

# AGENDA

## Joint Park City Summit County Meeting

December 6, 2016

2:30 pm – 5:00 pm

---

|                   |                       |                |
|-------------------|-----------------------|----------------|
| 2:30 pm – 3:00 pm | <b>Ribbon Cutting</b> | Transit Center |
|-------------------|-----------------------|----------------|

---

|                   |                                                              |                             |
|-------------------|--------------------------------------------------------------|-----------------------------|
| 3:10 pm – 3:30 pm | <b>Derrick Radke and Alfred Knotts<br/>(20 Minute Total)</b> | Sheldon Richins<br>Building |
|                   | <b><u>Topic: Transportation and Transit</u></b>              |                             |
|                   | Benefits of Collaboration (Bond Initiatives)                 |                             |
|                   | Funding Stream Time Line                                     |                             |
|                   | Project Hierarchy                                            |                             |
|                   | Outcomes/Metrics                                             |                             |

---

|                   |                                                                     |                             |
|-------------------|---------------------------------------------------------------------|-----------------------------|
| 3:40 pm – 5:00 pm | <b>Anne Laurent, Patrick Putt, Rhoda Stauffer,<br/>Peter Barnes</b> | Sheldon Richins<br>Building |
|                   | <b><u>Topic: Land Use, Housing and Sustainability</u></b>           |                             |
|                   | Problem/Needs                                                       |                             |
|                   | Regulatory changes                                                  |                             |
|                   | Regional SWOT analysis                                              |                             |
|                   | Development in progress and projections for the future              |                             |
|                   | Council Discussion/Direction                                        |                             |
|                   | Next Steps                                                          |                             |

---

---

Public Works Director



Derrick A. Radke, P.E.

## MEMORANDUM

December 1, 2016

To: Summit County Council  
Park City Council & Mayor Jack Thomas  
Thomas C. Fisher, County Manager  
Diane Foster, Park City Manager

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

Re: Sale Tax Initiatives for Transportation Projects and Transit Services

This report is a brief overview of where we started, where we are headed, and an overview of the steps in between.

### **Benefits of Collaboration**

Based on the overwhelming success of the Sale Tax Initiatives for Transportation and Transit, 77% and 69% respectively, it is apparent that the time and effort put into research, planning, and public education/information/input by Summit County and Park City management and staff was validated. The voters' response clearly indicated that our citizens understand that there is an unmet need in our community that only "we," the residents of Summit County, are responsible for providing effective solutions.

In June of 2015 staff collectively started the education process with the kick off of what became the "RIDE-ON" campaign to educate our citizens about the availability of alternative modes of transportation and encouraged them to begin using them to ease congestion. The next phase was for the jurisdictions with the biggest transportation challenges, both now and in the near future, to begin meeting to plan a way forward. What became known as the Joint SC/PC Transportation Committee began meeting in July of 2015. In between the start of the process and November 8<sup>th</sup>, we met with many community stakeholders, the Council of Governments, city governments, and community groups and associations, buy-in from which contributed greatly to the success of the campaign.

Nearly 16 months and countless hours of time consuming meetings, research, presentations, and public relations efforts can be attributed to the successful conclusion reached by the voters.

### **Funding Stream Time Line**

Based on information received from Julie Booth, Summit County Public and Community Affairs Director, "the enacting date of the [Sale Tax] ordinances is January 1, 2017. This is the date the State Tax Commission will BEGIN their process. The Tax Commission will take 90 days to codify and notify businesses of the new sales and use tax rates. After the 90 day period, businesses will be required to collect and remit the new taxes.

Depending on the filing requirements of the individual businesses (some are monthly, quarterly, and annual filers, some are infrequent) will determine when those revenues are remitted and when they are received by the County. We are not anticipating any sales tax revenues until June.”

We have based our 2017 Summit County budget around half of the total to be received in subsequent years and have estimated the 2017 amount to be \$2.05 million. For subsequent year project planning, we are currently estimating the total to be around \$4.1 million annually. Obviously, adjustments will be made as the amounts are collected, and as the economy changes.

### **Project Hierarchy**

As you are aware, the Transportation and Transit Projects and Services to be funded by these Sale Tax Initiatives were developed by the County and Park City using the common “Strategic Goal” - A transportation system that connects people to jobs, services, and communities while limiting congestion and similar transportation related goals in the Park City General Plan. They also center on “alternative (or active) transportation modes” and making them better, more efficient, and convenient for our residents and visitors to use. The prioritized list remains consistent with the presentations made previously to the Councils:

#### **Transportation Infrastructure**

|                                          |           |
|------------------------------------------|-----------|
| Ecker Remote Parking                     | 2017/2017 |
| Transit Oriented Development, Phase 1    | 2017/2017 |
| SR 248, Phase 1                          | 2017/2018 |
| SR 248, Phase 2 (Wyatt Earp to Bonanza)  | 2018/2019 |
| Jeremy Ranch Int./Int. Project           | 2017/2018 |
| Kilby Road Widening                      | 2018/2019 |
| Jeremy Remote Parking (Cline, Phase 1?)  | 2018/2019 |
| US40/SR-248 P&R/Interceptor              | 2018/2019 |
| Richardson Flat US 40 Access Improvement | 2018/2019 |
| Empire/Silver King Roundabout            | 2019/2020 |
|                                          |           |
| Small Cities Grant Program               | 2017 ⇔    |
| Bike Share/TDM                           | 2017 ⇔    |
| Transit Shelter Improvements             | 2017 ⇔    |

#### **Transit Service**

|                                                              |        |
|--------------------------------------------------------------|--------|
| PC Internal Frequency Improvements                           | 2017 ⇔ |
| SR-224 Express Service                                       | 2018 ⇔ |
| Kimball Junction Circulator                                  | 2018 ⇔ |
| PC-SLC Connect                                               | 2018 ⇔ |
| SR-248 Express Service                                       | 2018 ⇔ |
| Kamas to PC, Commuter Service                                | 2018 ⇔ |
| Basin Neighborhood Connections                               | 2018 ⇔ |
| Transit ITS signal preempt. & “next bus” displays @ shelters | 2018 ⇔ |

### **Outcomes/Metrics**

Measuring the success or failure of any given project or service is important so that the monies entrusted to us by the voters can be used most efficiently. Though it will take a little time to effectively measure success or failure (maybe even a year or two), we don't want to keep throwing money into a service or future infrastructure that prove to be ineffective just because its on "the list". The program must also remain flexible so that new technologies can also help to maximize the results for the money spent.

In the coming months, and as part of the Summit County Regional Long Range Transportation Plan currently under development, we will be identifying appropriate metrics of success that will be applied to our progress and programs, which will then be reported to our citizens via a dedicated web page. Staff hopes to employ a mix of measurements based on a combination of industry standards as well as more specialized indicators.

Industry standard metrics might include:

- Mode share and percentage of mode shift – Number of trips by mode (single occupancy vehicle, carpool, transit, walk, bike, etc.) per capita and percent change after project implementation
- Transit Productivity – The number of transit passengers carried per hour
- Transit Orientation Index – To determine how much transit service should be provided and identify unmet needs
- Operating Expense per Passenger Mile (system wide, transit)
- Annual Passenger Miles, Trips (transit)
- On-road Gasoline Consumption per Capita
- Number of Vehicle Miles Traveled per Capita

Other metrics may include:

- Transit Accessibility Index – How convenient is it to travel between specific origins and destinations?
- Transit Service Accessibility Index – How many trip ends have access to transit (or multi-modal) service during the day?
- Neighborhood Scores: Walk, transit, bike – Uses an algorithm to measure pedestrian, bike, and transit friendliness within a five-minute walk using amenities, population density, block length, intersection density, and a decay function
- Community Economic Impact – How transit and active transportation options contribute to our community's economic growth
- Efficiency – The financial return on the community's investment in transit and active transportation
- Active Transportation Needs Inventory – A database that will allow staff to identify gaps in walking and biking facilities and identify areas where future investment may provide the greatest benefit to all users

### **Conclusion**

The easy part of this initiative is behind us. The hardest, and most rewarding, part of the journey is in front of us. Implementing successful alternative transportation services and new infrastructure to support these services will be the true measure of the success of the Sale Tax

Initiatives for Transportation and Transit. We cannot lose sight of the fact that the use of the single occupancy vehicle will be the default mode of transportation for most people. We will constantly have to deliver the message that there are better (for our environment and our health), and more convenient (quicker, less stressful, better use of your time) ways to get around in our community, and we will need to deliver the user the modes to make it happen.

Investment into and effective planning of our transportation network is only one piece of a complicated puzzle. Ultimately, for our citizens to use the system, they must also have a well-designed and affordable place to live that provides **easy access** to the system, especially to active options. Without that option, we will continue to struggle with workers driving alone in their cars to jobs within our community.

If you have any questions, please contact me.

cc: file (C:\Users\DRadke\Documents\MyDocs\Public Works\sb-transportation mp\cc-joint meeting 12-6-16.doc)



# Sale Tax Initiatives Transportation Projects and Transit Services

HERE WE GO!

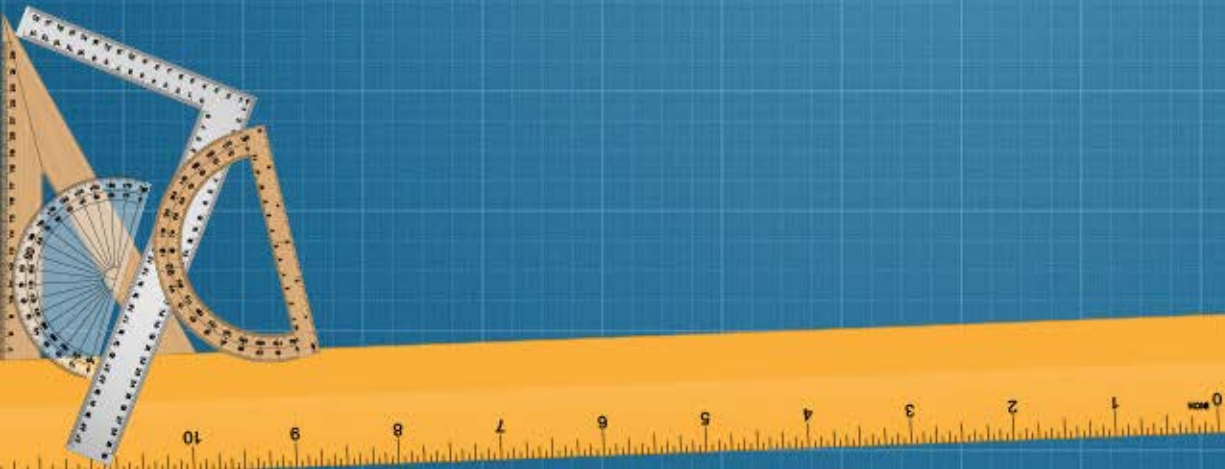
# Collaboration – Key to Success

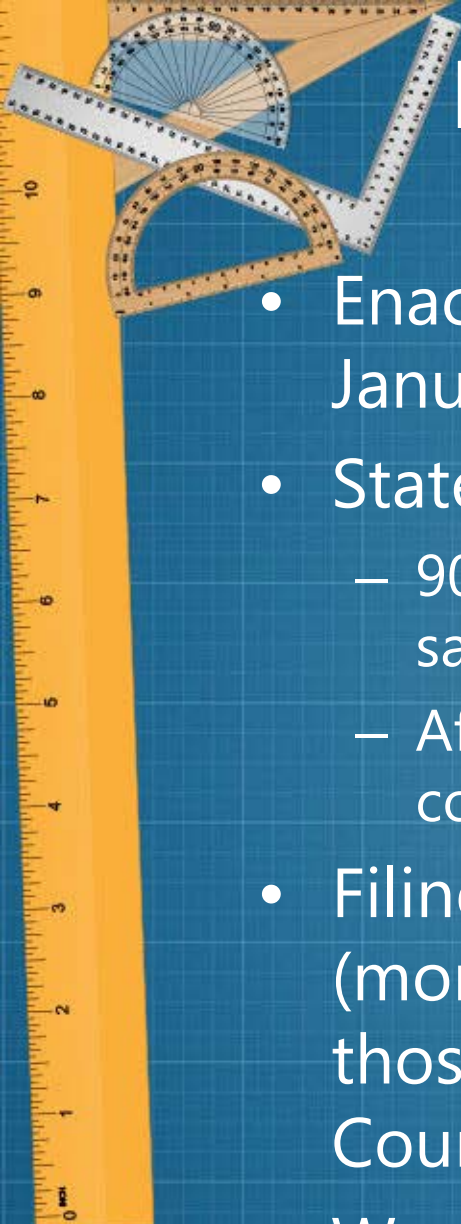
- Formally began with “RIDE-ON” Campaign in June 2016
- Followed shortly by Joint SC/PC Transportation Committee meeting in July of 2015
- 16 months and countless hours of time consuming meetings, research, presentations, and public relations efforts
  - County and City Management and Staff
  - Community Stakeholders
  - Council of Governments
  - City Governments
  - Community Groups and Associations



# Collaboration

- Resulted in overwhelming success of the Sales Tax Initiatives for Transportation and Transit
  - 77% Transportation Infrastructure Projects
  - 69% Transit Service Improvements





# Funding Stream Time Line

- Enacting date of the [Sales Tax] ordinances is January 1, 2017
- State Tax Commission will BEGIN their process
  - 90 days to codify and notify businesses of the new sales and use tax rates
  - After the 90 day period, businesses will be required to collect and remit the new taxes
- Filing requirements of the individual businesses (monthly, quarterly, annual) will determine when those revenues are remitted and received by the County
- We are not anticipating any sales tax revenues until June

# Project Hierarchy

## Transportation Infrastructure

|                                          |           |
|------------------------------------------|-----------|
| Ecker Remote Parking                     | 2017/2017 |
| Transit Oriented Development, Phase 1    | 2017/2017 |
| SR 248, Phase 1                          | 2017/2018 |
| SR 248, Phase 2 (Wyatt Earp to Bonanza)  | 2018/2019 |
| Jeremy Ranch Int./Int. Project           | 2017/2018 |
| Kilby Road Widening                      | 2018/2019 |
| Jeremy Remote Parking (Cline, Phase 1?)  | 2018/2019 |
| US40/SR-248 P&R/Interceptor              | 2018/2019 |
| Richardson Flat US 40 Access Improvement | 2018/2019 |
| Empire/Silver King Roundabout            | 2019/2020 |
|                                          |           |
| Small Cities Grant Program               | 2017 ➡    |
| Bike Share/TDM                           | 2017 ➡    |
| Transit Shelter Improvements             | 2017 ➡    |

- Projects and Services were developed using the common “Strategic Goal” - A transportation system that connects people to jobs, services and communities while limiting congestion.
- Centered on “Alternative Transportation Modes” and making them better

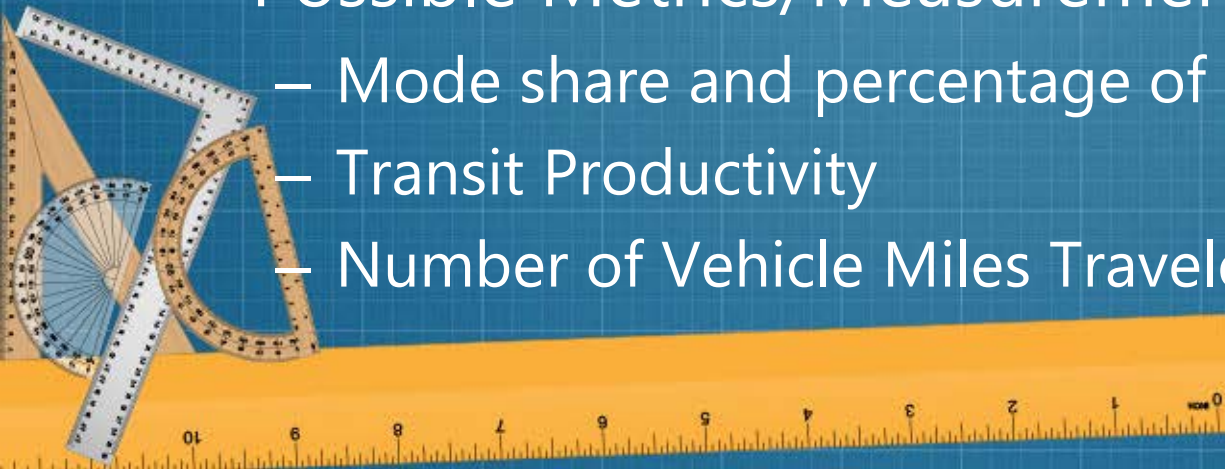
An evaluation of leveraging (bonding and other alternatives) the anticipated funding is being undertaken by County and City Budget Staff

## Transit Service

|                                                              |        |
|--------------------------------------------------------------|--------|
| PC Internal Frequency Improvements                           | 2017 ➡ |
| SR-224 Express Service                                       | 2018 ➡ |
| Kimball Junction Circulator                                  | 2018 ➡ |
| PC-SLC Connect                                               | 2018 ➡ |
| SR-248 Express Service                                       | 2018 ➡ |
| Kamas to PC, Commuter Service                                | 2018 ➡ |
| Basin Neighborhood Connections                               | 2018 ➡ |
| Transit ITS signal preempt. & “next bus” displays @ shelters | 2018 ➡ |

# Outcomes/Metrics

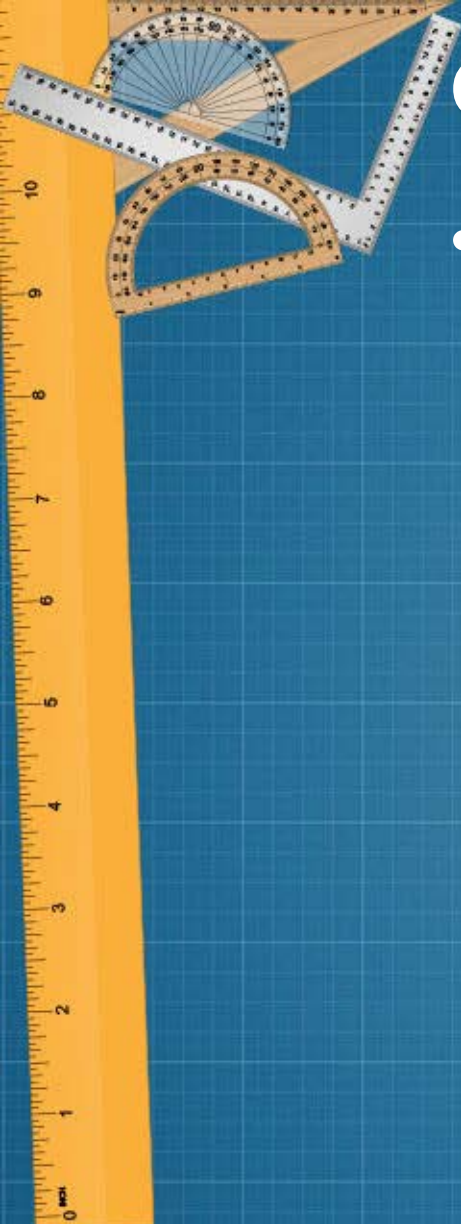
- Measuring the success or failure of any given project or service is important
  - Most cost effective and efficient use of money
  - Future Planning
  - Insuring Cutting Edge Technology
- Program must be flexible so that new technologies can help to maximize the outcomes
- Possible Metrics/Measurements
  - Mode share and percentage of mode shift
  - Transit Productivity
  - Number of Vehicle Miles Traveled per Capita





# Conclusion

- The easy part of is behind us
- The hardest, and most rewarding, part of the journey is in front of us
- Successful Implementation will be the true measure of success
- Must continue the message that there are better and more convenient ways to get around in our community
  - better for our environment and our health
  - quicker, less stressful, better use of time



## Conclusion (continued)

- Investment and planning of our transportation network must include well-designed and affordable place to live that provides *easy access* to the transportation system

# **Sale Tax Initiatives Transportation Projects and Transit Services**

## **QUESTIONS/DISCUSSION**

