Summit County		Basin Wayfinding Program	Create a multi-modal system enabling people to orient and navigate efficiently. Will reduce vehicle miles traveled.	PAG			\$ 200,000				\$ (150,000)			\$ 50,000	\$ 64,500	\$ (14,500)				
Summit County	23-TST-01	Summit County E-Bike Share & TDM	Provide viable and affordable alternative transportation mode.	PAG	\$ 500,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ (988,450)	\$ 250,000		\$ 1,011,550	\$ 651,006	\$ 360,544	\$ 500,000	\$ 100,000	\$ 100,000	
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							\$ 350,000	\$ 289,524	\$ 60,476				
Summit County	23-TST-02	Basin Area Connectivity	Interconnect existing trails and walkways throughout the Snyderville Basin	PAG			\$ 100,000	\$ 104,000	\$ 108,000	\$ 112,000	\$ (324,000)	\$ 116,000		\$ 216,000		\$ 216,000				
Summit County	23-TST-03	Expanded Transit	Vehicle Acquisition for Expanded Service	PAG			\$ 380,000	\$ 380,000	\$ 380,000	\$ 380,000		\$ 380,000		\$ 1,900,000	\$ -	\$ 1,900,000	\$ 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			\$ 500,000						\$ (483,763)	\$ 16,237	\$ 16,237	\$ (0)				
Summit County		Summit Park Transit Parking	Design and construct a small transit-supportive parking facility	PAG					\$ 245,000		\$ (245,000)			\$ -		\$ -				
Summit County	23-TST-04	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	\$ 666,700		\$ 3,832,550	\$ 697,640	\$ 3,134,910				
Summit County	22-TST-01	Old Hwy 40/ SR 248 Realignment	Survey-Move the current intersection of Old Hwy 40/SR-248	PAG	''					\$ 25,000				\$ 25,000		\$ 25,000				
Summit County	22-TST-02	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	\$ 60,216	\$ (3,016)				
Summit County	21-TST-01	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	22-TST-03	Eastern Summit County	SR-32 Trail Extension, Marion to Kamas	63							\$ 750,000	\$ 750,000		\$ 1,500,000	\$ 790,631	\$ 709,369				
Summit County	NEW	Eastern Summit County	SR-32 Trail Extension, Kamas to Francis	67													\$ 1,200,000			
Park City	20-TST-01	Transit Shelter Improvement Project	2 - Transit stops in Park City Transit System	PAG				\$ 350,000					\$ 689,887	\$ 1,039,887	\$ 139,887	\$ 900,000				
Park City	21-TST-02	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	23-TST-05	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	\$ 250,000		\$ 250,000	\$ (1,109,107)	\$ 890,893	\$ 240,893	\$ 650,000				
Park City	18-TST-01	Transit Shelter Improvements	Design and Construction	PAG		\$ 150,000							\$ 804,263	\$ 954,263	\$ 54,263	\$ 900,000				
Park City	17-TST-01	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	22-TST-03	Bonanza Park Transit Center	Transit Hub and Traffic Circulation Improvements	PAG						\$ 750,000				\$ 750,000	\$ -	\$ 750,000				
Park City	22-TST-04	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)	\$ -	\$ -	\$ -				
Park City	23-TST-06	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	\$ (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											\$ -	\$ -	\$ -				
SC/PC	20-TST-02	SR-224 BRT	Environmental/NEPA/Right-of-Way/Design	PAG			\$ 150,000	\$ 1,125,000	\$ 750,000	\$ 750,000			\$ 483,763	\$ 3,258,763	\$ 1,211,731	\$ 2,047,032				
		New SC							\$ -	\$ -	\$ 750,000	\$ 750,000		\$ 1,500,000			\$ 2,080,000	\$ -	\$ -	
		New PC							\$ -	\$ -	\$ -	\$ -		\$ -			\$ -	\$ 150,000	\$ -	
		Total New PAG Projects							\$ -	\$ -	\$ 750,000	\$ 750,000		\$ 1,500,000			\$ 2,080,000	\$ 150,000	\$ -	
		TOTAL PAG Project Amounts			\$ 1,175,000	\$ 1,055,000	\$ 2,180,000	\$ 2,459,000	\$ 3,194,700	\$ 3,500,900	\$ 750,000	\$ 2,521,200	\$ 16,543	\$ 16,852,343	\$ 4,621,528	\$ 12,230,815	\$ 2,080,000	\$ 2,100,000	\$ 2,100,000	

TABLE 3

Entity	Project #	Projects		PAG/ BOND Score	Funding Year - Previously Approved Amounts								2023	2023 Reallocate	Expense Reporting, Projects Approved in 2020			2024	2025	2026	2027+
		Project Title	Description		2017	2018	2019 Amend	2020	2021	2022	2022New	7 Yr. Total			Spent To Date	Funds Remaining					
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	BOND			\$ 7,955,000							\$ 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								\$ 595,000							
Summit County	20-TST-03	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	\$ 6,688	\$ 3,008,312					
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	\$ 2,000,000		
Summit County	20-TST-04	Democrat Alley Widening	Widen Road to minimum County Standard	BOND				\$ 500,000						\$ 500,000	\$ -	\$ 500,000					
Summit County	23-TST-07	Silver Summit Roundabout Improvement	Add Lanes to improve transit access and improve vehicle capacity. Includes Alternative Mode features.	BOND								\$ 3,000,000		\$ 3,000,000		\$ 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	21-TST-03	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	22-TST-05	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	\$ 1,857,200				
Summit County	22-TST-06	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					
Summit County	NEW	Old Ranch Rd Trail/Bike Lanes	Widen shoulder for bike lanes and add grade seperated trail to connect to trailhead	61													\$ 1,200,000				
Park City		Prospector Ave	Reconstruct/Complete Street (COG Amend App)	Bond		\$ 500,000								\$ 500,000	\$ 500,000	\$ -					
Park City	18-TST-02	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	\$ 4,000,000	\$ 2,500,000	\$ 800,000		\$ (160,000)			\$ 9,405,000	\$ 4,100,474	\$ 5,304,526					
Park City	19-TST-01	Bonanza Park Transit Center	Transit Hub and Traffic Circulation Improvements	BOND			\$ 750,000						\$ (750,000)	\$ -	\$ -	\$ -					
Park City	22-TST-07	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)	\$ -	\$ -	\$ -		\$ 1,512,300			
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										\$ -	\$ -	\$ -			\$ 350,000		
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	23-TST-07	Snow Creek Pedestrian Tunnel	Construction of Pedestrian Underpass of SR-248 at Snow Creek Drive	74								\$ 225,396	\$ 841,957	\$ 1,067,353	\$ -	\$ 1,067,353			\$ 2,074,604		
Park City	22-TST-08	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			\$ 160,000	\$ -	\$ 160,000			\$ 2,120,000		
Park City	22-TST-09	SR-248/US-40 Regional Park and Ride Program	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		\$ 294,000			
Summit County	23-TST-08	Old Hwy 40/ SR 248 Realignment	Move the current intersection of Old Hwy 40/SR-248	BOND								\$ 3,760,000		\$ 3,760,000	\$ -	\$ 3,760,000					
SC/PC		SR-224 BRT/Fixed Guideway	Design and Construction	BOND (2nd)										\$ -	\$ -	\$ -				\$\$\$\$\$\$\$	

New SC						\$ 620,640	\$ 1,503,800	\$ -	\$ -					\$ 3,057,200	\$ -	\$ -	\$ -	
New PC						\$ -	\$ 1,908,500	\$ 160,000	\$ 225,396					\$ -	\$ -	\$ 2,120,000		
New SC/PC						\$ -	\$ -	\$ -	\$ -					\$ -	\$ -	\$ -		
New Bond Projects						\$ 620,640	\$ 3,412,300		\$ 225,396					\$ 3,057,200	\$ -	\$ 2,120,000		
TOTAL Bond Projects Amounts		\$ -	\$ 5,460,000	\$ 12,705,000	\$ 4,515,000	\$ 2,920,640	\$ 3,412,300	\$ -	\$ 6,985,396	\$ (16,543)	\$ 35,981,793	\$ 17,746,913	\$ 18,234,880	\$ 3,057,200	\$ 7,774,325	\$ 6,546,630	\$ 17,378,155	
Total Projects		\$ 1,175,000	\$ 6,515,000	\$ 14,885,000	\$ 6,974,000	\$ 6,115,340	\$ 6,913,200	\$ 750,000	\$ 9,506,596		\$ 52,834,136	\$ 22,368,441	\$ 30,465,695	\$ 5,137,200	\$ 9,874,325	\$ 8,646,630	\$ 23,658,155	

**SUMMIT COUNTY
COUNCIL OF GOVERNMENTS
ADDITIONAL TRANSPORTATION SALES TAX INITIATIVE
PROJECT CONCEPT DEVELOPMENT APPLICATION FORM 2023**

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 2023, all project applications will be due on or before 5pm on Friday, March 31st, 2023 and must be submitted to the Summit County Public Works Director via email (bbrady@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 2023.

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 2023 is as follows:

TIFGP (Small Cities Grant)	According to 3-year average of 3 rd Quarter Tax
County Transportation Initiative	\$4.2 Million

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 2023**

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 2023**

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):

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

**SUMMIT COUNTY
COUNCIL OF GOVERNMENTS
ADDITIONAL TRANSPORTATION SALES TAX INITIATIVE
PROJECT CONCEPT DEVELOPMENT APPLICATION FORM 2023**

Score 0 – 10
(Total)

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

Score 0 – 10
(Total)

Functional Classification of Roadway: (Check One)

- | | |
|--|-----------|
| ☐ Arterial | <u>10</u> |
| ☐ Major Collector | <u>8</u> |
| ☐ Minor Collector | <u>5</u> |
| ☐ 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)	<u> </u>
Volume to Capacity (LOS): _____ (specify) (See Page 8, Scoring Criteria)	<u> </u>
Percentage of Trucks: _____ (specify) (See Page 8, Scoring Criteria)	<u> </u>
Pavement Condition: _____ (specify) (See Page 8, Scoring Criteria)	<u> </u>

Score 0 – 10
(Total)

Preliminary Environmental Assessment

Expected Environmental Impacts (Subtract Impacts)

- | | | | | |
|--|-----------|--|--|-----------|
| ☐ None | <u>10</u> | | ☐ Soils | <u>-2</u> |
| ☐ Wetlands | <u>-2</u> | | ☐ Wildlife | <u>-1</u> |
| ☐ Stream Alteration | <u>-1</u> | | ☐ Botanical | <u>-1</u> |
| ☐ Noise | <u>-1</u> | | ☐ Historic/Cultural | <u>-1</u> |
| ☐ Air Quality | <u>-1</u> | | ☐ 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 2023**

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 2023**

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	\$ _____	Score 0 – 10
	_____ %	_____

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: _____

Applicant Title: _____

**SUMMIT COUNTY
COUNCIL OF GOVERNMENTS
ADDITIONAL TRANSPORTATION SALES TAX INITIATIVE
PROJECT CONCEPT DEVELOPMENT APPLICATION FORM 2023**

Required Attachments

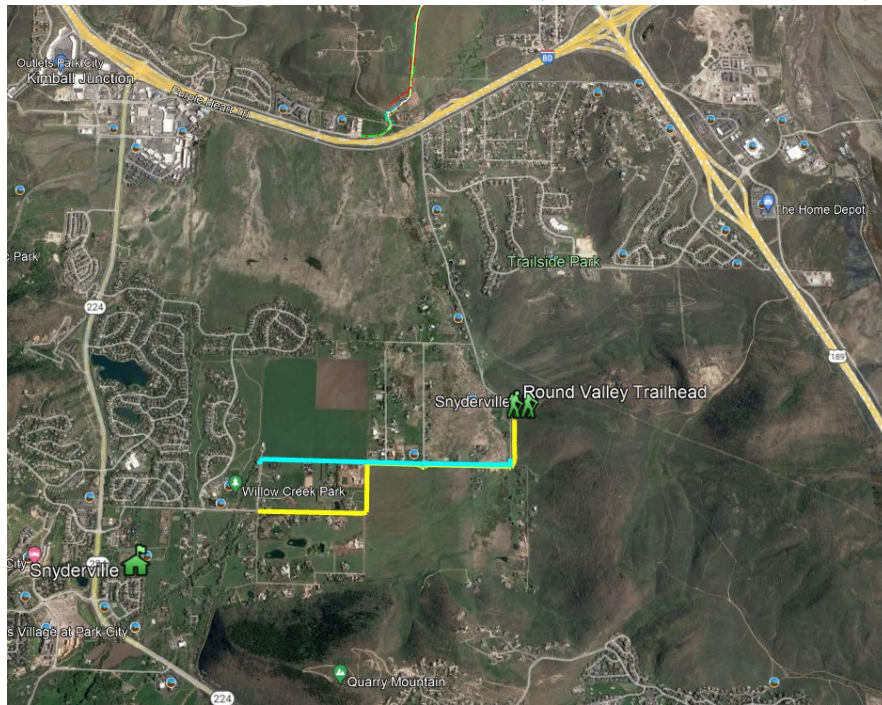
- ☐ VICINITY MAP (AERIAL PHOTO AND OR PICTURE OF THE SITE)
- ☐ PROJECT PLAN (INCLUDE SITE PLAN OR PROJECT SKETCH UP TO 2 SHEETS)
- ☐ OTHER DETAILS THAT MAY BE HELP TO EVALUATE THE PROJECT
- ☐ CONCEPT PROJECT COST ESTIMATE SPREADSHEET
- ☐ ANTICIPATED SCHEDULE DETAILS
- ☐ OTHER _____

**SUMMIT COUNTY
COUNCIL OF GOVERNMENTS
ADDITIONAL TRANSPORTATION SALES TAX INITIATIVE
PROJECT CONCEPT DEVELOPMENT APPLICATION FORM 2023**

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.
 - o >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.
 - o 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.
 - o >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)
 - o 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.

Old Ranch Road (995 West to 4835 North)



Vicinity Map: east of SR224, south of I-80, west of I-40.



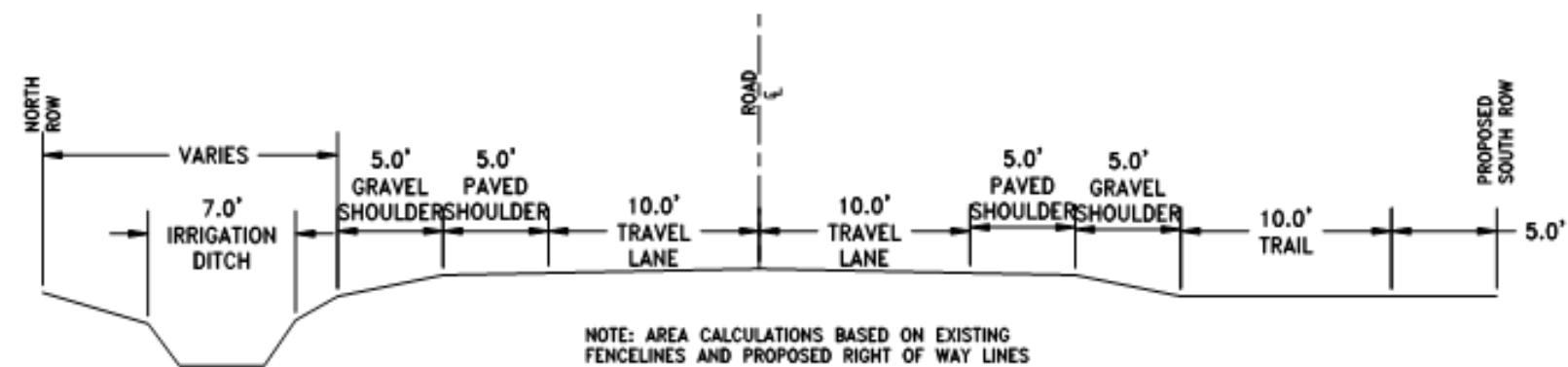
Old Ranch Road (**northeast of project area**) paved shoulders leading to Round Valley trail head.



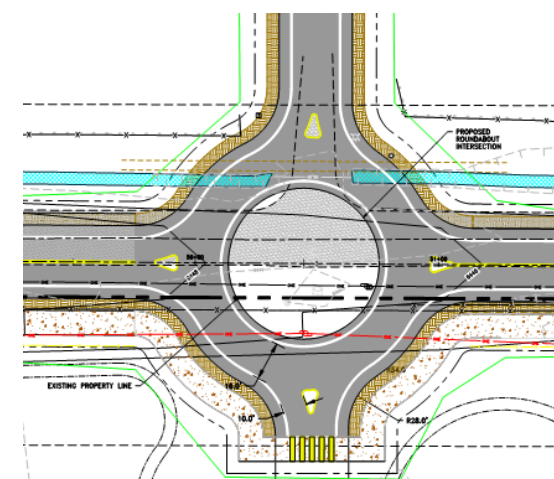
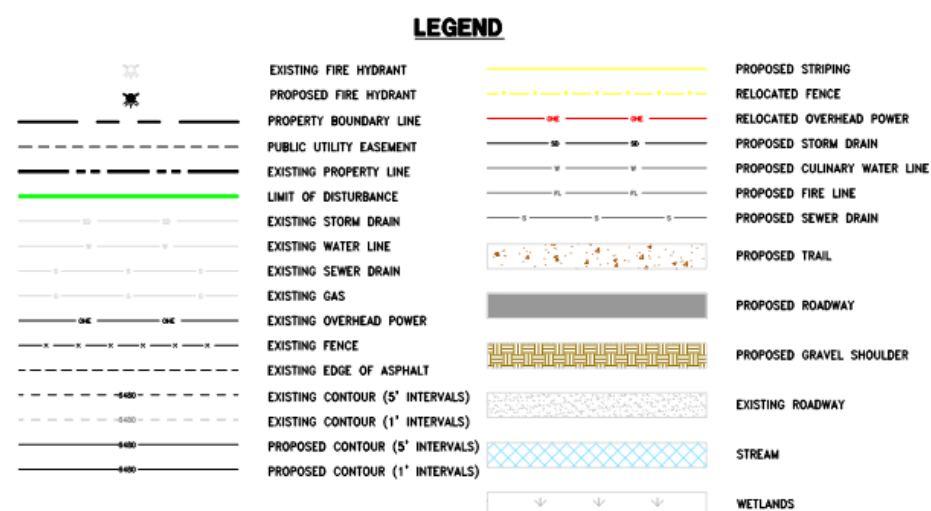
Old Ranch Road (**southwest of project area**) existing grade separated trail leading to Willow Creek Park.



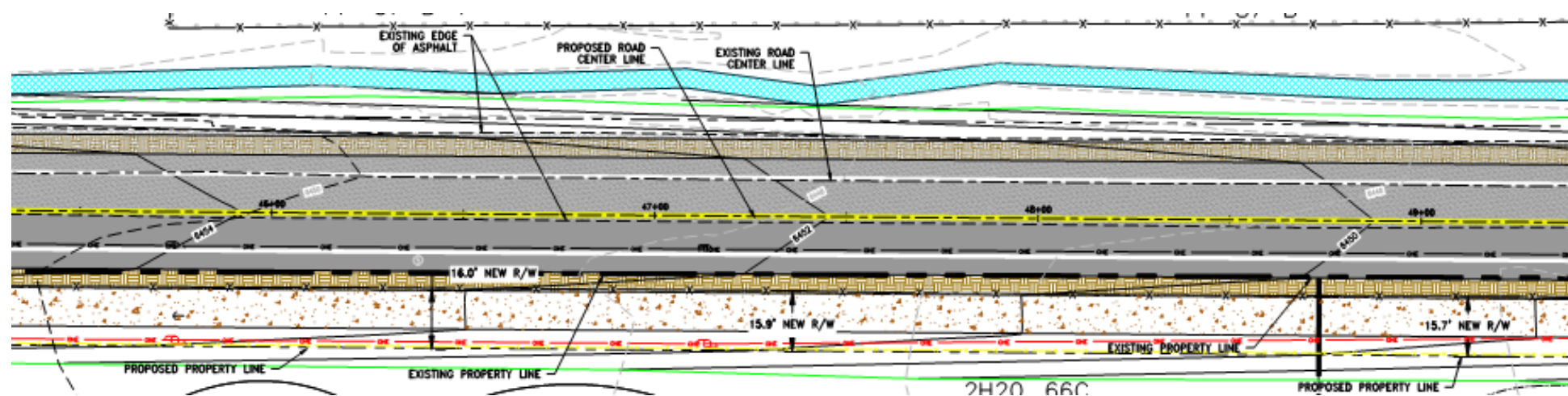
Old Ranch Road: (**Project Area**) narrow shoulder, no area for road bike, clear zone recovery or snow storage. No grade separated trail.



Proposed cross section for project. Narrower lanes for traffic calming, paved shoulder, gravel shoulder for snow storage and separation for the stream and 10' wide trail along south side of the road.



Two roundabouts will be added at intersections to enhance safety.



Right of Way Acquisition (1.8 ac X \$300,000/ac)	\$540,000
---	-----------

Summer/Fall 2023

Design	\$120,000
--------	-----------

Finish Summer
2023

mobilization	\$250,000
Traffic control	\$200,000
sub	\$315,000
roto asph	\$105,000
utbc	\$236,250
asphalt (road)	\$627,900
RAB	\$180,000
culverts	\$50,000
wetlands	\$175,000
asphalt (trail)	\$306,000
fence	\$210,000
utilities	
dry	\$80,000
sewer	\$25,000
power	
? Franchise and underground or just relocate	
Construction Subtotal:	\$2,760,150

Construction begin May 2024

begin Summer
2023

Possibly Fall 2023

Total	\$3,420,150
-------	-------------

**SUMMIT COUNTY
COUNCIL OF GOVERNMENTS
ADDITIONAL TRANSPORTATION SALES TAX INITIATIVE
PROJECT CONCEPT DEVELOPMENT APPLICATION FORM 2023**

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 2023, all project applications will be due on or before 5pm on Friday, March 31st, 2023 and must be submitted to the Summit County Public Works Director via email (bbrady@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 2023.

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:

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TIFGP (Small Cities Grant)	According to 3-year average of 3 rd Quarter Tax
County Transportation Initiative	\$4.2 Million

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 2023**

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 2023**

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):

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

The trail will provide non-motorized connectivity complete with trail signage and pedestrian ramps at intersection. Additionally, driveways in the project area will be improved to meet UDOT's Access Standard improving safety along SR32.

**SUMMIT COUNTY
COUNCIL OF GOVERNMENTS
ADDITIONAL TRANSPORTATION SALES TAX INITIATIVE
PROJECT CONCEPT DEVELOPMENT APPLICATION FORM 2023**

Score 0 – 10
(Total)

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

Score 0 – 10
(Total)

Functional Classification of Roadway: (Check One)

- | | |
|--|-----------|
| ☐ Arterial | <u>10</u> |
| ☐ Major Collector | <u>8</u> |
| ☐ Minor Collector | <u>5</u> |
| ☐ 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)	<u> </u>
Volume to Capacity (LOS): _____ (specify) (See Page 8, Scoring Criteria)	<u> </u>
Percentage of Trucks: _____ (specify) (See Page 8, Scoring Criteria)	<u> </u>
Pavement Condition: _____ (specify) (See Page 8, Scoring Criteria)	<u> </u>

Score 0 – 10
(Total)

Preliminary Environmental Assessment

Expected Environmental Impacts (Subtract Impacts)

- | | | | | |
|--|-----------|--|--|-----------|
| ☐ None | <u>10</u> | | ☐ Soils | <u>-2</u> |
| ☐ Wetlands | <u>-2</u> | | ☐ Wildlife | <u>-1</u> |
| ☐ Stream Alteration | <u>-1</u> | | ☐ Botanical | <u>-1</u> |
| ☐ Noise | <u>-1</u> | | ☐ Historic/Cultural | <u>-1</u> |
| ☐ Air Quality | <u>-1</u> | | ☐ 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 2023**

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 2023**

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	\$ _____	Score 0 – 10
	_____ %	_____

Project Schedule (See Page 8, Scoring Criteria)	Mitigation Construction - July 2023	Score 0 – 5
Anticipated Construction Start Date: _____	Environmental - April/May 2023	_____
• Environmental _____	Design - May 2023	
• R/W _____	Bid - June 2023	
• Design _____	Trail Construction - June 2024	
• Bid _____	Design - Jan/Feb 2024	
	Bid - Mar/April 2024	

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: _____

Applicant Title: _____

**SUMMIT COUNTY
COUNCIL OF GOVERNMENTS
ADDITIONAL TRANSPORTATION SALES TAX INITIATIVE
PROJECT CONCEPT DEVELOPMENT APPLICATION FORM 2023**

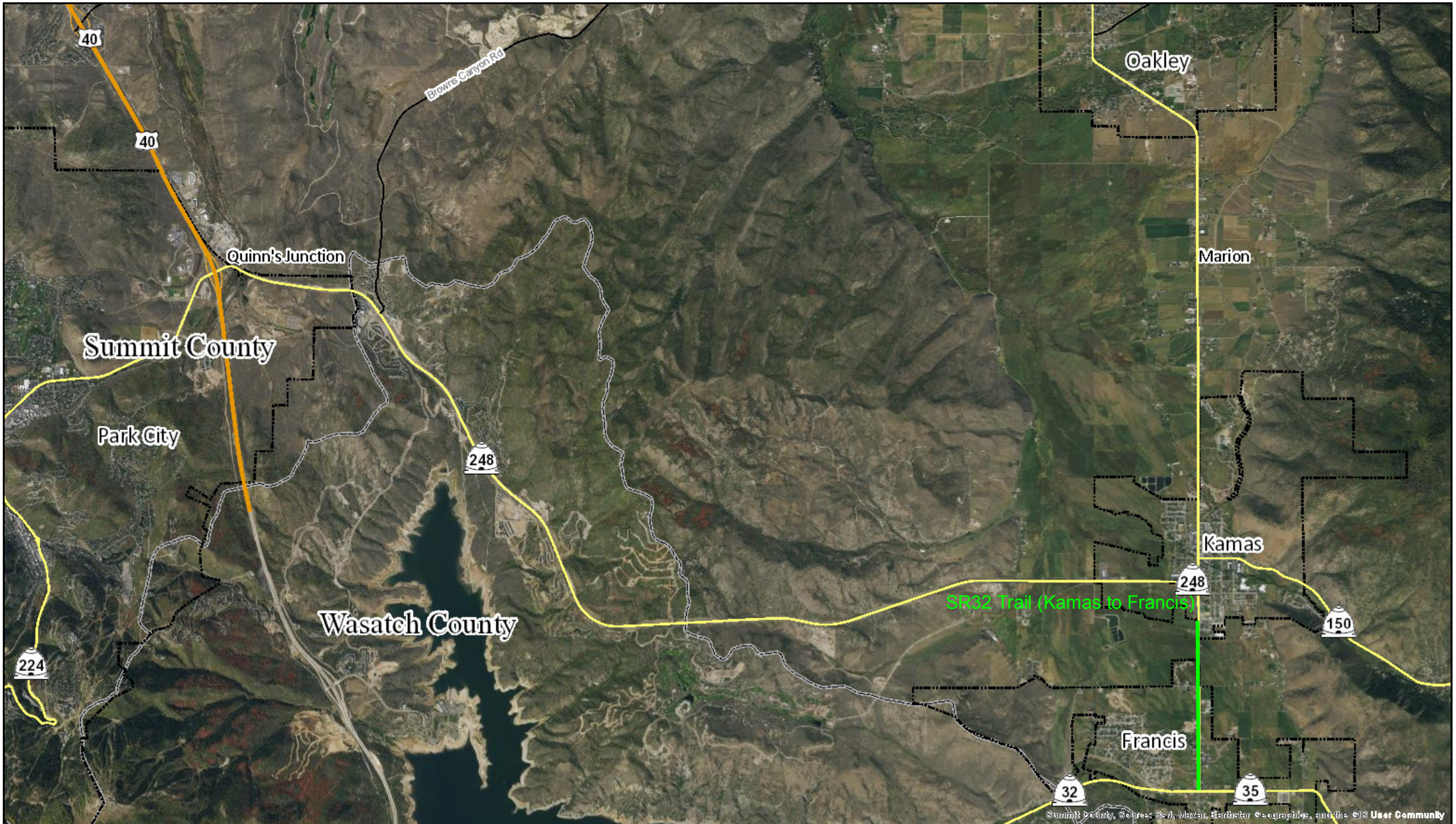
Required Attachments

- ☐ 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 2023**

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.
 - o >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.
 - o 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.
 - o >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)
 - o 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.





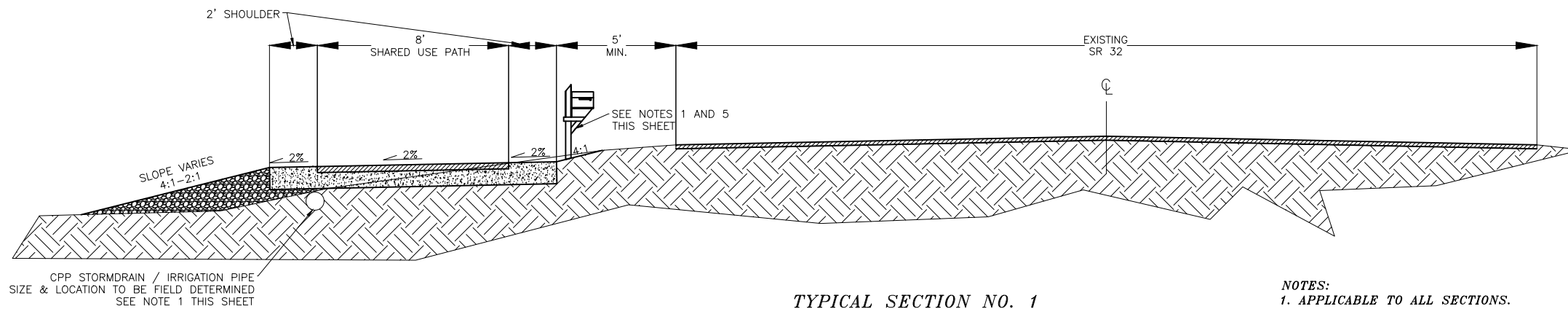


SUMMIT COUNTY, UTAH
DEPARTMENT OF PUBLIC WORKS ENGINEERING DIVISION

SR-32 TRAIL
(PHASE III)

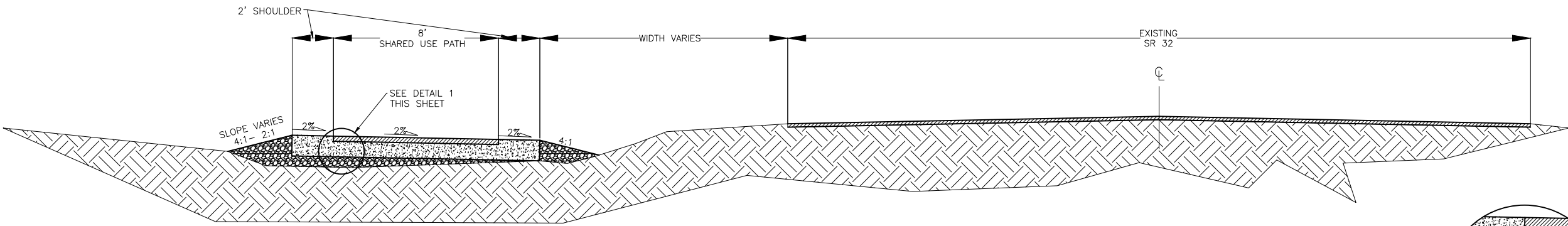
TRAIL OVERLAY 2023

DESIGNED:	SD 3/16/23
DRAWN:	SD 3/16/23
REVIEWED:	
ISSUE:	DESIGN
DATE:	MAR. 16, 23
PROJECT NO:	PW 07 23
REVISIONS:	
1:	
2:	
3:	
4:	
SHEET TITLE:	CROSS REFERENCE
SHEET:	1.00

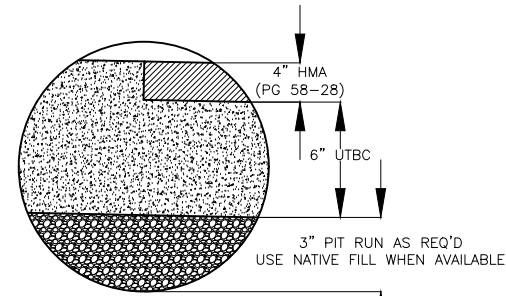


TYPICAL SECTION NO. 1
NO SCALE

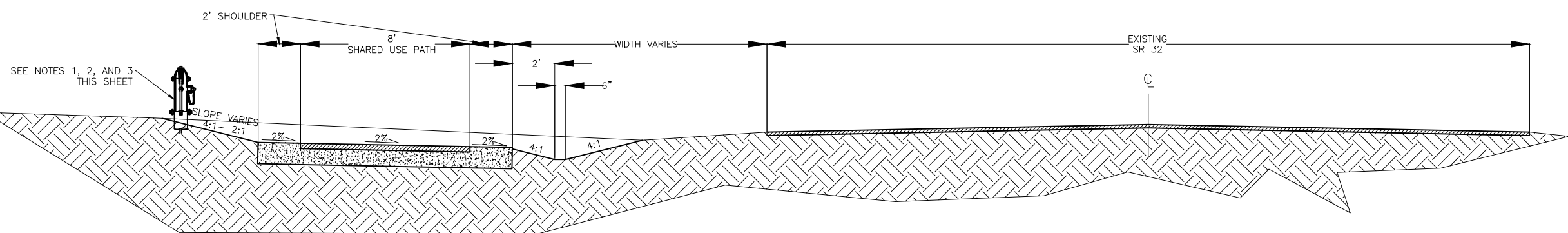
- NOTES:**
- 1. APPLICABLE TO ALL SECTIONS.
 - 2. FIRE HYDRANT SHOWN AS EXAMPLE. UTILITIES FOR ADJUSTMENT INCLUDE BUT ARE NOT LIMITED TO:
 - FIRE HYDRANTS (SEE NOTE 4)
 - WATER VALVES (SEE NOTE 4)
 - FIBER OPTIC BOXES
 - TELEPHONE BOXES
 - 3. ADJUST UTILITY TO GRADE (±8") AS DIRECTED BY ENGINEER.
 - 4. SEE SHEET 3.5 FOR WATER UTILITY DETAILS.
 - 5. SEE SHEET 3.4 FOR MAILBOX DETAILS.



TYPICAL SECTION NO. 2
NO SCALE



DETAIL 1
APPLICABLE TO ALL SECTIONS
NO SCALE



TYPICAL SECTION NO. 3
NO SCALE

SUMMIT COUNTY, UTAH DEPARTMENT OF PUBLIC WORKS DIVISION OF ENGINEERING	DESIGN STD. 3/23	DRAWN STD. 3/23	CHECK
	APPROVAL RECOMM. DATE PROJECT DESIGN ENGINEER	APPROVED DATE PLANS AND ESTIMATES ENGINEER	
SUMMIT COUNTY SR32 TRAIL PROJECT	SECTION SHEET		
	SR32 TRAIL		
REVISIONS:			
△			
△			
△			
SHEET NO:			
2.1			
PROJECT NO:			
PW-07-23			
DATE:			
MAR 20, 2023			

SR32 Trail (Kamas to Francis) Estimate

Description	Qty	UM	Unit Price	Estimated Cost
Mobilization	1.00	LS	\$ 51,400.00	\$ 51,400.00
Traffic Control	1.00	LS	\$ 16,600.00	\$ 16,600.00
Storm Water Pollution Prevention	1.00	LS	\$ 2,915.00	\$ 2,915.00
Trail Excavation	4,500.00	CY	\$ 68.65	\$ 308,925.00
Geotextile	32,670.00	SF	\$ 3.39	\$ 110,751.30
Granular Borrow	3,090.00	TON	\$ 25.45	\$ 78,640.50
Trail Untreated Base Course	6,810.00	TON	\$ 35.80	\$ 243,784.24
Trail Asphalt	1,960.00	TON	\$ 113.00	\$ 221,480.00
Driveways Asphalt	265.00	TON	\$ 416.00	\$ 110,240.00
Stormdrain Pipe (CPP)	1,000.00	LF	\$ 160.00	\$ 160,000.00
Stormdrain Pipe Fittings	5.00	EA	\$ 1,000.00	\$ 5,000.00
Junction Boxes	4.00	EA	\$ 8,800.00	\$ 35,200.00
Intersection Crossings (Signs, Ramps, Paint)	4.00	EA	\$ 2,000.00	\$ 8,000.00
Construction Contingency (10%)				\$ 135,293.60
Total Estimated Cost				\$ 1,488,229.65
Estimated Roll Over from Previous Allocation				\$ 250,000.00
Total Requested (rounded)				\$ 1,200,000.00

SR32 Trail Schedule

Activity	Start	End	Percent Complete
<i>Phase 1</i>			
Trail Construction - 2700N to 1500N (Marion)	Jul-2022	Oct-2022	100%
<i>Phase 2</i>			
Trail Design - 1500N to 300N (Marion to Kamas)	Dec-2022	May-2023	90%
Trail Construction - 1500N to 300N (Marion to Kamas)	Jul-2023	Oct-2023	0%
<i>Phase 2 & 3 (Joint Activities)</i>			
Environmental Permitting	Feb-2023	May-2023	30%
Mitigation Design	Mar-2023	May-2023	20%
Mitigation Construction	Jul-2023	Oct-2023	0%
<i>Phase 3</i>			
Trail Design - 530S to SR35 (Kamas to Francis)	Mar-2023	Feb-2024	10%
Trail Construction - 530S to SR35 (Kamas to Francis)	Jun-2024	Oct-2024	0%

A high level schedule has been provided for the SR32 Trail completion project. The highlighted activities are specific to this application.

**SUMMIT COUNTY
COUNCIL OF GOVERNMENTS
ADDITIONAL TRANSPORTATION SALES TAX INITIATIVE
PROJECT CONCEPT DEVELOPMENT APPLICATION FORM 2023**

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 2023, all project applications will be due on or before 5pm on Friday, March 31st, 2023 and must be submitted to the Summit County Public Works Director via email (bbrady@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 2023.

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 2023 is as follows:

TIFGP (Small Cities Grant)	According to 3-year average of 3 rd Quarter Tax
County Transportation Initiative	\$4.2 Million

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 2023**

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 2023**

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):

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

**SUMMIT COUNTY
COUNCIL OF GOVERNMENTS
ADDITIONAL TRANSPORTATION SALES TAX INITIATIVE
PROJECT CONCEPT DEVELOPMENT APPLICATION FORM 2023**

Score 0 – 10
(Total)

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

Score 0 – 10
(Total)

Functional Classification of Roadway: (Check One)

- | | |
|--|-----------|
| ☐ Arterial | <u>10</u> |
| ☐ Major Collector | <u>8</u> |
| ☐ Minor Collector | <u>5</u> |
| ☐ 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)	<u> </u>
Volume to Capacity (LOS): _____ (specify) (See Page 8, Scoring Criteria)	<u> </u>
Percentage of Trucks: _____ (specify) (See Page 8, Scoring Criteria)	<u> </u>
Pavement Condition: _____ (specify) (See Page 8, Scoring Criteria)	<u> </u>

Score 0 – 10
(Total)

Preliminary Environmental Assessment

Expected Environmental Impacts (Subtract Impacts)

- | | | | | |
|--|-----------|--|--|-----------|
| ☐ None | <u>10</u> | | ☐ Soils | <u>-2</u> |
| ☐ Wetlands | <u>-2</u> | | ☐ Wildlife | <u>-1</u> |
| ☐ Stream Alteration | <u>-1</u> | | ☐ Botanical | <u>-1</u> |
| ☐ Noise | <u>-1</u> | | ☐ Historic/Cultural | <u>-1</u> |
| ☐ Air Quality | <u>-1</u> | | ☐ 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 2023**

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 2023**

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	\$ _____	Score 0 – 10
	_____ %	_____

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: _____

Applicant Title: _____

**SUMMIT COUNTY
COUNCIL OF GOVERNMENTS
ADDITIONAL TRANSPORTATION SALES TAX INITIATIVE
PROJECT CONCEPT DEVELOPMENT APPLICATION FORM 2023**

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 2023**

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.
 - o >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.
 - o 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.
 - o >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)
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- Total Project Cost – Low cost Projects should be scored higher.
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STAFF REPORT

To: Shayne Scott, County Manager
Summit County Council
From: Carl Miller, PMP, AICP CTP, Regional Transportation Planning Director
Date of Meeting: April 5, 2023
Subject: Resolution 2023-28 to amend the 2023 Transportation Division Budget
Type of Item: Regular Session

Background

Summit County is at a pivotal point with the operations of the bikeshare system. Summit County introduced the country's first all-electric bikeshare system in 2017 and has historically supported the bikeshare program with annual appropriations of \$250,000 from the Transportation Sales Tax (TST). However, the continued administration of the system by Bewegen Technologies Inc. (Bewegen) has not met expectations and the contract with Bewegen expired on February 16, 2023.

Bewegen has proposed a new contract that would enable Summit County to receive revenues from ridership and sponsorships. The cost for Bewegen to operate this service would be \$425,420 per year to provide full operations. Alternatively, Summit County can take operations of the bikeshare system and provide a much smaller contract to Bewegen for information technology and customer service. The expected revenues from the bikeshare should reduce the overall costs to the County (Attachment 1: Bikeshare Financial Analysis).

Staff recommends bringing bikeshare program operations in-house as it would enable us to continue the functionality of the proprietary bicycles, while providing greater control of the administration of the system and increasing customer satisfaction. This change would require the county to amend the 2023 Transportation Division budget and revise the chart of positions to enable the recruitment of an operations team (Attachment 2: Resolution 2023-28).

**A BUDGET RESOLUTION OF THE SUMMIT COUNTY COUNCIL
2023 BUDGET AMENDMENTS**

WHEREAS, pursuant to UCA §17-36-22 and §17-36-23, on March 29, 2023, the Summit County Council, acting as the governing body of the County, held a series of public hearings to amend the internal department accounts within the following 2023 budgetary funds: Bike Share Enterprise Fund; and,

WHEREAS, the amendments to these budgetary funds results in an increase to the budgets of these funds; and,

WHEREAS, the Summit County Council, acting as the governing body of the County, finds that it is in the best interests of the County to amend the 2023 budgetary funds of the following: Bike Share Enterprise Fund;

NOW THEREFORE, BE IT RESOLVED, pursuant to UCA §17-36-22 and §17-36-23, the Summit County Council, acting as the governing body of the County, hereby amends the 2023 budgetary funds, as shown in Exhibit A herein, of the following:

Bike Share Enterprise Fund.

APPROVED, ADOPTED, AND PASSED and ordered published by the Summit County Council, this 29th day of March, 2023.

COUNTY COUNCIL
SUMMIT COUNTY, STATE OF UTAH

ATTEST:

Roger Armstrong, Chair

Evelyn Furse
County Clerk

APPROVED AS TO FORM:

David L. Thomas
Chief Civil Deputy

Attachment I: Bikeshare Financial Analysis

	Historical	2023	2024	2025	2026
Revenues					
Program sponsorship	\$ 106,800	\$ 120,000	\$ 120,000	\$ 120,000	\$ 120,000
User fees	118,000	126,400	151,000	151,000	151,000
Station sponsors	15,000	15,000	31,500	31,500	31,500
Contributions	250,000	250,000	250,000	250,000	250,000
Total revenues	489,800	511,400	552,500	552,500	552,500
Expenses					
Salaries		85,300	120,000	126,000	132,300
Benefits		41,000	57,600	60,500	63,600
Warehouse Lease		52,000	53,000	-	-
Maintenance		54,000	66,000	66,000	66,000
Professional/technical		112,000	112,000	112,000	112,000
Capital outlay		201,000	450,000		
Contractor	425,420				
Total expenses	425,420	545,300	858,600	364,500	373,900
Revenues less expenses		(33,900)	(306,100)	188,000	178,600
Fund balance		360,000	326,100	20,000	208,000
Number of bikes	178	192	233	233	233
Number of stations	22	24	27	27	27

Notes:

- * Historically, all revenues (sponsorships, user fees, and contributions) were assigned to Bewegen in exchange for operations of the system.
- * 2023 Staffing is comprised of 1/3 Transportation Demand Planning Manager (new FTE), Bicycle Mechanic II (new FTE), and Bicycle Mechanic I (new, seasonal)
- * 2023 capital outlay for purchase of fleet vehicle and equipment;
2024 capital outlay for potential purchase of warehouse
- * Targeted fund balances are between \$500,000-\$750,000 in order to respond to fluctuations in user participation and number of bikes available

**SUMMIT COUNTY
COUNCIL OF GOVERNMENTS
ADDITIONAL TRANSPORTATION SALES TAX INITIATIVE
PROJECT CONCEPT DEVELOPMENT APPLICATION FORM 2023**

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County Transportation Initiative	\$4.2 Million

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 2023**

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 2023**

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):

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

**SUMMIT COUNTY
COUNCIL OF GOVERNMENTS
ADDITIONAL TRANSPORTATION SALES TAX INITIATIVE
PROJECT CONCEPT DEVELOPMENT APPLICATION FORM 2023**

Score 0 – 10
(Total)

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

Score 0 – 10
(Total)

Functional Classification of Roadway: (Check One)

- | | |
|--|-----------|
| ☐ Arterial | <u>10</u> |
| ☐ Major Collector | <u>8</u> |
| ☐ Minor Collector | <u>5</u> |
| ☐ 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)	<u> </u>
Volume to Capacity (LOS): _____ (specify) (See Page 8, Scoring Criteria)	<u> </u>
Percentage of Trucks: _____ (specify) (See Page 8, Scoring Criteria)	<u> </u>
Pavement Condition: _____ (specify) (See Page 8, Scoring Criteria)	<u> </u>

Score 0 – 10
(Total)

Preliminary Environmental Assessment

Expected Environmental Impacts (Subtract Impacts)

- | | | | | |
|--|-----------|--|--|-----------|
| ☐ None | <u>10</u> | | ☐ Soils | <u>-2</u> |
| ☐ Wetlands | <u>-2</u> | | ☐ Wildlife | <u>-1</u> |
| ☐ Stream Alteration | <u>-1</u> | | ☐ Botanical | <u>-1</u> |
| ☐ Noise | <u>-1</u> | | ☐ Historic/Cultural | <u>-1</u> |
| ☐ Air Quality | <u>-1</u> | | ☐ 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 2023**

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 2023**

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	\$ _____	Score 0 – 10
	_____ %	_____

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: _____

Applicant Title: _____

**SUMMIT COUNTY
COUNCIL OF GOVERNMENTS
ADDITIONAL TRANSPORTATION SALES TAX INITIATIVE
PROJECT CONCEPT DEVELOPMENT APPLICATION FORM 2023**

Required Attachments

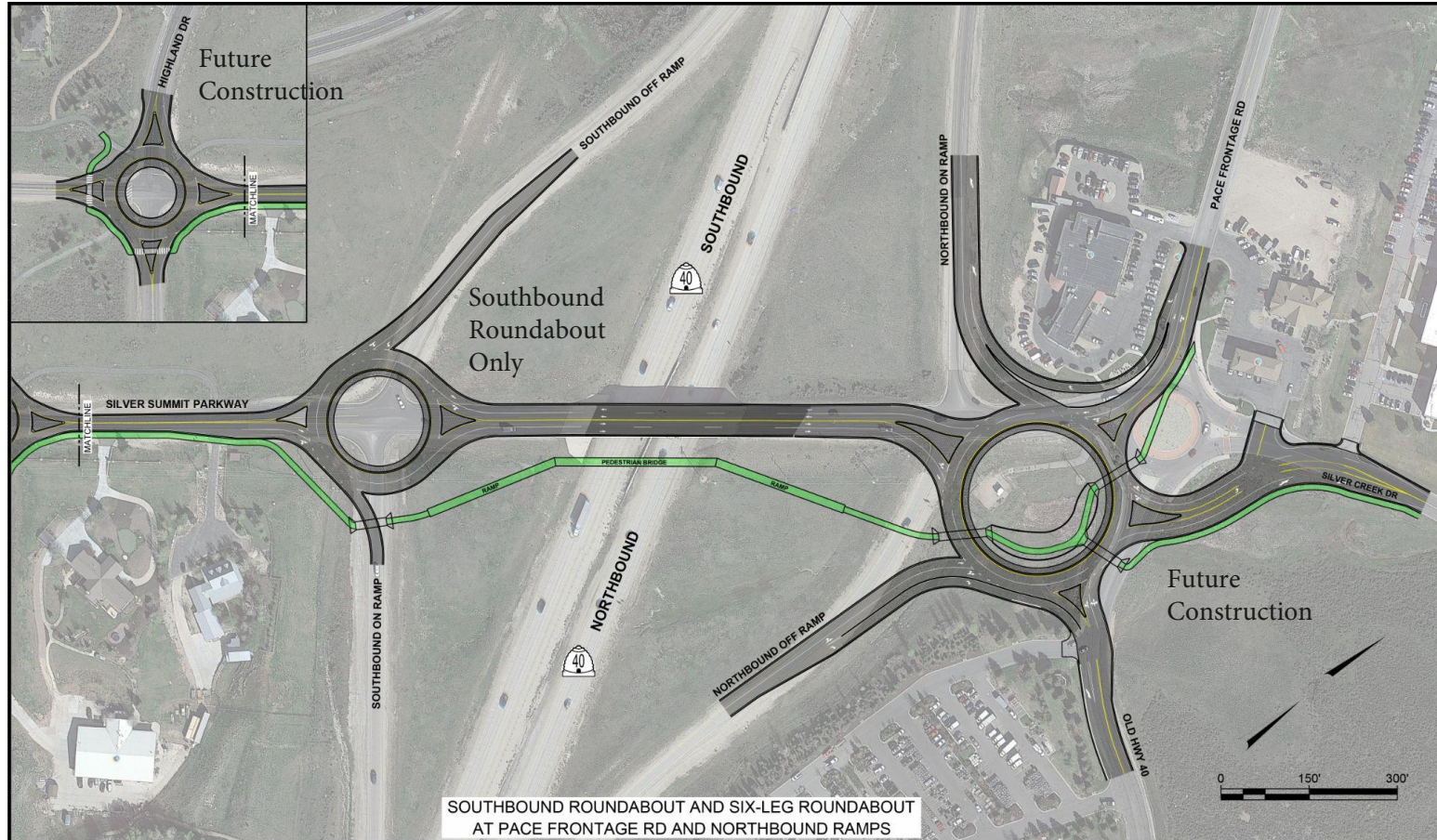
- ☐ VICINITY MAP (AERIAL PHOTO AND OR PICTURE OF THE SITE)
- ☐ PROJECT PLAN (INCLUDE SITE PLAN OR PROJECT SKETCH UP TO 2 SHEETS)
- ☐ OTHER DETAILS THAT MAY BE HELP TO EVALUATE THE PROJECT
- ☐ CONCEPT PROJECT COST ESTIMATE SPREADSHEET
- ☐ ANTICIPATED SCHEDULE DETAILS
- ☐ OTHER _____

**SUMMIT COUNTY
COUNCIL OF GOVERNMENTS
ADDITIONAL TRANSPORTATION SALES TAX INITIATIVE
PROJECT CONCEPT DEVELOPMENT APPLICATION FORM 2023**

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.
 - o >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.
 - o 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.
 - o >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)
 - o 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.

Dual Roundabout Interchange



**ENGINEER'S ESTIMATE
SILVER SUMMIT INTERCHANGE STUDY
SIX LEG ROUNDABOUT DESIGN ALTERNATIVE**

BID ITEMS

SOUTHBOUND ROUNDABOUT

Number	Description	Quantity	Unit	Unit Price	Amount
1	Mobilization	1	LS	10.00%	\$ 174,485.99
2	Survey	1	LS	0.50%	\$ 8,724.30
3	Traffic Control	1	LS	5.00%	\$ 87,243.00
4	Erosion Control/SWPPP	1	LS	\$ 30,000.00	\$ 30,000.00
5	Roadway Excavation	6100	CY	\$ 20.00	\$ 122,000.00
6	HMA - 1/2 inch	2381	TN	\$ 110.00	\$ 261,893.72
7	Untreated Base Course	2643	CY	\$ 30.00	\$ 79,291.11
8	Granular Borrow	3965	CY	\$ 20.00	\$ 79,291.11
9	Storm Drainage System	1	LS	\$ 125,000.00	\$ 125,000.00
10	Concrete Curb and Gutter	4293	LF	\$ 35.00	\$ 150,255.00
11	Stamped Concrete	7033	SF	\$ 13.00	\$ 91,429.00
12	Retaining Wall / Boulder Wall	850	LF	\$ 142.00	\$ 120,700.00
13	Signing and Striping	1	LS	\$ 15,000.00	\$ 15,000.00
14	Lighting	1	LS	\$ 210,000.00	\$ 210,000.00
15	Landscaping	1	LS	\$ 235,000.00	\$ 235,000.00
16	Private Utility Relocation	1	LS	\$ 125,000.00	\$ 125,000.00
17	Right-of-Way acquisition	0.5	AC	\$ 200,000.00	\$ 100,000.00
SUBTOTAL					\$ 2,015,313.23
ENGINEERING DESIGN (10%)					\$ 201,531.32
CONSTRUCTION MANAGEMENT (8%)					\$ 161,225.06
CONTINGENCY (25%)					\$ 503,828.31
GRAND TOTAL					\$ 2,881,897.92



DATE: April 7, 2023

TO: Members of the Summit County Council of Governments
Brandon Brady, PE, Summit County Regional Transportation Deputy Director

FROM: Sarah Pearce, Park City Municipal Corporation, Deputy City Manager
Julia Collins, Park City Municipal Corporation, Transportation Planning Manager
Gabriel Shields, PE, Park City Municipal Corporation, Transportation Engineer

SUBJECT: FY24 Transportation Sales Tax: Park City Reallocation Requests and Anticipated Spending

Park City Municipal appreciates the time and thoughtful care the Summit Council of Governments (COG) spends on allocating the Transportation Sales Tax (TST) dollars. The funding is critical to advancing projects that meet the region's economic success and transportation system performance.

Park City's reprogramming proposal is derived from a March 17, 2023, coordination meeting with Park City and Summit County staff on regional construction priorities and funding needs. Collectively, we want to advance projects that are mutually beneficial and accomplish our joint goals. Our strategy in FY24 is to advance project priorities by using awarded TST funds through a minor reshuffling of awarded funding. Through project consolidation and reallocation of funds, Park City will spend down current funding to advance projects into construction.

In future TST funding cycles (FY25-26), Park City anticipates applying for increased funding amounts as our Transportation Capital program evolves. By reprogramming the funds, we have the opportunity to advance three priority projects in FY23 and 24. The figure below outlines the reprogramming funding proposal.

We propose redistributing funding from Park Ave Complete Streets, Munchkin Road Complete Streets, Bonanza Park Transit Center and Transportation demand management (TDM) projects and repurposing those funds to complete the Transit Shelter projects, Snow Creek Tunnel, and continue with the TDM program. All of the receiving projects benefiting from redistribution have been awarded and approved by the COG in previous years.

Awarded Park City Transportation Sales Tax Projects and FY24 Reprogramming Proposal					
Project ID	Project Name	Description	Existing Balance	Proposed Redistribution	Proposed balance
22-TST-04	Park Ave Complete Street	DESIGN-The project includes transit stop enhancements, multi-modal improvements, pathways, active transportation connections	\$ 260,000	\$ (260,000)	\$ -
23-TST-06	Munchkin Road Complete Streets Redesign Project	DESIGN-Extend Munchkin Road through to connect with Homestake Road and create a new pedestrian and active transportation connections	\$ 108,500	\$ (108,500)	\$ -
22-TST-07	Munchkin Road Complete Streets Redesign Project	Extend Munchkin Road through to connect with Homestake Road and create a new pedestrian connections	\$ 108,500	\$ (108,500)	\$ -
19-TST-01	Bonanza Park Transit Center	Transit Hub and Traffic Circulation Improvements	\$ 750,000	\$ (750,000)	\$ -
23-TST-05	Transportation Demand Management	E-Bike, vanpools, Incentives to reduce vehicle miles traveled and single occupancy vehicles	\$ 1,759,107	\$ (1,109,107)	\$ 650,000
20-TST-01	Shelter Improvement Project	2 - Transit stops in Park City Transit System along SR224 BRT/A fresh market	\$ 210,113	\$ 689,887	\$ 900,000
18-TST-01	Shelter Improvements	Citywide Bus stop improvements: Design and Construction	\$ 95,737	\$ 804,263	\$ 900,000
23-TST-07	Snow Creek Pedestrian Tunnel	Construction of Pedestrian Underpass of SR-248 at Snow Creek Drive	\$ 225,396	\$ 841,957	\$ 1,067,353
			\$ 3,517,353	\$ (0)	\$ 3,517,353

Additionally, Park City would like to request the awarded “Quinn’s/SR-248 Park and Ride Phase II” in the amount of \$1,800,000 be renamed to “SR248/40 Regional Park and Ride Program.” This project maintains the intent of the original project, focused on delivering a park and ride in the SR248/40 vicinity. The funding may be used for improvements at multiple park and ride parcels in the area along with advancing a joint, Park City and Summit County, regional park and ride facilities and parking needs assessment plan.

Conclusion

Park City Municipal appreciates the thoughtful consideration from the COG on allocating transportation dollars. We respectfully ask the COG to review Park City’s proposal for reallocation of existing awarded resources. 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 occupancy vehicle travel.



April 7, 2023

1885 W. Ute Blvd.
Park City, UT 84098

Summit County Council of Governments (COG)
C/O Brandon Brady, Transportation Planning Dept.
60 N. Main St.
Coalville, UT 84017

Re: 2024 Transportation Sales Tax Grant Application

Dear Honorable Members,

As you may be aware, High Valley Transit has completed the environmental study and will begin the design work this year. While we have been successful in securing federal grant funding for this project, the reallocated funds are needed for the design project in the short term. To that end, we respectfully request that you allow High Valley Transit to redistribute our previously allocated but unspent funds in the amount of:

\$483,763 from the *Kamas Park and Ride/Site Improvements to High Valley Transit SR-224 Bus Rapid Transit (20-TST-02)*.

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

Very truly yours,

Caroline Rodriguez
Executive Director

Cc: Stacy Carpenter

