



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

November 18, 2024

The Councils of Park City and Summit County, Utah, met in open meeting on November 18, 2024, at 9:00 a.m. in the City Council Chambers.

JOINT CITY COUNCIL AND COUNTY COUNCIL MEETING

I. ROLL CALL

Park City Council Attendee Name	Status
Mayor Nann Worel Council Member Bill Ciraco (via Zoom) Council Member Ryan Dickey Council Member Ed Parigian Council Member Jeremy Rubell (via Zoom) Council Member Tana Toly Matt Dias, City Manager Margaret Plane, City Attorney Michelle Kellogg, City Recorder	Present
None	Excused

Summit County Council Attendee Name	Status
Chair Malena Stevens Vice Chair Tonja Hanson Council Member Roger Armstrong Council Member Canice Harte Council Member Chris Robinson (via Zoom) Shane Scott, County Manager Eve Furse, County Clerk	Present
None	Excused

Mayor Worel announced that the Park City Attorney, Margaret Plane, was recognized by the Utah Bar Association as Attorney of the Year.

Chair Stevens thanked both Councils for their efforts at collaborating on different projects and she thought it would be beneficial, especially as the Olympics were approaching to continue this relationship of collaboration. Mayor Worel stated this was the last joint meeting with Chair Stevens as a County Council member and she appreciated all the work Chair Stevens put into her assignments.

II. DISCUSSION ITEMS

1. Bus Rapid Transit Project Update by Caroline Rodriguez, High Valley Transit (HVT) Executive Director:

Caroline Rodriguez and Gabe Shields, HVT, presented this item. Rodriguez reviewed the history of HVT and noted it began in 2021. She indicated the most efficient Transit mode was the fixed route on SR224. The bus rapid transit (BRT) project began in 2016, and construction would begin in 2025.

Shields explained the BRT would be on both sides of SR224 in dedicated lanes from Kimball Junction to Kearns Boulevard. This lane would accommodate all routes from HVT, Park City Transit, and school buses. He reviewed the benefits of having BRT, including traffic mitigation from estimated traffic growth, and benefits related to the economy, environment, and quality of life. Shields explained they met regularly with a stakeholder group.

Shields discussed the project cost and indicated it was estimated at approximately \$100 million. They had grant funding in the amount of \$64 million. Rodriguez stated there was no other time in the history of City/County Transit when the Councils and the transportation team had the opportunity to make such an impact in mitigating transportation conditions. In response to a question on the terminus of the BRT line, Rodriguez stated there were various studies made to determine the best place, which would be the Old Town Transit Center.

Toly asked how the BRT stops were chosen, to which Rodriguez indicated those were based on ridership and access data. Mayor Worel asked about parking for the BRT ridership. Rodriguez stated the County was working on parking solutions, but she hoped riders could start their trip without a vehicle. Council Member Harte indicated the County Council looked at parking beyond the immediate area and was working with UDOT to solve the parking problem in Salt Lake.

Council Member Parigian asked how UDOT would narrow SR224 from 115 feet to 96 feet in width. Shields stated the median, all-purpose lanes, and shoulders could be narrowed. Council Member Robinson asked if the reduced area would be sufficient. Shields stated he discussed this with UDOT and they looked at best practices with transit lanes in other areas, including Utah County. They felt confident the lanes were good. Council Member Parigian didn't understand the need for a Thaynes stop since that was at the end of the line. Shields stated the studies recommended that stop. Council Member Parigian asked what it would accomplish. Chair Stevens stated

enhancing the BRT areas was a common practice. Toly noted there were 100 children that would use that stop for cross-country ski lessons. Council Member Harte asserted BRT promoted ridership because of the 10-minute frequency.

Council Member Ciraco indicated Thaynes was not a neighborhood set up for transit. He felt the bulk of the benefit of BRT was from Kimball Junction to The Canyons Resort. He had the same concerns as Council Member Parigian about signal jumping backing up traffic. He thought the \$20 million request to construct the project should be looked at and he hoped to see a cost breakdown to justify that. Rodriguez stated that was a worst-case scenario request. They were working to lower the cost and they didn't want Park City to have an unfair burden. She added the direct benefit of BRT was that most riders would go to Park City and get off at Fresh Market. Council Member Ciraco thought the Thaynes stop could hurt the BRT route. He asked if there was potential to have a future Canyons BRT stop be on SR224.

Council Member Robinson asked if the City Council had problems with the BRT design, did they get a benefit, and what Park City would be asked to pay. He thought the reduced width on SR224 would decrease the cost. He wanted to discuss if Park City was against BRT and if they didn't want it in the City limits. Council Member Rubell didn't know if the BRT would address the City's traffic problems. He didn't think it would add value since most of the rides didn't go past the white barn. He thought the technology might be a benefit. He requested an overlay map to see what the impact would be to the trails and entry corridor.

Council Member Ciraco wanted to see metrics on the impact that would actually mitigate traffic in the City. He noted when this was discussed in 2016 there was no Main Street Area Plan. He wanted to see analytics that would show what changed in the project to change the amount requested from \$6 million to \$20 million and noted the project cost doubled but the contribution request tripled. Rodriguez stated she was asked to give a worst-case number. They were working to lower the project cost and they would not ask for an unfair burden on the City.

Council Member Armstrong expressed frustration with some members of the City Council on this project. Council Member Rubell stated City staff looked at this project and they saw benefits but questioned the road width. The City didn't want to do its own thing, but he wanted to collaborate and look at the project collectively to see the value to the City. He noted when the project began, they were told the request was \$6 million. Chair Stevens asked if the City Council was in favor of BRT going from transit center to transit center if the request was still \$6 million. Council Member Harte felt the underlying resistance was for a BRT. Council Member Rubell stated they wanted to see the value for the money spent. Value included what the community would think if the BRT impacted the trails.

Council Member Toly noted Council Members Rubell and Ciraco were concerned with the impacts to the residents, but she asserted this would benefit the City's workforce

and day skiers. Council Member Rubell stated the workforce was included in the study. Chair Stevens stated these projects took years and many Councils had been involved. The challenge was the current Council and staff were now saying they had concerns about the project. She asserted the City and County were increasingly dependent on each other. If this project was cancelled, relationships with the state and federal government would be damaged. Small projects could be done but nothing big would happen for another 10 years. Council Member Parigian stated he was for a BRT in some form, but he was still looking at the information.

Council Member Robinson was excused at 10:00 a.m.

Council Member Dickey supported the BRT and stated they already had \$6 million budgeted. If the cost went up, he wanted to discuss value engineering and other options. He hoped to see City staff working on cost solutions. After some discussion Mayor Worel indicated the City Council would work to give the County an answer. She supported moving forward and asserted she did not want to jeopardize all the relationships involved in this project. She knew there were questions that needed to be answered, but she favored the BRT. Council Member Toly asked if contributions had been requested from the school district and resorts. She wanted to see City staff working with HVT, and wanted to know about The City's contribution to the third quarter tax revenue, and how a 50% tax revenue contribution figured in the City's portion of the project cost. Rodriguez stated the resorts would argue they brought in the sales taxes and that was their contribution. Regarding staff involvement, they had invited the City staff to everything since the beginning and they were equal partners.

Shields explained he met biweekly with City staff and they were already engaging. Council Member Rubell asked for a commitment from HVT to incorporate the feedback from staff to make it the best project for everyone. Mayor Worel stated there was overall support from the City Council, and she would put this on an upcoming City Council agenda to discuss further.

Council Member Armstrong noted HVT was an independent entity, but some of the County Council members sat on the board. Council Member Rubell asked if staff's input could be incorporated into the project, to which Rodriguez affirmed and stated there were some exceptions. She indicated she could work on getting a not-to-exceed cost for the City and stated they were working on getting additional grant funds. Shields stated the proposals were due Wednesday. Then their first task would be to look at the first 30% of the project and come up with a cost for that. In May, they would give a cost estimate for 60% of the project and that would be more accurate. Rodriguez stated the HVT team was also looking at additional grants for the projects. She requested a firm verbal commitment from City Council that they were committed to the project, and they would continue to direct staff to work with HVT to move the project forward. This commitment would be solidified with a memorandum of understanding (MOU). Council Member Parigian committed to \$6 million. The other City Council members from both

Councils gave a verbal commitment of support. Rodriguez indicated she would draft the MOU.

III. ADJOURNMENT

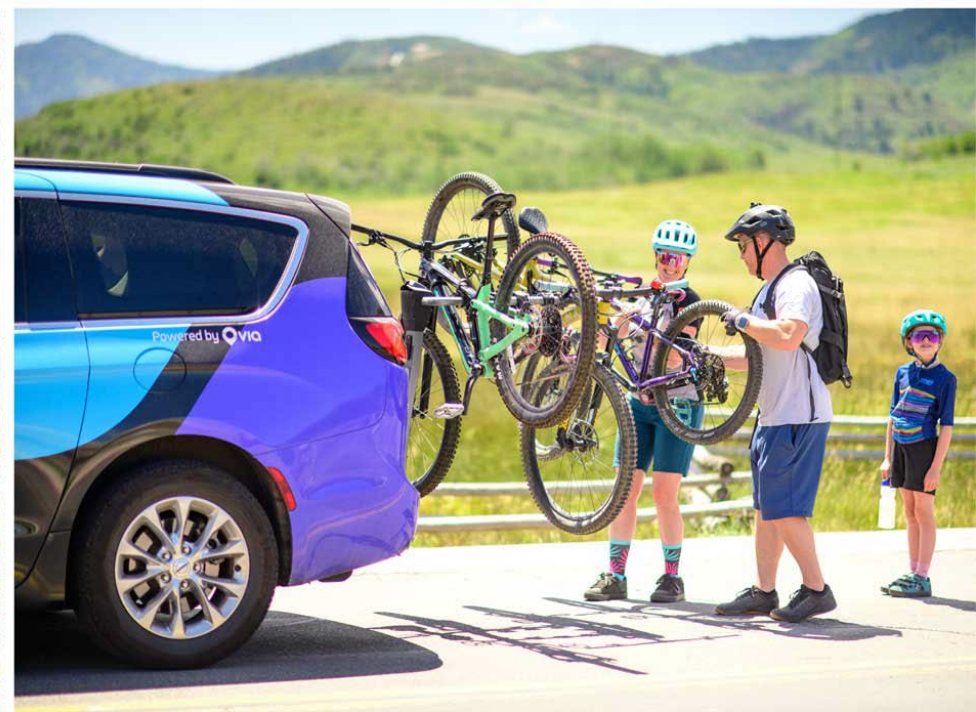
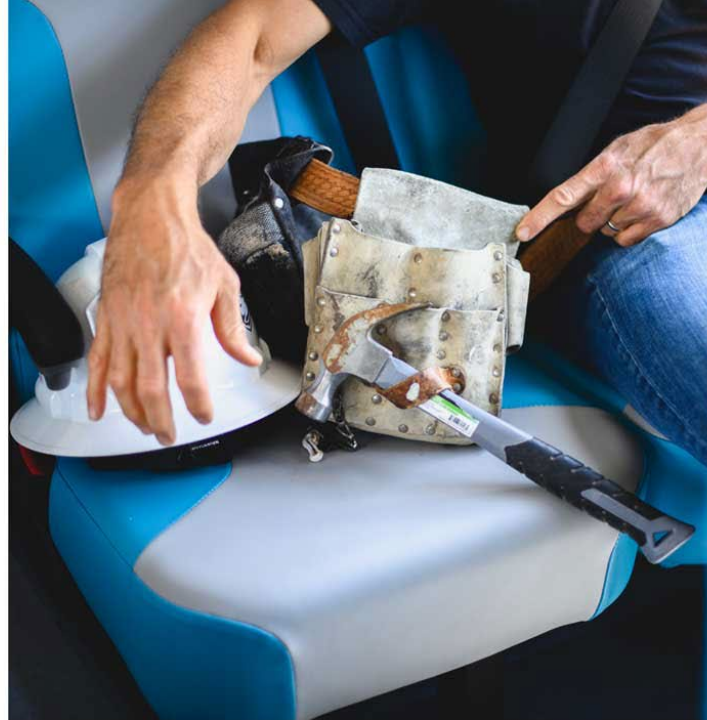
With no further business, the meeting was adjourned.

Michelle Kellogg, City Recorder



High Valley Transit:

**A critical piece of the Wasatch Back
transportation puzzle**

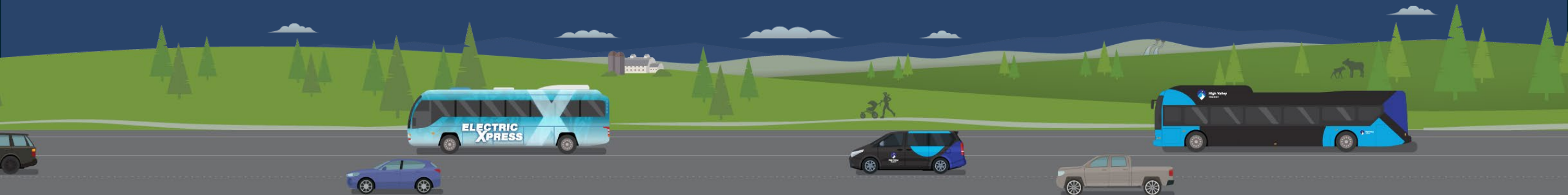


3

YEARS

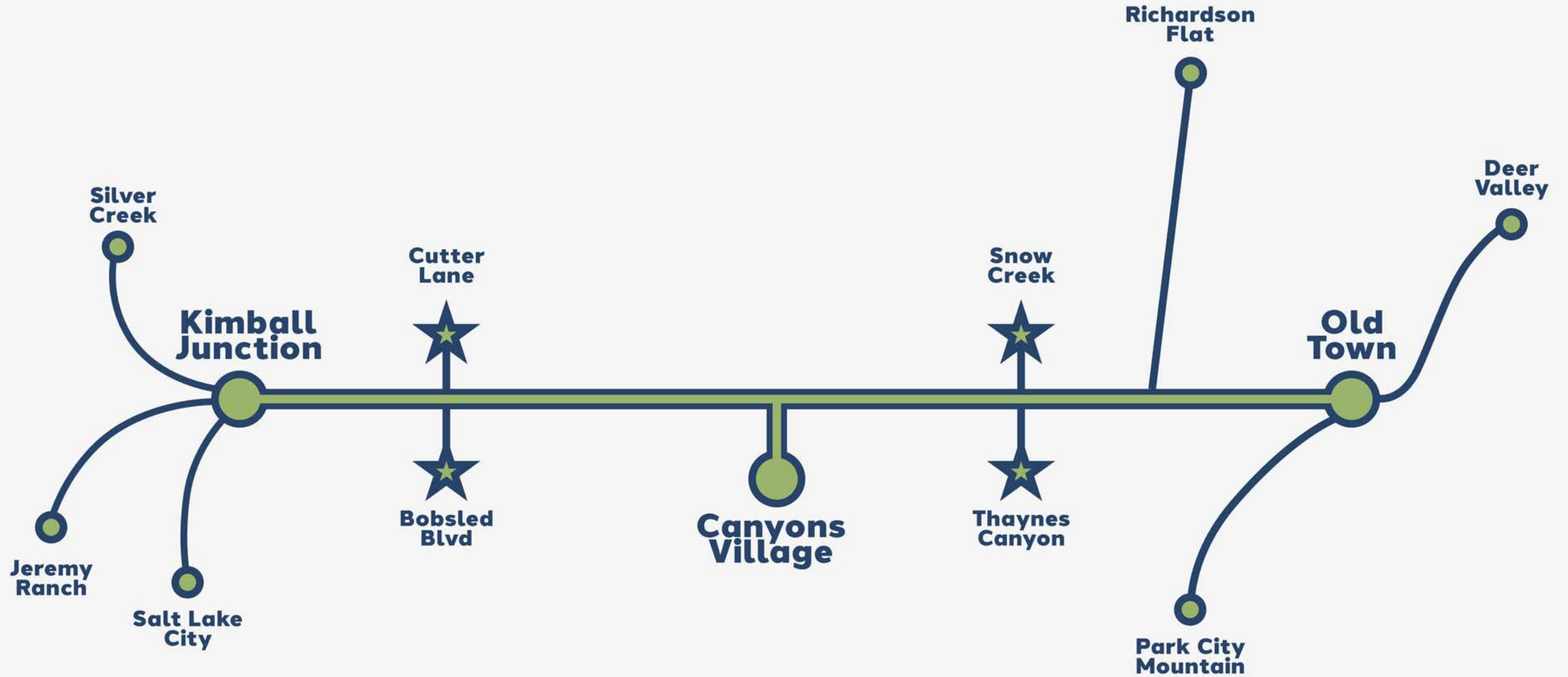
3,300
RIDES A DAY

3.6 MIL
RIDES TO DATE





Why SR-224?



Timeline & History

2016

Park city receives federal funds for electric buses.

Park City and Summit County pass sales tax initiative to fund transit/BRT projects

Mountain Accord funds alternatives analysis for "significant regional corridor."

2018

2016-2018 Alternatives Analysis

2020

Alternatives Analysis identifies BRT as locally-preferred alternative from expansive list of possible solutions.

2021

High Valley Transit formed to address regional transit needs.

2022

High Valley Transit receives RAISE funds

S.R.224 BRT is the only rural project to receive TTIF funds - \$30.3 million.

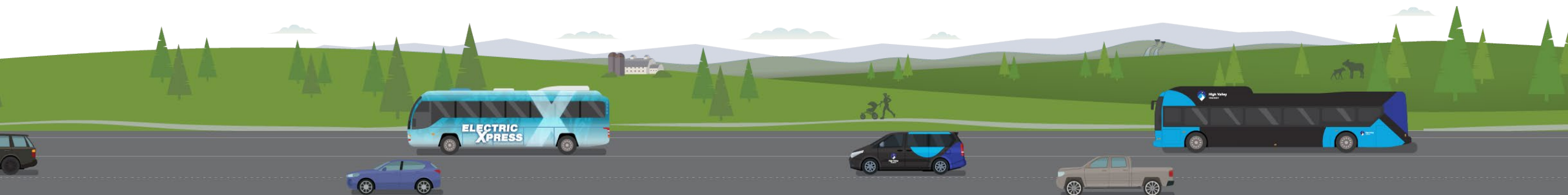
Utah's federal delegation and Olympic Legacy Foundation express support due to the significance of the project.

2023

BRT Categorical Exclusion Approved by FHWA

2024

Finalize project design and secure right of way.







PROPOSED BRT ALIGNMENT

-  DEDICATED BRT LANES
-  MIXED FLOW TRAFFIC

-  EXISTING STATION
-  PROPOSED STATION

SR-224 BRT Sample Cross Section





Fast, Reliable, Efficient.

5,000

RIDERS A DAY

7

DAYS A WEEK

10-15

MINUTE FREQUENCIES

Benefits: Supporting the Main Street Area Plan

Projected Peak Travel Capacity to Main Street

	Current	Future Increase	Future Total
	12,800 <i>people daily to Main Street*</i>	+0 <i>people daily</i>	12,800 <i>people daily</i>
	4,700 <i>daily hotel shuttle and rideshare riders</i>	+0 <i>people daily</i>	4,700 <i>people daily</i>
	2,500 <i>daily transit riders</i>	+17,500 <i>people daily**</i>	20,000 <i>people daily**</i>
	0 <i>daily gondola riders (Deer Valley to Main Street)</i>	+2,000 <i>people daily (capacity much higher)</i>	2,000 <i>people daily (capacity much higher)</i>
Total Trips	20,000 <i>people daily*</i>	+19,500 <i>people daily*</i>	39,500 <i>people daily*</i>

*3,200 vehicles per day x4 passengers per vehicle

**Assumes 5-minute frequency or less

“ A key goal of this plan is to enable more people to reach Main Street without worsening traffic.”

Benefits: Economic, Environmental, Quality of Life



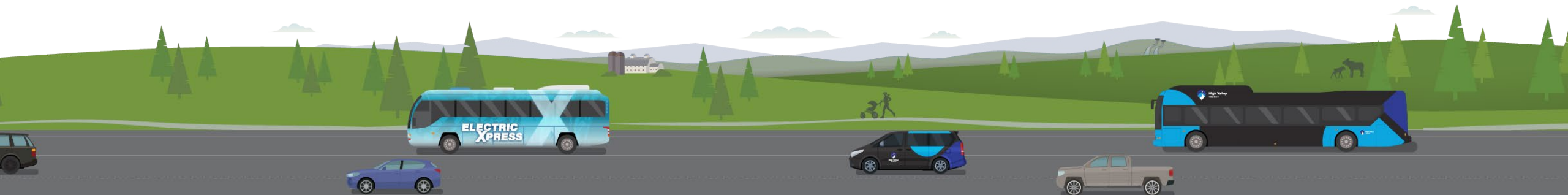
“The 1,050 businesses that make up our organization rely on public transit to get visitors to their destinations and provide reliable transportation to employees, which during our peak season can number as many as 10,000 a day. A robust and reliable transit system is critical to ensure a thriving economy and our highest quality of life.”

JENNIFER WESSELHOFF
PARK CITY CHAMBER OF COMMERCE
& VISITORS BUREAU



“The UOLF is wholeheartedly supportive of improvements to the public transit system in Summit County and we’re especially excited about the S.R.224 project. There are endless benefits to the tourism industry and the environment.”

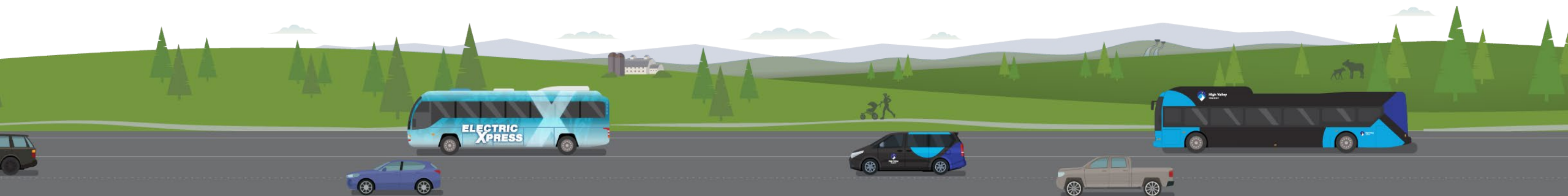
COLLIN HILTON
UTAH OLYMPIC LEGACY FOUNDATION





“Clearly, businesses need Bus Rapid Transit on SR224 to get people to Park City more quickly and with fewer cars. The project is also an investment in the future as the infrastructure that is being built on 224 positions us well for future transportation technology.”

JOHN (JK) KENWORTHY
FLANAGAN'S ON MAIN

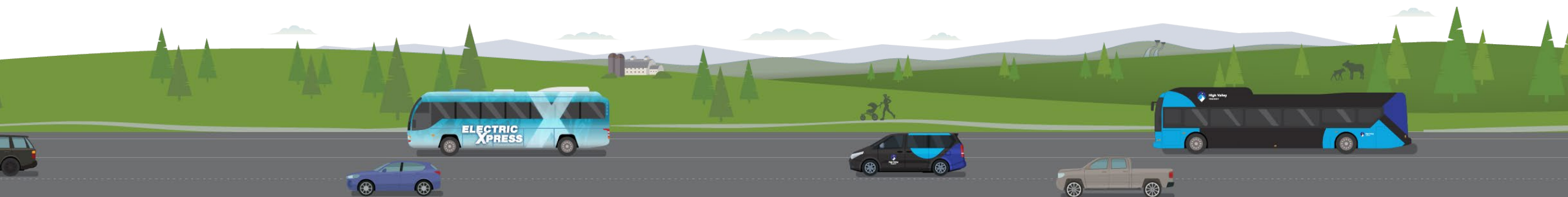




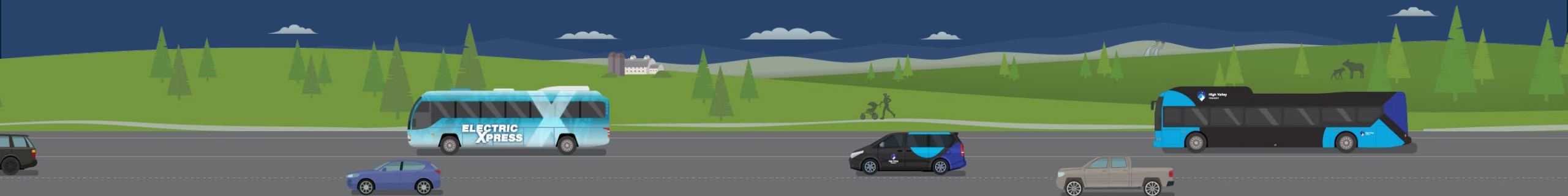
“Riding Park City's public transportation with High Valley Transit is more than just a convenience—it's a lifeline for those of us in the ski and hospitality industry. It also allows our family to thrive on a one-car household, freeing up resources to invest more in what truly matters. In a town where access and affordability are key to retaining team members, public transit is a simple yet powerful way to connect our community.”

MARC DAVIS

OPERATIONS MANAGER AT
DEER VALLEY RESORT

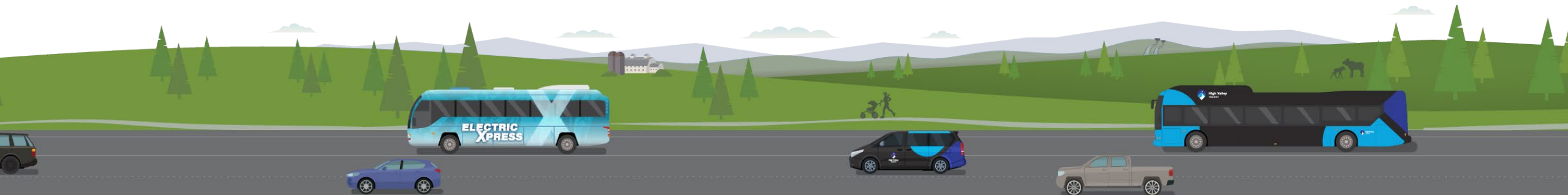


Schedule & Budget Update





- 1 | Working towards **30%** construction plan in **Q1 2025**
- 2 | Regular interaction/engagement with partners: Park City, Summit County, UDOT
- 3 | Selection of contractor in December 2024
- 4 | Meeting with community stakeholders



Determining Project Cost

Goal of Alternatives Analysis



Determine mode

Goal of NEPA

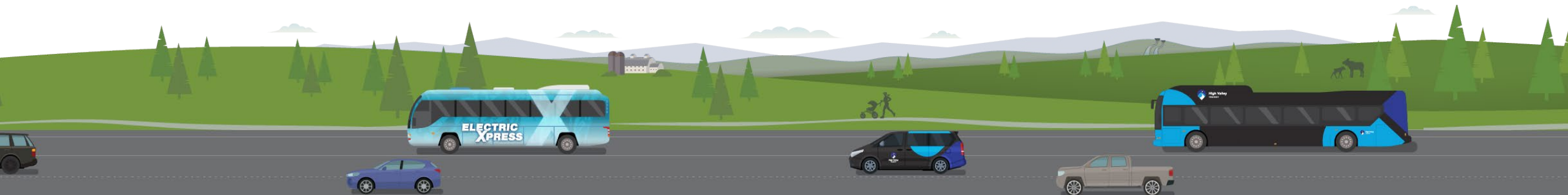


Anticipate impacts

Goal of Final Design

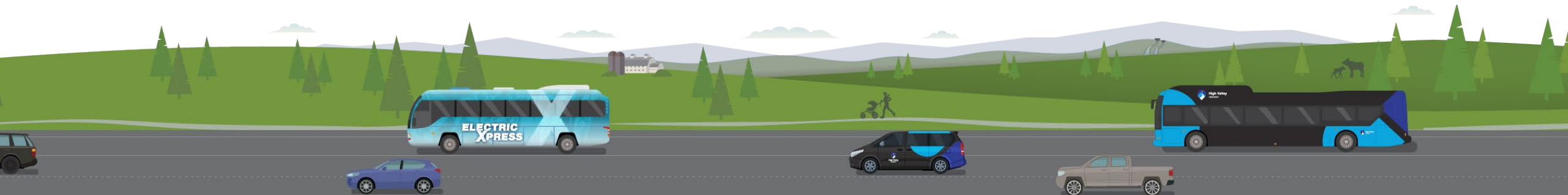


Plan for construction



NEPA Design Estimate

- Existing medians and travel lanes remain
- Removal of existing shoulders
- Installation of buffer strips
- Paving the BRT lanes
- New Full-width shoulders
- Total corridor width of 115'
- Property impacts: 62 affected parcels, 2.5 total acres



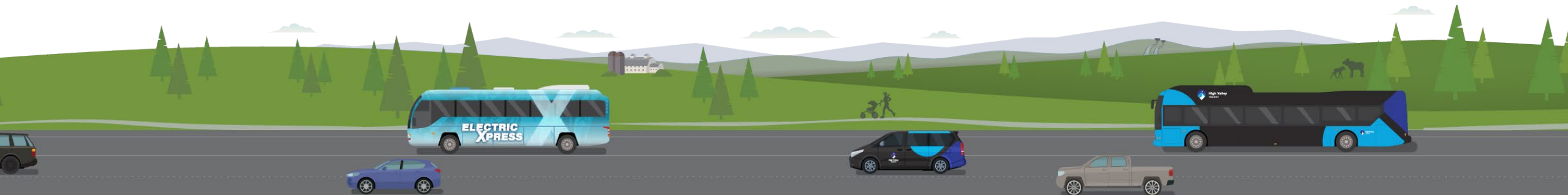
Cost evolution

- **2022 NEPA Cost**

 \$70.9 Million
- **2024 NEPA + inflation**

 \$97-103 Million
- **Secured funding**

 \$64 Million
 - Federal Funding: \$26M
 - State Funding: \$30M
 - Transit Sales Tax: \$8M

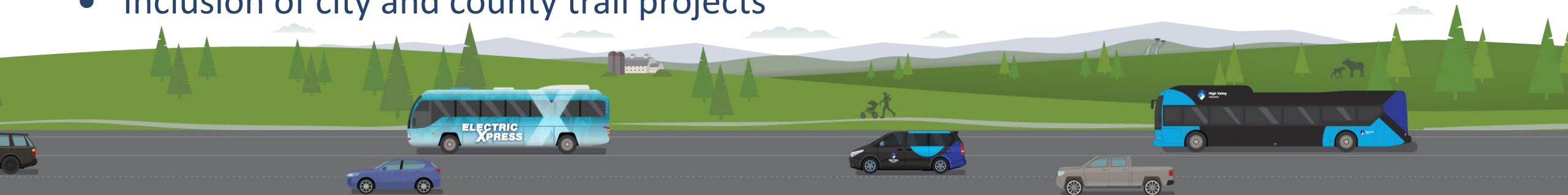


Design Optimization

- Design based on 45 MPH for full corridor
- Decreased lane widths
- Decreased median widths
- Decreased shoulder widths
- Total corridor width of 96'
- Fewer parcels needed
- Inclusion of city and county trail projects

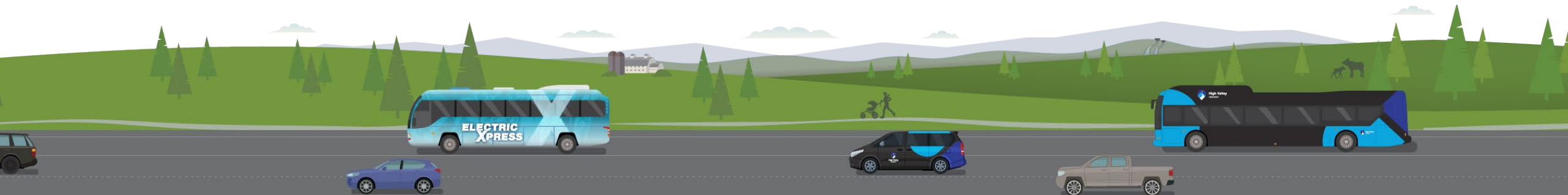
WHAT DOES THIS MEAN?

Major Cost Savings



SR-224 BRT

Significant regional benefit
Community support
Strategy in place to lower cost



High Valley Transit

Committed to increasing mobility and access to, from, and throughout Utah's Wasatch Back via innovative multimodal transit solutions.

