



**PARK CITY COUNCIL MEETING MINUTES**  
**445 MARSAC AVENUE**  
**PARK CITY, SUMMIT COUNTY, UTAH 84060**

**May 25, 2023**

The Council of Park City, Summit County, Utah, met in open meeting on May 25, 2023, at 2:45 p.m. in the City Council Chambers.

Council Member Toly moved to close the meeting to discuss property, litigation, and advice of counsel at 2:48 p.m. Council Member Doilney seconded the motion.

**RESULT: APPROVED**

**AYES:** Council Members Doilney, Gerber, Rubell, and Toly

**EXCUSED:** Council Member Dickey

**CLOSED SESSION**

Council Member Toly moved to adjourn from Closed Meeting at 4:15 p.m. Council Member Rubell seconded the motion.

**RESULT: APPROVED**

**AYES:** Council Members Doilney, Gerber, Rubell, and Toly

**EXCUSED:** Council Member Dickey

**WORK SESSION**

**Microtransit Pilot Analysis:**

Sarah Pearce, Deputy City Manager, presented this item and indicated the successful pilot couldn't have been done without High Valley Transit (HVT). She stated Jason Miller, Fehr and Peers, did a third-party analysis of the program and would inform Council of his findings. Miller related he helped out with the Short-Term Transit Plan, of which microtransit was one of the recommendations. He reviewed the findings from his analysis. Finding One: microtransit improved after March 1<sup>st</sup>, when the program boundaries were expanded. There were a lot of trips to the Montage and Snow Park. He did not analyze the time of service and couldn't identify if the trips were during fixed-route service times or after hours. Finding Two: microtransit added to the traffic congestion. This was not unexpected as a pilot program, and performance would improve over time. Finding Three: microtransit added to overall options and access. Miller stated the A-Fresh Market was the top drop off/pick up location. Finding Four:

microtransit performance was lower than fixed-route service, but similar to paratransit. The cost per passenger was 4.5 times higher than the fixed route option. Finding Five: there was a positive customer experience. Finding Six: microtransit and the fixed-route service had synergy.

Miller stated efficiency could improve with tweaks to the system. He noted the cost would increase as the program became more successful. If Park City operated microtransit, the cost would decrease. He noted many passengers would have walked if microtransit was not available.

Alex Roy reviewed the goals for microtransit. They wanted coverage and access for all, including the underserved areas. They also wanted a targeted first/last mile tool to support the fixed-route. Mayor Pro Tem Gerber asked if the goals were developed by staff. Roy stated they wanted to provide microtransit to neighborhoods that didn't have fixed-route service as well as underserved neighborhoods. They also wanted microtransit to be a connector to a fixed-route and not a door-to-door service. Mayor Pro Tem Gerber thought there should be a discussion on who the City should be servicing. She didn't want the program to be a luxury taxi service. The discussion should include what the City needed versus something that was nice to have. She noted Aspen had microtransit as a parking solution. It was only operated in a narrow area. Park City tried microtransit in a small area, but it seemed too small. Then the area was expanded and many people used it, but she didn't know if it was used correctly. She suggested refocusing the goals and trying the pilot again.

Council Member Toly thought the pilot parameters were too small and she requested that they be reevaluated. She asked what the parameters were for HVT. Caroline Rodriguez, HVT Executive Director, stated their initial parameters were 500 meters, but they lowered that to align with Park City. Council Member Rubell noted the City asked to shorten the parameters because many of the streets were on steep hills where there was demand. People didn't want to walk in snow where there were no sidewalks.

Council Member Doilney asked if the City had enough information to make informed decisions. Roy displayed four options that staff made for moving forward, including discontinuing the program, Park City Transit operating microtransit, contracting with HVT or procuring a turn-key microtransit provider. Council Member Doilney didn't think the program had been active long enough to have sufficient information to make a long-term decision. He preferred continuing to use HVT for more time.

Council Member Toly asked what the contract time period would be. Pearce stated contracting with HVT would be the quickest, and the Council could determine the contract period. Council Member Doilney suggested contracting for a year to have a full sample size.

Council Member Rubell thought there was enough information to make decisions moving forward, especially with the fixed routes. He didn't think the City was clear on what microtransit was trying to achieve. It didn't take cars off the road, but it did help with parking. He proposed going to RFP for two of the options and asking the experts what should be done next. The RFP could be issued for operating in-house or third party. He thought the area parameters were unclear and that needed to be determined. Council Member Doilney thought having microtransit in the summer would help the residents try it.

Mayor Pro Tem Gerber felt microtransit goals should be reviewed. The County was more spread out, but Park City had a dense core. She thought it was not efficient driving to the remote areas of town to bring those people downtown, especially along fixed routes. She stated she would feel more comfortable thinking about how the fixed routes should be used and who should use microtransit. She thought there was a role for microtransit but not to the homes high in the hills.

Council Member Toly asked what the cost would be to continue the microtransit pilot in the summer. Council Member Rubell stated it would be a few hundred thousand a month. Rodriguez stated she needed to know if the City wanted to continue service in the summer as soon as possible. Council Member Doilney wanted a conversation on what the goal was. He thought the RFP would come in without the information it needed to provide the service the City needed. He didn't want to build more parking.

Council Member Rubell suggested running the program in the summer while the RFP was issued. Pearce stated they could do more work and come back next week. She thought HVT could start again in July. She could also issue an RFP where parameters could be tweaked. Council Member Rubell wanted an RFP to see if it made sense to have a regional transit solution or to have the service come from only the City. Mayor Pro Tem Gerber was comfortable with that. She asked if the Purple Route could be changed to go to Fresh Market and explore some micro-bus service to Park Meadows, but not necessarily immediately. She asked if people were tracked by residents, visitors, employees, etc. Rodriguez stated that was not tracked but they issued a post trip survey. She asked if that mattered or if the trip itself was important. Mayor Pro Tem Gerber thought it was critical to know who the City wanted to serve. Council Member Rubell stated the trip destination and origination mattered because the City wanted to target folks who didn't have another option. Council Member Toly wanted to know goals of the fixed-route buses as well. She favored moving forward with microtransit in the summer.

Pearce reviewed Council wanted to continue the pilot with HVT. She noted there was a \$1.5 million placeholder in the budget for this. At the same time, they would issue an RFP. Matt Dias, City Manager, stated this issue could come back as a staff communication report to be transparent. If there were no red flags, they could move forward.

**REGULAR MEETING.**

**I. ROLL CALL**

Attendee Name	Status
Mayor Pro Tem Becca Gerber Council Member Max Doilney Council Member Jeremy Rubell Council Member Tana Toly Matt Dias, City Manager Cate Brabson, Deputy City Attorney Michelle Kellogg, City Recorder	Present
Mayor Nann Worel Council Member Ryan Dickey	Excused

**II. APPOINTMENTS**

**1. Appointment of Jody Whitesides, Kraig Moyes, and Holland Lincoln to Serve on the Recreation Advisory Board (RAB) for a Three-Year Term Expiring July 2026:**

Ken Fisher, Recreation Manager, indicated Ed Parigian served on the board for seven years and had termed out. Fisher expressed appreciation for his efforts. Parigian thanked the Recreation staff for their commitment. Fisher indicated there were 10 applications for the open seats. Two board members were seeking reappointment and Lincoln was a new member. Council Member Doilney stated he was the Council liaison for RAB and there were good conversations at the meetings. He thanked Parigian for his service.

Council Member Doilney moved to appoint Jody Whitesides, Kraig Moyes, and Holland Lincoln to the Recreation Advisory Board for three-year terms expiring July, 2026. Council Member Toly seconded the motion.

**RESULT: APPROVED**

**AYES:** Council Members Doilney, Gerber, Rubell, and Toly

**EXCUSED:** Council Member Dickey

**III. PRESENTATIONS**

**1. Park City Mountain and Deer Valley Resort Season Recaps**

Diedre Walsh and Mike Willis, Park City Mountain (PCM) were present for this item. Walsh thanked the PCM employees for their work and indicated it was an incredible winter. They had an early opening day and all lifts were open by Christmas Day. The season was extended by 22 days. It was the longest season in 30 years with 636 inches of snow. They had a \$20 minimum wage and it made a difference in staffing the resort and that helped deliver a great guest experience. Another thing that helped fill staffing

needs was housing. They had a partnership for housing with Slopesides at the Canyons and had 353 beds for employees. Next year they would have 441 beds available for staff.

Walsh noted all the programs at the resort and stated they hosted Park City High School Homecoming. She knew that housing and childcare were important. PCM made a \$250,000 donation to Mountainlands Community Housing for a housing development. Childcare was an urgent priority and she indicated the resort donated 30 cabin rentals to raise funds for early childcare. They would also continue to support PC Tots with annual donations.

Willis reviewed the resort's efforts to mitigate traffic. They implemented reserved parking and paid parking. They saw an average of 64% of people carpooling to avoid a parking fee and 15% of skiers arrived by transit. The vehicle count showed an increase in parking at the high school parking lot and a reduction in parking at the Mountain Village lots. He also discussed travel patterns and Transit reliability.

Mayor Pro Tem Gerber thanked PCM and the City staff for collaborating to mitigate traffic. Council Member Toly asked if there would be paid parking in the summer months. Willis stated there would not be paid parking in general, but there could be for the July 4<sup>th</sup> weekend. Council Member Toly asked about implementing paid parking at the Canyons. Willis stated that would be reevaluated, but the load-in was switched and he thought it worked well. Council Member Toly asked if the parking realignment at PCM added spaces. Willis stated the realignment was to improve pedestrian flow and they might have actually lost some spaces.

Council Member Doilney asked if there was a marked difference in terms of volume of people with the implementation of paid parking. Willis stated there was no decline in skiers at the base areas. Council Member Rubell asked if there were programs for international workers. Walsh stated international employees might have different needs than other employees. They would be using the international program to help meet those needs and give those employees a great experience.

Victoria Schaeffer and Todd Bennett, Deer Valley Resort (DV), were present for this item. Bennett reported the resort had a total of 606 inches of snow this winter. It was the 25<sup>th</sup> year of hosting the Free Style World Cup. He thanked the City for their collaboration on street parking. They used Richardson Flat Park and Ride and looked forward to continuing the use of transit with direct route service to the resort. He was grateful for the team. They had 404 beds of employee housing and arranged transportation to get their employees to work. They also had plans to develop employee housing on Iron Horse in conjunction with the Snow Park development. They were committed to building additional housing for employees. A great guest experience started with employees. Twenty five percent of employees were over 60 years old. They would continue to be a ski-only resort and would limit daily visitation.

Council Member Rubell asked what the resort was doing for international workers. Bennett stated housing was very important for them and that was a priority. Council Member Rubell indicated DV was proactive in securing housing for employees by offering ski passes for people willing to rent a space to an employee. He asked Bennett if that program was successful. Bennett stated they were planning on doing it again next year. They got a late start this year, and he thought more people would participate next year. Mayor Pro Tem Gerber thanked them for their efforts during this record-breaking season.

#### **IV. COMMUNICATIONS AND DISCLOSURES FROM COUNCIL AND STAFF**

##### **Council Questions and Comments**

Council Member Doilney indicated he attended the Olympic Games Committee for Mayor Worel and noted things were progressing and there should be news within the next six to eight months. Council Member Toly announced Bike to School Day tomorrow. She attended CityTour to Fort Collins and Estes Park, Colorado. She also announced other upcoming events. Council Member Rubell indicated the golf course had opened.

##### **Staff Communications Reports**

###### **1. 2022-2023 Winter Parking Program Summary:**

Council Member Rubell asked if Council wanted a conversation on charging for parking during the shoulder season. Council Member Toly wanted Main Street to still charge for parking, but she could discuss it in other areas. Council Member Doilney supported having a conversation on it.

###### **2. 2023 Winter Transit Performance Statistics:**

###### **3. 2022/23 Winter Peak Day Operations Update:**

#### **V. PUBLIC INPUT (ANY MATTER OF CITY BUSINESS NOT SCHEDULED ON THE AGENDA)**

Mayor Pro Tem Gerber opened the meeting for any who wished to speak or submit comments on items not on the agenda.

Bobbie Greenfield 84060, Kimball Art Center (KAC) board member, wanted to get a new home for KAC. She had a passion for art. She discussed the programs KAC offered for children and youth.

Ellen Frank 84060 KAC board member, thought art changed lives. She learned to love art as she grew up in Pittsburgh and began to draw and paint. Her children and grandchildren now loved art. She requested an art center in Park City.

Justin Wismer, 84060 stated he and his neighbors had concerns with powerline poles that were scheduled to be raised on Boot Hill. He noted Boot Hill was designated as a sensitive lands overlay zone because of wildlife. Rocky Mountain Power (RMP) was going to put lines through a densely vegetated area. When he brought this to their attention, RMP postponed the project. He suggested rerouting the lines to the south side of the hill. He and his neighbors asked to work with the City to reroute the lines. He also submitted a written comment attached to the minutes.

Lara Carlton, Central Park Condos representative, reviewed her three requests she made at the last meeting. She met with the HOA and they were concerned that the City had not looked into their concerns. She asked if the City was sending a message of not being concerned or not having accountability to the community for affordable housing.

Scott Von Hortesvelt 84098 advocated for the Park City Cares About Kids Act. He had an employee who had children at PC Tots who might have to quit if tuition increased.

Bari Nan Cohen Rothchild stated she had two children who attended Park City Cooperative Preschool and she was the president. She was sad it was closing. She reviewed the efforts made by the parents to make the school work. She stated the parents and children were leaders in the community. She knew there was a childcare crisis. Some said the Park City Cares About Kids proposal was a bandaid, but she asserted bandaids gave additional time to find a permanent solution.

Ann Harper asked the City to call her to hear another perspective on the high school parking lot skier parking situation. She also discussed her frustration with her affordable housing and indicated she lived in Snow Creek Cottages. It was a great area of town, but there were big structural issues, such as a leaking roof since her first month in the unit. The wiring was bad and the water heater didn't work. She had mold in the house and other issues. She came to the City many times with no response. She wanted the City to be proud of what they built.

Mayor Pro Tem Gerber closed the public input portion of the meeting.

## **VI. CONSIDERATION OF MINUTES**

### **1. Consideration to Approve the City Council Meeting Minutes from April 25 and 27, 2023:**

Council Member Doilney moved to approve the City Council meeting minutes from April 25 and 27, 2023. Council Member Toly seconded the motion.

**RESULT: APPROVED**

**AYES:** Council Members Doilney, Gerber, Rubell, and Toly

**EXCUSED:** Council Member Dickey

**VII. OLD BUSINESS**

**1. Consideration to Approve the 2023 Empire Pass Master Owner Association (EPMOA) Mining Structure Preservation Plan with an Advanced Payment in the Amount of \$120,000 as the City's Portion of Rehabilitation and Preservation Costs:**

Caitlyn Tubbs, Historic Preservation Planner, and Doug Ogilvie, EPMOA, presented this item. Tubbs reviewed that in 2020, PCMC and EPMOA updated the MOA and each committed to, and was obligated to provide \$40,000 per year to preserve mining structures for 10 years.

Tubbs stated the Daley West headframe was being restored but the project went over budget. Proposed projects for 2023 were interpretive signage and a water tank study. She requested a funding advance of \$120,000 for FY 2025, FY2026 and FY2027. This money would come from the Open Space and Transit Management funds which were owed to the City after each transaction the EPMOA made. The EPMOA would also contribute \$120,000 from their funds for their portion of the cost of the projects.

Council Member Rubell asked how much the City received annually in the Open Space and Transit Management fund. Tubbs stated last year the City received \$200,000-\$300,000. Council Member Rubell asked if the City was waiving the EPMOA's obligation to give the City its share of the funds, to which Tubbs affirmed. She explained the City received one percent of the property sales from the EPMOA and that amount was split 50/50 with the EPMOA. Council Member Rubell wanted to ensure the City would still receive any funds over and above the \$120,000, to which Tubbs affirmed.

Mayor Pro Tem Gerber opened the public input.

Donald Rohl, co-chair of Ski Mountain Mining History, thanked the EPMOA and the City for ensuring the mining structures were saved. He hoped the stabilization work could be accelerated because the longer the wait, the more expensive the repairs.

Sally Elliott, Ski Mountain Mining History, thanked the EPMOA and the City for their support.

Mayor Pro Tem Gerber closed the public input.

Council Member Rubell moved to approve the 2023 Empire Pass Master Owner Association Mining Structure Preservation Plan with an advanced payment in the



amount of \$120,000 as the City's portion of rehabilitation and preservation costs. Council Member Doilney seconded the motion.

**RESULT: APPROVED**

**AYES:** Council Members Doilney, Gerber, Rubell, and Toly

**EXCUSED:** Council Member Dickey

**2. Consideration to Approve a Five-Year Lease with Lucky Ones Coffee in a Form Approved by the City Attorney:**

Jenny Diersen, Special Events Manager, and Katie Manhart and Taylor Matkins, Lucky Ones Coffee, were present for this item. Diersen reviewed the history of the café space. During the remodel in 2015, it was important to have a welcoming space. The first coffee company could not make it. Lucky Ones came in and made it work. This year, an RFP was issued and Lucky Ones was the only submission. They requested a five-year lease, no rent, wholesale sale of coffee to the City, and \$15,000 was requested for facility improvements. Manhart stated they just hired their 27<sup>th</sup> employee and they were grateful for the space. Matkins thanked Council for their support.

Council Member Rubell asked if the \$15,000 in improvements were for common space. Manhart stated the counters needed to be replaced, as well as new furniture for indoors and outdoors. Council Member Rubell clarified it was a one-time request. He asked if the exclusive use of the shop noted in the lease was the space behind the counters, to which Diersen affirmed.

Mayor Pro Tem Gerber opened the public input. No comments were given. Mayor Pro Tem Gerber closed the public input and thanked Manhart and Matkins for operating Lucky Ones. She stated it was a celebrated space and was very successful. Council Member Rubell indicated this business was in line with what the City was trying to accomplish.

Council Member Doilney moved to approve a five-year lease with Lucky Ones Coffee in a form approved by the City Attorney. Council Member Toly seconded the motion.

**RESULT: APPROVED**

**AYES:** Council Members Doilney, Gerber, Rubell, and Toly

**EXCUSED:** Council Member Dickey

**3. Consideration to Approve a Five-Year Special Event License/City Service Agreement with the Kimball Art Center (KAC) for the Park City Kimball Art Festival, in a Form Approved by the City Attorney:**

Jenny Diersen, Special Events Manager, and Hillary Gilson, KAC, presented this item. Gilson reviewed the purpose of the KAC. She displayed the terms of the contract and indicated they requested a \$180,000 City services fee waiver.

Council Member Rubell asked about the dining deck situation during Arts Fest. Diersen stated there needed to be coordination between the festival and the decks. She noted there was a clause in the lease that required the dining deck to be removed for Arts Fest at the request of KAC. Some decks could stay on Main Street for a small fee. She noted only one deck had been removed in the past and the restaurant had to pay the dismantling and storage of the deck during the festival. Council Member Rubell asked what the fee was for a dining deck on Main Street. Diersen stated it was \$2,160 per parking space used and averaged \$3,000-\$4,000 depending on the size of the deck. That amount was prorated on the dates the deck was installed and dismantled. Council Member Rubell asked what fee the KAC charged for decks to remain on Main Street during the festival. Gilson stated they charged \$1,500 for the decks to remain on Main Street and noted it would cost \$3,000 to remove and reinstall a deck. They asked that one deck be removed. She noted the booths were reserved last fall and she didn't have advanced notice of the deck for this business. Gilson stated even with the dining deck fee to stay on Main Street, KAC would lose at least \$1,900 in potential income per deck.

Council Member Rubell asked if KAC set the deck fee. Gilson stated the fee was increased from \$1,200 to \$1,500 this year, but the fee did not increase annually. Council Member Rubell asked if Gilson could write in a cap to the dining deck retention fee in the five-year agreement, to which Gilson affirmed.

Council Member Toly stated Council discussed there was money to do a small area plan in Old Town, which would include parking lots. She wanted to add something in the language to address the possibility that the City could change the use for parking lots. Cate Brabson, Deputy City Attorney, stated that would be an amendment to the contract. Gilson indicated KAC was partners with the City and they would support initiatives in the City, but asked for flexibility.

Mayor Pro Tem Gerber opened the public input.

Betsy Wallace commended the Council for thinking through this contract. She supported KAC and thought this was a great way for them to raise funds.

Angela Moschetta struggled with some aspects of the festival. She sent Council an email on the need for policy change. She stated the City would give July 4 and Miners Day a three-year contract, but Arts Fest would get a five-year contract. She didn't think the economic impact data had been proven. She felt the Main Street business owners were given a choice between Park Silly Sunday Market and Arts Fest and Arts Fest was less objectionable. She thought Main Street businesses were struggling. The City was failing the Main Street businesses because of leadership issues with the Historic Park City Alliance. The City was failing the commercial district by not stepping in. There was a food truck garden planned for Arts Fest, but dining decks were made to pay to stay on Main Street. She thought a three-year contract would give KAC time to study what

would make an event successful without help from the City. She asked to revisit the event program and the event code.

Mayor Pro Tem Gerber closed the public input and asked if the dining deck policy had been the same during Arts Fest, to which Diersen stated it had not changed in the 13 years of the dining deck program. Council Member Toly noted this was a very different town than 13 years ago, and stated just because it was the policy, didn't mean it was right. She did not think restaurants should be charged for leaving their dining deck up during the festival.

Council Member Doilney moved to approve a five-year special event license/City service agreement with the Kimball Art Center for the Park City Kimball Art Festival, in a form approved by the City Attorney as amended by adding a cap to the dining deck retention fee of \$1,500 and a clause clarifying potential community benefit projects and shifting programming that might come forward for a parking lot or property within the Old Town District, in the five-year agreement.

Council Member Rubell indicated he didn't want to put out KAC and Main Street business owners, and asked if the money could come from the leases the businesses paid to the City for the dining decks. Diersen stated she would do an analysis of that and bring back a recommendation. She summarized Arts Fest had been in Park City for 50 years. Council might want to reinvent how Arts Fest worked with the dining deck program. Mayor Pro Tem Gerber asked if it could be done for next year's dining deck lease. Diersen stated she could report back during the dining deck debrief in the fall. For this contract, the dining deck fee would be capped at \$1,500 and a clause clarifying potential community benefit projects and shifting programming that might come forward for a parking lot or property within the Old Town District.

Council Member Rubell seconded the motion.

**RESULT: APPROVED AS AMENDED**

**AYES:** Council Members Doilney, Gerber, Rubell, and Toly

**EXCUSED:** Council Member Dickey

**4. Discuss Park City Cooperative Preschool Closure and Procurement for a Childcare Space:**

Jenny Diersen, Special Events Manager, stated the preschool requested to terminate their lease and they committed to donate their extra funds to local childcare scholarships. She asked if Council supported the early termination of June 2, 2023. She also reviewed possible RFP terms for the vacant space.

Council Member Rubell asked if a year-round program was prioritized, to which Diersen stated it was not discussed, but she would add it. Council Member Toly asked what the furnishings in the co-op included. Diersen stated there were desks, cubbies, circle rugs,

etc. The preschool would donate those items to the City to make it easier for another childcare to move into the facility. Council Member Toly asked for a value on the items before deciding whether to make it a one-time donation or continuous upkeep.

Council Member Doilney stated a year-round childcare was fine, but he didn't want to make it a requirement in the RFP. As far as equipment he favored purchasing the existing furnishings as a one-time investment. Mayor Pro Tem Gerber preferred giving more scoring points for RFP submissions for year-round childcare. She also thought there should be a living wage incentive, benefits, or paid time off.

Council Member Rubell noted respondents should submit a proposal that would make it easy for the City to waive the lease. All Council members who were present stated they would waive the \$70 lease differential.

## VIII. NEW BUSINESS

### **1. Consideration to Continue an Ordinance to Approve the 958 Woodside Avenue Plat Amendment, Located at 958 Woodside Avenue, Park City, Utah:**

Mayor Pro Tem Gerber opened the public hearing. No comments were given. Mayor Pro Tem Gerber closed the public hearing.

Council Member Rubell moved to continue an ordinance to approve the 958 Woodside Avenue Plat Amendment, located at 958 Woodside Avenue, Park City, Utah to a date uncertain. Council Member Doilney seconded the motion.

#### **RESULT: CONTINUED TO A DATE UNCERTAIN**

**AYES:** Council Members Doilney, Gerber, Rubell, and Toly

**EXCUSED:** Council Member Dickey

### **2. Consideration to Approve Ordinance No. 2023-26, an Ordinance Approving an Extension of City Council's April 28, 2021 Approval of Ordinance No. 2022-10, An Ordinance Approving 1304 Park Avenue Plat Amendment, Located at 1304 Park Avenue, Park City, Utah:**

Spencer Cawley, Planner II, presented this item and stated the structure had severe damage from the snow this winter and the owner asked for a continuation of this item to June 15 to shore up the roof. Council Member Doilney asked if the roof could be shored up with the extension. Rebecca Ward, Interim Planning Director, explained the stabilization needed to be completed by tomorrow, per the condition of approval (COA). She noted COA Seven could be amended to extend the stabilization requirement to June 9, then the stabilization could happen immediately. Over the next year, they could work with the Historic Preservation Board to make sure the historic materials would be preserved.

Mayor Pro Tem Gerber opened the public hearing. No comments were given. Mayor Pro Tem Gerber closed the public hearing.

Council Member Doilney moved to approve Ordinance No. 2023-26, an ordinance approving an extension of City Council's April 28, 2021 approval of Ordinance No. 2022-10, an ordinance approving 1304 Park Avenue Plat Amendment, located at 1304 Park Avenue, Park City, Utah, with the amendment that Condition of Approval Seven (7) is changed to June 9<sup>th</sup> from May 26<sup>th</sup>. Council Member Rubell seconded the motion.

**RESULT: APPROVED AS AMENDED**

**AYES:** Council Members Doilney, Gerber, Rubell, and Toly

**EXCUSED:** Council Member Dickey

**3. Consideration to Authorize the City Manager to Enter into a Design Professional Services Agreement with VCBO, for Design Services for PC MARC and PC Sports Complex Schematic Design, Not to Exceed \$87,000, in a Form Approved by the City Attorney:**

Ken Fisher, Recreation Manager, reviewed the Recreation Master Plan was presented previously and the Council approved moving forward with the design process. An RFQ was issued and submissions were scored. VCBO was selected and Fisher noted the City had worked with them on previous projects.

Council Member Rubell asked what would be designed. Fisher stated all the facilities would be designed so the City would have a better cost estimate on the projects. Council Member Rubell stated all the projects might not be done. Fisher indicated they might not be done now, but they could be done in the future. Council Member Rubell asked if this could be voted on after the bond discussion.

Mayor Pro Tem Gerber opened the public input. No comments were given. Mayor Pro Tem Gerber closed the public input.

Council Member Toly supported the contract and wanted to expedite the projects. Council Member Doilney thought the value was there and the demand for the facilities would continue. Council Member Rubell wanted to only design the parts that would be included in the bond. Matt Dias, City Manager, stated the contract was for services rendered, so designs would not be requested for projects that were eliminated.

Mayor Pro Tem Gerber stated the City Park renderings would now be redone and she asked if it would require new schematics. Fisher indicated the sizing and massing of the previous drawings would be helpful as the final drawings were created. Mayor Pro Tem Gerber was comfortable with the aquatics but hesitated on the MARC expansion. Fisher stated when the two pools were combined, a big hole would be left. It would be beneficial to have a design for a future project there.

Council Member Rubell supported moving forward with this contract if there was a future discussion about this after the bond discussion. Then the Council could decide if they wanted to proceed with schematics for projects not going on the bond.

Council Member Doilney moved to authorize the City Manager to enter into a design professional services agreement with VCBO, for design services for PC MARC and PC Sports Complex Schematic Design, not to exceed \$87,000, in a form approved by the City Attorney. Mayor Pro Tem Gerber seconded the motion.

**RESULT: APPROVED**

**AYES:** Council Members Doilney, Gerber, Rubell, and Toly

**EXCUSED:** Council Member Dickey

**4. Consideration to Authorize the City Manager to Execute a Contract Addendum in a Form Approved by the City Attorney's Office with Stanley Consultants, Inc., for the Upper Main Street Improvements Project Not to Exceed \$489,200:**

Gabe Shields and John Robertson, Engineering Department, presented this item. Shields reviewed the history of the project. There was extensive community outreach for this project to hear what the residents wanted to see in the area. This amendment was to add scope to the original agreement, which included design, consulting, public outreach, and geotechnical work. He noted utility work on Lower Main Street would also be included in the project. He indicated there was a contingency fund for the project and the funds could be used from that fund. Any leftover funds could go for planters and beautification efforts.

Council Member Rubell thought the \$2.2 million was for Upper Main Street improvements and we were taking one part of that and moving forward. Now the \$2.2 million was for Phase One and there was a little leftover money for a different project. Shields confirmed that understanding and explained originally, the \$2.2 million was for both projects. Then Upper Main Street was added to the scope. There was no consensus from the community on the Main and Swede Alley intersection and the improvements for that area would eventually be a much larger scale. Council Member Toly asked if Phase Two would cost additional money, to which Shields affirmed.

Mayor Pro Tem Gerber opened the public input.

Keith Aaron indicated the numbers were confusing and there would be continuing confusion during the project. There was not a consensus from the neighbors. He thought there would be a significant noise increase. He had presented an alternative plan that would solve the issues, but Council had voted anyway and deferred to the experts. He referred to comments made by Council Member Rubell.

Mayor Pro Tem Gerber closed the public input.

Mayor Pro Tem Gerber asked if the public outreach would target the neighbors. Robertson stated the original contract was for Lower Park Avenue and minor work for Upper Main. After discussion on Upper Main, it was divided into two phases. Phase One was proposed tonight and Phase Two was the Main and Swede Alley project. The public outreach was for the construction process. Matt Dias stated delaying Phase Two was a strategic decision given the lack of consensus and Council's potential desire for an area plan for Old Town and Main Street, and the potential for a development project on the Brew Pub parking lot.

Council Member Rubell clarified the public comment that summarized his comments were not part of the minutes and he didn't recall making such comments. He stated the City prioritized safety and community outreach. At the last meeting, it was noted the project would be around \$1 million, which led the Council to believe the \$2.2 million was for both phases. There were concerns in the neighborhood and he thought the concerns should be taken into consideration. Robertson clarified the construction money was around \$1 million, but this request was for the design and public outreach work. Council Member Rubell thought it would be helpful to see the total project costs instead of the costs in pieces. Council Member Doilney stated the scope had shrunk from the original project. Matt Dias indicated there was a reduction to the two phases, but the project was around the Brew Pub Plaza. He stated it was a 20% reduction and they were doing the bulk of the work that was discussed with the neighbors. Mayor Pro Tem Gerber asked for a spreadsheet breaking down the projects and showing if the projects were on budget. Shields explained he would give a six month update on the capital transportation projects on June 22<sup>nd</sup>. He would also begin including a line-item cost on his staff reports.

Council Member Doilney moved to authorize the City Manager to execute a contract addendum in a form approved by the City Attorney's Office with Stanley Consultants, Inc, for the Upper Main Street Improvements Project not to exceed \$489,200. Council Member Toly seconded the motion.

**RESULT: APPROVED**

**AYES:** Council Members Doilney, Gerber, and Toly

**EXCUSED:** Council Member Dickey

**ABSTAINED:** Council Member Rubell

**5. Consideration to Approve a Three-Year Professional Service Agreement with Park Silly Sunday Market (PSSM) for Event Planning Services for the Fourth of July and Miners' Day Not to Exceed \$50,000 annually for a Total of \$150,000 over Three Years, in a Form Approved by the City Attorney:**

Jenny Diersen, Special Events Manager, stated Park City took over the July 4<sup>th</sup> event in 2019. She asserted hiring an event planner was essential to managing these events. An RFP was issued and two proposals were received.

Mayor Pro Tem Gerber opened the public input. No comments were received. Mayor Pro Tem Gerber closed the public input and asked if anything else would change besides the addition of a drone show, to which Diersen confirmed that was the only change.

Council Member Doilney move to approve a three-year professional service agreement with Park Silly Sunday Market for event planning services for the Fourth of July and Miners' Day not to exceed \$50,000 annually for a total of \$150,000 over three years, in a form approved by the City Attorney. Council Member Rubell seconded the motion.

**RESULT: APPROVED**

**AYES:** Council Members Doilney, Gerber, Rubell, and Toly

**EXCUSED:** Council Member Dickey

**IX. ADJOURNMENT**

With no further business, the meeting was adjourned.

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Michelle Kellogg, City Recorder



**PARK CITY**  
**MICROTRANSIT**  
**PILOT**



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**Microtransit Pilot**  
**Analysis**

May 2023



# Goals of Today



Review pilot analysis



Discuss strategic questions

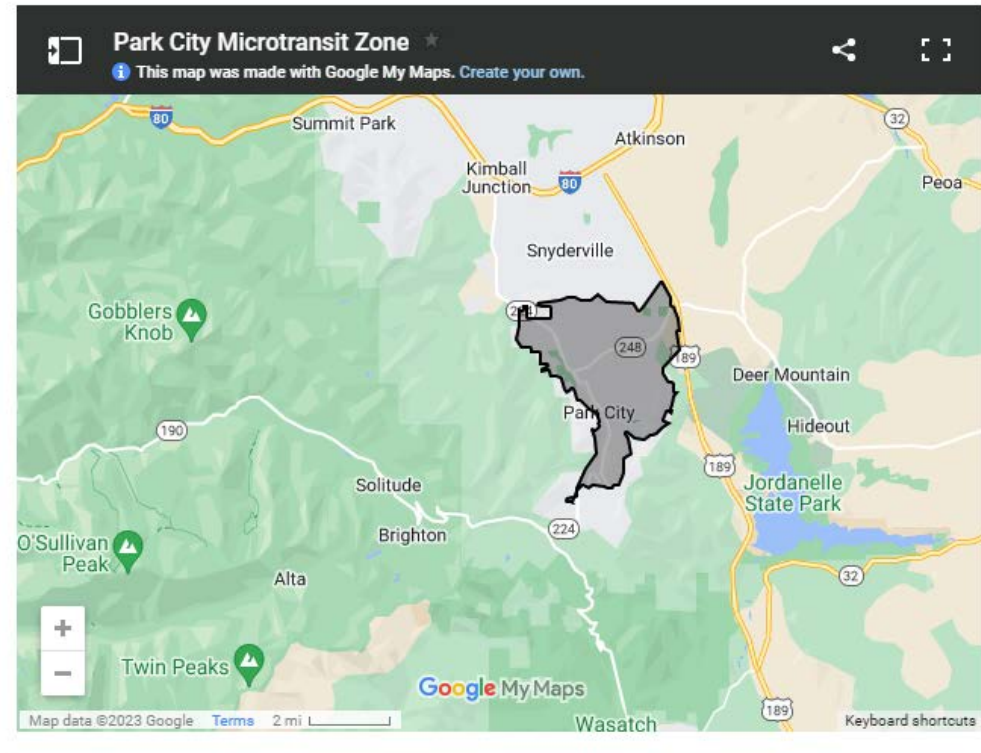


Understand goals

# Pilot Program Review

- Good
- Great
- Room for Improvement

Where is the Microtransit zone located in Park City?

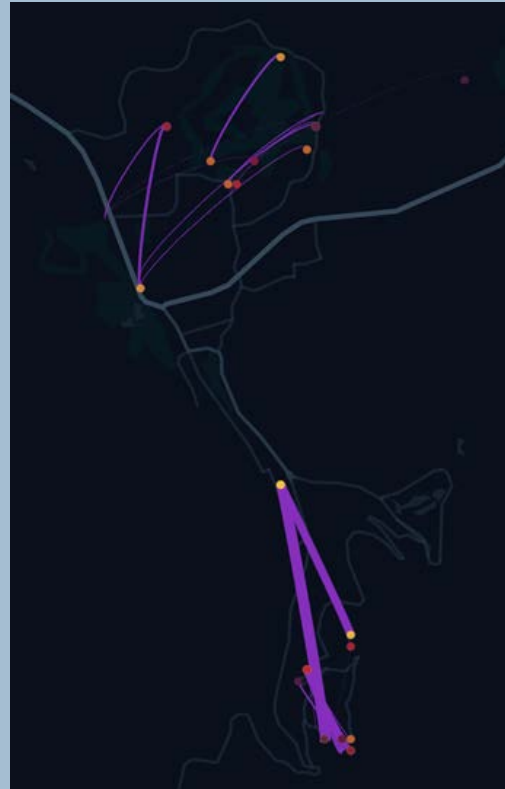
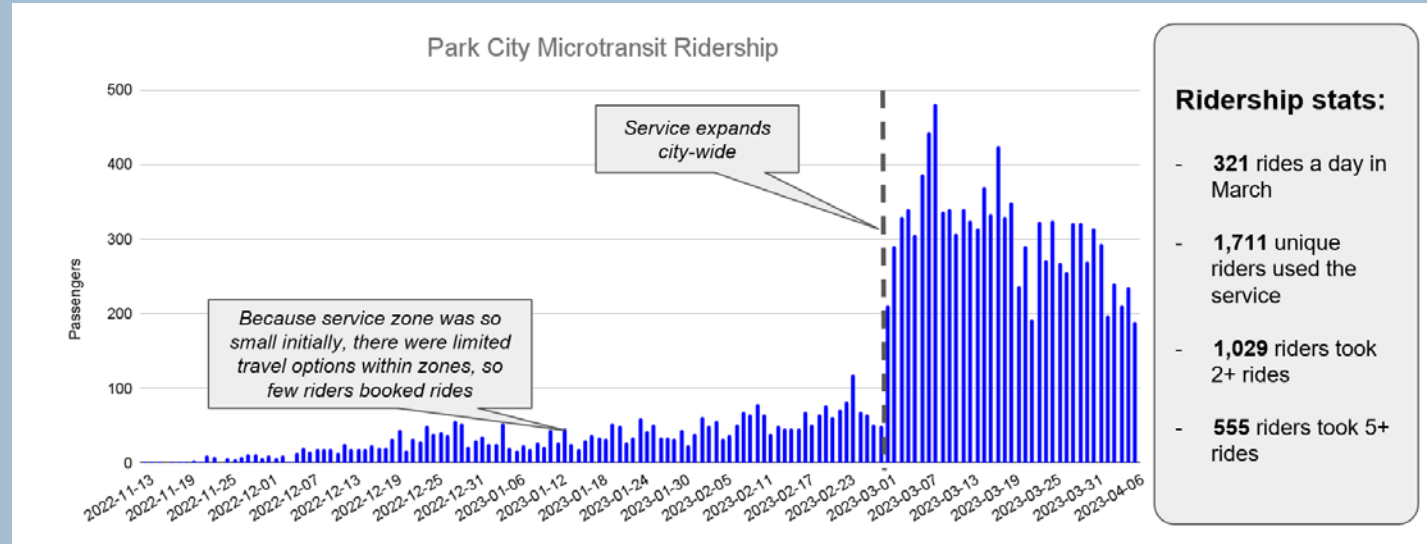


*What are the biggest lessons learned from this season's micro pilot ?*

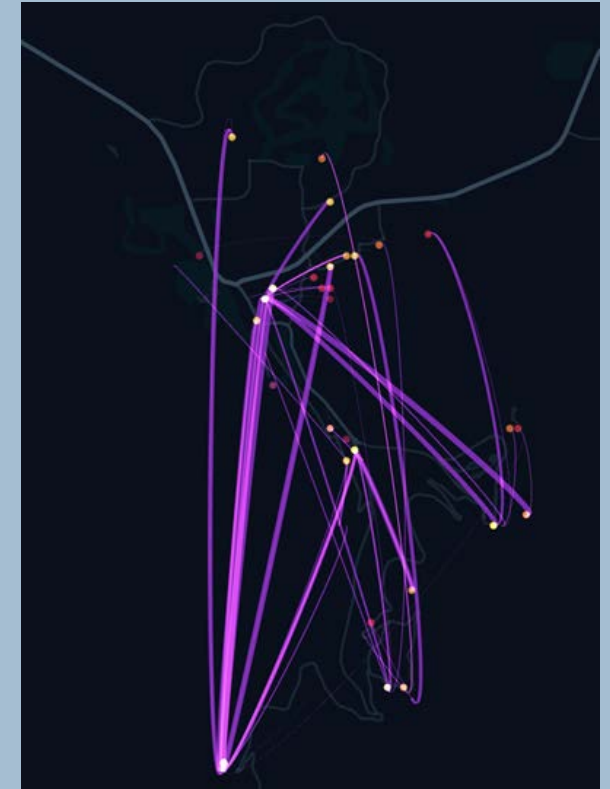
# Finding 1: Micro Performance Improved Post-3/1

## Key Points:

- Pre 3/1 patterns were more typical of SRTP vision as connection to fixed route
- Pre 3/1 cost/rider performance likely due to more vehicles than needed
- Post 3/1 patterns duplicated fixed route to some extent



Pre 3/1 trip patterns



Post 3/1 trip patterns

## Finding 2: Micro Added to Traffic

### Key Points:

- This may improve with more aggressive trip aggregation through microtransit app settings
- This assumes 1.2 average occupancy for personal vehicle, which is likely lower than PC average

### *Post 3/1 data*

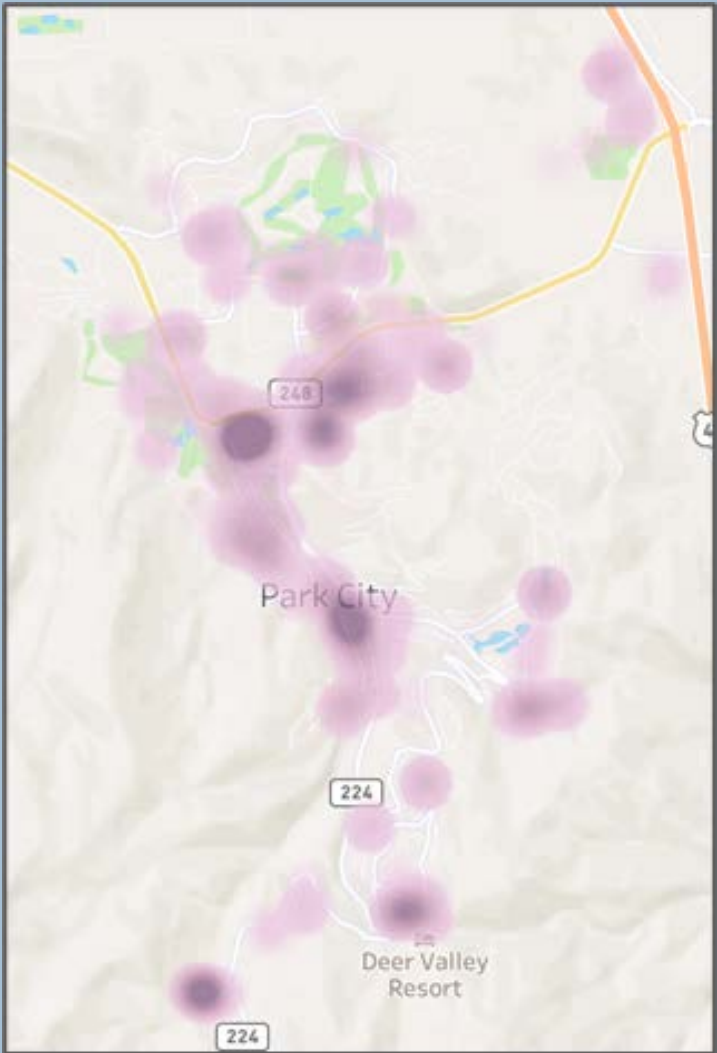
Total micro fleet miles traveled	42,248
Micro fleet miles with at least 1 passenger	19,575
Passengers (boardings)	12,510
Average micro trip distance per passenger	3.2

### *Calculations*

Passengers per total miles	0.30
Passenger miles (1 passenger traveling 1 mile) for micro	40,032
Passenger miles per total miles for micro	0.95
Passenger miles/total miles for equivalent personal vehicle	1.2
<b>Micro impact in VMT and associated emissions</b>	<b>27% more VMT and assoc. emissions than equivalent car trips</b>

# Finding 3: Micro Added to Overall Options and Access

- Key Points:
- New areas of Park City were served, however most users were near existing fixed route
  - A-Fresh Market was top location for drop-off/pick-up
  - Gave another transit option to users
  - Could be that microtransit used at times when fixed route was unavailable (but time of day data not reviewed)



Location	% of trips starting or ending here
Fresh Market	12%
Montage	9%
Old Town Transit Center	8%
Stein Erikson Lodge	7%
1800 Homestake Road (near Fresh Market / Walgreens stops)	4%
Stein Erikson Residences	4%
Ontario Lodge	4%
Silver Lake Lodge	3%

# Finding 4: Micro Performance Lower Than Fixed Route, Similar to Paratransit

## Key Points:

- Fixed route highly productive and low cost per passenger
- Micro lowest cost per hour but cost per passenger 4.5 times higher than fixed route (but 1/3 of paratransit)

<i>3/1/23 to 4/15/23 data</i>	Park City Transit Fixed Route	Park City Transit Paratransit (ADA)	Micro Pilot
Ridership	356,256	974	12,510
Hours	12,858	629	3,323
Ridership/hour (productivity)	27.7	1.6	3.8
Cost/passenger	\$3.97	\$58.12	\$17.94
Cost/hour	\$110*	\$90**	\$68

\* From PCT 2022-2023 cost model

\*\* From 2019 National Transit Database

# Finding 5: Positive Customer Experience

## Key Points:

- Quick response time is highly convenient
- Quality of service was strong
- Many repeat riders
- Requests to keep service going once service stopped

1,711 unique riders used the service

1,029 riders took 2+ rides

555 riders took 5+ rides

4.8 average rider trip rating (out of 5) of those who completed a trips

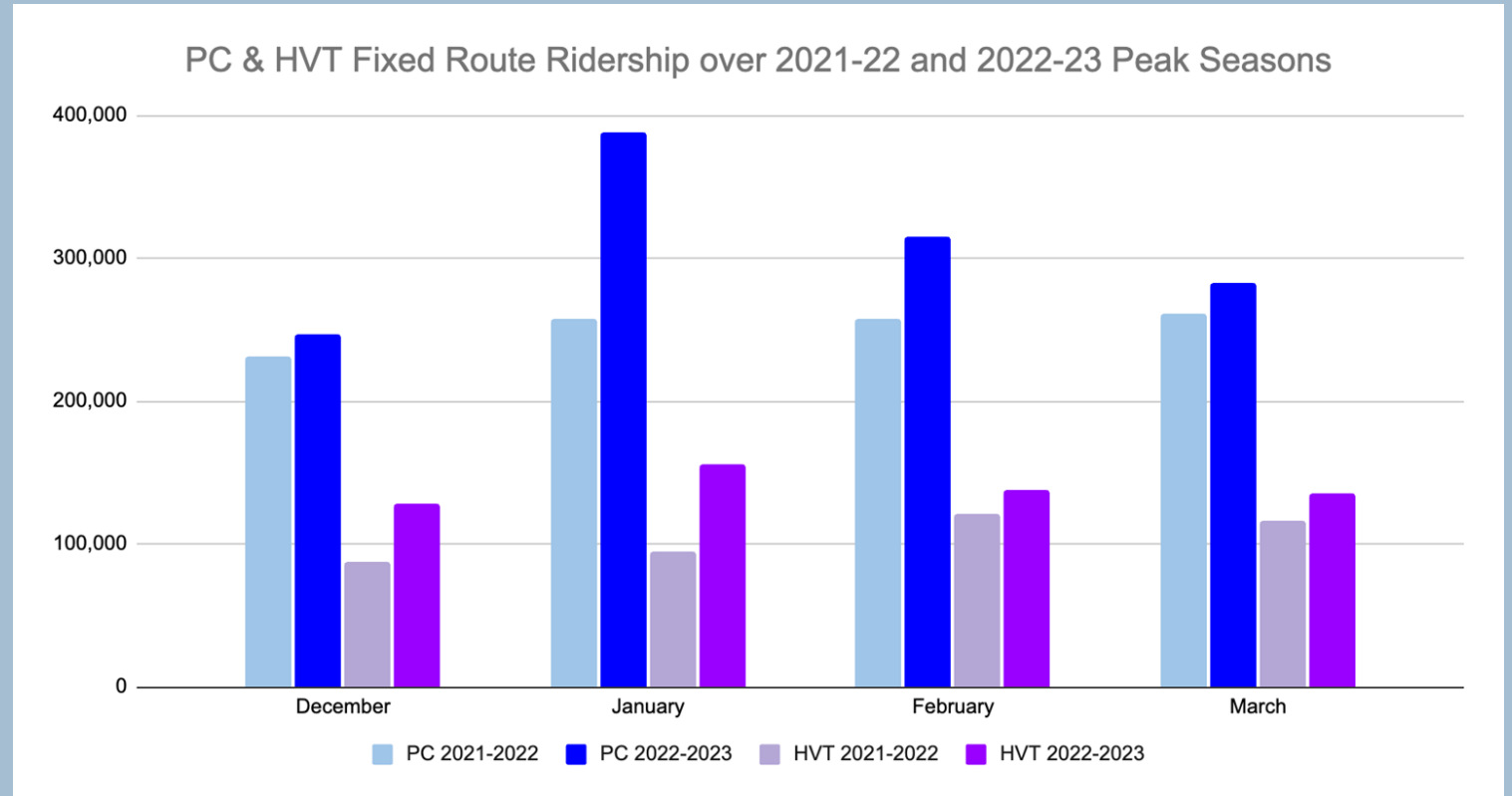
From community survey, most popular identified destinations were:  
1. To a ski resort, 2. Other, 3. To work



# Finding 6: Micro and Fixed Route Synergy

## Key Points:

- Unknown if micro was additive to or reductive from fixed route usage
- Too many factors at play



# What Fehr & Peers has learned from other microtransit implementations?

With tweaks and changes, microtransit productivity can improve

- Some resort microsystems are seeing 6-9 passengers per hour

Microtransit success and increased use = more cost

- The more people use micro, the more vehicles are required to maintain response time

Agency-operated microtransit can cost less and provide better integration

- Buying microtransit app and software relatively affordable and leverages scale of existing transit

Zone size, trip parameters, response time critical

- Micro characteristics determine outcomes

Goal setting key to determining success

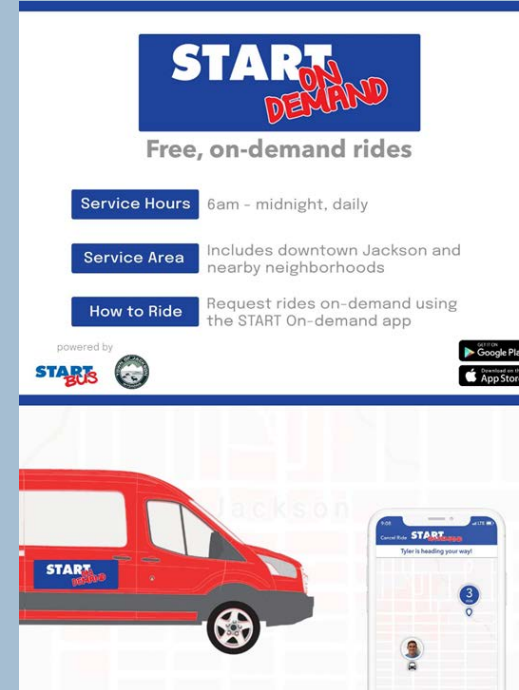
- What is success informed but why you are doing microtransit

Based on surveys of other systems, many passengers would have walked w/out microtransit

- Data from more in-depth rider surveys about induced trips, walk replacement trips

Most trips booked through app and not call-in

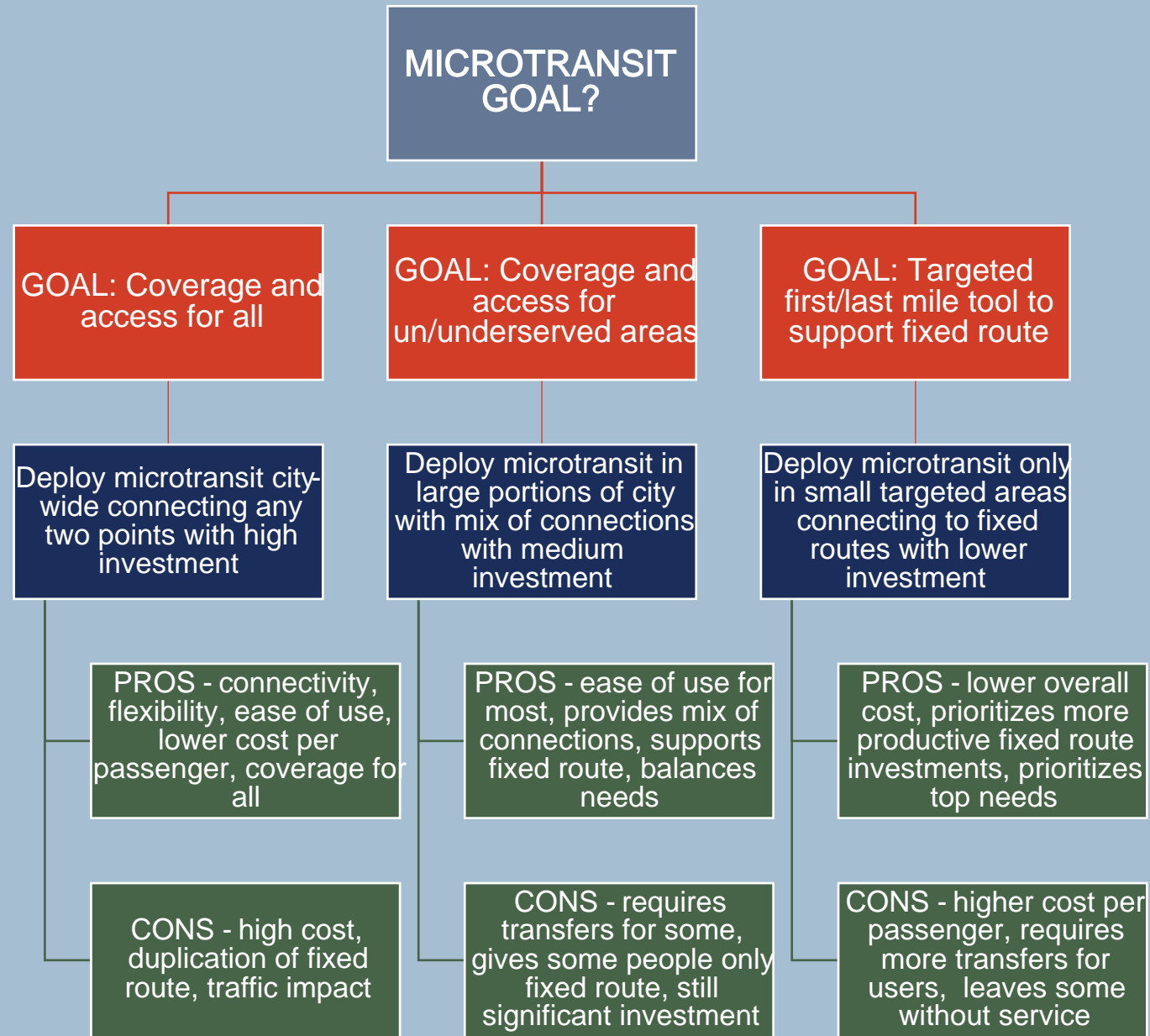
- But call-in option needed for accessibility



# Strategic Questions

- What are your questions about the pilot analysis?
- How does this fit with broader transportation goals?
- Are there alternatives to microtransit to consider such as smaller circulator routes?
- What are the most important goals PCT has for microtransit operations?
  - Ease, cost, control, impact on current operations...?

# What's the goal?



# Operating Models

OPERATIONAL MODEL OPTIONS	Advantages	Disadvantages
<p><b>1. PCT Operates Microtransit Directly</b></p> <p>PCT vehicle/drivers and purchase of ride-matching technology, app</p>	<ul style="list-style-type: none"> <li>• Lower per hour operating cost</li> <li>• Full control over operational decisions like wages and benefits</li> <li>• Potential for more year-round employment</li> <li>• Allows for more flexibility, responsiveness</li> <li>• Likely higher quality service</li> <li>• Numerous vendor options for ride-matching software</li> <li>• Allows for paratransit trips to be comingled w/micro</li> <li>• Seems more agencies with scale of ops are selecting (Community Transportation Assoc. of America report)</li> </ul>	<ul style="list-style-type: none"> <li>• Would require more staff capacity and associated hiring challenges</li> <li>• May require learning curve for PCT staff and supervisors.</li> <li>• Requires new/more vehicles</li> <li>• Implementation could be slower due to PCT acquiring ride-matching software/new vehicles and hiring drivers</li> </ul>
<p><b>2. Contract with High Valley Transit</b></p> <p>Similar arrangement as pilot program</p>	<ul style="list-style-type: none"> <li>• Minimal PCT staff resources needed</li> <li>• Leverages existing relationship with High Valley Transit</li> <li>• Synergy of single microtransit provider in Summit County and Park City</li> <li>• Easier for public to understand/use, especially locals</li> <li>• Does not necessarily require PCT to acquire vehicles</li> <li>• Quickest to implement</li> </ul>	<ul style="list-style-type: none"> <li>• No choice in current microtransit contract provider, future choice dependent on HVT</li> <li>• Higher operating cost per hour than a PCT operated system</li> <li>• Less control</li> <li>• Less ongoing stability of operations</li> <li>• Does not leverage existing transit department resources</li> <li>• Does not currently allow for federal transit funding to support</li> </ul>
<p><b>3. Procure Turn-key Microtransit Provider</b></p> <p>PCT would develop RFP and solicit bids for contractor to operate</p>	<ul style="list-style-type: none"> <li>• Minimal PCT staff resources needed</li> <li>• Allows PCT to develop vendor requirements and program parameters</li> <li>• Puts all daily operations responsibility onto contractor directly accountable to PCT</li> <li>• Does not necessarily require PCT to acquire vehicles</li> <li>• Allows PCT to leverage lessons learned of contractor</li> <li>• HVT/Via could still be bidder</li> </ul>	<ul style="list-style-type: none"> <li>• Limited pool of qualified vendors</li> <li>• Higher operating cost than PCT operated system</li> <li>• Less control</li> <li>• Implementation could be slower, depending on vendor acquiring vehicles, hiring staff</li> <li>• Less flexible than agency-operated</li> </ul>



# Questions?

# Thank you!



# DEER VALLEY



PARK CITY — UTAH



# DEER VALLEY 2022-23 SEASON



## RECORD-BREAKING SNOWFALL



Total of 606" (+122")



## SNOWIEST MONTH



Over 160" in March



## LONGEST SEASON



147 days





# Season Highlights

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# Commitment to Expanding Employee Housing



# THE “DEER VALLEY DIFFERENCE”

Since Deer Valley’s inception in 1981, we’ve been committed to **excellence in everything we do.**

**Our staff members are dedicated to service,** which is the key to the resort’s current and future success.

## OUR THREE BRAND PILLARS:

1. EXCEPTIONAL GUEST SERVICE
2. Offering a SKI-ONLY RESORT EXPERIENCE
3. LIMITING DAILY SKIER VISITATION on the mountain





# DEER VALLEY



PARK CITY — UTAH





∞ PARK CITY

# Reservation Paid Summary

May 2023

## Reserved Parking Benefits

- Provides certainty
- Reduces the need to “beat the rush”
- Spreads out peak traffic period

## Paid Parking Benefits

- Encourages traveling by transit
- Improves parking availability
- Discourages driving alone



PCM's  
"Getting Here"  
website

# MOUNTAIN VILLAGE RESERVATION PROGRAM

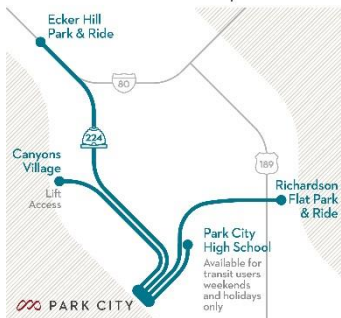


## Parking Reservations

powered by



Alternate Parking Locations  
with Transit Service to Park City Mountain



**RESERVATIONS ARE REQUIRED** for vehicles present on site for **MAIN**, **FIRST TIME**, and **SILVER KING LOTS**

**7** days a week

between **8:30 AM** and **1:00 PM** for the entire season



but are

**FREE**

**BEFORE** December 12, and **AFTER** April 2.



The reservation fee is

**\$25** per vehicle per day from December 12 **THROUGH** April 2



but vehicles with

**4+** occupants

are **FREE** (with reservation).



### PARKING RESERVATIONS

can be made online starting in early November and will be available until reservations for a given day are sold out. Each account may have a rolling maximum number of 5 future reservations.



### CANCELLATIONS

can be made any time. Canceled reservations are eligible for a full refund up to 8 am the day the reservation is scheduled. Repeat no-shows will be penalized.



### RESERVATIONS ARE

**VERIFIED** by license plates. There are no physical kiosks or booths.



### WHEN VISITORS ARRIVE

at the Mountain Village base area, they will be guided to park in a way that ensures all reservations are met and provides for an easy flow of arrivals.



### MOUNTAIN VILLAGE GARAGE

is season parking pass and preferred day parking. Reservations are required and cost is \$40 a day throughout the entire ski season.

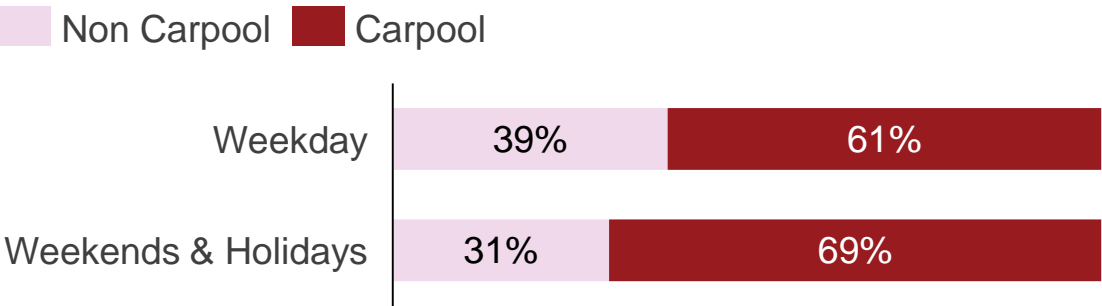


# Parking & Traffic Flow

# Carpool and Transit

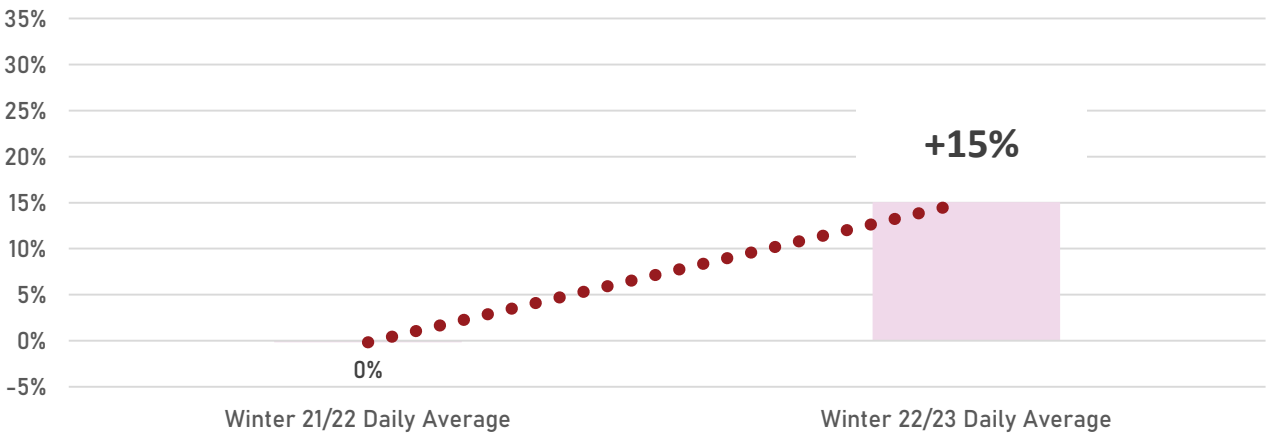
**64% of reservations are carpool vehicles** and carpooling was more prevalent on weekends and holidays

*% Reservations that are Carpool*



Transit ridership data collected by PC Municipal shows **more people traveling to the Mountain Village are riding transit\***

*YoY % Change in Park City Transit Average Daily Ridership*



\* Park City Transit as of April 2023. Winter Daily Average Transit Ridership is defined as the daily average of alightings of riders from all Park City Transit routes through the Park City Mountain base in the months of December through March of the described seasons.

\* Analysis on data 12/12 (start of reservation system) through 4/2

# Vehicle Volume

Vehicle count data collected shows **lower vehicle volume mid-morning**

*Mountain Village Vehicle Count @ mid- morning (Weekends & Holidays)*

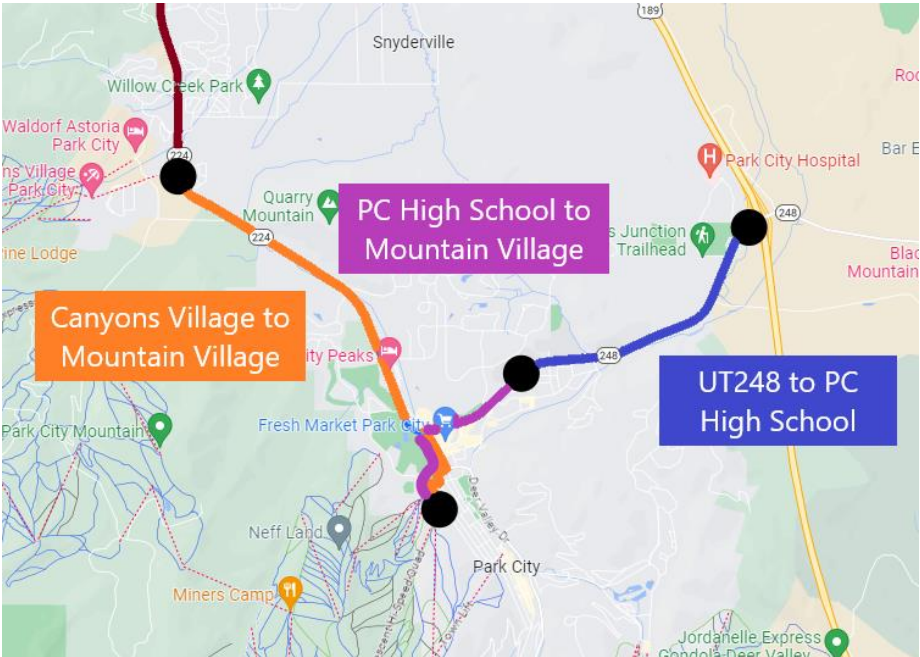
% Change	Mountain Village Lots	High School Lot
21/22 vs 22/23*	-26%	48%

*\* 12/12 (start of reservation system) through 4/2*

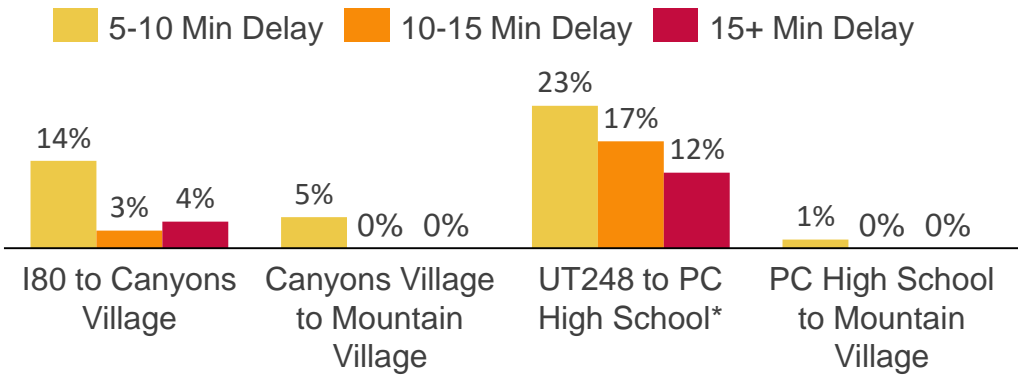


# Route Tracking

## Routes Segments



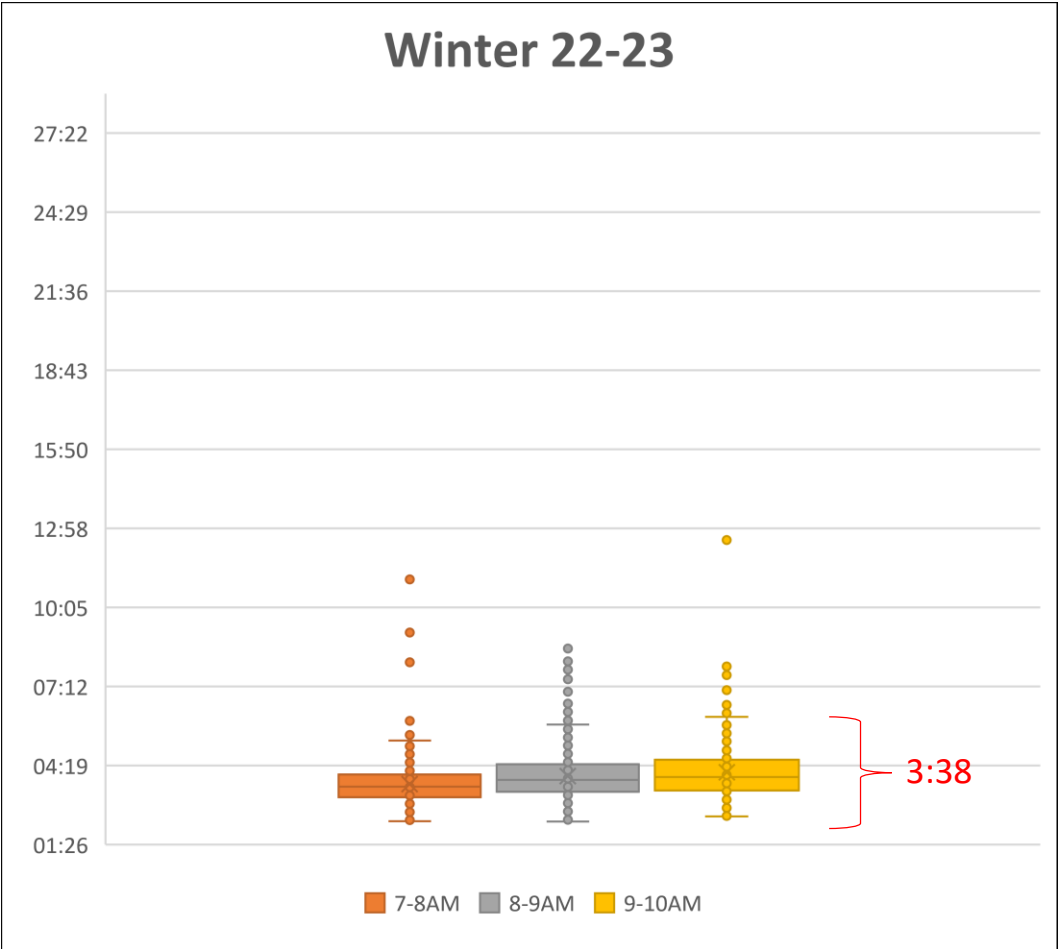
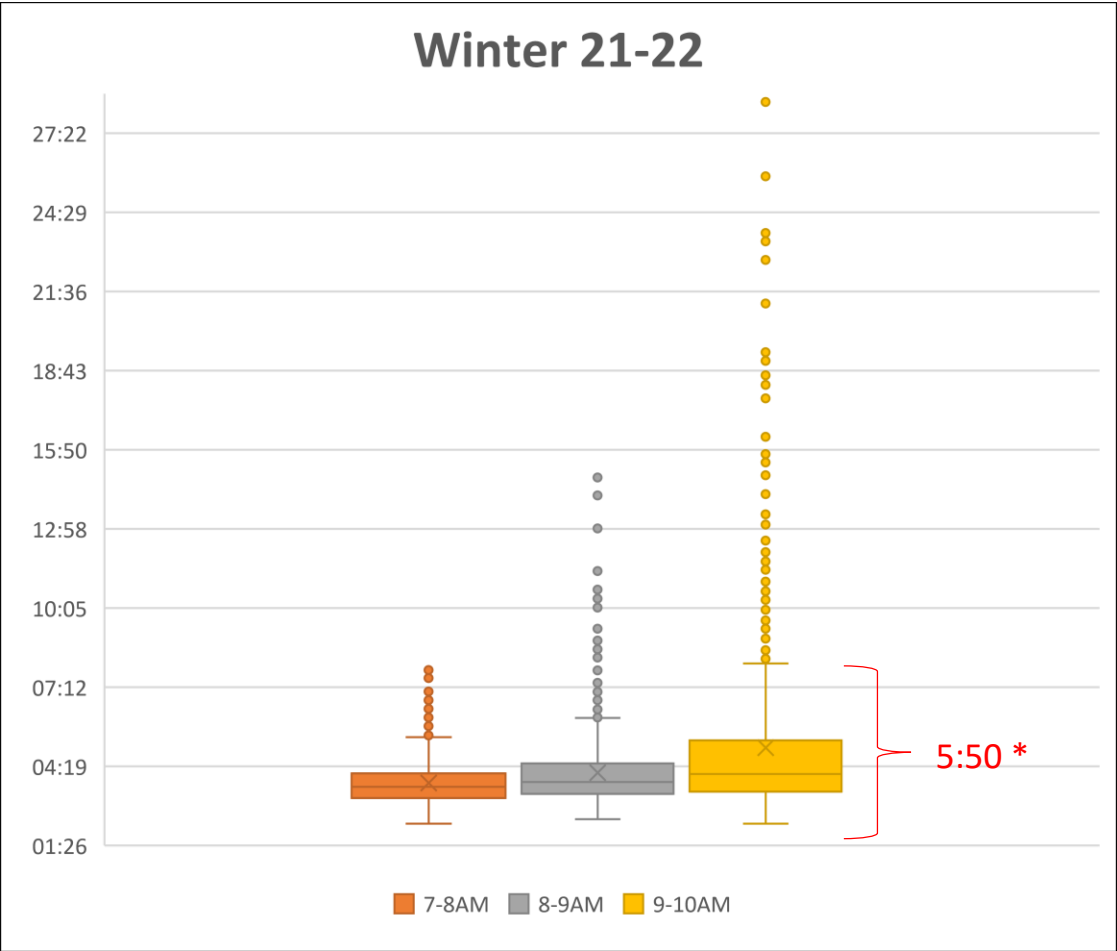
% Days with Arrival Delays



Days Tracked	146	146	146	146
Free Flow Travel Time (min)	4.5	6.2	3.7	4.4

# Transit-First Circulation Pattern

Transit time through base area **decreased by 40%** with significantly increased reliability

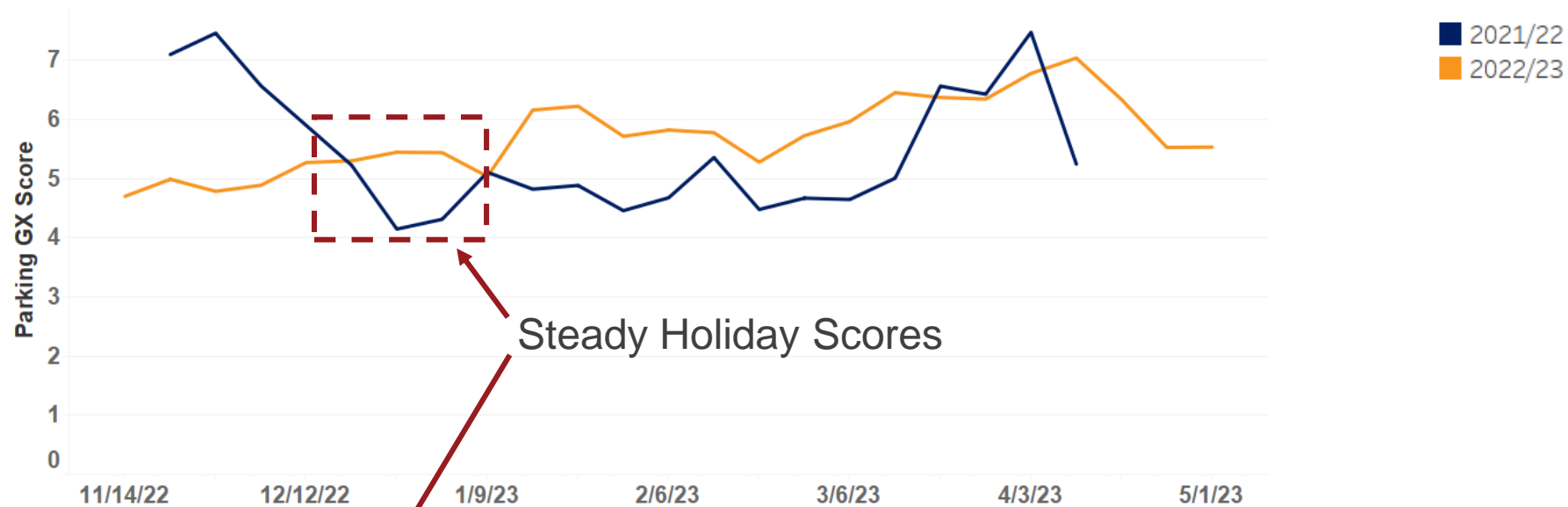


Source: Transit geolocation data from PC Transit AVL data; \* statistically different from other hours of day and between Winter seasons

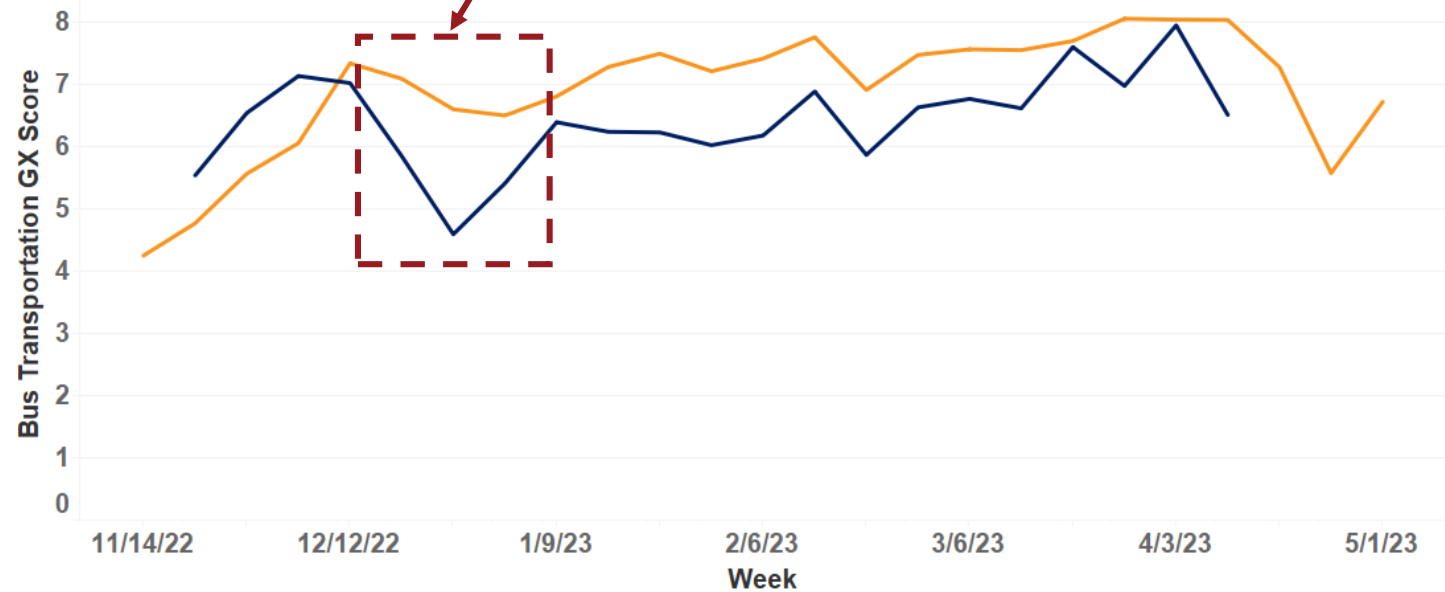
# Guest Experience

# Guest Experience Surveys

Parking



Bus Transportation







# 1304 PARK AVENUE

## PLAT APPROVAL EXTENSION

PARK CITY

1881



# 1304 PARK AVENUE

March 23, 2022 – Planning Commission forward unanimous positive recommendation

April 28, 2022 – City Council adopted Ordinance No. 2022-10

- COA 2 – record within one year
- COA 3 – Encroachment agreement for fence
- COA 4 – Remove concrete retaining wall in ROW
- COA 5 – Encroachment Agreement with PCMC (recorded Mar 6, 2023)



# 1304 PARK AVENUE



March 28, 2023 – Complete Application requesting extension of approval.

Snowfall made it difficult to complete Conditions of Approval and caused serious structural problems with the historic structure.

# 1304 PARK AVENUE

## Land Management Code

The City Council may grant the extension when the Applicant demonstrates there is no change in circumstance that would result in unmitigated impact or a finding of non-compliance with the Park City General Plan or the Land Management Code in effect at the time of the extension request. A change in circumstance includes physical changes to the Property or surroundings.



# 1304 PARK AVENUE

## Purpose of Plat Amendment

- Remove an internal block line to convert a metes-and-bounds parcel into one Lot.
- Complied with HRM Zoning District requirements and continues to apply with the LMC.
- Will not result in non-compliance.
- No unmitigated impact.
- Extension gives additional time to meet all conditions in 2022-10.



# 1304 PARK AVENUE

## Recommendation for New Conditions of Approval

- Revise the Historic Preservation Board approval and submit to the Planning Department a new Historic Preservation Plan prior to recordation of the Plat.
- 1997 Uniform Code for the Abatement of Dangerous Buildings – Stabilize the collapsed Structure by May 26, 2023.



# 1304 PARK AVENUE

Review the proposal, hold a public hearing, and consider approving a one-year extension for the 1304 Park Avenue Plat Amendment.





## **Park City Kimball Arts Festival Long Term Event Contract**



# History & Cultural Significance

PCKAF was started in 1969 by a group of Park City artists and with the support of PCMC, Kimball Art Center has grown the grassroots festival into one of Park City's signature summer events.

Revenue from PCKAF supports the Kimball Art Center's year-round education and exhibition programming for the Park City community.

We compliment our outdoor recreation economy by diversifying activities for local and tourist audiences.

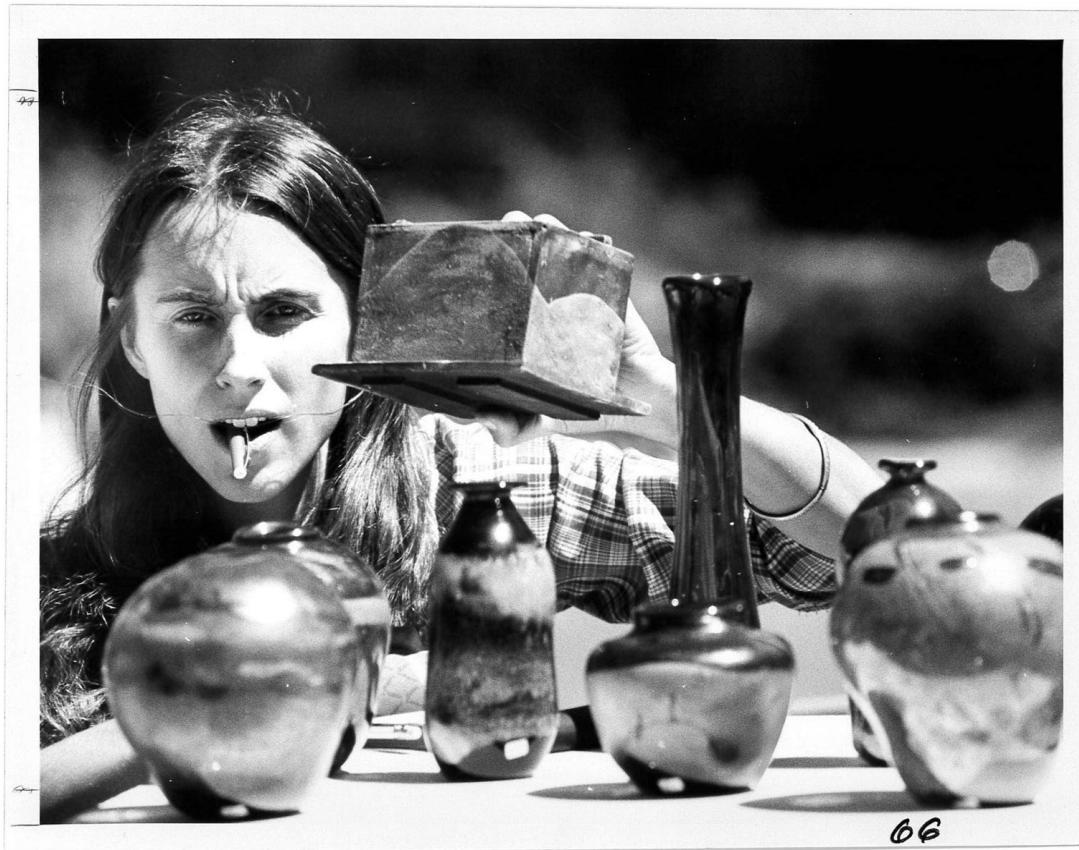


Photo: Ceramic artist in 1976 festival, found in Kimball archives

# Kimball Art Center Contract Asks

Event Name: Park City Kimball Arts Festival

Venue: Historic Main Street and surrounding side streets

Dates: 5 year term on 1st weekend in August. Exception of 2026 for Extreme Soccer

Festival Hours: Fri 5-9pm; Sat 10am-8pm; Sun 10am-6pm

Parking Areas: Updated to include all parking areas necessary to produce event



Photo: Wheel Try It activity at the 2022 festival teaching wheel

# KAC Commitments - Social Equity

Minimum of 10 Wasatch Back artists per festival

Take on all costs of an emerging artists program

Continue to incorporate spanish translations into all festival signage

Partner with local organizations, like the Solomon Fund, to ensure admission cost is not a barrier

Expand Local's Night admission to all Main Street employees regardless of Summit County residency





# KAC Commitments - Sustainability & Transportation

Promote Park City's public transit network and walkability

Absorb the costs of facilitating and hosting a bike valet each day of the festival

Report pounds of glass, mixed recycling, and compost collected throughout the festival to create consistent data for year over year reporting. KAC will cover all increased costs for staffing, equipment, contract services, and printing costs.



Photo: 2022 participating artist Mel Mendez, Fiber

# KAC Contract Asks - City Service Waiver

Kimball Art Center requests a city service waiver of \$180,000 for the length of the contract. KAC will continue to contribute \$10,000 towards city services.

As shown in the detailed city service breakdown provided by city staff, \$180k is necessary to sustain the PCKAF's operations. If funding decreases, sustainability efforts, social equity initiatives, and KAC's year-round programming will be impacted.



Photo: YAA student live-painting during the 2022 arts festival



Thank you Mayor, Council members, and city staff for your ongoing commitment to supporting the arts in Park City.

Special thanks to city staff and our council liaisons Rubell and Dickey for supporting us through this process.

We're already looking forward to the 2024 festival!



Photo: Mural project completed by Kimball Art Center summer school programs

# EPMOA Mining Structures Historic Preservation Update





# Background

- March 16, 2020 – PCMC and EPMOA executed an updated MOA.
- Each entity is obligated to provide \$40,000 per year for the preservation of mining structures for 10 years (ending in 2030).
- Staff is required to meet with EPMOA each year to discuss current and future preservation projects and provide an update to the City Council.

# Recent Projects

## Daly West Headframe

- Restoration of collapsed Daly West Headframe and Fire Hydrant Shacks.
- Original Budget: \$450,487
- Actual Cost: \$643,069



# — Proposed 2023 Projects —

Interpretive Signage  
\$5,000

Ontario Water Tanks  
Structural Study  
\$6,000



# Funding Advance

\$120,000

\$40,000 from FY 2025, 2026, and 2027



# Funding Advance

Fiscal Year	Paid by PCMC	Paid by EPMOA	Total Revenue	Project(s)
2020	\$120,000	\$120,000	\$320,000	Judge Building
2020	\$40,000	\$40,000		Stabilization
2021	\$40,000	\$40,000	\$80,000	Judge, Daly West
2022	\$40,000	\$40,000	\$240,000	Daly West
2023	\$40,000	\$40,000		Headframe
2024	\$40,000	\$40,000		Hydrant Shacks
2025	\$40,000	\$120,000	\$240,000	DW Balance
2026	\$40,000			Signage
2027	\$40,000			Ontario Tank Study
2028	\$40,000	\$40,000	\$80,000	TBD
2029	\$40,000	\$40,000	\$80,000	TBD
2030	\$40,000	\$40,000	\$80,000	TBD



# Questions?

